

February 13, 2014

Ms. Lavane Hessler
Wisconsin Department of Natural Resources
Bureau of Facilities and Lands
P.O. Box 7921
Madison, WI 53707-7921

Dear Ms. Hessler,

I am enclosing with this letter a copy of the Ice Age Trail Alliance's Report to Congress. We will submit the same to both houses of the Wisconsin legislature. In so doing, we have met the **reporting requirements laid out in s. 23.295, Stats.**

Using our grant application as a guide, we are taking this opportunity to highlight our accomplishments measured against the five Indicators of Project Success that we described in our application.

1. Recruit, supervise and retain volunteers who develop, maintain and promote the Ice Age Trail in Wisconsin:

During 2013, the Alliance held ten trailwide Mobile Skills Crew (MSC) projects. Lasting four to nine days, attendance averaged about 175 per project. Over 1,300 volunteers donated a record-breaking 23,544 hours at these events. The largest project attendance of 369 participants broke another Alliance record. Five of these events took place on state properties. Throughout the Ice Age Trail, volunteers constructed 67 trail structures built with rock, timber or lumber resulting in a total of nearly 1,500 linear feet. New miles of Ice Age Trail in 2013 totaled 9.3 miles.

Volunteer trainings in crew leadership, technical trail skills, chainsaw safety, First Aid and CPR, and food handling safety were attended by 84 individuals. In addition to large-scale projects and volunteer trainings, no less than 150 local projects are coordinated along the Trail route.

2. Build partnerships and work with no less than 6 civic organizations, 6 businesses and 6 municipalities:

These goals were met or exceeded as follows:

Businesses: Integrated Restoration, Antigo Mill's Fleet Farm, Land Conservation Services, Custom Manufacturing, Lake States Lumber, Wilhelm Lumber

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Ice Age Trail Alliance

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Civic groups: Aldo Leopold Foundation, Riverland Conservancy, UW-Baraboo, UW-Eau Claire, Wisconsin Basecamp, Wisconsin Army National Guard, New Vision Wilderness

Government/municipalities: Village of Cross Plains, Dane County, City of St. Croix Falls, City of Lodi, Town of West Point (Columbia Cty), Town of Barton (Taylor Cty)

3. Promote the protection of a corridor for the Ice Age Trail including protecting properties for the Trail:

Alliance staff along with DNR and NPS staff participated in 15 meetings that culminated in 9 public corridor planning meetings and open houses. Alliance staff commitment exceeded 150 hours. 11 open house meetings were held and included 1 or more Alliance staff. The Alliance further assisted in the land acquisition process that led to 11 properties permanently protecting 4.7 miles of Trail and 920 acres.

4. Strengthen community support for the Ice Age Trail:

Each of our ten MSC projects included over six months of project planning. Community involvement and participation are keys to the long term success of each new segment. Project planning includes school groups, civic groups, church and religious groups, youth service learning programs and any other opportunities that develop. Post-project trailheads, parking lots and interpretive assets ensure the Trail segment becomes part of the community's recreational experience.

In partnership with the National Park Service, the Alliance contracted with DiscoverMediaworks to produce a youth program of *Into the Outdoors* dedicated to teaching them about the Ice Age Trail. In addition to the 30 minute program, 4 educational curriculum videos were developed for use by teachers anywhere in the state.

5. Promote tourism with no less than six state or regional tradeshows:

The Alliance participated in six tradeshows: Midwest Renewable Energy Association's The Energy Fair, Midwest Mountaineering's spring and fall expos, Wisconsin Public Broadcasting's Garden Expo, Outdoor Retailer industry trade show in Salt Lake City, UW-Eau Claire Community Engagement Fair, and Rutabaga's Canoecopia.

As lead partner of the Ice Age Trail Discover Wisconsin television series, we committed to a four-year program of one episode each year at a cost of \$36,000/episode. The Trail was divided into four segments, and we then partnered with four communities in each episode. In 2013, we partnered with the City of Delafield, Washington County, Sheboygan County and Door County. The fourth episode of Discover Wisconsin links the communities as a long-distance hiker would while on the Ice Age Trail. Episode #4 is in final production and will debut on April 11, 2014.

The recent Department of Tourism Joint Effort Marketing Grant project identified 1,252,685 annual users of the Ice Age Trail. Further and most enlightening is that the Trail has a direct economic benefit to the State of over \$113 million.

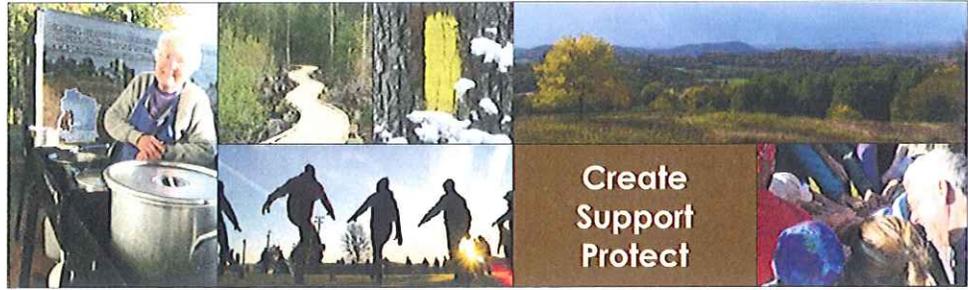
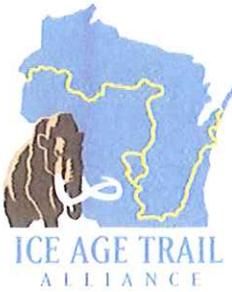
We are proud to report our successes each year. In 2013, the Alliance provided a match that exceeded \$512,000. The DNR Conservation Capacity Grant to the Ice Age Trail Alliance is a sound investment and critical to our ability to leverage these funds to the benefit of the State.

We welcome any further questions or requests.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Wollmer". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Mike Wollmer
Executive Director



February 10, 2014

Dear Friend of the Ice Age Trail,

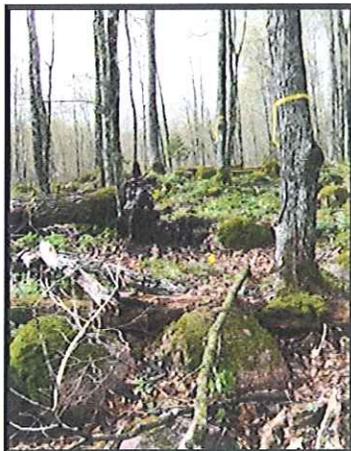
The Ice Age National Scenic Trail is a local, state and national treasure. It provides benefits in your community and beyond Wisconsin's borders that include positive conservation, recreational, cultural and economic values. Support for the Ice Age National Scenic Trail is easily justified when considering the continued public excitement for using, building and maintaining the Trail. Despite recent economic challenges in our country, the Trail has seen significant growth in enthusiasm, use and support.

In collaboration with the Wisconsin Department of Tourism, we answered some elusive questions that vexed us for years. Independent research determined that more than 1.25 million people from across the country use the Ice Age Trail each year. Even more exciting is quantifying the economic impact of the Trail...over \$113 million annually.

The Trail has significant economic value!

Thousands of volunteers believe in the Ice Age National Scenic Trail. Last year volunteers contributed 71,278 hours with a private sector worth of \$1,578,095. Our partnerships with the National Park Service and the Wisconsin Department of Natural Resources support valuable volunteer efforts. Both provide critical funding ensuring our success in moving the Ice Age Trail toward completion. In most cases the Alliance leverages those funds with private resources. Funds dedicated to the Ice Age National Scenic Trail are a sound and defensible investment.

The Trail is a federal investment!



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More than 3.4 million Wisconsinites live within a one-hour drive of the Trail, and 18 million Americans live within a two-hour drive. The Ice Age Trail has the ability to meet the needs of a significant portion of the population living in the upper Midwest.

The Trail is for the people!

In summary, the Ice Age National Scenic Trail is a valuable resource to the residents of Wisconsin and the Midwest. It provides valuable conservation, cultural interpretation, quiet recreation and protection of our glacial history. The Alliance looks forward to working with you and our entire Wisconsin delegation to support the Ice Age Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Wollmer", with a long horizontal flourish extending to the right.

Mike Wollmer
Executive Director



FY2015 AT-A-GLANCE

Requests on behalf of the Ice Age National Scenic Trail

Land Protection Requires LWCF Appropriation: \$3,700,000

On behalf of the 11 National Scenic Trails, 19 National Historic Trails and 150,000 trail organization members, we support the FY2015 appropriation of \$57,695,000 from the Land & Water Conservation Fund (LWCF) for the National Trails System Collaborative Landscape Planning (CLP) proposal.

Trail Construction Funding: \$786,700

Construction funding will address the growing backlog of trail construction and maintenance projects including major trail structures needed for user safety and resource protection. Funds will be dedicated to engage the next generation of stewards in trail building and conservation.

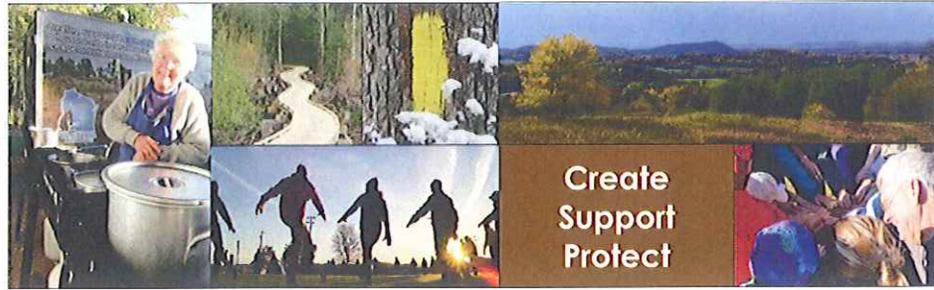
Wisconsin's First National Monument

Creating the Glacial Edge National Monument would bring added protection to the nationally significant antiquities of continental glaciation and provide unit status to an important part of the Ice Age Trail.

Please consider

The Ice Age National Scenic Trail is an investment in many ways. The economic value of the Ice Age NST is real. As you manage our country's future path, please consider that conservation, land protection, recreation and cultural preservation have direct economic value to communities large and small.





Positive Economic Benefits & Impacts

How many citizens use the Ice Age National Scenic Trail annually?

1,252,685

What is the estimated annual economic impact of the Ice Age National Scenic Trail in Wisconsin?

\$113,961,357

Professional research and trail-user surveys conducted in 2012 quantified that the economic impact of the Ice Age NST is substantial. 113 million dollars annually positively impacts the day-to-day operations of Wisconsin businesses. The value, and the use of, the Ice Age NST is steadily increasing in numbers too important to be ignored.

Conservation + Education + Business + Recreation = Legacy

The Ice Age Trail positively affects local economies before, during and long after on-the-ground trail construction concludes. The impact begins with the land acquisition process. Utilizing the staff of the Ice Age Trail Alliance and our state and federal partners, land opportunities are identified with willing sellers. That process employs not only these staffs but professional service providers. Surveyors, appraisers, realtors and other local businesses are engaged.

Trail development is the next step in the ladder of economic development. Quiet travel dollars and professional contracted services flow into the community. Trail projects have a substantial and diverse impact in local communities. As many as 400 volunteers arrive for four- to seven-day projects. Each travels to the site at their own expense. Each invests personal dollars into the local economy. With no uniforms or obvious indicators of why they are there, Ice Age NST volunteers are not easily identified. They buy groceries, fuel, beverages, meals and frequent local businesses. Our strong ethic is to buy local for lumber, sanitation, catering, hardware and construction services.

Custom Manufacturing, VP-Sales, Chilton, WI: "We are a small, family-owned company with 45 years of experience. In these difficult economic times, we appreciate your help in keeping our 15 employees working and being a contributing member of our community."

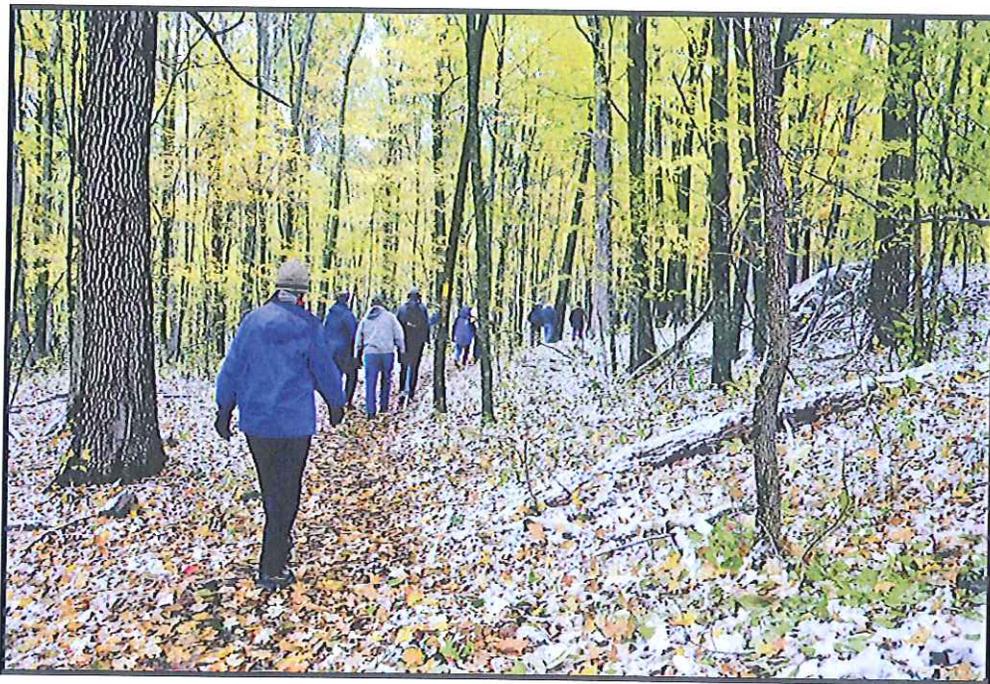


One mile of trail construction equates to an investment of \$30,000 in local economies. There are 500 or more trail miles to complete. There are 600 miles requiring ongoing maintenance. The substantial economic impact of the Ice Age National Scenic Trail is real. We continue to invest as we manage, maintain and improve the Trail and the land on which it lies.

*Integrated Restorations, LLC Owner & Operations Manager, Belleville, WI:
"Revenue for project work provided by the Ice Age Trail Alliance and its partners has enabled me to hire additional staff for my company allowing my small business to expand during an economic recession."*

The Ice Age NST represents a permanent economic magnet for local communities and in turn the state. A newly constructed trail segment benefits local residents first, but as importantly, draws travelers from outside the area to the local economy. Local communities that embrace the Trail find long-term values that simply didn't exist days before. Travel is Wisconsin's greatest industry at over \$12.1 billion dollars, and the Ice Age Trail stands tall as part of it.

Medford Tourism Bureau, Medford, WI: "From a business point of view, the Ice Age Trail is certainly a benefit. People ask where they can eat or stay after a day on the trail, and they ask about our local calendar of events to see what else they can do while in the area."



Consider another impact...the Ice Age Trail Alliance is a business...a Wisconsin corporation for over 50 years. Through successful fundraising and the support of our 3,000+ members we bought our wonderful, 3,000-square-foot facility in Cross Plains and employ a staff of 11.

Village President, Cross Plains, WI: "...the Ice Age Trail Alliance headquarters has jumpstarted our vision. With the added visitors to our Village, not only has the local economy seen an increase in their business, but it also opens the door to many of the other outdoor activities we have."

The Ice Age Trail Alliance contributes daily to the local community...we pay property taxes, contract for services and invest in the community every day.

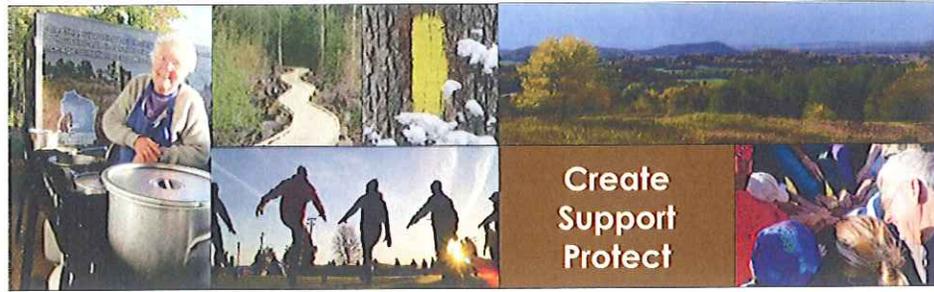
We are proud of the assets on our "Balance Sheet":

- Positive economic impact
- 71% private support
- Diverse recreation activities
- Conservation for the ages
- Educational opportunities
- Cultural respect
- Youth engagement programs

In 2013, 2,124 people gave 71,278 volunteer hours to the Ice Age NST representing \$1,578,095 in private sector value. Nearly 60% of Wisconsin residents live within 20 miles of the Ice Age NST. The Trail brings lasting economic, health, recreation, education and natural resource values to the citizens of Wisconsin and the country as a whole.

Practical wisdom should prevail. That wisdom suggests that proven ideas shepherded by dedicated citizens strengthen America's economic future. The Ice Age NST is an underfunded pathway to this future.

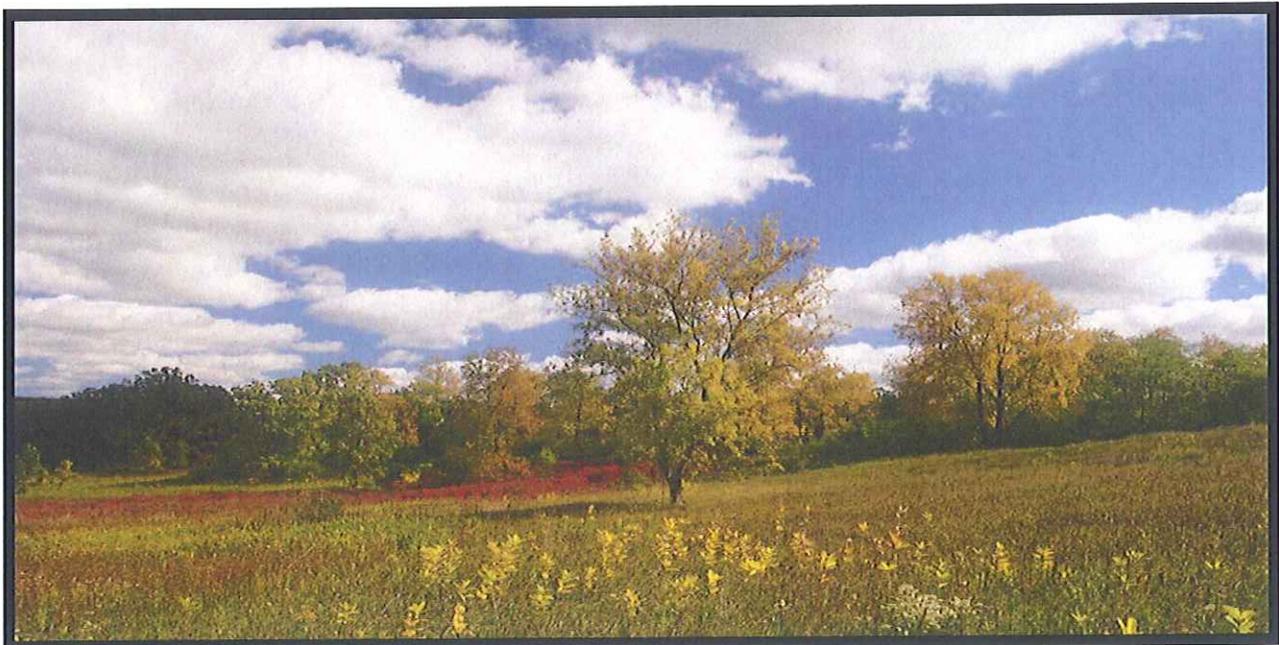




LAND & WATER CONSERVATION FUND FY2015

NATIONAL TRAILS SYSTEM COLLABORATIVE LANDSCAPE PROPOSAL

The Ice Age Trail Alliance strongly supports the FY2015 appropriation of Land & Water Conservation Funds for the National Trails System Collaborative Landscape Planning proposal. Specifically the Alliance supports the appropriation of \$3.7 million in LWCF funding for the acquisition of two important properties for the Ice Age National Scenic Trail. The Indian Lake and Big Rock Creek projects will protect important natural resources and secure key anchor points for the Ice Age NST.



National Trails System AND Land and Water Conservation Fund



February 2014

Dear Members of Congress:

On behalf of our organizations and our 150,000 members, we are writing in support of a \$57,695,000 appropriation from the FY2015 Land and Water Conservation Fund for the National Trails System Collaborative Landscape Planning (CLP) proposal. Our national scenic and historic trails represent the natural and cultural backbone of America, protect our precious natural, cultural, and historic resources, and contribute to the \$646 billion in outdoor recreation spending each year. The National Trails System proposal represents the very best in high leverage community-based conservation and sustainable recreation efforts at the landscape scale.

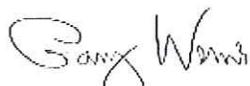
The 30 national scenic and historic trails of the National Trails System extend more than 53,000 miles across 49 states linking together 80 national parks and monuments, 70 national wildlife refuges and more than 90 wilderness areas. These trails also pass through or near 100 of America's cities of 50,000 or greater population. They afford millions of Americans inspiring outdoor recreation and educational experiences both close to home and in the remotest deserts, highest mountains, and along some of the wildest rivers of our land while also protecting critical habitat and travel corridors for wildlife. These trails help to vividly tell the stories of all the major ethnic and cultural communities that comprise the rich diversity of our Nation in the places where critical times in their histories occurred. They span the history of our Nation from the time of Native-American control of the continent thru European discovery and colonial rule to Euro-American settlement of the West and the great Civil Rights struggles of the recent past.

These long-distance trails are also one of the most ambitious and innovative ventures in large-scale collaborative stewardship of our public heritage in American history. Each of the 30 trails is developed and sustained through scores of long-term partnerships between Federal agencies, State and local governments, Indian tribes, and nonprofit organizations. The handful of Federal staff who administer and manage these trails rely on the contributions of thousands of citizen volunteers to make them available for public enjoyment and reinvigoration. In 2012, volunteers along the National Trails System contributed at least 1,185,375 hours valued at \$26,244,202 to sustain the trails. The partner organizations also contributed \$7,565,777 to benefit the trails. Since 1995, citizen volunteers across the National Trails System have contributed at least 12,084,796 hours valued at \$228,504,230 and the trail organizations have contributed an additional \$124,702,692 to build, maintain, explore, interpret, and protect America's national scenic and historic trails.

As impressive as those numbers are they do not convey the full depth of involvement of citizens from throughout the land in caring for elements of our natural, cultural, and historic heritage along our national scenic and historic trails that give deep meaning to their lives. In an era of "nature deficit disorder," wide-spread childhood obesity, and alienation among communities, the 45 year old grand experiment of the National Trails System provides countless opportunities for people of all ages to connect with nature and with one another while benefiting from healthful outdoor recreation. Communities are linked by these trails in common endeavors to celebrate their heritage. Strangers become life-long friends through working together to sustain these national trails. These are among the intangible benefits that come from the preservation of critical lands along these national trails.

The inclusion of the National Trails System in the FY2015 budget as part of the Collaborative Landscape Planning package will protect critical places and resources for public benefit and will help foster and enhance our community-based citizen stewardship of conservation landscapes. This strategic investment of Federal money will leverage additional monetary and in-kind contributions many times over while it enriches the lives of millions of people and strengthens our communities. Investing in the conservation of America's national scenic and historic trails is an investment in the land that sustains us and in our people who care for the land.

Sincerely,



Gary Werner, Executive Director
Partnership for the National Trails System



Kaleo Paik, President
Ala Kahakai Trail Association



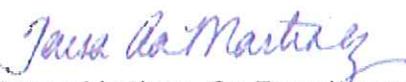
John Judge, President
Appalachian Mountain Club



Ronald Tipton, Executive Director
Appalachian Trail Conservancy



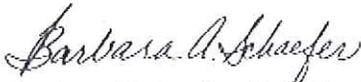
Joel Dunn, Executive Director
Chesapeake Conservancy



Teresa Martinez, Co-Founder and Director,
Continental Divide Trail Coalition



Eric Hammerling, Executive Director
Connecticut Forest & Park Association



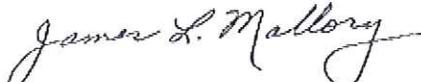
Barbara Schaefer, President
E Mau Na Ala Hele



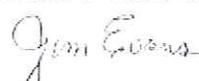
Mike Wollmer, Executive Director
Ice Age Trail Alliance



Lindy Hatcher, Executive Director
Lewis & Clark Trail Heritage Foundation



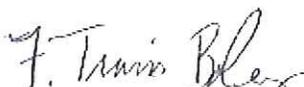
James Mallory, Vice-Chairman
Lewis & Clark Trust



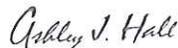
Jim Evans, Executive Director,
Nez Perce Trail Foundation



Bruce Matthews, Executive Director
North Country Trail Association



F. Travis Boley, Association Manager
Oregon-California Trails Association



Ashley Hall, President
Old Spanish Trail Association



Liz Bergeron, President and CEO
Pacific Crest Trail Association



Jon Knechtel, Director of Trail Operations
Pacific Crest Trail Association



Jerra Quinton Baker, Executive Director
National Trail of Tears Association

Judith Bittner, President
Iditarod Historic Trail Alliance

National Trails System

Land and Water Conservation Fund



FY2015 LWCF Request: \$57,695,000

Background

In August 2013, the National Park Service, Bureau of Land Management, US Forest Service, and the US Fish & Wildlife Service, assembled a comprehensive land protection package for an appropriation through the FY2015 Land and Water Conservation Fund (LWCF) for the National Trails System through the Collaborative Landscape Planning program. This \$57,695,000 package includes 43 parcels in 16 states along 15 national scenic and historic trails. The interagency collaboration and public/private cooperation involved in this application are impressive, and perhaps, an example to be followed in future Federal efforts of all kinds.

The National Trails Landscape

The national scenic and historic trails are wilderness and rural, historic and cultural corridors traversing 49 states and every ecological biome in the US. These long-distance trails, stretching for hundreds or thousands of miles each, connect with 70 national wildlife refuges, 80 national parks, 90 national forests, and 100 major metropolitan areas, protect crucial conservation areas, preserve irreplaceable historic and cultural places, and provide wildlife migration corridors, as well as education, recreation and fitness for people of all ages.

By Congressional action, national scenic and historic trails are nationally significant. Each is a collaborative venture in the conservation, interpretation, and responsible public use of important elements of our Nation's natural and cultural heritage. As established by law, the administration and management of these trails requires Federal interagency collaboration. Significant LWCF investment is essential to protect them for public appreciation and benefit.

The collaborative nature of the national scenic and historic trails means that a financial investment by any of the partners has the potential to be greatly leveraged by contributions from other partners. This has been the case repeatedly in the National Trails System. Any Federal financial investment in these trails is highly stimulatory. In 2012 alone, private organizations, state agencies, local and tribal government entities, and volunteers contributed over \$33,000,000 in funding and other support to the National Trails System.

Federal financial investment does not just help to buy land to protect critical resources; it also sets the stage for citizen and community involvement in national trail stewardship. The Federal investment in these trails – well illustrated by the Appalachian Trail – clearly stimulates citizen engagement and volunteerism, connects citizens with the Nation's natural and cultural heritage, and strengthens communities across the land.

Outcomes with Collaborative Landscape LWCF

Each national trail has a comprehensive management plan that outlines management objectives for it. Protection of a continuous recreation corridor is paramount for the scenic trails while protection of significant cultural sites is critical for historic trails. The projects included in the proposal will help fulfill those trail-specific plans. Indicators of success vary from trail to trail, but include increased visitation, increased community participation, return of rare or endangered species, and restoration of damaged landscapes.

Threats to the National Trails System Landscape

National scenic trails are to be continuous corridors of superlative recreational opportunity, so permanent gaps are a major threat to their integrity. Trail gaps result in the abandonment of trail sections, negating years of effort and public and private investment. Disruption of natural and historic settings by energy development, mining and logging, housing and commercial development, and other changes destroy the quality of visitor experience along both national scenic and historic trails. Destruction of irreplaceable historic and cultural resources and rare and endangered ecosystems lessens the value and inspiring nature of these trails.

National Trails System

Land and Water Conservation Fund



FY2015 LWCF Request: \$57,695,000

The primary partners who work with the Federal agencies to construct, maintain, protect and promote the National Trail System respectfully ask Congress to support FY2015 LWCF appropriations of \$57,695,000 to protect critical sites and segments along the Congressionally authorized Ala Kahakai, Old Spanish, Lewis and Clark, Captain John Smith Chesapeake, Trail of Tears, California, Iditarod, and Nez Perce National Historic Trails; and along the Appalachian, Continental Divide, Pacific Northwest, Ice Age, New England, North Country and Pacific Crest National Scenic Trails. These partners include the Ala Kahakai Trail Association, Appalachian Trail Conservancy, Appalachian Mountain Club, Connecticut Forest & Park Association, Continental Divide Trail Coalition, Continental Divide Trail Society, E Mau Na Ala Hele, Ice Age Trail Alliance, Iditarod Historic Trail Alliance, Lewis and Clark Trail Heritage Foundation, Pacific Northwest Trail Association, Trail of Tears Association, Chesapeake Conservancy, Old Spanish Trail Association, Nez Perce Trail Foundation, North Country Trail Association, Pacific Crest Trail Association and the Partnership for the National Trails System.

Bureau of Land Management Budget Request \$15,246,000 million | 7 parcels | 15,859 acres

Lewis and Clark National Historic Trail (MT): \$11,704,000 for trail, landscape, habitat and recreation protection along the Upper Missouri River frontage, including key campsites from Lewis and Clark's historic expedition and breathtaking views along the White Cliffs of the Missouri River.

Nez Perce National Historic Trail (ID): \$3,000,000 for trail and resource conservation at one of the last remaining working ranches at Henry's Lake.

Pacific Crest National Scenic Trail (OR, CA): \$542,000 for trail and resource protection within the Cascade Siskiyou National Monument.

US Fish and Wildlife Service Budget Request \$7,829,000 million | 14 parcels | 4,634 acres

Captain John Smith Chesapeake National Historic Trail (VA): \$2,000,000 to protect the trail's historical resources in an area that would encourage public recreation and interpretation.

Iditarod National Historic Trail (AK): \$90,000 for protection of 120 acres within the Innoko Wilderness Area and 1.6 miles of the Iditarod Trail.

Lewis and Clark National Historic Trail (WA): \$270,000 to allow 13 listed salmon and steelhead stocks to reverse their downward population trend in the Columbia watershed.

Trail of Tears National Historic Trail (TN): \$2,969,000 for seven tracts along the Mississippi river that will protect migration corridors within the Chickasaw and Lower Hatchie National Wildlife Refuges.

California National Historic Trail (ID): \$2,500,000 to protect the largest breeding concentration of Sandhill Cranes as well as a haven for other waterfowl from a current farming threat.

US Forest Service Budget Request \$15,271,000 million | 10 parcels | 7,701 acres

Appalachian National Scenic Trail (NC): \$3,906,500 to protect high priority, high elevation viewshed along the Appalachian Trail that connects with North Carolina land purchased to the south to provide an extensive natural heritage area.

Continental Divide National Scenic Trail (MT): \$255,000 to achieve uninterrupted trail corridor enabling migration and human recreation.

Trail of Tears National Historic Trail (TN): \$585,000 to preserve an historically and culturally significant segment along the Unicoi Turnpike - Trail of Tears which is one of the few remaining segments of the trail in its original condition.

Old Spanish National Historic Trail (NM): \$2,570,000 to finalize the protection of a five-mile-long segment of the Old Spanish Trail as it enters Carson National Forest.

Pacific Northwest National Scenic Trail (WA): \$2,800,000 to conserve grizzly bear and Canadian lynx habitat while filling in a 2.5 mile gap of the Pacific Northwest Trail along Big Sheep Creek.

Nez Perce National Historic Trail (MT): \$1,050,000 to complete the consolidation of lands on Bloody Dick and Selway Creeks in the Beaverhead-Deerlodge National Forest.

Pacific Crest National Scenic Trail (CA, WA): \$4,104,000 for trail, resource, and watershed protection near the headwaters of the Trinity River and through the populous King County enabling increased public use and recreation.

National Park Service Budget Request \$25,002,600 million | 22 tracts | 5,349 acres

Ala Kahakai National Historic Trail (HI): \$3,900,000 for trail and resource conservation in the Great Crack.

Appalachian National Scenic Trail (NH): \$4,260,000 to extinguish the threat of imminent development and to create a block of 2,000 acres of conservation land that protects the viewshed of the Appalachian Trail.

Continental Divide National Scenic Trail (CO): \$308,000 to remove motorized use of 0.5 miles of the Continental Divide Trail and to restore 1 acre of habitat currently occupied by an access road and buildings in the scenic Rocky Mountain National Park.

Ice Age National Scenic Trail (WI): \$3,700,000 to provide an urban access point to the Ice Age Trail in the City of St. Croix Falls and to enhance the geologic diversity of the trail by completing a continuous four-mile segment through Wisconsin's Driftless Area.

New England National Scenic Trail (MA): \$120,000 to significantly improve hiker safety and scenic viewshed by keeping hikers off 2.5 miles of busy road, and to contribute to the protection of a contiguous open space corridor extending from Erving State Forest to the east, and Rattlesnake Mountain and Northfield Mountain and Mount Grace to the west.

Captain John Smith Chesapeake National Historic Trail (VA): \$6,000,000 to permanently protect and open for public education a nationally significant American Indian site, and to continue public archaeological research.

North Country National Scenic Trail (MI): \$1,061,300 for protected corridor along Tyler Creek that connects existing protected land and gets four miles of the North Country Trail off dangerous roads



FY2015

Ice Age National Scenic Trail

St Croix Falls - Big Rock Creek Farms, Wisconsin

Project Details

LWCF Request: \$3,000,000

Congressional District:
WI-7, Representative Duffy

Acres: 640

Miles of Trail: 7

Acquiring Agency: Ice Age Trail Alliance, Trust for Public Land

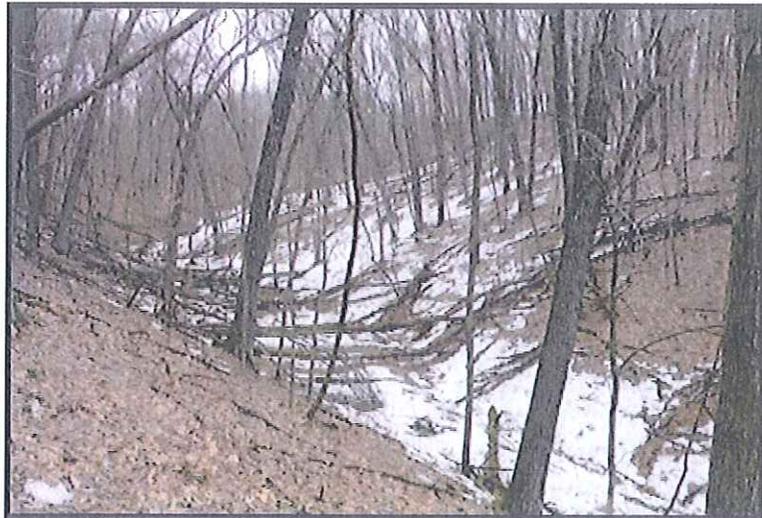
Landscape Characteristics:

Here the western terminus of the Ice Age NST is located at Interstate State Park, which is situated along the picturesque St. Croix National Scenic Riverway, an hour outside of the Minneapolis-St. Paul area. Geologically, this area is a blend of pre-Pleistocene basalt bedrock, overlaid by glacial till. Basalt bedrock outcrops contain potholes and reveal the glacier's striation marks and direction. Connecting the state park and the Visitor Center at SACN is St. Croix Falls, the *City of Trails*, which boasts a thriving downtown and all-season trails.

Benefits of Protection: Protection of this property along with others in the area will provide residents and visitors of the City of St. Croix Falls with a connection to the western terminus of the Ice Age NST and enable a continuous 7-mile trail segment with adjacent properties. With this single acquisition, more than four miles of Ice Age NST will be protected. Furthermore, the property acquisition provides protection of a large unbroken diverse forest habitat.

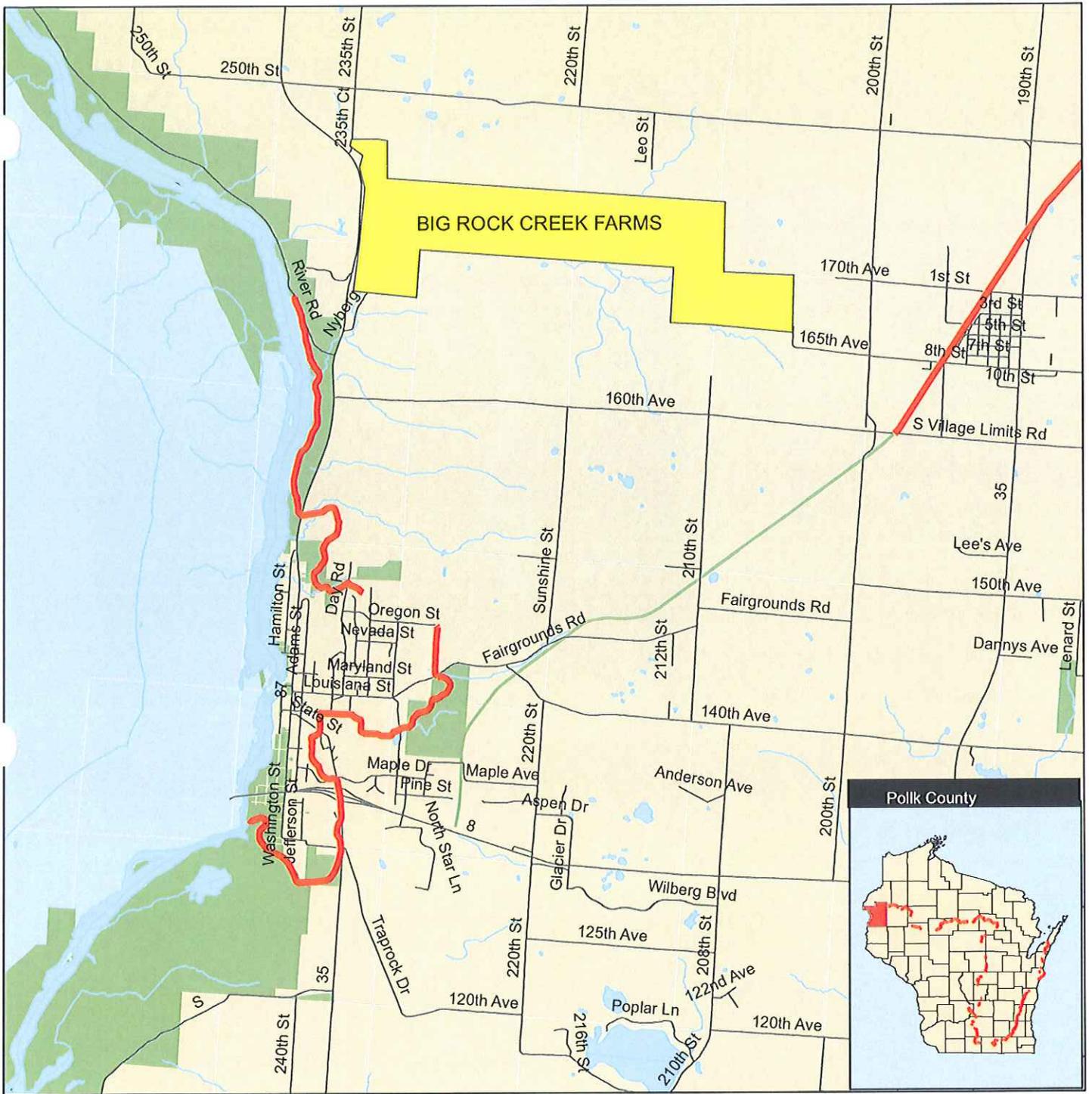
Threats to the Landscape: Agricultural conversion, loss of natural resources, logging and/or extraction, residential development, visual intrusion, loss of public access, and loss of habitat for threatened or endangered species.

Partner Contributions: Since 2001, more than \$0.5M of non-federal (state and local) funds have been used to purchase lands for the Ice Age NST in this area. The Trust for Public Lands is currently working with the Ice Age Trail Alliance to acquire the property (barring federal funds). The Wisconsin Department of Natural Resources will contribute up to 50% of the cost. Also, the West Wisconsin Land Trust may assist in the granting portion of the project. Local volunteers, including the IATA-Indianhead Chapter, will monitor the property. IATA will construct and maintain the IANST. An estimated \$200k of volunteer value has been contributed toward the construction, maintenance and natural resource enhancement of the IANST in this area.



The Big Rock Creek Farms parcel provides a connection to the western terminus of the Ice Age National Scenic Trail.





References

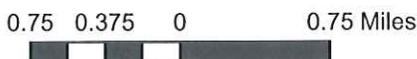
All Data:
 Wisconsin DNR
 National Park Service
 NAME OF COUNTY

Disclaimer

Original data was compiled from multiple source data and may not meet the U.S. National Mapping Accuracy Standard of the Office of Management and Budget. This map has no warranties as to its contents or accuracy.

Legend

-  Ice Age National Scenic Trail
-  Roads
-  Rivers and Streams
-  2015 Request
-  2014 Request
-  Lakes
-  Public Lands



St. Croix Falls	
FY2015 National Trails System LWCF Collaborative Funding Proposal	
This map depicts the approximate location of proposed acquisition for the Ice Age National Scenic Trail.	
  	Wisconsin Department of Natural Resources US Fish and Wildlife National Park Service, Midwest Region
More detailed cadastral maps can be requested from Ice Age NST Office	





FY2015

Ice Age National Scenic Trail

Indian Lake - Collins, Wisconsin

Project Details

LWCF Request: \$700,000

Congressional District:
WI-2, Representative Pocan

Acres: 100

Miles of Trail: 1.5

Acquiring Agency: Dane County

Landscape Characteristics:

Properties in this landscape are defined by glacial geologic

features such as terminal moraine, steep bluffs and beautiful views into the Driftless Area. It is a great place to see the tunnel channel mouth where it cuts through the Milton Moraine to the east. The property has bedrock topography with a thin cover of till over it. There is active agriculture on portions of the property which help provide open views of the following landscape.



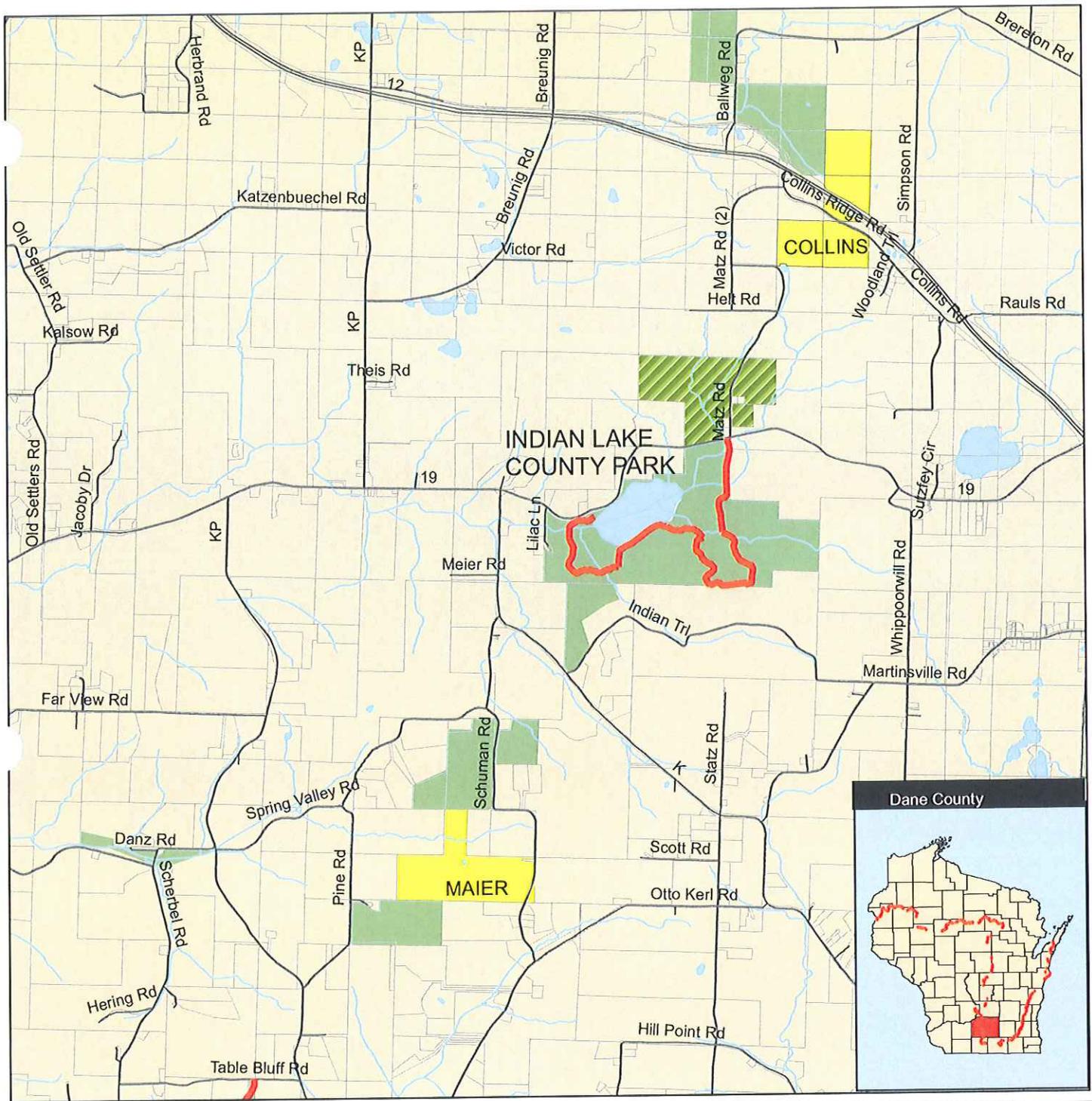
The Indian Lake - Collins parcel has been previously used for agricultural purposes, leading to beautiful, wide-open views of the surrounding area for hikers.

Benefits of Protection: Protection of this and other properties in the area will provide for a landscape diverse in geologic history and a IANST segment roughly four miles in length. This parcel contains 1.5 miles of trail but enables an additional 2.5 miles of trail on adjacent properties. It will help connect the Ice Age National Scenic Trail, Indian Lake County Park and Springfield Hill County Park. Furthermore, acquisition of this property will ensure that the already constructed, federally-funded, bridge over Hwy 12 will be used for the Ice Age Trail.

Threats to the Landscape: Agricultural conversion, loss of natural resources, residential development, visual intrusion, and loss of public access.

Partner Contributions: Since 2001, \$2.6 million of non-federal (state and local) funds have been committed to acquiring lands for the Ice Age Trail in this area. In addition, Dane County has spent nearly \$6 million on Ice Age National Scenic Trail lands adjacent or close to these parcels/ landscapes. An estimated \$250,000 of volunteer value has been contributed to the construction, maintenance and natural resource enhancement of the IANST in this area. Since 2001, \$1.1 million in LWCF funds have been committed to the project in this landscape. Dane County would acquire the property (unless NPS is required to do so with the use of these funds). The Ice Age Trail Alliance would write a grant for WDNR funding for up to 50%. The IATA would construct and maintain the IANST on the property and help with ecological restoration.





References

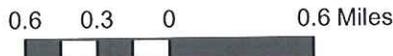
All Data:
 Wisconsin DNR
 National Park Service
 NAME OF COUNTY

Disclaimer

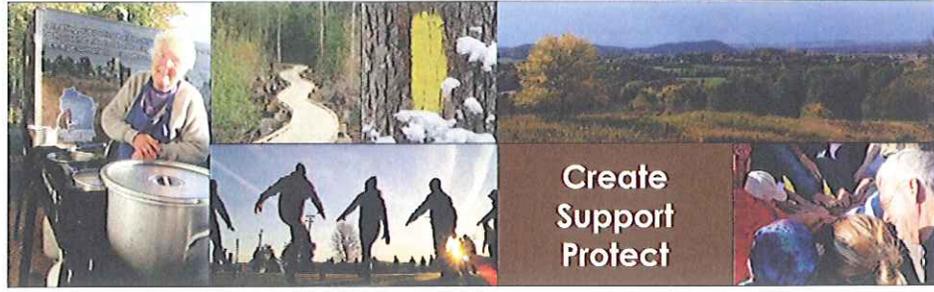
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Legend

- Ice Age National Scenic Trail
- Roads
- Rivers and Streams
- 2015 Request
- 2014 Request
- Lakes
- Public Lands



Indian Lake	
FY2015 National Trails System LWCF Collaborative Funding Proposal	
This map depicts the approximate location of proposed acquisition for the Ice Age National Scenic Trail.	
	Wisconsin Department of Natural Resources US Fish and Wildlife National Park Service, Midwest Region
More detailed cadastral maps can be requested from Ice Age NST Office	



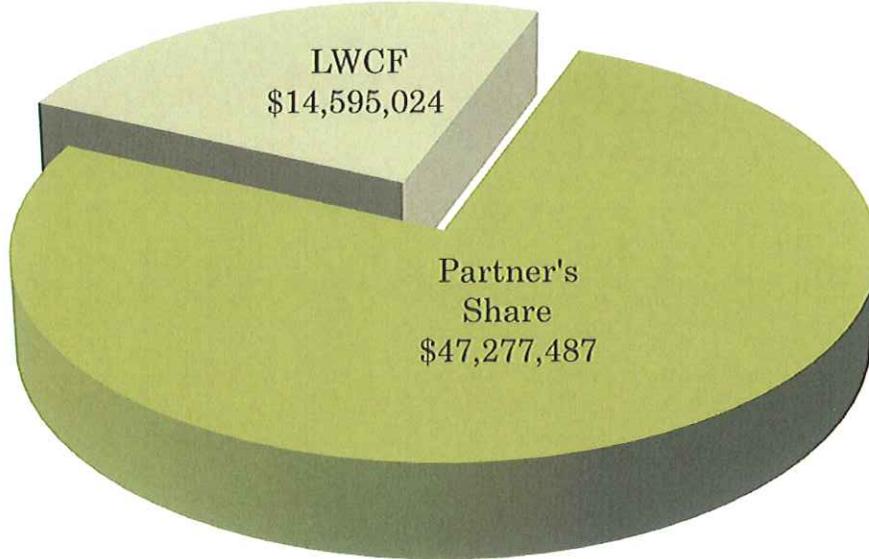
Create
Support
Protect

LAND PROTECTION REPORT

By the numbers

LWCF appropriations since FY2010:	\$0
Total number of acquisitions for Ice Age NST in 2013:	11
Total acres protected in 2013:	920
Total miles of Ice Age NST protected in 2013:	4.7 (estimated)
Total miles of Ice Age NST yet to protect:	500+

Leveraging Federal Funds Since 2000



**2013 Land Acquisition Success:
City of St. Croix Falls**

Number of transactions: 2

Acres: 35.6

Trail construction: 2014

Miles of Trail: 0.75 (estimated)



Highlights

Two new property acquisitions complete a road-to-road connection for the Ice Age NST between two existing City of St. Croix Falls conservation parks. The string of protected lands creates a corridor of open space for the Ice Age NST as well as plants and animals. Exposed basalt highlights the geology of the area. In summer 2014, volunteers from the Ice Age Trail Alliance Mobile Skills Crew program, local Indianhead Chapter and Boy Scouts of America Order of the Arrow will construct a new 2.1-mile segment of the Ice Age NST.

2013 Land Acquisition Success: Chippewa River

Number of transactions: 1

Acres: 598

Trail construction: 2014 - 2016

Miles of Trail: 1.6 (estimated)



Highlights

Without the National Park Service effectively acquiring land for the Ice Age NST, the Trail relies heavily on private partners for protection. In this particular case, the Chippewa County Land Conservancy acquired this large tract of land using a combination of federal and state grant funding. The rolling topography is the result of glacial activity long gone. A small reroute in 2014 will get the Ice Age NST off a busy county highway and future reroutes will replace two handshake agreements with permanently protected Ice Age NST.



2013 Land Acquisition Success:
Rib Lake

Number of new transactions: 1

Acres: 156

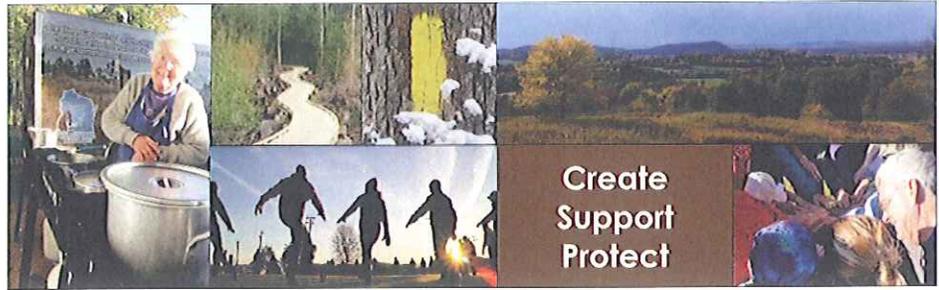
Trail construction: 2014 - 2016

Miles of Trail: 1.0 (estimated)



Highlights

The acquisition of this property marks the first time that the Ice Age Trail Alliance used The Conservation Fund to help protect a property. We met the landowner's timeline and prevented harvesters from clearcutting the mature hardwoods and bulldozers from excavating the underlying gravel. The Ice Age Trail Alliance saved this property and will relocate an existing trail segment to a new, more scenic setting on the property.



TRAIL CONSTRUCTION REQUEST: \$786,700

By the numbers

Miles of new trail construction projected:	11.25
Miles of projected upgrades to existing Trail:	23.25
Linear feet of new elevated boardwalk:	2,910
Number of new pedestrian bridges:	10
Linear feet of new structures utilizing native materials:	800



Trail Construction Request

FY2015 Federal Trail Construction Request Worksheet

Segment Name	County	District	Need	Estimate
Blackhawk	Walworth	1	7 miles of deferred trail maintenance in a heavily trafficked state forest	9,000
Storrs Lake	Rock	1	2 miles of new trail and boardwalk construction featuring spectacular wildlife viewing	68,000
Scuppernong	Waukesha	1	Bridge and boardwalk construction showcasing extensive prairie restoration successes and addressing 2 miles of deferred trail maintenance	28,000
Indian Lake & Lodi Marsh	Dane	2	1.25 miles of new trail and 2 miles of deferred trail maintenance	21,000
Waterford	Washington	5	Replace a 400'L, unsafe 25-year-old boardwalk and perform 2 miles of deferred trail maintenance	11,200
Milwaukee River	Washington	5	Construct a 110'L bridge to eliminate a 1/4-mile road walk that includes an extremely hazardous crossing of a narrow county bridge that is not due to be upgraded until ~2030	125,000
Gibraltar	Columbia	6	1/4 mile of extensive rock wall and rock step construction to mediate severe erosion and provide geological and cultural interpretation at this iconic location	175,000
Plover River	Marathon	7	3 miles of new trail construction including boardwalk and bridge construction to extend this signature segment to 8.5 miles	115,000
Wood & Rib Lake	Taylor	7	New bridge & boardwalk construction, 3 miles of new trail construction and 6 miles of deferred maintenance to enhance a 20 mile semi-primitive trail experience in Wisconsin's great north woods	117,500
Grassy Lake	Washburn	7	This 7-mile trail segment is at risk of loss due to poor trail conditions requiring 4 miles of trail upgrades with relocations and a boardwalk construction.	90,000
McKenzie Creek	Polk	7	35'L bridge replacement and boardwalk construction needed to restore a 3-mile off-road trail connection closed due to a dilapidated bridge crossing at the Clam Falls River	18,000
Hartman Creek State Park	Waupaca	8	Currently the Ice Age Trail is closed to pedestrian use in winter in Wisconsin State Parks. A 1.5-mile trail reroute to separate pedestrian from bike and ski use would remedy season trail closure and provide a superior trail experience for users.	9,000
TOTAL				786,700

Trail construction projects provide at minimum a 4:1 return of Federal investment.



FY2013 Trail Construction Success: Milwaukee River Segment

Miles of new Trail: 2.3

Volunteer participant data: 258 people / 4,592 hours

Locator: Village of Kewaskum, Washington County



Highlights

The Milwaukee River Mobile Skills Crew event was a blockbuster success that filled a gap in the route of the Trail to enable a 36-mile off-road section of the Ice Age Trail. U.S. Rep. Tom Petri and State Senator Glenn Grothman attended. Thirty family members from five states gathered to celebrate their dream of enabling the public to enjoy the land homesteaded by their ancestors more than 160 years ago. Volunteer Audray Schaefer had this to say:

"The land looks different to me now as a visitor than it did to me as a farmer's daughter. It is re-purposed. Come walk that Trail, and think of the farmer who cared for his land and promoted it for outdoor activities like fishing, picnicking, hunting, canoeing, trapping and hiking. The rolling hills and deep kettles will become special to you, too."

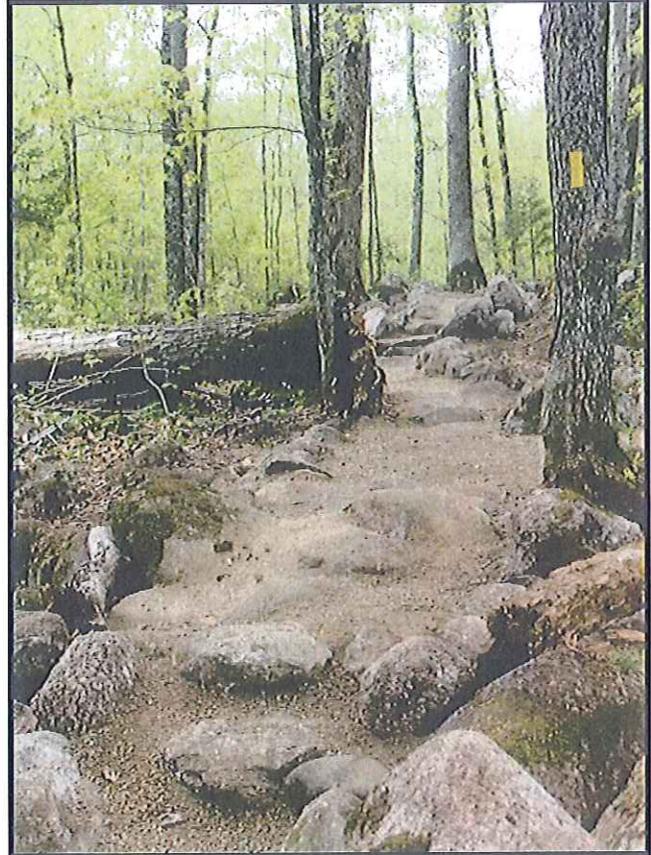
Trail Construction Report

FY2013 Trail Construction Success: Plover River Segment

Miles of new Trail: 2.7

Volunteer participant data: 249 people / 6,207 hours

Locator: Village of Aniwa, Marathon County



Before and after at the glacial boulder train – May 11 (left) and May 19 (right)

Highlights

The Plover River Segment is a signature segment of the Ice Age NST. The trail weaves through primordial spaces, rises to the crest of the terminal moraine, and interprets a host of dramatic glacial features and extraordinarily diverse ground flora enroute. Since 2010, more than 18,000 volunteer and more than 3,000 IATA staff hours were devoted to making this segment one of the finest walks in the Midwest.

Trail Construction Report

FY2013 Trail Construction Success: Devil's Lake Segment

Miles of trail stewardship: 12.7

Volunteer participant data: 278 people / 3,824 hours

Locator: City of Baraboo, Sauk County



“We wanted to thank you for putting on such a great trail stewardship event last weekend. We have been part of many different types of service learning projects, but none that take such great care of the volunteers! This trip was a very rewarding experience for our small Green Team.”

Dave Mangin, Manager, GroundWorks Milwaukee

Highlights

This project sharpened the identity of the Ice Age NST in Wisconsin’s most frequently visited state park (2.1 million visitors in 2013) and economic powerhouse (\$120 million visitor expenditures in 2013). Then acting secretary of the Department of the Interior, Rachel Jacobsen, attended. 278 volunteers vastly improved 6.3 miles of trail signage, eradicated scores of invasive plants along 3 miles of the Trail, constructed 20 new drainage dips and maintained 10 existing ones, rerouted a quarter mile of trail to avoid a chronically wet area, and improved 4 additional miles of trail tread.

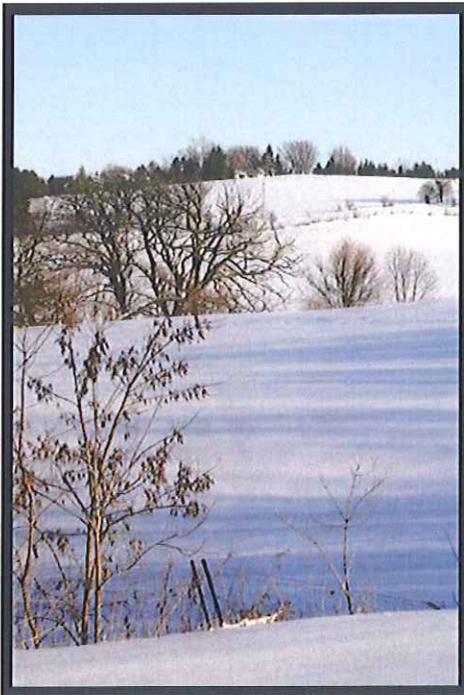


A NATIONAL MONUMENT FOR WISCONSIN

Creating the Glacial Edge National Monument would bring added protection to nationally significant antiquities, provide unit status to an important part of the Ice Age Trail, give Wisconsin its first national monument, increase tourism dollars and jobs for the region, and lead NPS to own more key parcels along the Ice Age Trail.

In 2013, President Obama designated five new monuments including the first unit of the National Park System in Delaware. The designations will mean protection for land and water resources and historic sites that help tell the story of our country. More pressing in today's economy, these designations will mean jobs. New Mexico supporters point to studies suggesting their national monument designation will bring \$15 million and 277 jobs into the economy.

Wisconsin has never had a national monument. One place in the state so important to the antiquities of continental glaciation warrants greater attention.



"The relationships between moraine and bedrock of sedimentary origin are most strikingly exhibited in an area...immediately south and east of Cross Plains. In brief, this key area is a self-contained unit scenically and scientifically."

Robert Rose, NPS Geologist – 1961

The U. S. Department of the Interior owns two adjacent parcels totaling approximately 300 acres along the Glacial Edge - Driftless Area border in the Town of Cross Plains. The Ice Age Trail Alliance owns a 36-acre parcel nearby that harbors an amazing array of natural springs that could be donated to the federal government. These parcels could together form the basis for a new unit of the National Park System.

Additional parcels nearby, owned by the Ice Age Trail Alliance and other partner entities could also be evaluated for inclusion.



A National Monument for Wisconsin

Regional Overview

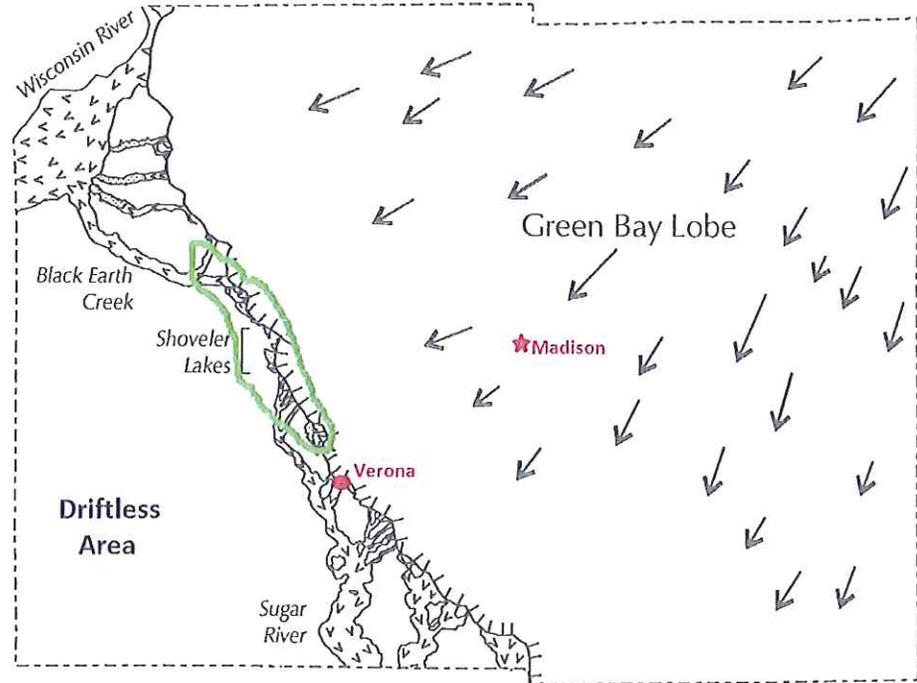


A Catalyst for Something Grander

National Monument designation could be a catalyst for increased land protection efforts by our federal partners. One of the goals of this proposal is to elevate the National Park Service's role to enhance land protection for the Ice Age Trail. This could help end the decades-long trickle of missed land acquisition opportunities and lead to fewer gaps in the Ice Age Trail.

"The driftless area of Wisconsin is world famous because it is an unglaciated area of considerable size...a good example of the moraine-driftless area relationships is highly essential in illustrating the story of continental glaciation."

Robert Rose, NPS Geologist - 1961



Furthermore, some national monument designations become a step in the conservation path of a site. For instance, when President Theodore Roosevelt designated Grand Canyon National Monument in 1908 it was a critical step in the process toward the Grand Canyon National Park we have today. President Carter's designation of 15 national monuments in Alaska in 1978 sparked Congress to enact legislation creating new national parks from the national monuments.

The same could happen for the Ice Age National Scenic Trail with the help of Wisconsin's first national monument.



A National Monument for Wisconsin



“This area straddles two distinctively different landscapes...[part] covered the glacier and ice-dammed lakes...while the remainder of the site is in the Driftless Area.”

David Mickelson, Geologist, University of Wisconsin-Madison - 2011

Take Action

Please request the Department of Interior to evaluate the **Glacial Edge National Monument** and specifically increase land protection efforts for the Ice Age Trail by our federal partners.