

How Federal Transportation Funding Benefits Public Parks and Recreation

A Report by the National Recreation
and Park Association — **March 2009**



**National Recreation
and Park Association**

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Executive Summary

Public park and recreation agencies have a rich history of building community and creating places and spaces where people can experience high quality of life. Public amenities (parks, trails, playgrounds, green spaces, recreational sport facilities, centers, and libraries) are no longer considered nice to have but are considered necessary to attract and retain a diverse, vibrant, and economically healthy community. However, public agencies have increasingly been challenged with how to preserve green spaces, ensure adequate transportation, and balance rapid development. Comprehensive planning has addressed the larger issues of connecting communities to essential transportation services and community input has helped to optimize opportunities for more efficient and economical design, redesign and development. The best solutions for maximizing the benefits of growth and new transportation infrastructure have been multi-purpose, multi-use, and multi-modal.

The nation's Surface Transportation Program began to comprehensively address inter-modal transportation needs with the passage of ISTEA in 1991. Since that time, every reauthorization of the Surface Transportation Act has resulted in expansion and increased funding of programs that promote alternative transportation networks, encourage healthy, livable communities, and promote pilot and demonstration projects. Two of the most noteworthy programs in the Surface Transportation Act that benefit communities through public parks and recreation have been the Transportation Enhancements Program and the Recreational Trails Program.

This report provides a thorough review of **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** and the elements of Transportation Enhancements (TE) and Recreational Trails Programs (RTP) and how Public Park and recreation agencies are utilizing the programs and the benefits for community.

The Transportation Enhancements (TE) and Recreational Trails Programs (RTP) are both contained in the **SAFETEA-LU**. The legislative act guarantees funding for highways, highway safety, and public transportation totaling \$244.1 billion, and represents the largest surface transportation investment in our Nation's history.

Since 1992, Transportation Enhancement (TE) activities have contributed \$5.6 Billion in federal funds to support more than 14,000 projects for paths, trails, and bicycle facilities. The Recreational Trails Program (RTP) has funded more than 10,000 projects, awarding \$800 million in matching federal grants to states for recreational trails.

The provisions and programs of SAFETEA-LU have had a profound effect on the lives of all Americans — from getting around on a daily basis, to commuting to work and shopping, even to enjoying our parks, trails, and public lands for health and wellness.

Some of the more important benefit elements of the Transportation Enhancements and Recreational Trails Programs in SAFETEA-LU:

- **Enhances a community** socially, health wise, economically and culturally through recreational, educational, and cultural opportunities and experiences
- Provides **improved accessibility** for persons with disabilities
- **Economic benefits** – business, revitalization, transportation options for pedestrians and bikes
- **Redevelops and repurposes tracks and rails** into a bicycle and pedestrian hub
- **Improves important ecological and environmental habitats**
- **Linkages, networks and connections**
- **Safety** for pedestrians and bicyclists
- **Cooperation and Collaboration** on various levels also coalition building

Setting the Context for Surface Transportation Programs

The core mission for Park and Recreation agencies in cities, towns, and counties throughout the US is to make their communities healthy and happy places to live, work, shop and play through excellent programs, services, open spaces and facilities. In 1991, Congress signaled its intention to provide funding for a wide assortment of projects designed to maximize the potential of transportation to invigorate communities by including Transportation Enhancements and Recreational Trails in the Intermodal Surface Transportation Efficiency Act (ISTEA). This law marked the beginning of transportation reform by funding community and recreational projects, like bike and pedestrian trails and paths, and conversion of rails to trails, in addition to highways. In 2005, Congress continued their commitment by enacting the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, with guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

Safety – SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities.

Equity – An Equity Bonus Program ensures that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) is at least 90.5 percent in 2005 building toward a minimum 92 percent relative rate of return by 2008.

Innovative finance – SAFETEA-LU makes it easier and more attractive for the private sector to participate in highway infrastructure projects, bringing new ideas and resources to the table.

Congestion Relief --Tackling one of the most difficult transportation issues facing us today – congestion – SAFETEA-LU gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

Mobility & Productivity – SAFETEA-LU provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance.

Efficiency – The Highways for LIFE pilot program advances longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

Environmental Stewardship – SAFETEA-LU retains and increases funding for environmental programs of TEA-21, and adds new programs focused on the environment, including a pilot program for nonmotorized transportation and Safe Routes to School. SAFETEA-LU also includes significant new environmental requirements for the Statewide and Metropolitan Planning process.

Environmental Streamlining – SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. Limited changes are made to Section 4(f). The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

SAFETEA-LU created several new programs and continued many beneficial programs included in TEA-21, enacted in 1998, and its predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA), authorized in 1991. ISTEA

SAFETEA-LU affects all Americans in countless ways — from getting around on a daily basis, to enjoying our parks, trails, and public lands.

Of note for park and recreation agencies, SAFETEA-LU includes:

- **Transportation Enhancements (TE)**: roughly \$3.5 billion through FY09 (about \$625-\$685 million per year), a slight increase over the previous law, TEA-21. The TE program funds a wide variety of transportation-related community projects, but trails and pedestrian/bicycle facilities have historically accounted for about half of TE funding (\$300 million/year) since its establishment in 1991.

Applying for TE - In most states, the project sponsor submitting the application must be either a local government or a state agency. Some states allow non-governmental organizations (such as a trail group or land trust) to apply if they have obtained some level of government endorsement prior to submitting their application. State Transportation Enhancement [\(TE\) Program Manager contacts](#) information.

- **Recreational Trails Program (RTP)**: \$370 million through FY09, a 64% increase over TEA-21. Funding is at \$60 million in FY05, rising to \$85 million by FY09. Many hiking trails benefit from RTP funds.

Applying for RTP - Each State has its own procedures to solicit and select recreational trails projects for funding. In general, states may make grants to private organizations or to municipal, county, State, or Federal government agencies (some states only provide funds to government agencies). A project sponsor should develop its proposal sufficiently so that the project may move quickly into implementation after project approval. [Recreational Trails](#)

State Administrator contacts information for finding out program requirements and criteria for project selection.

- **Safe Routes to Schools (SRTS)**: \$612 million over five Federal fiscal years (FY 2005–2009) to enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects are geared toward providing a safe, appealing environment for walking and biking that will improve the quality of children’s lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools. A few park and recreation agencies have partnered in the delivery of SRTS program activities - The Department of Parks and Recreation in the City of Gahanna, Ohio, Jonesboro, Arkansas, and the City of Rockville Maryland where 7000 city elementary students received a bike/pedestrian curriculum.
- **Nonmotorized Transportation Pilot Program**: \$25 million per year through FY09 for four areas (Columbia, Missouri, Marin County, California, Minneapolis-St. Paul, Minnesota, and Sheboygan County, Wisconsin) to help develop trails and other pedestrian/bicycle facilities.
- **Congestion Mitigation Air Quality Program**: \$8.6 billion through FY09 to help communities with air quality problems invest in less-polluting alternative forms of transportation, including pedestrian/bicycling facilities and trails.

There are two key transportation programs of importance for park and recreation agencies **Transportation Enhancements Program (TE)** and **Recreational Trails Program (RTP)**.

Transportation Enhancements (TE)

The Transportation Enhancements (TE) program strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. Enhancements protect the environment and provide significant economic and community benefits, including the development of walking and bicycling infrastructure. This popular program is the largest source of funding for trails and related facilities. TE projects must relate to surface transportation and compete among numerous projects. Walking, hiking, biking trails are all eligible for TE funding—as long as there is a transportation element to the project being funded.

The TE program funds a wide variety of transportation-related community projects in **12 categories** designed to promote bicycling, walking, scenic and historic highway programs, historic preservation, and environmental mitigation. Trails and pedestrian/bicycle facilities have historically accounted for about half of TE funding.

Application and selection processes vary by state; however, federal law allows TE funds to be used for many costs associated with trail development, including project planning, engineering and design, right-of-way acquisition and construction of trailhead facilities, tread way, bridges, and underpasses. Trail projects are generally located in highway, stream, or greenway corridors, and include hiking, multi-use, and heritage trails.

The Enhancements program operates as a Federal-aid reimbursement program, not an up-front grant program. Generally, the federal government will reimburse up to 80 percent of a TE project cost (higher in states with large proportions of Federal lands); the remaining match comes from project sponsors or other sources. Thousands of trail-related TE projects have been funded since the program's inception in 1991.

Each state Department of Transportation (DOT) establishes its own guidelines and requirements for providing the non-federal share of project costs. States require local sponsors to provide a share of project costs. The amount required varies by state. Arizona, for example, with its large federal land holdings and higher federal share, passes along the "savings" in non-federal share by requiring only a 5.7 percent match of total project costs by project sponsors. Maryland, on the other hand, requires a 50 percent match by project sponsors in order to spread the available federal funds across more projects. Some states (e.g. Florida, New Jersey, and Pennsylvania) use toll credits to supplement sponsor contributions and meet non-federal share requirements. All states are allowed by law to count the value of donations (i.e. cash, land, materials, or services) towards the non-federal share. Some states recognize these in-kind donations as part of the non-federal share, others do not.

States report non-federal share information to NTEC in different ways. Some states report the entire non-federal share of projects costs, while others (e.g. Florida) report only the portion of the non-federal share that the sponsor actually pays, and not the portion supplied by toll credits. Some states report the value of in-kind donations, others do not.

In FY 2007, the average national match rate was 29.3 percent. As in previous years, this rate surpassed the Federal Share requirement that states had a match rate higher than 20 percent, and 17 of these states had a rate higher than the national average of 29.3 percent. Overall, this higher national match rate is attributable to state policies that encourage or require a higher nonfederal share, project sponsors voluntarily providing more funds than required, or the state choosing not to use federally-approved procedures for reducing or eliminating the required non-federal share.

Since 1992 there have been **23,500 projects and over \$8.3 billion** in Federal dollars¹ and **\$3.4 billion in State matching dollars.** Figure 1 shows the distribution of funds by TE Activity.

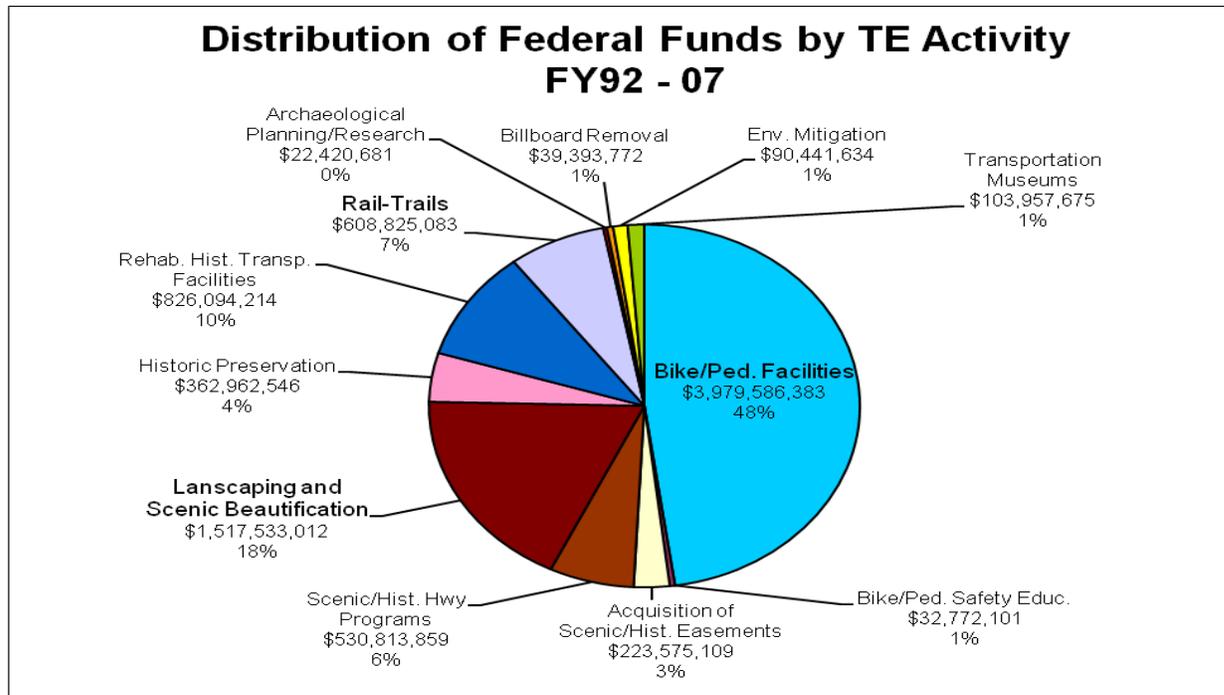
Using data obtained from Federal Management Information System (FMIS), the National Transportation Enhancement Clearinghouse (NTEC) calculated that **\$8.73 billion has been made available to the states for use on TE activities since 1992.** Using data from NTEC's nationwide project listing, updated most recently in the spring of 2008, NTEC determined that state Departments of Transportation (DOTs) programmed **95.5% percent of cumulative available** funds for more than **23,500 projects through FY 2007.**

The National Transportation Enhancements Clearinghouse (NTEC) database also contains 966 programmed projects for future fiscal years (FY 2008 to FY 2013). **Altogether, the list contains 24,466 programmed** TE projects. Since NTEC's database of projects is the only existing central resource for information on TE projects nationwide, the participation of each state

¹ Data is from [National Transportation Enhancements Clearinghouse \(NTEC\)](#), special thanks to Tracey Hadden Loh, Program Coordinator.

Department of Transportation (DOT) is crucial for the accuracy and completeness of NTEC’s information. During the most recent data collection, 46 states and the District of Columbia provided NTEC with programming information.²

Figure 1



Of the twelve categories or “activities” that are eligible for TE Funds, categories 1, 4, 5 and 8 have primarily benefited parks and recreation. Pedestrian and bicycle facilities include new or reconstructed sidewalks, walkways, curb ramps, bicycle lane striping, paved shoulders, bicycle parking, bus racks, off-road trails, and pedestrian bridges and underpasses.

1. **Pedestrian and bicycle facilities** (including shared-use paths and trails)
2. Pedestrian and bicycle safety and education activities
3. Acquisition of scenic and historic easements (including property purchase)
4. **Scenic or historic highway programs (including tourist centers)**
5. **Landscaping and scenic beautification**
6. Historic preservation
7. **Rehabilitation and operation of historic transportation structures**
8. **Conversion of abandoned railway corridors into trails (rail-trails)**
9. Inventory, control, and removal of outdoor advertising (billboard removal)
10. Archaeological planning and research
11. Environmental mitigation to address water pollution or reduce wildlife mortality and maintain habitat connectivity
12. Establishment of transportation museums.

² Data and graphic from [National Transportation Enhancements Clearinghouse \(NTEC\)](#)

Figure 2 **Distribution of Funds to TE Programs³**

Category	Average Activity Funding 2007	\$ in Millions 1992-07	% 1992-07
1. Pedestrians and bicycle facilities	340,427	3,912	48
2. Safety and educational activities for pedestrians and bicyclists		33	1
3. Acquisition of scenic easements and scenic or historic sites including battlefields		223	3
4. Scenic or historic highway programs including tourist and welcome center facilities	500,528	531	6
5. Landscaping and other scenic beautification	308,089	1,511	18
6. Historic preservation		363	4
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities		825	10
8. Preservation of abandoned railway corridors and the conservation and use of the corridors for pedestrian or bicycle trails	488,232	609	7
9. Inventory, control, and removal of outdoor advertising		22	0
10. Archeological planning and research		39	1
11. Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat community		90	1
12. Establishment of transportation museums		104	1

- **Bicycle and pedestrian facilities** (Activity 1) received almost half of all programmed funds at 48 percent. The average Activity 1 project funding award is \$340,427
- TE average activity funding for all categories (\$354,961).
- Activity 1, **Bicycle and pedestrian facilities (48%)** combined with Activity 8, **Rail-trails (7%)** and Activity 2, **Bike/Pedestrian safety (1%)**, comprise **56 percent of programmed funds** between FY 1992 and FY 2007.
- **Activities 4, 5, 6 and 7** (grouped together) **account for the second largest percentages of funding, 38 percent.**
- Activity 5, **landscaping and scenic beautification**, accounts for 18 percent of TE funds. The majority of projects in the landscaping and scenic beautification category involve landscaping along highways and at interchanges, including native wildflower planting. Streetscape projects are also popular in this category, and their numbers have been increasing. The average Activity 5 project funding award is \$308,089, lower than for the average project. Landscaping and scenic beautification projects generally require less preliminary engineering, right-of-way acquisition, and permitting than other types of TE projects and generally can be completed more quickly.

³ [National Transportation Enhancements Clearinghouse](#), (NTEC). 2008. "Transportation Enhancements: Summary of Nationwide Spending as of FY 2007." NTEC obtains data through voluntary surveys of State Department of Transportation's (DOT's)

- Average funding for Activity 4 projects, **scenic or historic highway programs, was \$500,528**, higher than the average TE project. Over one third of these projects are visitor centers. Many also pertain to restoration of historic highway facilities such as gas stations, stagecoach inns, ferry landings or other highway related infrastructure.
- Activity 6, **Historic preservation (4%)** and Activity 7, **Rehabilitation/preservation of historic transportation facilities (10%) together received 14 percent of TE funds**. While this percentage has continued to decrease since FY 2000, funding for these projects continues to be awarded to a wide variety of transportation related facilities that contribute to the understanding of transportation history and serve as essential components of local, state, and national heritage. Projects that involve historic streetscapes, bridges, highways, maritime facilities (lighthouses, historic ships, boats, docks) canals, transit, and other railroad facilities (locomotives, maintenance shops, and other railroad infrastructure) also receive a substantial amount of TE funding, useful for the protection and maintenance of the historical integrity of these resources.

Historically, **bicycle and pedestrian facilities have had the largest percentage shares of programmed TE funds**. NTEC tracks the distribution of funds within these activities as “subtypes” of the activities. State Department of Transportations’ provide information on the subtype for each bicycle and pedestrian project in the project listing. The distribution of federal programmed funds to TE project categories with a strong bicycle and pedestrian component has primarily gone to, but not limited to, TE Activities 1, 2, and 8.

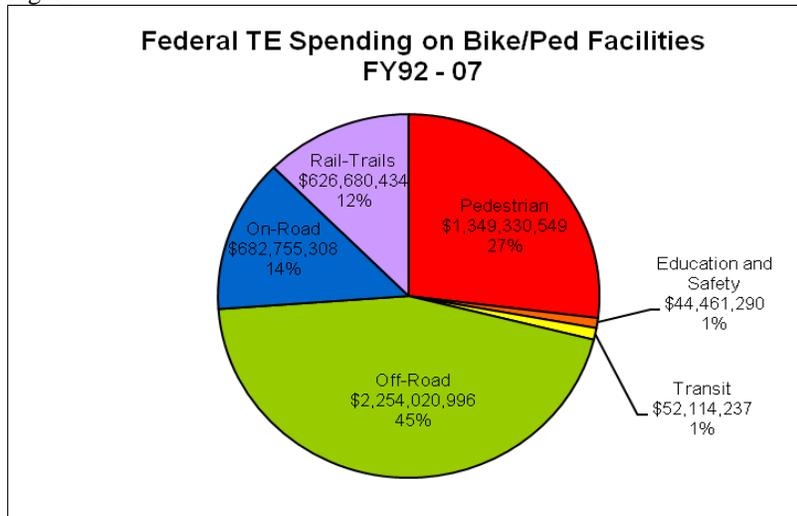
- Off road trails – \$2,254 (mil) and 45%
- Projects that focus on pedestrian facilities – \$1,349 (mil) – 27%
- On-road bicycle facilities - \$683 (mil) – 14%
- Rail-trails comprise- \$626 (mil) 12%

The average rail-trail project received \$488,232 in TE funds. This figure is larger than funding for the average TE project. Rail-trail projects are often more complex and take longer to realize than other types of TE projects which may contribute to their declining numbers.

There were **14,265 projects** and **5 billion** in TE Federal Spending from 1992 – 2007 on Bike/Pedestrian Facilities. TE dollars provide half of all Department of Transportation funding for bike/pedestrian facilities. Figure 3 shows the Federal spending on Bike/Pedestrian Facilities.⁴

⁴ Data is from [National Transportation Enhancements Clearinghouse \(NTEC\)](#), special thanks to Tracey Hadden Loh, Program Coordinator.

Figure 3



Park and Recreation agencies throughout the US have benefitted from directly receiving TE funds as well as partnering with state and local transportation and public works agencies.

A search of the NTEC **23,500 projects across all states and categories identified 643 projects**⁵ where park and recreation agencies are the primary sponsor. While not a scientific study it did reveal:

- **48% were Category/Activity 1-** Bike/Pedestrian Facilities projects
- **13% Category/Activity 8-** Rail-Trails
- **77% Category/Activity 4-** Scenic and Historical Highway programs (visitor center)
- **62% Category/Activity 5-** Landscaping and Scenic Beautification.

In further examining the project descriptions 4 areas of focus were identified:

- Updates/Rehabilitation/Renovation/Improvement – 35% of the projects
- Design/Construction/Planning/Engineering – 55% of the projects
- Landscaping - 6% of the projects
- Acquisition- 5% of the projects

Funding goes through a variety of sources – City/County planning, Department of Public Works, and sometimes directly to the Park and Recreation Agency. Park and Recreation agencies may not be direct recipients or project sponsor, yet they often are responsible for maintenance and upkeep of completed projects that link to their current trail or park systems.

A survey was forwarded by NRPA to all State TE and RTP Coordinators and Administrators (about 170). The survey was interested in identifying information on how local Park and Recreation agencies have utilized and/or benefited from TE and/or RTP funds since their

⁵ NTEC conducted the search and cautions that data is reported annually to them by each State. States identify the project name, TE category, City, Federal and Match Funds, a project description and a sponsor. The reporting is completed on spreadsheets, but there is no standardization and reporting varies from state to state. That is why a sorting by information submitted is not scientific. It is estimated that 75% of the Bike/ Pedestrian projects are connected to a local park and recreation agency.

inception. The questions asked total number of projects; the Federal funds; matching funds; projects by location – urban, suburban or rural; to rank order the benefits to community; and identify the type of TE project activity category.

There were 50 hits to the survey, with data complete for a total of 18 states -8 TE and 14 RTP. Figure 4 shows the results for TE projects as reported. Several states reported that going through data from FY 1992 – FY 2007 was time prohibiting and in some cases the data was not readily found or missing.

Figure 4 – **TE Coordinator/Administrator Survey Results**

TE	Total # of Projects	Federal Funds	State Match	Urban	Sub-Urban	Rural	Majority of projects activity category
Local	252	37,614,556	27,164,370	40%	26%	34%	#1; #4; #5; #6; & #8
State	84	72,784,257	14,213,562	0	15%	85%	
Other	21	8,142,663	1,114,330	19%	52%	29%	
All	2,089	576,770,419	185,902,610				

Significantly more public park and recreation agencies were identified as having projects.

Best Practice Project Examples

A review of the National Transportation Enhancement Clearinghouse ([NTEC](#)) [project examples](#) and their “Communities Benefit”⁶ publication revealed 26 projects from 22 states where the park and recreation agency was the direct sponsor or a partner. The program descriptions identify the numerous benefits of TE project funding for parks and recreation and transportation. The projects

Figure 5 **Totals by Activity Category of 26 TE projects affiliated with Public Parks and Recreation**

1. Pedestrians and bicycle facilities (including shared-use paths and trails)	8
4. Scenic or historic highway programs (including tourist and welcome center facilities)	1
5. Landscaping and scenic beautification	2
7. Rehabilitation and operation of historic transportation structures	1
8. Conversion of abandoned railway corridors into pedestrian or bicycle trails (rail-trails)	14

The emerging areas of benefit and desired outcome for TE projects extracted from the best practice examples are as follows:

- **Enhances a community** socially, health wise, economically and culturally through recreational, educational, and cultural opportunities and experiences
- Provides **improved accessibility** for persons with disabilities
- **Economy benefits** from new businesses or businesses report increased sales, extended hours and hiring new staff. Revitalizing towns as trails draw residents

⁶ [NTEC Publications](#), **Communities Benefit! The Economic and Social Benefits of Transportation Enhancements**, 2005, Washington, DC.

out of their cars and onto the trail, providing new transportation options for downtown travel while encouraging reinvestment in the business district

- **Redevelops and repurposes tracks and rails** into a bicycle and pedestrian hub transformation from a disused single track rail line to a first class trail
- **Improves important ecological habitats**
- **Linkages, networks and connections** – of communities and systems created from the various modes of transportation, multipurpose and interconnected
- **Safety** for pedestrians and bicyclists
- **Cooperation and Collaboration** on various levels also coalition building

1. **Whale Park, Scenic Turnaround, Sitka, AK** - Lynne McGowan, Parks and Recreation Coordinator, City & Borough of Sitka; (907) 747-1852. TE funded scenic overlook, is located on the historic trail to Herring Cove. The park provides tourists and Sitka residents with **opportunities for recreation and wildlife viewing**. It's not uncommon to see whales, sea lions, and other marine life. Student groups, tourists, and the general public enjoy the chance to view marine wildlife and the surrounding scenic mountains and rainforests. Enhancements funds were used to make the **park accessible for the disabled**, build parking facilities, shoreline viewing stations, and interpretive displays and signs. Unrelated to Transportation Enhancements, Sitka established a 100-watt radio station linked to an underwater microphone allowing visitors and students to listen to whale songs and other marine creatures.
2. **Hot Springs Creek Greenway, AR**; Jean Wallace, Director; City of Hot Springs Parks & Recreation Department; (501) 321-6871; jwallace@cityhs.net; The Hot Springs Creek Greenway runs along Hot Springs Creek in Hot Springs, Arkansas, **offering transportation, recreation, cultural, natural and educational opportunities**. Phase one of the greenway was completed with the construction in 1998 of two-thirds of a mile of 12-foot wide, concrete surfaced pedestrian and bicycle trail. TE funding received in 1994 funded this construction in addition to funding a conceptual master plan for the entire 4.2 mile corridor. Phase two of the greenway is a half-mile of soft surface trail, which has been constructed and is maintained by volunteers. Development of the Hot Springs Creek Greenway corridor physically and socially united the Hot Springs community. **The trail connects residential areas, the arts district and Oaklawn Race Track with the two waterways**. The Hot Springs Creek Greenway received a Merit Award for Planning and Analysis from the Texas Chapter of the American Society of Landscape Architects in 1995. The master plan for this trail also won a Merit Award for Design from the Arkansas Chapter of the American Society of Landscape Architects in 1998.
3. **Frisco Park and Trail, Rogers, AR**; Main Street Rogers, (479) 936-5487, info@mainstreetrogers.com. Two railroads once converged on downtown Rogers, Arkansas. The Frisco and Butterfield Overland Stage Railroads were important early transportation routes, particularly for the apple industry. When the railroads fell into disuse, the area around the rail yards in downtown Rogers became a dilapidated parking lot. In 1994, the Main Street Rogers Program and the City of Rogers Parks Department recognized the potential in the abandoned yards and rail line. They envisioned a two-block park and **walking trail that would revitalize the historic downtown area**. With the help of a TE award and the input of many other community groups, they brought their vision to fruition. The TE funds helped pay for the construction of a three quarter mile long trail and park, along with amenities such as public restrooms, covered picnic pavilion, children's playground, landscaping and street furniture. The pavilion and restrooms were designed to mimic an earlier train station that was torn down. The trail also serves as a reminder of the area's transportation history as it passes Frisco Springs, the water source for early steam engines. Together the park and trail now serve as the **focal point of Rogers' historic downtown**.
4. **Iron Horse Regional Trail, Concord Walnut Creek, San Ramon and East Bay Regional Park District, CA**; Public Affairs Department; (510) 635-0138. The Iron Horse Regional Trail connects two counties and 12 cities along 33 miles of the Southern Pacific Railroad right-of-way. TE funds financed

trail expansion, an overcrossing and a roadway bridge. The Iron Horse Regional Trail is open to **pedestrians, bicyclists, and equestrians. The trail is a popular route for commuters as well as school children. It is convenient to a Bay Area Rapid Transit (BART) station, bus stops, and park-and-ride facilities. The trail passes through commercial areas that have benefited from the establishment of the trail.** Restaurants, ice cream parlors, and bicycle and sporting goods stores have specifically located themselves alongside the trail. Many businesses now include bicycle parking in support of the trail. The Iron Horse Regional Trail provides thousands of citizens an **alternative way to travel** while serving as a linear park and greenway providing habitat for wildlife.

5. **Farmington Canal Linear Park, Cheshire CT**; Robert Ceccolini, Director of Parks and Recreation; City of Cheshire; (203) 272-2743; bceccolini@cheshirect.org; Contains a 2.9 mile TE funded bicycle and pedestrian path that links the Town of Cheshire with the Farmington Canal Lock 12 Historic Park. The path follows the abandoned right-of-way of the old Farmington Canal and the Boston and Maine Railroad line. Transportation Enhancements funds were also used in the renovation and preservation of historic canal gates and stone bridges. The Farmington Canal Park has **established a safe travel corridor**, a place where children can ride to school and friends without using state roads. The park is also serves as an **extended classroom, teaching lessons about wildlife connectivity and local ecosystems**. Cheshire's **economy has also benefited** from the trail; a local sporting goods store, deli, and gas station have all reported increased sales as a result of the park. Transportation Enhancements funds have helped Cheshire remember its canal and rail history while benefiting the physical and economic health of its community.
6. **Mispillion River Greenway, Milford, DE**; Gary L. Emory, Director; Milford Parks & Recreation; (302) 422-1104; garyemory@hotmail.com. The transportation and economic history of Milford, Delaware, is tied to its location on the Mispillion River. In the 1770s Milford was home to a well-known and thriving ship building industry that survived until the 1920s when declining timber resources and the increasing use of rail for the transport of freight forced Milford's key industry to close. In 1995, the city of Milford and its Department of Parks and Recreation received the first of several Transportation Enhancements awards for the construction of a multi-phased riverfront bicycle and pedestrian trail. Today, the one-mile long Mispillion River Greenway includes a 150-foot pedestrian and fishing bridge, brick-paved sidewalks, and period lighting. The Greenway is **revitalizing Milford as it draws residents out of their cars** and onto the trail, providing **new transportation options for downtown travel** while encouraging reinvestment in the business district. The Greenway project's riverside location necessitated the careful coordination between city, state, and federal agencies. Because all partners were involved from the onset of the project, there were very few delays in the permitting, planning, and construction process. The project also **improved important ecological habitat** including the river fishery.
7. **James F. Hall Trail, Newark, DE**; City of Newark, Parks and Recreation; (302) 366-7060. The City of Newark applied for TE funding to develop this 1.76-mile off-road, multi-use path that runs parallel to the Northeast Amtrak corridor. It **links residential neighborhoods**, the main campus of the University of Delaware, local businesses, transportation **facilities and three city parks. The trail was designed to provide a safe route for pedestrians and bicyclists to move around the city and gain access to public transportation network.** It features bike racks, benches, litter receptacles, decorative lighting and police call boxes. Because it passes over streams, through woods and along wetlands, it offers a pleasant experience for those who use it. TE money was utilized for the actual construction of the trail, acquisition and easement, and the amenities. The trail was inaugurated on July 23, 2003.
8. **Florida Suncoast Trail, Tampa Bay region, FL**; Charles "Pat" Fegan, Parks and Recreation Director Hernando County; (352) 754-4027; The Florida Suncoast Trail is a rare example of a trail situated within in a highway right of way. For most of its length, the Suncoast Trail parallels the Suncoast Parkway, located a few miles inland from Florida's beautiful gulf coast. **Bicyclists can take advantage of the unique recreational opportunity** afforded by 42 miles of paved trail, several miles of which are still in development. Local residents and schoolchildren can also use the trail for short trips between important destinations linked by the trail, including several neighborhoods, schools and

parks. One of the most significant features of the trail is the access it provides to natural areas, particularly the 8,000-acre J.B. Starkey Wildness Park. Native vegetation, creek crossings and lake views along the trail also enhance the experience of trail users. Construction of the Suncoast Trail was made possible with several TE awards, administered through a unique partnership between the Florida DOT Turnpike District and Hillsborough, Pasco and Hernando Counties. The Suncoast trail was **built to serve as the backbone of a system of multi-purpose interconnected trails** in the Tampa Bay Region.

9. **Trail of Coeur D’Alenes, Mullan to Plummer, ID**; Leo Hennessy, Non-Motorized Trail Coordinator Idaho Department of Parks & Recreation; (208) 334-4119; **The Trail of the Coeur d’Alenes is a magnificent 72-mile trail, the longest continuously paved rail-trail in the country.** The trail follows the Union Pacific Railroad’s right-of-way from Mullan, a mountain mining town near the Montana border, through the Silver Valley, into the chain lakes region, over a 3,100-foot bridge to Heyburn State Park and then on to the Coeur d’Alene Indian Reservation, ending in Plummer near the Washington border. Interpretive signs along the way tell the story of the region’s rich history. Numerous trailheads, restroom facilities, picnic tables and benches dot the length of the trail. This enormous effort, costing nearly \$50 million, was initiated as a cleanup of historic mining waste and wildlife mitigation. **Many cooperators were involved** because of its nature and extent. Key partners were the Coeur d’Alene Tribe, Union Pacific Railroad, Idaho Parks and Recreation, Idaho Department of Environmental Quality, and the U.S. Environmental Protection Agency. One million dollars in TE funds was used for paving the eastern portion of the trail. The Coeur d’Alene Tribe and Parks and Recreation manage the trail jointly. After transfer of the right-of-way to the trail managers, Union Pacific Railroad will continue to be responsible for some aspects of trail maintenance.

10. **Monon Rail-Trail, Indianapolis, IN**; During the heyday of rail travel, trains on the Monon rail line arrived in Indianapolis carrying passengers on their way to and from Louisville, Kentucky, and Chicago. Thanks to the Transportation Enhancements (TE) program, the Monon Trail continues to carry “passengers”—nearly 1.2 million visitors per year—who ride the path of the old rail line on foot, bicycle, and skates. Many of these non-motorized travelers use the Monon to run errands or get to work. The trail passes through Broad Ripple, Indianapolis’ most artsy neighborhood; the Indiana State Fairgrounds; and the gates of the Indiana School for the Blind. These and many more destinations lie along the Monon’s sixteen-mile length, which acts as the north-south spine of Indianapolis’ 65-mile trail network. Some people use the Monon just to get sun, air, and exercise. A survey conducted in 2001 by Indiana University’s Eppley Institute showed trail users view the trail as an important part of their active lifestyle. Eighty-two percent of users reported that they walk, run, cycle, or skate more because they have trail access. The recreational opportunities afforded by the Monon won it national recognition in 2002 when it was designated a “National Recreation Trail” by the federal government. Monon. With such a wide array of destinations and recreational opportunities, the Monon Trail is one of the busiest in the nation. All the activity on the trail generates business for adjacent shops and restaurants. Indy Greenways, the Indianapolis Parks Department responsible for the Monon, has counted more than 20 new businesses that have located along the trail since 2001. Eight of these businesses, such as the Monon Snack Shack and the Monon Coffee Co., are named after the trail. Homeowners living near the Monon also reap economic benefits from their proximity to the trail. According to a 2003 study conducted by the Center for Urban Policy and the Environment at Indiana University, each of the 9,000 homes within one-half mile of the Monon trail enjoy an estimated sales premium of \$13,059, amounting to a \$116 million increase in property values associated with the presence of the Monon Trail.. “There was a time we believed greenways were for recreation,” remarked Ray R. Irvin, administrator of Indy Greenways. “They are now recognized as an engine for economic development.”

11. **Leavenworth Landing Riverfront Park and Trail, Leavenworth, KS**; Bill Katzenberger, Parks and Recreation Department; City of Leavenworth; (913) 758-6700; bk Katzenberger@firstcity.org The Leavenworth Landing Park, located on the Missouri River, revives one of the major river landing sites where boats loaded and unloaded travelers and freight. The design of the four-acre park focuses on the **role of Leavenworth as the "Gateway to the West"**, with emphasis on the **various modes of transportation** that led to the growth of Leavenworth as the major jumping-off point for settlers

heading West. **The park includes a walking trail, sculptures of a steam locomotive and Conestoga wagon, plaza areas depicting a railroad round house and steamship paddle wheel, river overlooks, landscaping and parking areas.** The city of Leavenworth used Transportation Enhancements funds to finance much of the construction of the park, helping to transform a once blighted section of the downtown into a major community attraction. **The walking trail through the park also provides recreational opportunities to the community and safe riverfront access both over and under an active Union Pacific Rail Line.** Eventually, the walking trail will be extended to connect with a bustling downtown farmer's market using an additional \$890,864 in TE funds.

12. **Capital Crescent Trail, Montgomery CO, MD;** Mary Keller, TE Contact, Maryland DOT, (410) 545-5675, mkeller@sha.state.md.us The Capital Crescent Trail extends 10.75 miles along the former right-of-way of the Georgetown Branch of the B&O Railroad between Georgetown in Washington, D.C. to Silver Spring in Montgomery County, Maryland. The trail is a **recreational and commuting resource connecting residential, commercial, and employment centers.** Along its route, the trail passes over four historic bridges, through two historic tunnels, and provides beautiful vistas of the Potomac River. **The transformation from a disused single-track rail line to a first-class trail** is an impressive example of cooperation between civic groups and governments. A coalition - comprised of community, environmental, outdoors-oriented groups, and individual citizens - worked with federal, state, county, and district governments to make the trail happen. The 6.4-mile portion of the trail in Maryland received \$1.15 million in Transportation Enhancements funding in addition to \$6.33 million in local, state, private funding and donations. Congress appropriated \$11.5 million for the National Park Service to acquire and develop the 4.3- mile portion of the trail in D.C.
13. **Anacostia Trail System Prince Georges Co, MD;** Mary Keller, Enhancement Program Liaison; State Highway Administration (410) 545-5675; mkeller@sha.state.md.us - This TE project created connections between segments of existing trails in order to build a 24 mile "Y-shaped" pedestrian and bicycle trail network along tributaries of the Anacostia River in Prince George's County, Maryland. These suburban Washington, D.C. trails **serve both recreational and commuter use.** The northeast branch connects the University of Maryland, two metro-rail stations, bus stops, and a golf course. The northwest branch divides with one portion leading to a large regional park in the neighboring county and the other portion leading to an equestrian center, a pool, and a splashdown park. The northwest branch also provides access to two metro-rail stations. Work completed using TE funds included the construction of bridges, underpasses, and multi-use trails, all of which connect the community to recreational areas, jobs, and residential areas
14. **Cultural Corridors Project, Route 66, I-40, I-25, NM;** Kathryn Minette, Manager of Art; New Mexico Arts Division; (505) 827-6490; kminette@oca.state.nm.us NM; The Cultural Corridors Project uses TE funds to **enhance and celebrate the communities along historic Route 66, "The Mother Road" (I-40), and El Camino Real de Tierra Adentro (I-25).** Instead of regular landscaping, artists have been built seven unique public sculptures along these popular travel routes. Six more sculptures are in the planning stage. **The artwork reflects local culture, history, and other American icons.** The various pieces have become popular 'rest stops' encouraging travelers to stop and visit the communities along the way. In one community, a bike path was built to connect the artwork with the city of Gallup's sculpture park. The most recent project, Las Palomas Plaza in Truth or Consequence, NM, was dedicated in 2001. This popular roadside Enhancements project successfully recognizes the region's cultural history through art while increasing economic opportunities to the surrounding communities.
15. **Xenia Station, OH;** Timothy D. Leiwig, Executive Director; Greene County Parks; (937) 562-7440 tleiwig@co.greene.oh.us. Xenia Station named a 'Trail Town USA' by the American Hiking Society, used TE funds to **redevelop an abandoned rail yard into a bicycle and pedestrian hub.** **The landscaped hub is the meeting point for over 36 miles of trails in Greene County.** The trails, **part of a larger network** containing over 100 miles in Ohio, occupy four former rail corridors. The hub--a replica of a former rail building--contains restrooms, meeting facilities, and railroad displays in

the visitor interpretation center. Further TE projects, including trail extensions, are being planned for the near future.

16. **Osage Prairie Trail, Tulsa, OK;** Tim Armer, Indiana Council of Governments, (918) 584-7526, tarmer@incog.org In Tulsa, Oklahoma, where a corridor of the South Kansas and Oklahoma Railroad once ran, is a scenic pedestrian trail known as the Osage Prairie Trail. The Indian Nation Council of Governments (INCG) worked closely with the Trust for Public Land (TPL) and the Tulsa County Parks Department to create this scenic rail-trail. Through a Transportation Enhancements award and the city's commitment of capital improvement funds, nearly \$1 million in funding went toward the **trail's development**. In March of 2003, the City of Tulsa acquired a segment of the inactive corridor and began trail development. In 2004, the TPL acquired the remainder of the corridor. Part of the old Midland Valley line, the Osage railroad corridor was an important component of the Tulsa Metro Trails Master Plan, which anticipates over 300 miles of trails and greenways. Now that the 35-mile trail is complete, there is a **connection between downtown Tulsa to Birch Lake in Osage County as well as other trails in the Tulsa area**. In addition, the trail serves as a bicycle commuter path between downtown and the OSU-Tulsa campus. Amenities such as drinking fountains, benches, picnic tables, bike racks, equestrian facilities and parking are also installed along the trail.
17. **Heritage Rail Trail, York County, PA;** Gwen Loose, Development Coordinator; York County Rail-Trail Authority (717) 852-7934; info@yorkcountyrails.org; [Project Web site](#) ; York County Department of Parks and Recreation; (717) 840-7440; parks@york-county.org York County, PA residents enjoy exercising and meeting friends along the 21+ mile historic Heritage Rail Trail. TE funds helped build this trail that runs adjacent to **existing railroad tracks through 11 municipalities**, over bridges, and through the Howard Tunnel. The Howard Tunnel is the oldest continuously used railroad tunnel in the US. The Heritage Rail Trail has inspired families and senior citizens to develop **regular exercise programs**; thus improving their health and creating a sense of community among all trail users. Walk-a-thons and Bike-a-thons are also popular events along the trail. The popularity of the trail has brought economic benefits to the region as well. At least **6 new businesses**, including Bed & Breakfasts and Bike shops, have opened since the trail was completed in 1999. Existing businesses report increased sales, extended hours, and hiring new staff. The Heritage Rail Trail is a great example of how a TE project can **enhance a community socially and economically**
18. **George S. Mickelson Trail, Black Hills Region, SD;** Harley Noem. Black Hills Trail Office, Game Fish and Parks Dept, (605) 584-3896, harley.noem@state.sd.us. This 114-mile rail-trail, named in honor of former Governor Mickelson, passes through the heart of South Dakota's Black Hills. The trail's 100 converted railroad bridges and 4 rock tunnels accommodate hikers, horseback riders, bicyclists, an annual Mickelson Trail Bike Trek, cross-country skiers and along some portions of the trail, snowmobilers. Visitors and residents alike **use the trail for travel between area towns**. The \$5.5 million project has received more than \$2 million in TE funds, encouraged the **opening of trail-related businesses, and spurred historic preservation in the towns the trail travels through**
19. **Sun Douglas Berry Memorial Bridge, Franklin, TN;** Lisa Clayton, Director; City of Franklin Parks Department; (615) 794-2103; [Project Web site](#) ; Funded by a \$378,250 Transportation Enhancement award, the 320-foot Sue Douglas Berry Memorial Bridge offers recreation and non-motorized transportation opportunities in the city of Franklin's Downtown National Register District. Completed in February 2002, the pedestrian bridge over the Harpeth River links community, commercial and historic land uses on the west bank of the Harpeth River with Pinkerton Park and historic Ft. Granger – a National Register Civil War site – on the east bank of the river. The bridge **enhances the livability of the entire central area of the city. Franklin's transportation system benefits from the bridge, which serves as an alternative pedestrian walkway** to Murfreesboro Road, a heavily traveled arterial. The bridge's official opening occurred the day after the death of Sue Douglas Berry, a Franklin resident who exemplified the volunteer spirit and a love for historic preservation. In memory of Ms. Douglas Berry, the city of Franklin passed a resolution renaming the bridge in her honor following initial plans to dedicate the bridge as Pinkerton Park Bridge.
20. **Greenway Trail Maryville to Alcoa; Maryville, TN;** Tom Witnauer, City of Maryville, (865) 981-1332; tweitnau@ci.maryville.tn.us - Located in the scenic foothills of the Great Smoky Mountains of

Tennessee, the twin cities of Maryville and Alcoa are **attracting an increasing number of visitors, new residents and employers** with the picturesque Greenway Trail. The eight-mile trail, dotted with benches and historical markers, follows a route around frequent rock outcroppings and across wooden footbridges over Pistol Creek. Additional **trail connections** are located adjacent to places of worship, a new library, the county courthouse, and downtown elderly housing developments. Property values have increased and are valued highest close to the trail. The trail has encouraged major corporations to relocate to Maryville, adjacent to the trail. Avid supporters of the trail system donated \$300,000 towards the construction of an outdoor theater encircled by the trail system.

21. **Mineral Wells to Weatherford Rail-Trail, Mineral Wells, TX**; Steve Jones, Park Superintendent, **Lake Mineral Wells State Park and Trailway**, (940) 328-1957; stevejones@tpwd.state.tx.us [Project Web site](#) The Lake Mineral Wells State Trailway, a former railroad line, was most recently owned by Union Pacific Railroad. The railroad announced its intent to abandon the line in 1988; by 1992 it was determined that trail conversion would be a cost effective economic development alternative. The trails program at Texas Parks and Wildlife Department (TPWD) signed on as the sponsoring agency when it became apparent that the citizens of Weatherford and Mineral Wells were in support of the rail to trail conversion. A \$ 1.6 million Enhancements award was used to acquire right-of-way, trail development, redecking 15 railroad bridges, and the construction of three trailheads. The 20 miles of trails are open to bicyclists and equestrians for a modest fee paid at a trailhead; the rail-trail is part of Lake Mineral Wells State Park, fifty miles from Dallas-Fort Worth. The **rail-trail's many visitors have generated over \$2 million in local revenue** since the trail was opened in 1998. The rail-trail provides off street bicycling and walking from residential areas, to retail areas, two miles of countryside while adding to the economic base of Weatherford and Mineral Wells.
22. **Port Isabel Lighthouse and Visitor's Center, Port Isabel, TX**; Texas Parks and Wildlife Department, (800) 792-1112. park.information@tpwd.state.tx.us; In the 1800s, ships moved frequently up and down the gulf coast of Texas, transporting goods between the southern states and Mexico. They often had difficulty navigating the low-lying coastline, especially around the southern tip of the state where the Rio Grande River empties into the ocean. The Port Isabel lighthouse was erected in 1852 to guide mariners through this treacherous area. The lighthouse served its purpose for only a decade until it was damaged by Confederate troops during the civil war. When it reopened after the war, it soon became unnecessary as commercial shipping along the coast was eclipsed by the rise of rail transport. The lighthouse went neglected until 1952 when the state of Texas made the tower and the bluff of land surrounding it into a state park. In the late 1990s, the Texas Parks and Wildlife Department, working with the city of Port Isabel, used Transportation Enhancements funds to completely **renovate the lighthouse and to create an adjacent visitor's center**. The restoration involved extensive metal casting and fabrication, masonry and structural repairs, and new coatings on the exterior of the tower. The new visitor's center, designed to replicate the lighthouse keeper's cottage, provides information and exhibits about the history of the lighthouse and the surrounding area. The site draws more than 30,000 visitors a year, many of whom climb the 75 steps up the original iron staircase to enjoy a stunning view of the gulf coast.
23. **Historic Union Pacific Rail Trail State Park, Park City, UT**; Matt Twombly, Park Planner and Trails Coordinator Park City, (435) 615-5177, mtwombly@parkcity.org; There is no better way to take in the western charms of Park City, Utah, than from the Historic Union Pacific Rail Trail, built on the largely abandoned corridor of the Union Pacific railroad. Starting in Park City at the base of the Wasatch Mountains, the 28-mile gravel trail parallels Interstate 80 from a distance. The trail passes dusty ranchlands on its way into Park City, where a paved one-mile stretch invites bicyclists, strollers and inline skaters. Past Park City, the trail connects with a 13.5 mile mountain biking loop, provides access to a wetland area and, at its terminus, to the beaches and campsites of Echo Reservoir. Construction of the trail began in 1992 when Park City received a Transportation Enhancements award from the Utah Department of Transportation. In 2001, another TE award enabled Park City to **acquire the remaining 1000-foot segment of the rail corridor from the railroad to complete the trail**.

24. **The Chesapeake & Ohio Canal National Historic Park, Washington, DC;** Jim Sebastian, Bicycle Program Manager, District Department of Transportation, (202) 671-2331; jim.sebastian@dc.gov follows the route of the Potomac River for 184.5 miles from the Georgetown neighborhood of Washington, D.C., to Cumberland, MD. A total of \$4,123,810 in TE money has been spent on this project, with five TE awards totaling \$1,123,810 spent on the Washington, D.C., section and an additional \$3,000,000, from two TE awards, spent on the Maryland section of the C&O Canal. The TE awards went toward rehabilitating various segments of the canal and the adjacent towpath and constructing several pedestrian bridges, which **provide pedestrians and cyclists with safe access points to the towpath**. The District Department of Public Works was the sponsoring agency for the Washington, D.C., section. Hundreds of original structures, including locks, lock houses and aqueducts, serve as reminders of the canal's role as a transportation system during the Canal Era. In addition, the canal's towpath provides a nearly level, **continuous trail through the spectacular scenery of the Potomac River Valley**. Most of the annual visitation is concentrated in the first 14 miles of the canal -- from Georgetown to Great Falls. Solitude and quiet are easily found in the upper areas of the canal much of the year.
25. **Iron Horse State Park Trail Statewide, WA;** Washington State Parks, Public Affairs Office, (360) 902-8561, pao@parks.wa.gov, The Iron Horse State Park Trail is one of the ten longest rail-trails in the country. The nearly 110 miles of trail stretch from the forests of western Washington through rainy passes, swamps and even a military test area of extreme desert until its eastern endpoint at the Columbia River in Vantage. The long length of the trail also provides local wildlife with continuous habitat and a safe travel passage. The trail follows the right-of-way of a section of the historic Chicago, Milwaukee, St. Paul and Pacific Railroad, once one of the longest electrically powered railroad lines in the world. When the railroad company went bankrupt in 1980, Washington State's Department of Natural Resources acquired much of the old railroad corridor before turning the land over to Washington State Parks, which acts as the trail manager. Improvements and acquisitions to the trail continue to be made by Washington State Parks; recently the 36-mile Snoqualmie Valley Trail was linked with the Iron Horse State Park Trail at Rattlesnake Lake. Washington State Parks and the town of Ellensburg used three separate transportation enhancements awards to fund part of the acquisition, design and engineering costs of constructing the trail.
26. **Greenbrier River Trail, Southeastern West Virginia, WV;** Greenbrier River Trail State Park (304) 799-4087. At the turn of the century, the needs of West Virginia's booming timber industry necessitated construction of the Greenbrier Division of the C&O Railway. Many decades later, in the late 1970s, the once busy rail line was dismantled and a rough gravel path was left behind. West Virginia State Parks soon took charge, and with the help of four TE awards made major improvements to the trail, including paving several sections, installing restroom facilities, and creating some of the 35 bridges and 2 tunnels along the trail. These improvements helped make the trail the success it is today. At nearly 80 miles in length, it provides incredible **recreational opportunities**, views of the Allegheny Mountains, and access to several of West Virginia's State Parks, including the historic Cass Scenic Railroad Park. **Athletes enjoy the annual Great Greenbrier River Race, and local communities benefit from the trail's popularity**. West Virginia State Parks, working with the Greenbrier Trail Association, continues to manage the trail and oversees ongoing improvements.
27. **Examples of public art on trails** and bridges in NY and Raleigh, NC (Reedy Creek Greenway). This is an area that could use heightened awareness for communities with Public Art focus sometime it is located in Economic Development, but in Asheville, NC, Stockton, CA, and Arlington VA the Public art is in the Park & Recreation Department. Tucson, AZ also used artistic treatments on noise walls – Barrio Anita, and Art Walk in Rochester is another example.

Name	Contact	TE Type	TE award	Other funds	Total cost
Whale Park, Scenic Turnaround, Sitka, AK	Lynne McGowan, Parks and Recreation Coordinator City & Borough of Sitka; (907) 747-1852	4	660,000	85,000	745,000

Name	Contact	TE Type	TE award	Other funds	Total cost
Frisco Park and Trail Rogers, AR;	Main Street Rogers, (479) 936-5487 info@mainstreetrogers.com .	1	\$262,558	\$80,862	\$343,421
Hot Springs Creek Greenway, AR	Jean Wallace, Director; City of Hot Springs Parks & Recreation Department; (501) 321-6871; jwallace@cityhs.net ;	8	538,646	134,662	673,308
Iron Horse Regional Trail, Concord Walnut Creek, San Ramon and Dublin, CA	East Bay Regional Park District, CA; Public Affairs Department; (510) 635-0138	8	2,956,000	1,225,665	4,181,665
Farmington Canal Linear Park, Cheshire CT	Robert Ceccolini, Director of Parks and Recreation; City of Cheshire; (203) 272-2743; bceccolini@cheshirect.org ;	1	700,000	200,000	900,000
George S. Mickelson Trail, Black Hills Region, SD;	Harley Noem. Black Hills Trail Office, Game Fish and Parks Dept, (605) 584-3896, harley.noem@state.sd.us ;	8	\$1,800,000	\$2,000,000	\$3,800,000
Mispillion River Greenway, Milford, DE	Gary L. Emory, Director; Milford Parks& Recreation; (302) 422-1104; garvemory@hotmail.com	1	1,296,496	245,802	1,542,298
James F. Hall Trail, Newark, DE	City of Newark, Parks and Recreation; (302) 366-7060	8	1,900,000	200,000	2,100,000
Florida Suncoast Trail, Tampa Bay region, FL	Charles "Pat" Fegan, Parks and Recreation Director Hernando County; (352) 754-4027;	1			3,200,000
Trail of Coeur D'Alenes, Mullan to Plummer, ID	Leo Hennessy, Non-Motorized Trail Coordinator; Idaho Dept. of Parks & Rec; (208) 334-4119	8	1,000,000	47,000,000	48,000,000
Monon Rail-Trail, Indianapolis, IN	Ray Irvin , Administrator Indy Parks, Greenways & Bike Routes rirvin@indygov.org 317-327-7431	1	3,500,000	4,500,000	8,000,000
Leavenworth Landing Riverfront Park and Trail, Leavenworth, KS	Bill Katzenberger, Parks and Recreation Department; City of Leavenworth; (913) 758-6700; bk Katzenberger@firstcity.org	5	1,242,400	310,600	1,553,000
Capital Crescent Trail, Montgomery CO, MD	Mary Keller, TE Contact, Maryland DOT, (410) 545-5675, keller@sha.state.md.us	8	1,150,000	17,830,000	19,000,000
Anacostia Trail System Prince Georges Co, MD	Mary Keller, Enhancement Program Liaison; State Highway Administration (410) 545-5675; mkeller@sha.state.md.us	1	2,527,121	2,527,121	5,054,242
Cultural Corridors Project, Route 66, I-40, I-25, NM	_Kathryn Minette, Manager of Art; New Mexico Arts Division; (505) 827-6490; kminette@oca.state.nm.us	5	975,000	325,000	1,300,000
Xenia Station, OH	Timothy D. Leiwig, Executive Director; Greene County Parks; (937) 562-7440 tleiwig@co.greene.oh.us	8	330,000	280,000	610,000
Osage Prairie Trail, Tulsa, OK	Tim Armer, Indiana Council of Governments, (918) 584-7526, tarmar@incog.org	8	\$775,870	\$258,624	\$1,034,494

Heritage Rail Trail, York County, PA;	Gwen Loose, Development Coord. York County Rail-Trail Authority (717) 852-7934; info@yorkcountytrails.org ; York Co Dept of Parks and Recreation; (717) 840-7440; parks@york-county.org	8	1,056,800	264,200	1,321,000
George S. Mickelson Trail, Black Hills Region, SD;	Harley Noem, Black Hills Trail Office, Game Fish and Parks Dept, (605) 584-3896, harley.noem@state.sd.us	8	\$1,800,000	\$2,000,000	\$3,800,000
Sun Douglas Berry Memorial Bridge, Franklin, TN	Lisa Clayton, Director; City of Franklin Parks Department; (615) 794-2103;	1	378,250	46,750	425,000
Mineral Wells to Weatherford Rail-Trail, Mineral Wells, TX	Steve Jones, Park Supt, Lake Mineral Wells State Park and Trailway, (940) 328-1957; stevejones@tpwd.state.tx.us	8	\$1,647,119	\$1,647,119	\$1,976,543
Port Isabel Lighthouse and Visitor's Center, Port Isabel, TX	Texas Parks and Wildlife Department, (800) 792-1112. park.information@tpwd.state.tx.us	7	487,692	\$97,538	\$585,230
Historic Union Pacific Rail Trail State Park, Park City, UT	Matt Twombly, Park Planner and Trails Coordinator Park City, (435) 615-5177, mtwombly@parkcity.org ;	8	\$295,000	\$286,000	\$581,000
Iron Horse State Park Trail Statewide, WA	Washington State Parks, Public Affairs Office, (360) 902-8561, pao@parks.wa.gov	8	\$570,439	\$139,299	\$709,738
The Chesapeake & Ohio Canal National Historic Park, Washington, DC	Jim Sebastian, Bicycle Program Manager, District Department of Transportation, (202) 671-2331; jim.sebastian@dc.gov	1	2,623,810	1,500,810	4,123,810
Greenbrier River Trail, Southeastern West Virginia, WV	Greenbrier River Trail State Park (304) 799-4087	8	369,960	92,490	462,450
TOTALS			27,048,161	78,491,542	105,464,656

RECREATIONAL TRAILS PROGRAM

The [Recreational Trails Program \(RTP\)](#) provides money to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses, including hiking.

Funds may be used to: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities; purchase and lease trail construction and maintenance equipment; construct new trails (with restrictions for new trails on Federal lands); acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including trail safety and trail use monitoring patrol programs, and trail related training) (up to 5 percent of a State's funds); and State administrative costs (up to 7 percent of a State's funds). Examples of trail uses include 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. States are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps.

States must use 30 percent of their funds for motorized trail uses, 30 percent for nonmotorized trail uses, and 40 percent for diverse trail uses. Half of RTP funds are apportioned equally among all states; half are distributed in proportion to the estimated amount of off-road recreational fuel use in each state. Project amounts vary by State, from \$200 to more than \$1 million, but most range in value from \$10,000 to \$300,000. Some States set minimum allowable dollar values (perhaps \$1,000, \$10,000, or \$25,000); some States set maximum allowable dollar values (perhaps \$20,000, \$50,000, \$100,000, \$150,000). Some States do not have minimums or maximums.⁷

The maximum Federal share for RTP projects is typically 80 percent (higher in states with large proportions of Federal lands), but some States require up to a 50 percent match. The match comes from project sponsors or other fund sources. Some in-kind materials and services may be credited toward the project match.

Project payment usually takes place on a reimbursement basis. The project sponsor must incur costs for work actually completed and then submit vouchers to the State for payment. State resource or park agencies usually administer the program, and project application and selection criteria vary by state. Each state has a State Recreational Trails Advisory Committee to provide assistance and/or select projects.

The Congress authorized the RTP for \$60 million in 2005, \$70 million in 2006, \$75 million in 2007, \$80 million in 2008, and \$85 million in 2009. FHWA may use up to \$840,000 annually for program administration and trail related research, technical assistance, and training. The remaining funds are distributed to the States. Half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway

⁷ Douwes, Christopher, 2008. "[Federal Transportation Funds Benefit Recreation](#)," FHWA Publication

recreational fuel use in each State: fuel used for off-road recreation by snowmobiles, all-terrain vehicles, off-road motorcycles, and off-road light trucks.

Presently there is **no unified reporting process** from the States to the Federal Highway Administration (FHWA), which administers the program, on use of the funds. Most states have substantial, though not uniform, information available to the public on use of RTP funds. This requires going to each state and contacting the state RTP administrators.⁸ Information requests/survey were forwarded to each state trail coordinator to identify grants that went to park and recreation agencies in their state

The most recent data regarding the use of Recreational Trails Program (RTP) funds is from 2003 in a 2005 report from the Coalition for Recreational Trails' (CRT) searchable data base. States voluntarily report to CRT. In 2003, there were 48 states and the District of Columbia reporting.

- **RTP Project Funding Information⁹**
 - a. **1993 – 2008 - 9,404 projects over \$337 million**

Figure 6

RTP Project Funding Breakdown	# of projects	RTP Funding	Other Funding*
Greater than \$100,000	508	\$96,998,474	\$57,609,870
25,000-100,000	3672	\$188,807,288	\$162,843,313
Less than \$25,000	4640	\$51,472,282	\$54,872,700
Unspecified RTP funding levels (584 projects only 37 reporting)	37		\$1,576,397
Total	8,857	\$337,278,044	\$276,902,280

- b. **Average project received \$25,000 from RTP funding – size and scope varied**

Review of CRT's compiled information in the database generated the following conclusions:

- To date (03) **over 9,000 projects have been funded in the first 10 years of RTP**
- Federal dollars are being matched at least 1:1 nationally by state, local and trail enthusiast funding for projects
- The sources of matching funds are diverse and include federal and state land management agencies, specialized state trail funds and private sector contributions
- Trail projects were varied and included: Building new trails and adding connections; building restrooms; providing water fountains; developing and implementing educational programs; maintaining trails, restructuring trails tread; providing accessibility for persons with disabilities; and many more. Trail and bridge construction and reconstruction were the

⁸ Christopher Douwes, FHWA, Trails and Enhancement Coordinator, Dec. 2008

⁹ Current data from [Coalition for Recreational Trails](#) (CRT) data base and 2005 Report on State Trail Projects

*RTP other funding sources (Federal agencies- USDA, Forest Service and BLM, States, towns, counties, and trail clubs)

leading category of trail projects funded under the program. The top projects by category for use of funds. There were **6,410 projects with descriptions** – percentages reflect percentage of all projects reporting descriptions.

- a. **Trail construction or development - 42%**
 - b. Trail renovation and relocation – 21%
 - c. Trail improvements – 17%
 - d. Trail Maintenance – 15%
 - e. Signs purchased and installation – 13%
 - f. Bridge construction or renovation – 10%
- Hiking and walking are the dominant reported trail uses with running, bicycling and mountain biking also dominant.
 - Projects appear to be benefitting specific trail activities generally proportionate to overall public participation in each activity
 - The size of the projects varied tremendously in scope and cost. The **average project received approximately \$25,000** from the RTP program. The per project average costs for both construction and maintenance projects have increased somewhat.
 - The quantity of projects incorporating construction (3,217) versus trail maintenance (2,714).
 - The total number of projects reported by the states varied tremendously, with Arizona reporting just 35 and Vermont reporting more than 280.
 - The projects incorporated into the CRT database represent a substantial portion of the total funding distributed under ISTEA (\$37.5 million total) and TEA-21 (\$30 million for FY98 and a portion of the FY99 monies, which total \$40 million).
 - Total RTP funding for the 10 year time span 1993 – 2003 is \$245,752,225 and states reported \$226,013,413 an amount equivalent to 92% of the RTP funding level has been provided by other sources (including Fed agencies USDA Forest Service and BLM, States, towns, counties, and non-profits like trail clubs)
 - States are allowed to use up to 5% of its RTP for educational programs that promote trail-related safety and environmental protection. 243 such programs were reported by 38 states (from 1993-2003)
 - A large proportion of the projects are in Federal, State, and local Park and Recreation agencies (Christopher Douwes estimates over 90%)

Total RTP Funding by State Breakdowns (93-03)

Under 1 million	AZ
1 million – 1,999,999	DE
2 million – 2,999,999	DC, SC, RI, VT, AK, CT, MA, NH
3 million – 3,999,999	LA, HI, WV, NM, NE, ND, NV, ME, MT
4 million – 4,999,999	IA, IN, KS, KY, MS, OK, WY, OR, MN, VT, ID, SD, NJ
5 million – 5,999,999	MO, AL, WI, CO, MD, AR, FL
6 million – 6,999,999	GA, IL, NY, VA, TN, WA
7 million – 7,999,999	NC, OH
8 million – 8,999,999	PA, MI
12 million – 12,999,999	TX, CA

Total RTP Funding by State Breakdowns (08)

Under 1 million	CT, DC, DE, HI, ND, RI, SD, VT
1 million – 1,999,999	AK, AL, AR, AZ, CO, IA, ID, IN, KS, KY, LA, MA, MD, ME, MN, MO, MS, MT, NC, NE, NH, NJ, NV, NY, OH, OK, OR, PA, SC, TN, VT, VA, WA, WI, WY
2 million – 2,999,999	GA, IL, MI
3 million – 3,999,999	FL, TX
6 million – 6,999,999	CA

Figure 7 Sixteen Different Trail Use Categories/Activities

a. Hiking – 60%	i. All-terrain Vehicle- 15%
b. Walking – 53%	j. Off-Highway motorcycling – 12%
c. Running – 33%	k. In-line skating – 8%
d. Mountain Biking – 33%	l. Snowshoeing – 8%
e. Bicycling – 23%	m. Four Wheeling – 5%
f. Cross Country Skiing – 20%	n. Skateboarding – 3%
g. Snowmobiling – 18%	o. Paddling – 3%
h. Equestrian – 18%	p. Motor boating -<1%
	q. Other

Data from [Coalition for Recreational Trails \(CRT\)](#) –Recreational Trails Program Report on State Trail Projects, April 2005

- **Hiking and walking** are dominant reported trail uses with running, bicycling and mountain biking also dominant. A large proportion of RTP projects are in Federal, State, and local Park and Recreation agencies (Christopher Douwes, FHWA, [Transportation Enhancements and Recreational Trails Program](#) Coordinator estimates over 90%)

Over 15,000 miles of abandoned railroad corridors have been converted into multiuse trails available for recreation.

As described on page 9, The NRPA survey had 50 hits, with data complete for a total of 18 states- 8 TE and 14 RTP. Figure 8 shows the results for RTP projects as reported. Several states

reported that going through data from FY 1992 – FY was time prohibiting and in some cases the data was not readily found or missing.

Figure 8 **RTP Coordinator/Administrator Survey Results**

RTP	Total # of Projects	Federal Funds	State Match	<i>Urban*</i>	<i>Suburban*</i>	<i>Rural*</i>
Local	1,234	66,153,235	28,006,148	25%	31%	44%
State	806	27,429,462	14,639,183	11%	26%	63%
Other	272	18,230,393	3,867,422	18%	29%	53%
All	3,331	132,111,651	104,791,753			

*No definition was given to describe Urban, Suburban, or Rural so survey respondents identified based on their own criteria. Some used city planning demographic statistics

Best Practice Project Examples

The Coalition for Recreational Trails (CRT) presents "Annual Achievement Awards" each year in recognition of trails making outstanding use of Recreational Trails Program (RTP) funds. Several park and recreation agencies have received these prestigious awards. The Coalition for Recreational Trails is a federation of national and regional organizations that support funding through the RTP, which is administered by the Federal Highway Administration through all 50 states.

Project award categories include:

- Construction and design
- Maintenance and rehabilitation
- Education and communication initiatives
- Accessibility enhancement
- Multiple-use management or "corridor sharing"
- Environment/wildlife compatibility
- Use of youth conservation/service corps
- State trail program
- State trail advisory committee

The trail award categories support the intention of RTP funds and many of the best practice awardees identify community benefits as a result of the funding and trail development are the same as the TE project benefits.

- **Enhances a community** socially, **health wise**, economically and culturally through recreational, educational, and cultural opportunities and experiences
- Provides **improved accessibility** for individuals of all ages and abilities. A special focus on ADA trail compliance and accessibility.
- **Economy benefits** from new businesses or businesses report increased sales, extended hours and hiring new staff. Revitalizing towns as trails draw residents out of their cars and onto the trail, providing new transportation options for downtown travel while encouraging reinvestment in the business district

- **Redevelops and repurposes tracks and rails** into bicycle and pedestrian hubs.
 - **Improves important ecological and environmental habitats.** Erosion correction, invasive clearing, retaining walls and restoring streambeds.
 - **Linkages, networks and connections** – of communities and systems created from the various modes of transportation, multipurpose and interconnected
 - **Safety** for pedestrians and bicyclists
 - **Cooperation and Collaboration** on various levels with Federal, State, and Local government entities, business, health-care, non-profits, volunteer groups, and strengthens and builds coalitions.
1. **Johnson Camp Trail Improvement Project is located in Humboldt Redwoods State Park, California.** The \$234,922 project removed two miles of steep, deeply eroded road, available only to hikers and replaced it with five miles **of new trail, on moderate grade, available for hikers and equestrians.** The project was accomplished over three years with California Conservation Corps (CCC) Backcountry Trail Crews, State Park Trail Crews, and California Department of Forestry Inmate Crews. Work included trail brushing, trail clearing, trail tread construction, retaining wall construction, and armored stream crossing construction. For CCC crews, the work also offered class room and field training by State Park trail staff in a variety of trail design and construction subjects. 2005
 2. **Orange Grove Area of Patapsco Valley State Park, MD** A \$20,000 Recreational Trails Program grant allowed the heavily used Cascade Trail, a **multi-use trail** to be repaired and improved. Located in the Baltimore-Washington metropolitan area, the trail is extremely popular with hikers, bikers, and equestrians. Due to **heavy use, the trail was in very poor condition** prior to the renovations, with several sections extremely eroded, creating hazardous conditions for all users, and allowing sediment into local streams. The erosion was corrected by installing cribbing and water bars in such a way so as not to interfere with any users. Rock steps were constructed on one very steep section of trail next to Cascade Falls to correct hazardous and often slippery conditions. The steps also alleviated some of the erosion occurring along the stream bank. A short switchback corrected another steep, treacherous section, which now makes the trail safer for all users. An **aesthetically pleasing** natural bridge, constructed of native locust timbers, was erected at a stream crossing to allow for a safer and dry crossing, and further protects the stream bank from erosion. (2005) Contact: David Chrest, Department of Natural Resources, Patapsco Valley State Park, 8020 Baltimore National Pike, Ellicott City, MD 21043, 410-461-5005
 3. **Washington and Old Dominion Railroad Regional Park (W&OD), VA** - 100-foot wide is one of the skinniest parks in the Commonwealth of Virginia, but also one of the longest: 45 miles in length. The W&OD is owned and operated by the Northern Virginia Regional Park Authority (NVRPA) and it takes its name from the railroad whose trains ran along the right-of-way from 1859 until 1968. In 1999, \$40,298 in Recreational Trails Program (RTP) funds helped produce 34 **unique wayside exhibits** (a total of 50 with duplicates) spread out along the length of the 45-mile long W&OD Trail. The exhibits feature photos and graphics from the railroad's 110 years of operation. This project has been instrumental in helping &OD trail users become aware of the important role this railroad played in shaping Northern Virginia. For example, an excerpt from the exhibit at the Glen Carlyn Station states: "If you arrived here by train on a summer Sunday afternoon in the 1870's, you would find crowds of people enjoying Arlington's premier amusement park. The Carlin family, who had owned the property since 1766, developed the amusement park here in 1872, and it boasted a large swimming pool, a bar, dance pavilions, and a 250-seat restaurant and ice-cream parlor." The heyday of the W&OD came early in the 20th Century, when it provided service three times daily from Alexandria to Falls Church, Leesburg and Purcellville, with stops at such hamlets as Dunn Loring, Hunter Station and Paeonian Springs. In 1987, the W&OD was designated a National Recreation Trail by the U.S. Department of the Interior. (2006) Contact: Paul McCray, Northern Virginia Regional Park Authority, 5400 Ox Road, Fairfax, VA 22039; (703) 729-0596

4. **The County Line Acres Bikeway, City of Westerville, OH -designed for walking, running, biking, rollerblading and wheelchair-accessibility, utilizes an existing electrical transmission corridor and is constructed on donated land and easements secured from private property owners and developers.** Initiated by a \$150,000 Recreational Trails Program (RTP) grant in 2000, this suburban 1.1 mile 10-foot wide paved, multiuse, fully ADA accessible trail links citizens to the greater community-wide bicycle and walking loop system. The County Line Acres Bikeway is part of the bikeway/leisure path system that covers 22 miles and connects many of the city's parks, schools and public places. **Constructed through a residential area,** the trail connects and provides access to Towers Park, a neighborhood park and Hoff Woods Park, a community park. This RTP-funded trail has increased property values in the area as realtors and developers often market nearby property as "next to trail." In June 2006, the American Diabetes Association's Tour de Cure will be held in Westerville while County Line Acres Bikeway will host training rides as participants prepare to ride 12, 30, 60 and 100 mile routes utilizing Westerville scenic trails and passing through the beautiful surrounding counties of central Ohio. The Country Line Acres Bikeway has **contributed much to the quality of life in Westerville,** increasing recreational opportunities and serving to help make connections to local business, the metropolitan Columbus area, the scenic counties of central Ohio and the state-wide Ohio-to-Erie Trail. Contact: Jakki Moyer, Westerville Parks and Recreation Department, 350 N. Cleveland Ave., Westerville, OH 43082; phone (614) 901-6503

5. **Town of Sweetser, Grant County, IN, Award Category: Construction & Design (Long Distance), 2004.** In 2003, the small Grant County, Indiana town of Sweetser completed asphaltting its three mile path called the Sweetser Switch Trail. During the first year of construction, the town of Sweetser carried out five unique steps. One accomplishment was the town's establishment of a parks department. While this may not seem special, it is important to note that Sweetser is so small (population 906) a parks department seems to be unnecessary. Within a year the Sweetser Switch Trail was open, after obtaining the old rail corridor, faster than any other rail-train in Indiana. Interestingly, this first mile was opened on a zero budget, achieved by donations of materials to build a bridge, trades of fine crushed limestone to replace heavier railroad ballast, and by voluntary labor and equipment to build the bridge and prepare the trail surface. **Volunteers were such an important factor** both during construction and then later that virtually the whole town has been engaged. Also in this first phase, the community contracted a trail bridge with benches. As other phases asphalted the trail RTP funds also paid for lighting, both electrical and solar

6. **Florida Office of Greenways and Trails, FL Accessibility Enhancement** (Overall Plan); Highway Administration. The Florida Office of Greenways and Trails recognized the need to emphasize accessibility for trail users and has used the RTP to help increase trail-related opportunities for all citizens. Accessibility has always been a part of Florida's Recreational Trails Program and is woven into all aspects of the Department of Environmental Protection's Office of Greenways and Trails RTP activities. As part of this focus on accessibility, Florida made good use of **the Universal Trail Assessment Process (UTAP).** The UTAP utilizes funding from the Recreational Trails Program to introduce participants.

7. **City of Enterprise, AL; Johnny Henderson Park Trail** - Accessibility Enhancement -for trail projects funded through the Recreational Trails Program of the Federal Highway Administration. A 2005 RTP award was used to construct the 245-foot long, five-foot wide Wetlands Bridge out of 6x6 pressure-treated posts and composite decking. A seating area with canopy (metal roof) was incorporated into the middle of the structure. The Wetlands Bridge was necessary to avoid significant slopes to provide opportunity for mobility-challenged individuals. The **bridge connects to a ½ mile pedestrian trail encircling a lake and lies within a larger park that includes playfields, picnic areas and playgrounds.**

8. **City of Palm Bay, FL; Boundary Canal Trail Phase I & II; Multiple-Use Management and Corridor Sharing;** for trail projects funded through the Recreational Trails Program of the Federal Highway Administration. Two Recreational Trails Program grants were utilized to complete 1.4 miles of both paved multi-use and natural surface equestrian trail in Palm Bay, Florida. The Boundary Canal Trail links Palm Bay's Turkey Creek Sanctuary (a 117 acre park of diverse habitat that includes a 1.5 mile boardwalk, jogging trails, canoe decks and nature center), Malabar's

Cameron Wildlife Preserve (100 acre natural conservation area with existing equestrian and off-road bicycle and walking trails) and Brevard County's Malabar Scrub Sanctuary (395 acres of endangered Scrub Jay habitat with multi-use trails for biking, walking and bird watching). Biking, jogging, rollerblading, hiking, equestrian use and mountain biking are accommodated by the Boundary Canal Trail. The trail is the first part of the Brevard County Greenways and Trails Master Plan System to be implemented. At its completion, the trail will be about two miles long and is part of the South Brevard Linear Trail plan, a 22-mile contiguous **multi-use path** that will meander through the southeastern end of the county.

9. **Hatfield-McCoy Regional Recreation Authority, West Virginia, Construction and Design - Long Distance** for trail projects funded through the Recreational Trails Program of the Federal Highway Administration. Running for over 2,000 miles along the mountain ridges of the central Appalachian coal fields, the trails of the Hatfield-McCoy Recreation Area provide **a fun and exciting experience for a wide variety of outdoor enthusiasts**. Located in the beautiful Appalachian mountains of southern West Virginia, the area offers 400 miles of multi-use recreational trails, wide-open all year to ATVs, motorcycles, mountain bikes, horses and hikers. This system is one of sixteen trail systems in the country designated as a National Millennium Trail. The Hatfield-McCoy Regional Recreation Authority works in conjunction with the West Virginia Division of Highways and the RTP to coordinate funding for their projects. Hatfield-McCoy has been approved for nearly three million dollars in funding since 1996. Ultimately, the trail system will extend into the adjoining regions of eastern Kentucky and southwestern Virginia, covering over five million acres. There will be no other trail system like it anywhere. April Ables, Director of Finance and Administration, Mike Pinkerton, Director of Marketing, and Matthew Ballard, Executive Director.

10. **Memorial Hospital; Memorial Hospital Foundation; Logansport Parks Department, Cass County Parks Department, Little Turtle Waterway, corporations and individuals in the community, River Bluff Trail, IN- Construction & Design (Non-Motorized)**- Initiated by a \$150,000 RTP grant, the 1.3 mile, 10-foot wide paved and landscaped River Bluff Trail is constructed on donated land and abandoned railway along the Eel River. The trail is designed for walking, running, biking, and roller-blading, with bridge overlooks, resting places, and a picnic area. The trail also features an accessible canoe/kayak launch. The Memorial Hospital Foundation was chosen to spearhead this strategic initiative because it exists to provide direction and financial support for activities that promote health and wellness in the community. Logansport and Cass County Parks Departments and the Little Turtle Waterway, a local park and trails group, provided technical assistance. Funding assistance for the over \$910,000 total project came from corporate and individuals in the community. **Use has steadily increased and includes youth groups, schools, municipal agency training, group homes, and individuals. In addition to promoting physical health, the popularity of the trail has developed a community focal point, created much good will in the community, and improved the overall quality of life.**

Research Benefits

The following information is gathered from a variety of sources and focuses on benefits that align with Public Park and Recreation missions and support the intention and purpose for TE and RTP projects.

Highlights of “National Survey on Recreation and the Environment” (NSRE) findings

- Over 97% of Americans participate in outdoor recreation activities
- Walking, birding, hiking, swimming are the fastest growing activities
- Most participants are trying a greater number of activities
- Participation has increased in almost all outdoor recreation activities since 1990
- Almost all outdoor activities are forecast to grow in number of people participating
- People are living longer and staying active longer
- Increasingly, minorities, older and urban people are participating
- College-educated, >\$50K income, with smaller households are a major growing demographic
- Outdoor recreation is expected to continue to expand in the future, placing more demands on natural resources (land and water)

[Active Transportation for America Report](#) ¹⁰ makes the compelling case for increased Federal investment in bicycling and walking and the importance of the investment in infrastructure and education.

- Active transportation has great potential to increase our levels of physical activity and help reverse current obesity trends. Modest increases in bicycling and walking for short trips could provide enough exercise for 50 million inactive Americans to meet recommended activity levels, erasing a sizeable chunk of America’s activity deficit.
- Investments in Bicycle and Pedestrian Infrastructure lead to shorter trip distances
- There is 81% support toward the allocation of tax dollars for the expansion and support of public transportation, sidewalks, and bike paths in communities.
 - Reallocate tax dollars

	From	To
▪ Roads	79%	37%
▪ Public Transportation	20%	41%
▪ Bike/Walk	1%	22%
- For the price of a single mile of a four-lane urban highway (approximately \$50 million) hundreds of miles of bicycle and pedestrian infrastructure can be built, an investment that could complete an entire network of active transportation facilities for a mid-sized city.
- Reliable estimates of the costs of investment and quantitative data to achieve a certain mode shift towards bicycling and walking nationwide are not available because tracking of spending and travel data has been insufficient. It is available on the local level, but takes a great deal of digging and contacting.

¹⁰ Gotschi, PhD., Thomas; and Mills, J.D., Kevin; *Active Transportation in America: Case for Increased Federal Investment in Bicycling and Walking*, Rails to Trails Conservancy, October 2008, Washington, DC.

- 32 percent of American adults are obese, and 67 percent are overweight or obese. America's weight problem doesn't spare our youth either: 19 percent of all teenagers and 17 percent of all children between ages 6 and 11 are overweight
- In 2007, less than half of all Americans met the Centers for Disease Control and Prevention's (CDC) recommendation of at least 30 minutes of modest physical activity on most days, and less than half of all Americans met the CDC's recommendations for physical activity from work, transportation or leisure time exercise with 13.5 percent not getting any physical activity.
- The costs for a bike rack that parks two bikes, about \$200, is dwarfed next to the costs of car parking at \$3,500 to \$12,000 for each space of surface parking and \$10,000 to \$31,000 for each space of garage parking.

A **Smart transportation**¹¹ - paper talks about the demographic and economic trends that will impact transportation and affect park and recreation planning for the future and use of TE and RTP funds. Much of this shift in demand predated the 2008 fuel price spike and reflects demographic and economic trends (Litman 2006; Puentes 2008).

- ***Aging population.*** As the Baby Boom generation retires per capita vehicle travel will decline and their demand for alternatives will increase.
- ***Rising fuel prices.*** This increases demand for energy efficient travel options.
- ***Increasing urbanization.*** As more people move into cities the demand for urban modes (walking, cycling and public transportation) increases.
- ***Increasing traffic congestion and roadway construction costs.*** This increases the relative value of alternative modes that reduce congestion.
- ***Shifting consumer preferences.*** Various indicators suggest that an increasing portion of consumers prefer living in multi-modal urban neighborhoods and using alternative modes.
- ***Increasing health and environmental concerns.*** Many individuals, organizations and jurisdictions are now committed to reducing pollution and increasing physical fitness

Guide to Promoting Bicycling on Federal Lands¹²

The guide emphasizes the importance of accommodations for federal lands and makes the point that bicycling programs are typically a low-cost investment compared to other transportation infrastructure improvements, and generally have broad public and community support.

- Reducing transportation-related impacts on the environment;
- Providing better access to remote/sensitive areas;
- Enhancing the quality of visitor experiences;
- Dispersing visitors away from heavily used developed areas;
- Reducing automobile-related congestion and parking shortages;

¹¹ Litman, Todd, "Smart Transportation Economic Stimulation *Infrastructure Investments That Support Strategic Planning Objectives Provide True Economic Development*", Victoria Policy Planning Institute, March 2009
http://www.vtppi.org/econ_stim.pdf

¹² *Guide to Promoting Bicycling on Federal Lands*, Publication No. FHWA-CFL/TD-08-007 September 2008

- Promoting good health among the participants; and
- Creating a more balanced transportation and recreation network to preserve these special places for future generations.

National Household Travel Survey¹³ is a comprehensive household survey of both daily and long-distance travel, allowing for analysis of the full continuum of personal travel by Americans. Department of Transportation has identified five strategic objectives:

- Safety
- Mobility
- Global connectivity
- Environmental stewardship
- Security

Promoting Healthy Transportation Policy¹⁴

Improving the health of US residents and helping to prevent disease through reformed transportation policy can be achieved through a variety of means:

- Offering balanced and affordable modes of transportation (including driving, biking, walking, and public transit) and, where possible, helping to decrease reliance on automobiles;
- Building communities and improving connectivity so that residents can safely walk or bike to work, school, home, play, public transit, and services;
- Ensuring public transit can be reached safely without needing to drive;
- Increasing opportunities for residents in sprawling communities to be physically active;
- Improving injury prevention and installing safety and protective measures where needed;
- Sustaining and improving motor vehicle safety;
- Increasing US energy independence and investing in identification of alternative fuels sources;
- Educating US residents about the health benefits of walking, biking, and safe transportation behaviors; and
- Assessing the potential health impact* of all major transportation, land-use decision, or planning activities

¹³ U.S. Department of Transportation, Bureau of Transportation Statistics, *NHTS 2001 Highlights Report, BTS03-05* (Washington, DC: 2003).

¹⁴ *At the Intersection of Public Health and Transportation: Promoting Healthy Transportation Policy*, p6, 2008; American Public Health Association (APHA); supported through a grant provided by the Convergence Partnership Fund (no date) http://www.policylink.org/Convergence/TH101/overview/Promoting_Healthy_Transportation.pdf

Conclusion and Findings

Project Funding for Transportation Enhancements and Recreational Trails Programs

IMPACT	Transportation Enhancement	Recreational Trails Program
Program inception	Established 1992 (ISTEA)	Established 1992 (ISTEA)
Annual funding in FY 2007	\$800 M	75M
Total Cumulative funding 1992-2007	11,800 M	\$800 M
Funds for recreation 1992-2007*	5 Billion (57% of total)	800 M (100% of total)
Average funded project	\$488,232	\$25,000
Number of projects**	14,265	10,000+
ADMINISTRATION		
DOT program chain	FHWA → STP → TE → Bicycle /Pedestrian Trail & Rail Trails	FHWA → FH Trust Fund → RTP
Administrative agency	State DOT	State Departments of Parks/Natural Resources
Project justification	Surface transportation	Recreation
Permitted uses	Construction only (one-time)	Construction and Maintenance
Federal Share	Maximum 80%, average 70%	Maximum 80% , average 50%
Grant type	Reimbursement only	Reimbursement only
<p>* This figure is the amount spent on the Bike/Pedestrian and Rail-Trail categories of TE spending. ** This figure represents number of TE projects directly related to bicycle, pedestrian, and trail development. p. 13 Maher, Joe. 2008. Federal Funding for Conservation and Recreation: Trails Funding by the Department of Transportation. Backgrounder. Washington, DC: Resources for the Future.</p>		

- More funds are available through the TE program than the RTP which is solely focused on recreation and projects with a recreation outcome. TE projects focus is on transportation and does have a recreation benefit, but provides many other services. 56% of program funds in TE have a bike/pedestrian focus.
- Money in the TE and RTP programs in FY2007 (\$875 million) far outweighed the funding available through the federal government's traditional source of recreation-related funding, the Land and Water Conservation Fund (LWCF). Appropriations for the LWCF, which provides funding for federal land acquisition for outdoor recreation and also matching grants

to states for the same purpose, totaled approximately \$366 million in FY2007, with less than \$30 million in state grants. (Meher 2009, Wall 2008)

- Public Parks and Recreation agencies play a significant role in the development, design, construction, maintenance, implementation, and management oversight for projects funded by TE and RTP projects. Agencies may not always be the primary recipient of TE and RTP funds, they do however play a role in either maintenance or the land they hold and are responsible stewards in the community.
- Park and Recreation agencies provide the necessary places and spaces for the community to get out, get active, interact, connect and enjoy high quality of life.
- While there is great anecdotal evidence of the benefits and return on investment for Federal Transportation funding in Public Parks and Recreation, devising systems to collect, quantify and qualify data demonstrating results is essential.
- Park and Recreation professionals working closely with and accommodating attitudes toward their counterparts in the field of transportation yields successful trail programs. Devising ongoing communication strategies with State Coordinators and Administrators of TE and RTP programs will strengthen relationships and understanding. Getting clear on the importance of transportation and the role and value Recreation and Parks plays as a strong contributor to that necessary end.
- Building alliances with businesses and non-profits works to optimize and widen the net of support for community investment in trails and green spaces that promote linkages, connections and networks.
- Telling our story to keep the amazing work of Parks and Recreation on the front pages and top of mind for all in the community, businesses, policy makers, and elected officials.
- Increasingly the community sentiment for trails (bike and pedestrian paths) is shifting from being considered a nicety to a necessary and essential community asset with benefits in the areas of health, safety, accessibility, environmental preservation, alternative modes of travel, business and commerce and overall quality of life.
- Parks and Recreation programs and services do play a role in the health and wellness of the community. There is extensive research on the benefits of active lifestyles and the provision of bike and pedestrian trails in aesthetically pleasing settings is at the core of these programs and services mission.
- Importance of Park and Recreation Agencies staying abreast of the SAFTEA-LU reauthorization in the fall of 2009.

Resources

[American Trails](#)

At the Intersection of Public Health and Transportation: Promoting Healthy Transportation Policy, p6, American Public Health Association (APHA); supported through a grant provided by the Convergence Partnership Fund (no date)

http://www.policylink.org/Convergence/TH101/overview/Promoting_Healthy_Transportation.pdf

Coalition for Recreational Trails (CRT) [Annual Achievement Awards](#)

Coalition for Recreational Trails, [\(CRT\) Project Database](#)

Coalition for Recreational Trails, [2005 Report on State Trail Projects](#)

Douwes, Christopher, [Recreational Trails and Transportation Enhancement](#) Coordinator; [Federal Transportation Funds Benefit Recreation](#), FHWA Publication, 2008

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Federal Highway Administration, 2007 “Safe Routes to School.” Available at

<http://safety.fhwa.dot.gov/saferoutes/>.

Gotschi, PhD., Thomas; and Mills, J.D., Kevin; [Active Transportation in America: Case for Increased Federal Investment in Bicycling and Walking](#), Rails to Trails Conservancy, October 2008, Washington, DC

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