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# ***Funding Trails in California: It's a New Ballgame!***

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# Presentation Outline



1. The Fight to Save the Rec Trails Program
  - a) MAP-21 Opt Out
  - b) Rallying the trail community
2. Trail Funding Opportunities: the New Landscape in California
  - a) The **NEW** Active Transportation Program: what does it fund; who can apply?
  - b) How to apply for RTP & EEM
  - c) Opportunities on the Horizon: cap & trade
3. Discussion, Q&A

# The Fight to Save RTP in CA



- MAP-21 Poison Pill for RTP: Governor's have annual right to opt out
- Governor proposes new Active Transport'n Program
- RTP would disappear!

# Rallying the Trail Community

- Strategy: negotiate with Administration, while cultivating champions in Legislature
- Teamed with motorized trail supporters
- RTC Petition: over 1200 signatures directed to Secretary Brian Kelly – most ever received on one issue!
- *Result: negotiated compromise – bifurcated RTP*



# Key Strategies

- **TROOPS**: mobilize lots of supporters
- **TRIANGULATE**: negotiate with Administration, cultivate Legislative champions
- **TENACITY**: be at the table; stay engaged

# Active Transportation Program: Merged Multiple Programs – No New \$

## BEFORE SB 99:

### Federal (MAP-21) funding:

- Transportation Alternatives (incl. Safe Routes, Transportation Alternatives, Rec Trails)

### State funding:

- Bicycle Trans. Acct; EEM & Safe Routes to School

## AFTER SB 99:

- Active Trans. Program **\$129 M** (includes about \$2.5M RTP)
- Recreational Trails Program (State Parks) **\$3.5 M**
- Env'l Enhancement & Mitigation Program (Resources Agency) **\$7M**

# Active Transportation Program

## Enabling Legislation: SB 99 & AB 101

### Goals:

- Streamline funding programs
- Help achieve SB 375 GG reduction goals
- Increase % bike/walk trips & safety
- Enhance public health
- Ensure disadvantaged communities fully benefit (25% of program)



# Active Transportation Program Structure

**Regional Share to MPOs  
for Competitive Grants**

*Sub-allocated by population*

**40%**

**State Share –  
Managed by CTC**

**50%**

**Statewide  
Competition –  
open to all**

**10%**

**Statewide  
Competition –  
for rural areas  
<200,000**

# ATP Guidelines: Match & Minimum Project Size

- Required Match: 11.47%
- Exceptions:
  - Projects predominantly benefiting DAC
  - Non-infrastructure & SRTS
- Overmatch can earn extra points

- Minimum Project Size: \$250,000
- Exceptions:
  - Non-infrastructure
  - SRTS
  - Rec Trails

Guidelines available on CTC website: <http://www.catc.ca.gov/>

# ATP Guidelines: What Does it Fund?

All Projects must be:

- Selected in a competitive process
- Federal-aid eligible (except Rec Trails)

Eligible Project types:

- **Planning**: up to 5% available for DACs and rural areas
- **Infrastructure**: planning, design, construction
- **Non-infrastructure**: education, encouragement, enforcement
- **Combination** infra/non-infra

Guidelines available on CTC website:

<http://www.catc.ca.gov/>

# Sample Eligible Projects: Infrastructure

- Development of & improvements to new bikeway, walkways, trails that improve mobility, access, or safety for peds/cyclists
- Safe Routes to School projects that improve safety for children and encourage walking and bicycling to school
- Recreational trails & trailheads; conversion of former RR corridors to trails
- Park projects that facilitate trail linkages
- Safe routes to transit projects, to encourage transit by improving biking/walking routes to mass transit & school bus stops
- Secure bicycle parking at employment and transit center
- Development of a bike, pedestrian, Safe Routes to School, or active transportation plan in disadvantaged communities, with priority to communities without an existing plan

# Sample Eligible Projects: Non-infrastructure

- Conducting bicycle and/or ped counts; walkability and/or bikeability assessments or audits; ped/bicycle safety analysis to inform plans and projects
- Conducting pedestrian and bicycle safety education programs
- Development and publishing of community walking and biking maps, including school route/travel plans
- Development and implementation of walking school bus or bike train programs; bike-to-school or walk-to-school or work day/month programs
- Development/implementation of tools to enhance emerging technologies in active transportation

# ATP Guidelines: Who Can Apply?



- Local, regional & state agencies
- Transit agencies
- Natural Resource or Public Land agencies (park, wildlife, fish & game, forest service)
- Public schools, universities or school districts
- Tribal govt
- Non-profits may apply for Rec Trails Program funds

# SCORING CRITERIA

Graphic by SRTSNP

0 to 30 points

Potential for increased walking and bicycling, especially among students.

0 to 25 points

Potential for reducing fatalities, injuries, and potential safety hazards for pedestrians and bicyclists.

0 to 15 points

Public Participation and Planning, i.e. noticed meetings and consultation with local stakeholders to identify the proposed project.

0 to 10 points

Cost effectiveness, i.e. maximizing the safety and mobility benefit relative to the total project cost.

0 to 10 points

Improve public health by focusing on populations with high risk factors for health issues

0 to 10 points

Benefit to disadvantaged communities.

-5 to 0 points

Points deducted if the Conservation Corps\* is not consulted to partner on the project construction

-10 to 0 points

Points deducted if the applicant has poor performance on past Caltrans grants

# Recap: Trail Funding Opportunities

- Active Trans Program (CTC) \$360 M: call for projects NOW; due May 21
- Recreational Trails Program (State Parks) : \$3.5 M: No call until 2015
- Env'l Enhancement & Mitigation Program (Resources Agency) \$7M:
  - Guidelines & Application out NOW, due June 30; application workshop in L.A. April 30
  - Urban forestry, resource lands, other mitigation projects. Any project can include nature trails or trailheads
  - <http://resources.ca.gov/eem/>



# Trail Funding Opportunities on the Horizon



- Cap & Trade auction revenue: California Air Resources Board
- Park Bond



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**THANK YOU!**

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# *Marvin M. Brandt Revocable Trust v. United States*

- March 10 U.S. Supreme Court decision The issue : whether the federal govt retains an interest in RR ROW created by federal General Railroad ROW Act of 1875, after cessation of railroad activity on the corridor.
- Brandt property lies along the corridor of the Medicine Bow Rail Trail in Wyoming, a former rail corridor that was converted into a public trail.
- Supreme Court ruled 8 to 1 for Brandt.

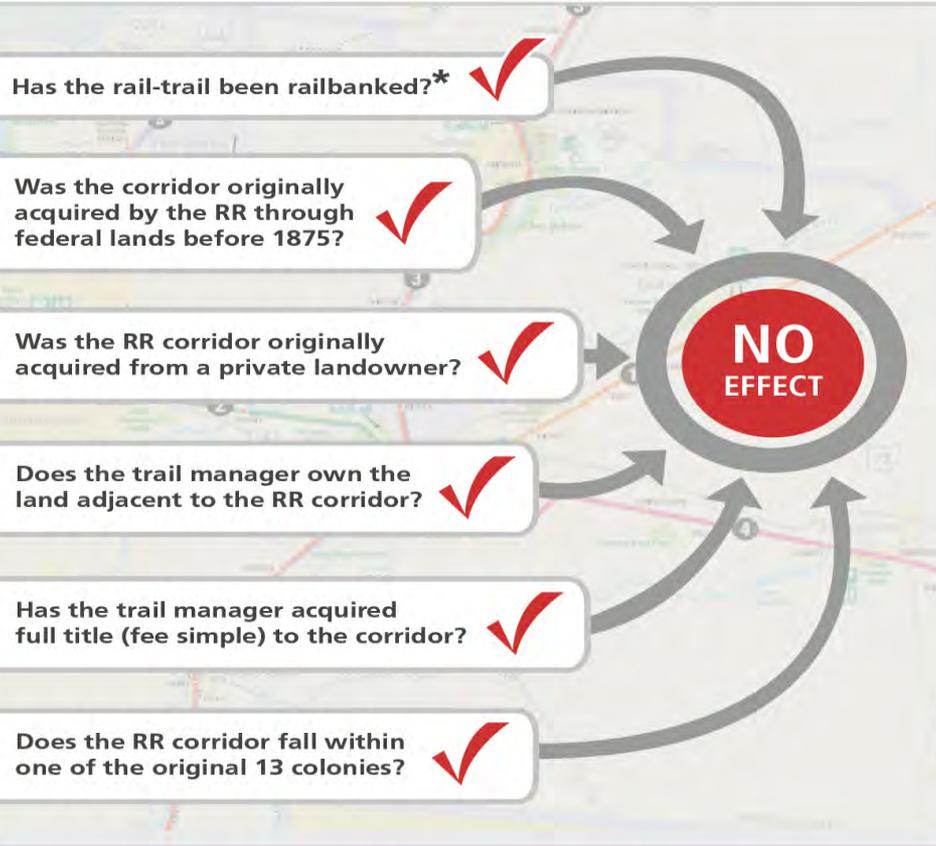


## RAIL-TRAIL SUPREME COURT DECISION

On March 10, 2014, the U.S. Supreme Court handed down a decision in the case involving a rail corridor formerly on federal land that is now privately owned (Marvin M. Brandt Revocable Trust et al. v. United States). The ruling affects a specific type of rail corridor that does not meet the criteria below.

### How will the decision affect my local rail-trail?

If you answer YES to ANY of the following questions, your local rail-trail will NOT be affected by the Supreme Court decision.



Questions about a specific trail? Please contact the manager of that trail or contact RTC at [railtrails@railstotrails.org](mailto:railtrails@railstotrails.org).

*\*Railbanking is the federal process of preserving former railway corridors for potential future railway service by converting them to multi-use trails in the interim.*

**LEARN MORE:** [www.railstotrails.org/SupremeCourt](http://www.railstotrails.org/SupremeCourt)

The decision has **NO IMPACT** on rail-trails or rail-trail projects that meet any of the listed conditions.

The ruling only affects non-railbanked corridors created from federally granted ROW through the 1875 Act; this mostly impacts corridors located west of the Mississippi River

More info:  
[www.railstotrails.org](http://www.railstotrails.org)