



# RTC: Partnering with Communities to Fund and Create Trail Networks

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Volusia  
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# RTC – Mission and Goals

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- RTC Mission – *To create healthier places for healthier people by building a nationwide network of trails from former rail lines and connecting corridors*
  - 2010 Goal – Double federal investment in trails, bicycling and walking
  - 2020 Goal - 90% of Americans within 3 miles of a trail network
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# The Rail-Trail Movement

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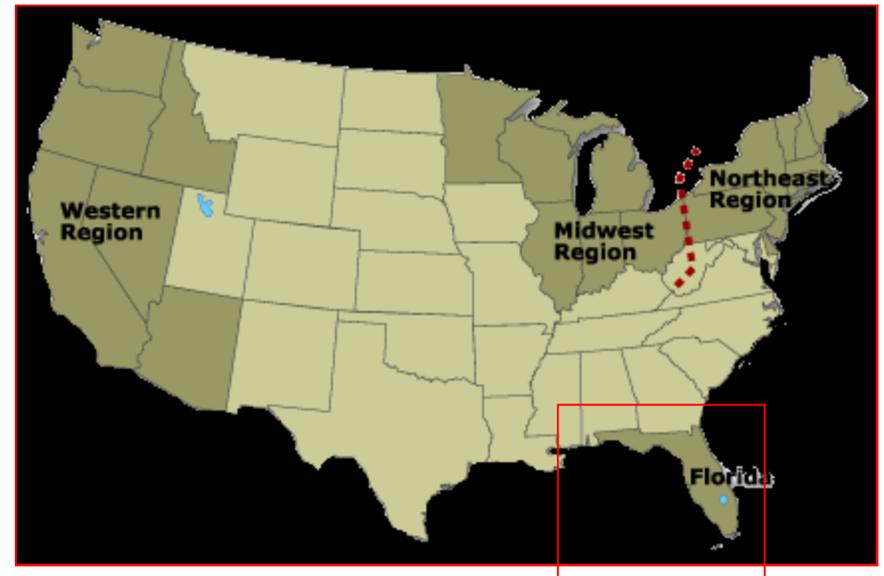
- 1,413 rail-trails in U.S., stretching 13,594 miles
- 1,212 rail-trails in development – will add 14,321 miles
- 100 million estimated annual visits to rail-trails



# RTC's Regionalization Strategy

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- FL Office – Tallahassee
- Focus on regional systems
- Policy & technical assistance resources



# Regionalization (cont.)

- RTC as Regional Resource and Mobilizer
  - RTC Affiliate Program
  - Regional Active Trans. Partnership
- Bringing people together to collaborate on shared goals



# RTC's Role in Trail Development

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## Technical Assistance

- Partnership building
- Strategic planning
- Research studies, reports
- Public involvement
- On-line resources
- Identify funding sources
- Trainings, workshops

A STATEMENT OF QUALIFICATIONS AND ORGANIZATIONAL RESOURCES

**TRAILDART**

TRAIL DEVELOPMENT ASSISTANCE RESPONSE TEAM



A SERVICE OF  
RAILS-TO-TRAILS CONSERVANCY

# RTC's Role in Trail Development



## **Policy Advocate & Watchdog**

- Federal role:
  - SAFETEA-LU
  - Railbanking
- State role:
  - Create/protect state funding
  - Partner with key agencies

# Non-motorized Transportation Pilot Projects

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- Federal transportation bill (SAFETEA-LU)
  - \$100M to show shift to biking and walking
  - Marin, Minneapolis, Sheboygan, Columbia
- Communications plan
- Demonstrate value of investment



# RTC's Active Transportation Campaign

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- Goal: double federal investment in trails
- Active transportation program central to growth strategy
  - 40 communities at \$50M each = \$2B program
- Advocacy of leading communities critical to political strategy



# Defining “Active Transportation”

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- Focus on objective, not absence of motors
- “Active transportation” = walking and biking for daily travel
  - Trail systems a leading means to safely and effectively increase active transport
  - Transit is a key enabler of sufficient mobility for people who choose not to drive



# Empowering Communities to Champion Active Transportation

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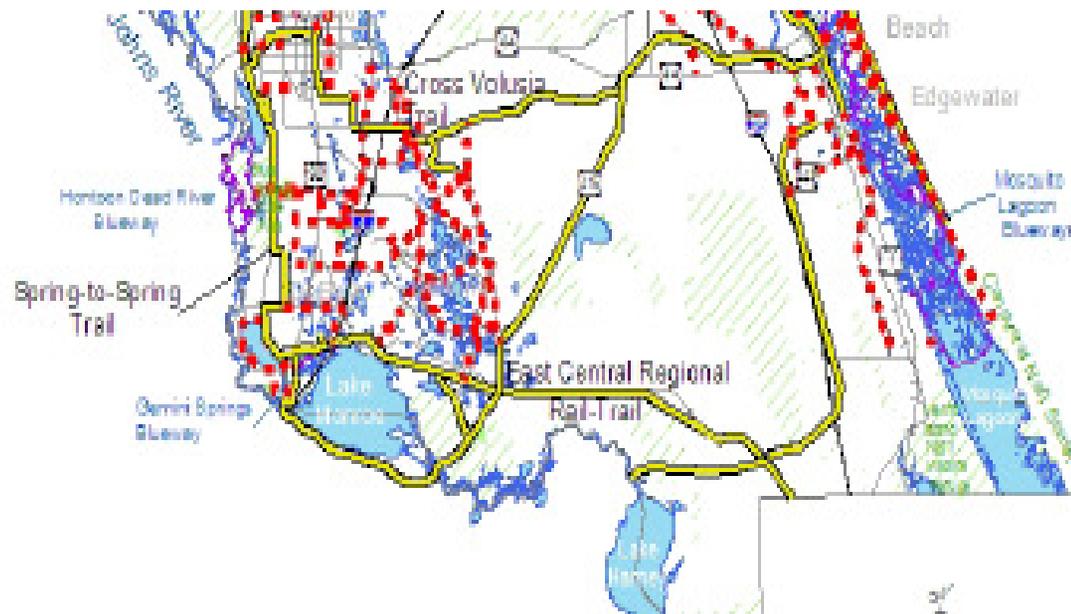
FL Communities who submitted  
Case Statements:

Jacksonville/First Coast  
Volusia County  
Miami-Dade  
Pinellas County



# Volusia AT Case Statement

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# First Coast AT Case Statement

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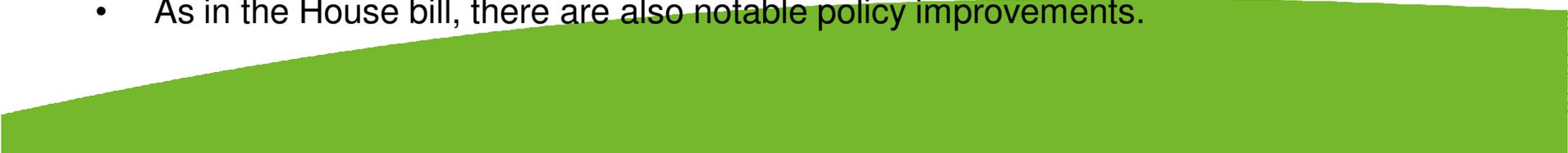
Acquisition and development of key links in the regional trail system. Priorities identified include:

- Acquisition of gaps in the East Coast Greenway and improvements to the corridor. Include segments identified in the Scenic and Historic A1A Management Plan. Cost estimate: \$15 million
  - Acquisition and development of an easterly extension of the Jacksonville/Baldwin Rail Trail into downtown Jacksonville. Cost estimate: \$3.5 million
  - Acquisition and development of a westerly extension of the Jacksonville/Baldwin Rail Trail, along the abandoned trail corridor through Nassau County identified in the OGT Trail Acquisition Program. There is potential for this trail to continue and extension southward through Baker County, ultimately connecting with the St. Augustine to Lake City Rail Trail. Cost estimate: \$5 million
  - Acquisition and development of a northern link into Nassau County. This will follow the Yulee Rail line, an abandoned, privately owned property. Cost estimate: \$5 million
  - Development of the land side of the St. Johns River trail, developed on publicly owned easements along SR 13 in Duval and St. Johns Counties as well as SR 17 in Clay and Putnam County. Cost estimate: \$15 million
  - Acquisition and development of a southern extension of the Black Creek Trail in Clay County to Green Cove Springs. Cost estimate: \$7 million
  - Cost associated with salary and travel for a Regional Trail Coordinator, responsible for oversight of the above goals, as well as continuing the work of the First Coast Trail Coalition. The Coordinator would be responsible for generating funding to perpetuate the position. Cost estimate for a 5 year period: \$500,000.
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# Climate Bill

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Senate Environment and Public Works Committee passes the Boxer/Kerry Bill yesterday

- The headline for our purposes - secured an average of 2.4% of the climate bill allocations for clean transportation. This compares to “up to 1%” in the House bill. Half of the transportation allocations are slated solely for transit and the other half are for competitive multi-modal grants (with 10% of that pot carved out for planning).
  - Putting this in dollar terms requires a crystal ball and simplifying assumptions, but in very rough terms this is about a billion per year per percent. Nonetheless, this would be a substantially bigger opportunity than the TIGER grants (\$1.2B vs. \$750M/year) on an ongoing basis.
  - Of course, this is no done deal. A climate deal remains uncertain and, despite the Copenhagen conference in December, this debate will almost certainly continue into 2010. There remain many steps to the process, and the chairman’s figures are subject to negotiation through broader Senate debate and conference. We should celebrate that we moved the ball significantly in the right direction through this particular step while remaining vigilant regarding these next steps.
  - As in the House bill, there are also notable policy improvements.
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conservancy

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