



# Federal Transportation Reauthorization: The State Perspective

Presentation by Steve Morris at TrailLink 2003  
Providence, Rhode Island

June 27, 2003



# Recreational Trails Program (RTP) Administration

---

- # Authorizing statutes – 1991 ISTEA (Symms Act), 1998 TEA-21, 2004 SAFETEA?
  - # Largely administered by state natural resource agencies.
  - # Recreational Trails Program Guidance.
-

# States that provided comments

---

Alabama

Arkansas

Florida

Georgia

Idaho

Illinois

Indiana

Kansas

Missouri

Nevada

New jersey

Washington

Wisconsin

Wyoming

---

# SAFETEA – RTP funding

---

- # Proposes funding the Recreational Trails Program at 21% of off-highway recreation fuel taxes.
  - # State trail administrators propose return of at least 50% of off-highway recreation generated taxes to the RTP program.
-

# SAFETEA – Section 1606(a)

---

- # Allows use of RTP administrative funds for research, technical assistance and training.
  - # State trail administrators generally support. Some states question if 7% limit for administrative costs is adequate.
-

# SAFETEA – Section 1606(b)(1)

---

- # Specifies makeup for state recreational trail committees and requires that committees “be used to develop statewide trail program policy and to rate, rank, and recommend recreational trails program projects for funding”.
  - # State trail administrators strongly opposed.
-

# SAFETEA – Section 1606(b)(2)

---

- # Eligible categories for RTP funding are added to permit trail assessment for accessibility and maintenance, to hire trail crews or youth conservation or service corps, and to expand use of educational funds for non-law enforcement trail safety , trail use patrols, and trail related training.
  - # State trail administrators generally support.
-

# SAFETEA – Section 1606(b)(3)

---

- # Eliminates current authority of state recreational trail committee to waive percentage requirements for motorized and nonmotorized projects. Also requires state to use 10% of apportionment to fund youth corps projects.
  - # State trail administrators strongly opposed.
-

# SAFETEA – Section 1606(b)(5)

---

- # Simplifies determination of federal share for RTP projects by changing the RTP's normal federal share from a strict 80% to the sliding scale share used in the federal-aid highway program.
  - # State trail administrators generally support.
-

# SAFETEA – Section 1606(b)(6)

---

- # Allows pre-approval planning and environmental compliance costs to be credited toward the non-federal share for RTP projects, limited to costs incurred less than 18 months prior to project approval.
  - # State trail administrators generally support.
-

# SAFETEA – Section 1606(b)(7)

---

- # Relieves the RTP of several federal requirements, which, while appropriate for large highway projects, are exclusively burdensome for small trail projects.
  - # State trail administrators strongly support.
-

# Letter to Secretary Mineta from Coalition for Recreational Trails

---

- # Asks increase in RTP funding to at least 50% of off-highway recreation fuel taxes.
  - # Opposes proscribed composition of state trail committees and requirement that these committees develop all state trail policy.
  - # Asks to retain ability for state trail committee to waive percentage formula for projects.
  - # Opposes required use of conservation corps projects for 10% of state's apportionment.
-

# Co-signers of letter to Secretary Mineta regarding SAFETEA

---

Adventure Cycling Association

American Council of Snowmobile Associations

American Hiking Society

American Horse Council

American Motorcyclist Association

American Recreation Coalition

American Trails

Blue Ribbon Coalition

Family Campers and RVers

International Association of Snowmobile Administrators

International Mountain Bicycling Association

International Snowmobile Manufacturers Association

---

# Co-signers of letter to Secretary Mineta regarding SAFETEA (cont.)

---

The League of American Bicyclists

Motorcycle Industry Council

National Association of Recreation Resource Planners

National Association of State Trail Administrators

National Bicycle Greenway

National Recreation and Park Association

Partnership for the National Trails System

The Rails-to-Trails Conservancy

Recreation Vehicle Dealers Association

SnowSports Industries America

Sporting Goods Manufacturers Association

United Four Wheel Drive Associations

---

# SAFETEA – Section 1611

---

- # Clarifies and enhances several uses of federal funds for bicycle and pedestrian purposes.
  - # Allows collection of user fees on federally funded shared use paths.
  - # Reauthorizes and funds national bicycle and pedestrian clearinghouse.
  - # Creates set-aside for bike/ped safety grants.
-

# SAFETEA – Section 1617

---

- # Requires indemnification of federal government by states involved in railbanking projects where federal highway funds have been used “after the date of enactment” to acquire right-of-way interests or develop a trail under the Rails to Trails act, and court rulings award takings compensation to adjoining property owners.
  - # State trails administrators concerned.
-

# SAFETEA – Section 1815

---

- # Would allow states to assume some FHWA responsibilities related to environmental review and other federal requirements that typically apply to federal-aid highway projects.
  - # Applies to Transportation Enhancements, RTP and TCSP.
  - # Streamlines review and approval process.
-

# SAFETEA – Section 1816

---

- # Authorizes the Transportation, Community, and System Preservation (TCSP) program.
  - # Funded by \$26,000,000 annual set-aside.
  - # Apportioned at \$500,000 per state per year, including District of Columbia and Puerto Rico.
-

# Goals of TCSP program

---

- # TCSP integrates transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.
-

# Reauthorization process and role of State Trail Administrators

---

- # State trail administrators have limited direct role due to lobbying laws and chain of command protocol.
  - # State trail administrators can keep superiors and constituents informed.
  - # However, state trail administrators are often responsible for multiple programs and have very little discretionary time.
-