SUMMIT SUMMARY - May 2, 2016: Idaho Falls, Idaho

Program History

Idaho's Non-Motorized Trails Program was established in 1974 by the adoption of Idaho Code 67-4233. It established a Trails Coordinator within the Idaho Department of Parks and Recreation (IDPR), to advise the board and other agencies and entities on matters relating to the system, including the designation and establishment of trails.

Idaho Code 67-4234 defines the duties of the Trails Coordinator as follows: The coordinator shall advise the board on the development of the system. Trails within the system shall be designated as one (1) or more of the following: hiking, horseback riding, bicycling, snow traveling, or other non-motorized travel. (2) The coordinator, in advising the board, shall be guided by the following principles: (a) emphasis shall be placed on routes located on public lands, but not to the exclusion of private lands; (b) effort shall be made to maximize the accessibility of trails to potential users; (c) there shall be utilization of public meetings to secure citizen advice; and (d) effort shall be made to develop trails which will harmonize with other state goals, education and historical preservation. (3) The coordinator shall advise the board on necessary legislation to further the development of the system.

Access

Idaho has over 10,000 miles of non-motorized trails. Approximately two-thirds of Idaho land is managed by the US Forest Service and Federal Bureau of Management.



A Legislative Chronology

1974 – Idaho Code 67-4233 is established.

1995 – HB 186 proposed a \$10 mountain bike user fee (failed)

1996 – Second attempt for \$10 mountain bike user fee (failed)

1998 – SB 1400 proposed \$5.50-\$21.50 horse trailer fee (failed)

1999 – Second attempt for horse trailer fee (failed)

2010 – Vanity mountain bike license plate created, \$22 annually (passed)**

2010 - Third attempt for horse trailer fee (failed)

**The Idaho Mountain Bike Plate generates approximately \$15,000 annually. • • •

U.S.D.A Forest Service National Backlog (FY12, Government Accounting Office Report, June, 2013)

- 158,000 total trail mileage
- Only 25% are considered to meet agency standards
- Backlog of maintenance needs estimated at \$314 million

Idaho's Non-Motorized Trails Program Budget

The annual budget for Idaho's Non-Motorized Trails Program is derived in majority from funds received annually through allocations of the state's General Fund. A portion of the Idaho Mountain Bike Plate also funds the efforts of the program. The remaining (approximately 50%) Mountain Bike Plate Funds are disseminated through a competitive grant process.

Questions to Consider:

- 1. How important is non-motorized trail recreation in Idaho?
- 2. Are there issues or concerns pertaining to non-motorized trail recreation in Idaho?
- 3. Is maintenance on non-motorized trails in Idaho an issue?
- 4. Is education important to non-motorized enthusiasts in Idaho?
- 5. Do you have ideas or suggestions on how to fund non-motorized trail maintenance in Idaho?
- 6. Are you familiar with successful funding programs in other states?

Successful Funding Examples

Small Percentage of State Lottery (Colorado)

State Gas Tax Allocation for Use of Roads by Non-Motorized Enthusiasts Headed to Trail (Washington)

Share Your Ideas

Mail: Comment forms are available at the front desk

E-mail: inquiry@idpr.idaho.gov



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Summit Summary

Over 70 attendees.

Consensus that there's a lot of interest in non-motorized trail recreation and finding a long-term, sustainable funding solution for maintenance is a desire for recreationists in Idaho. Summit Minutes

David Langhorst, IDPR Director – Welcome and introduction of the forum, IDPR Board members in attendance and staff. This is the third non-motorized summit to be held.



Leo Hennessy, Non-Motorized Trails – Mr. Hennessy provided a brief overview of his job responsibilities and what he is currently working on. Mr. Hennessy was asked what the funding looks like now compared to what it was like 5 years ago for non-motorized trails. Mr. Hennessy stated IDPR had \$120,000 allocated for non-motorized trails but are now

receiving about \$40,000 from general funds.

Ari Kotler, IOGA Board Member, Owner of Soar Northwest (video) – Mr. Kotler shared with the audience that less than 50% of the non-motorized trails are currently maintained. IOGA does the majority of work to clear the trails and are not

IOGA does the majority of work to clear the trails and are not compensated for it. Mr. Kotler shared a video which demonstrated just how overgrown and difficult the trails have



become due to lack of funding to maintain them.

David Claycomb, IDPR Recreation Bureau Chief – Mr. Claycomb provided a brief overview of the motorized program and how their funding came about. He stated that all 29 pieces of motorized legislation that passed, were presented by the user groups. He feels that obtaining funding for the non-motorized trails has to come from the user groups as well. Idaho Trails Association has provided may volunteer hours to help clear trails.

Funding

The most commonly shared funding solutions for non-motorized trail maintenance during open forum included (in no particular order):

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- Fuel Tax
- Trailhead Pass
- Parking Fee
- Donations
- Tax Returns box to check for donation
- Trade Association Tax Reallocation
- Vehicle Registration Opt In
- Passport Fee Increase Percentage to Non-Motorized trails Opt Out
- Non-Motorized Stamp Voluntary
- Organization takes over maintenance and they raise their own funding
- Charter Organization
- Special interest to fund wilderness clearing
- User Tax
- Tourism Tax Allocation to trails
- Tax on outdoor gear Retail Stores
- Adopt a trail program
- Idaho Ski Club

Jeff Halligan, Director of the Idaho Trails Association – Reported that they have formed volunteer work parties to help clear the trails. Their organization is a well established non-profit and is just now reaching the East Region of the state.

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Next Steps

There were individuals that mentioned interest and willingness to assist with organizing efforts to bring attendees together and work towards group-led goals. These individuals will need to formally come forward to assist with the organization of efforts.

Reminder: Representative Gestrin agreed to carry any legislation created by the recreation community to address said goals.



Attendees

A complete list of attendees and contact information is provided in the pages following.

Non-Motorized Summit Stakeholders

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