

Non-Motorized Trail Recreation in Idaho

SUMMIT SUMMARY – April 21, 2016: Coeur d’Alene, 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

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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





Summit Summary

Over 145 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. This is the second non-motorized summit to be held. The third one will be in Idaho Falls on May 2, 2016.

Leo Hennessy, Non-Motorized Trails – Discussed projects he is currently working on.

Will Judge, IOGA – Video – Represents the Outfitting community in the Headwaters. Stated that access to trails is very important to their industry. They do a lot of trail maintenance on their own. Surprised that less than 50% of non-motorized trails have funds for upkeep.

Dave Claycomb, IDPR Recreation Bureau Chief – Provided examples of motorized funding. All funding that has been approved by legislation for motorized trails was submitted by their user groups. Non-motorized user groups need to be the leaders in submitting funding requests to the legislature and will need to carry this responsibility to obtain funding for their trails.

Kent Wellner, USDA Forest Service – Over the last five years, they have had a substantial cut in funding. They are looking for ways to make things work with less money. They rely on members from different user groups by putting together agreements with them to come out and do the upkeep work on the trails. He suggested relooking at the special use permit program at a National level. Earlier this year, the Washington office had a new trails allocation formula, it cut region 1 by 30%. Congressional delegates were contacted by user groups and they stated they are planning on relooking at this calculation.

Open Forum – Director Langhorst walked around the room and gave the audience an opportunity to share their thoughts and ideas.

Question: How much have allocated funds decreased for non-motorized trails over the past year.

Answer: Dave Claycomb reported about a 12% decrease over the past 5 years.





Phil Hoff – Things to think about, by selling whatever we decide to sell to help fund non-motorized trails, how is the money going to be spent and how much money is needed?

Steve Klatt (IDPR Ex-Board Member) – We need to put more ideas on the table. Consider an Opt In program.

Question: Trails that are disappearing off the map, are they mostly on Federal land?

Answer: Dave Claycomb stated that the majority of motorized sportsman recreate on Federal land.

Question: Why did the horse trailer and mountain bike fees fail?

Answer: Dave Claycomb responded that the Legislature turned them down.

Suggest using volunteer groups to encourage non-motorized groups purchase stickers to use the trails.

ID Trails Association – Working on the English Point Trail. If you are a hiker, we need to do more to help our own trails. Either pay someone to do the cleanup, do it ourselves, work together or both.

Trails Pass

Ask for funds from Washington State since many of them use Idaho trails.

Round Up Program, to support the non-motorized trails program. Ask for a specific donation.

Licenses Fee, if you don't check it off when you renew your driver's license, it is automatically included in your license renewal cost.

Sue Collier, Panhandle Forest Service – They are a very bare bone staffed agency. They need more agency staff to enable them to help their partners. They have applied for funding from their RAC department. They hired a Director with some soft money to help raise funds. They have also formed a friends group to help set up funding for projects.

Look at soft funding and defining what trails need to be repaired first by prioritizing them.

What value do we put on recreation and trails? Once it has a value added to it, it then comes into fruition. Idaho is a very unique state.

We need to encourage more volunteers in the non-motorized trails group to work on the trails.

Jerry Shriner – I believe in volunteering. Finding some way to fund this has to happen along with volunteer work.

Non-Motorized Trail Recreation in Idaho



Stickers on cars who park in the lot to hike the trails.

Don Capparelli – If it wasn't mandatory by law to have a sticker on motorbikes, there would not be a program. The cost to maintain trails for non-motorized trails is more than for motorized trails.

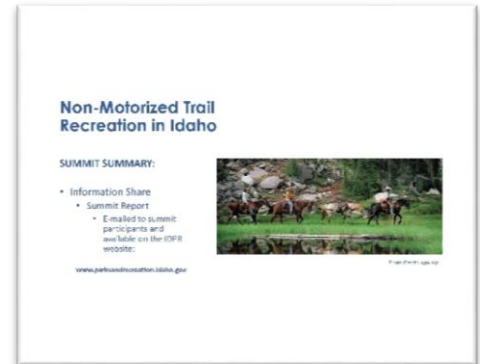
What works in Boise will not work up North. Most retreaters up here come from out of state.

Director Langhorst – Summary:

- Unite all regions of Idaho
- Mission to improve the quality of life for everyone

Final suggestions –

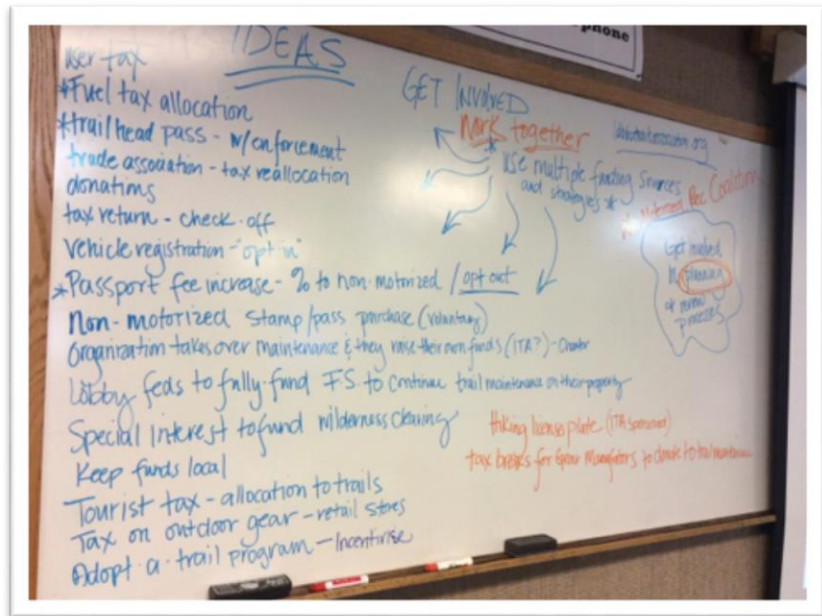
- Need organized leaders



Funding

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

- Use multiple funding options
- Stickers, licenses and stamp programs
- Fuel Tax allocation
- Business Support / "Round-Up" Programs
- Adopt-a-trail program
- Allocation of Tax associated with outdoor gear sales
- One vehicle registration program to fund many needs



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.

Non-Motorized Trail Recreation in Idaho



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Non-Motorized Trail Recreation in Idaho



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Non-Motorized Trail Recreation in Idaho



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Non-Motorized Trail Recreation in Idaho



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