



2021 Non-Motorized Trail Grant Pilot Categories



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Non-Motorized Grant Cycle Pilot

- The State Trails Committee and State Trails Program have been focused on how to adequately prioritize the state's need for maintenance and management of existing trail systems with the need for new construction trail system expansions.
- In previous Non-Motorized Cycles, there have been three grant categories:
 - Large Construction/Maintenance Recreational Trail Grants
 - Small Construction/Maintenance Recreational Trail Grants
 - Recreational Trail Planning and Support Grants
- To continue with the goal to improve trail recreation opportunities while protecting wildlife, habitat, and cultural resources, the program implemented several changes to our 2020 Non-Motorized Trail Grant cycle.

2019/2020 Non-Motorized Grant Cycle

- 1) Pilot to change the three non-motorized grant categories this cycle from:
 1. Construction
 2. Maintenance
 3. Planning & Support
- 2) For each category, we updated our scoring criteria to ensure we are properly considering wildlife impacts:
 - Updated scoring for the Wildlife and Natural Resources Criteria so it is now weighted at 15 points which puts it at equal standing with other criteria.
 - Added questions that ask applicants to describe how impacts to wildlife and habitat were avoided and/or minimized; including asking applicants how they plan to avoid and/or minimize the potential for wildlife fragmentation; and, if recommended, how they plan to support implementation of a seasonal closure.
 - Asked applicants to include maps of the proposed areas including existing roads and trails which will help staff and grant reviewers better understand impacts on a landscape level.
 - Asked how the applicant plans to decommission and restore any existing trails that have been deemed unsustainable.
- 3) Continue to work with regional staff on our wildlife impact assessment process.
 - Share Regional Memos that address all grant application's wildlife assessments.

Results of the Pilot

- 90% of subcommittee respondents said that having the Construction and Maintenance category separate allowed them to effectively score these projects.
- The State Trails Committee believed having Construction and Maintenance projects separate allowed them to have a more direct comparison of different applications and better prioritize the state's need for maintenance and management of existing trail systems with the need for new construction trail system expansions.
- The Committee was also able to discuss the allocation of funding for each category. This year the Committee recommended a larger percentage of funding for maintenance projects (from 19% of the total available amount to 33%) by decreasing the amount of funding for construction projects (from 76% of the total amount to 62%).

State Trails Program Recommendation

- Given current financial conditions, the State Trails Committee and the State Trails Program request approval to continue the pilot program for the 2021 Non-Motorized Grant Cycle of adjusting the non-motorized grant categories to construction, maintenance, and planning/support.
- An additional pilot year will allow the Trails Committee, Trails Program, and Commission to further evaluate the effectiveness of the proposed grant categories of this approach to ensure we are responding to the state's recreation and resource needs.
- The PWC will be updated on the effectiveness of the process, including a recommendation from the Trails Committee and Trails Program in regards to whether Policy A-104 should be updated to the pilot program subcommittee categories.



Questions?



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