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Just three decades after Rails-to-Trails Conservancy (RTC) was founded, more than 22,000 miles of rail-trails grace our nation, and more than 8,000 miles of potential rail-trails are waiting to be built. Running through urban, suburban and rural landscapes, these essential recreation and transportation corridors provide safe access to jobs, schools and cultural centers, while improving the health of communities, protecting greenspace and boosting local economies.

In 2014, RTC focused on protecting federal trail funding and advocating for critical state programs that support trails, and walking and biking infrastructure, to create a balanced transportation system in America. We also led the way in the creation of regional trail networks that increase connectivity to, within and across communities. Seeking to usher in a new era for trail development, we launched a national collaboration to create innovative tools that allow trail advocates to accurately communicate the value of trails—for health, access and mobility—transforming the way our country thinks about and develops trails and trail networks.

With a new year upon us, we have fixed our eye on a vibrant future for all Americans made possible by trails and the connections they inspire.
Rock-Solid Potential: Developing Missouri’s Rock Island Line

Over the summer of 2014, the chance to save a 145-mile inactive rail corridor dropped out of the sky. This opportunity, which was more common two decades ago but rarely happens today, spurred RTC and our members into action.

Part of the old Rock Island Line, the corridor runs from Windsor to Beaufort, Missouri, and intersects the 238-mile Katy Trail. For more than two years, RTC had been providing technical assistance to local trail advocates interested in transforming this corridor into a multi-use pathway. In July 2014, RTC and local partners launched a campaign to petition the corridor’s owner, Ameren, to railbank the line instead of selling it to salvaging companies—culminating in more than 12,500 supporters making their voices heard.

The massive groundswell of public support demonstrated to local decision-makers how important this potential trail is to communities in Missouri. In late September, the Missouri Central Railroad Company formally declared its intention to railbank the corridor and to work with the State of Missouri to have it preserved for trail development.

By preserving this corridor, RTC and its partners are facilitating the first step in creation of a vibrant rail-trail and a 450-mile world-class trail system. This represents a great victory for the rail-trail movement and is a testament to the growing recognition of the importance of trails to the health and vitality of our nation.
The Heart of the Matter: Building a Five-State Multi-Use Trail Network

The vision is staggering: Spanning 1,600 miles across five states, the Industrial Heartland Trails Coalition is developing what will be the largest off-road multi-use trail network in North America.

Many of the trails in the connected system follow old railroad or canal corridors with historical sites and attractions that pay homage to the area’s rich industrial heritage and culture.

Currently 53 percent complete, this massive trail project is being actively pursued by RTC, the Pennsylvania Environmental Council and the National Park Service Rivers, Trails, and Conservation Assistance program, with local partners in Pennsylvania, Ohio, West Virginia, New York and Maryland.

Once known as the Power of 32+ for the number of counties touched by the trail system, the project has since grown to include 53 counties, facilitating its rebirth in 2015 as the Industrial Heartland Trails Coalition. To promote and generate support for the growing system, the coalition also launched a new website, available at IHeartTrails.org.

To keep the initiative moving forward, RTC regularly convenes local stakeholders to discuss the project and identify gaps in the network. RTC also provides technical assistance and is developing a state-of-the-art trail traffic monitoring project that will begin in 2015.

Additional support has been provided by the Claude Worthington Benedum Foundation and The George Gund Foundation.

Learn more at IHeartTrails.org.
T-MAp: A Game-Changing Trail Planning Tool

In May 2014, RTC launched T-MAp (Trail Modeling and Assessment Platform), a three-year, $1.2-million initiative that will set a new standard for trail planning in America. In partnership with researchers and trail managers in 12 U.S. cities, RTC is leading a nationwide survey of urban trail use and producing models and metrics that can forecast the returns on investment that trails stimulate around the country.

T-MAp includes three core models:

1) A GIS-based method for measuring trail system connectivity,
2) A trail-use demand (factoring and forecasting) model and
3) A set of impact assessment tools that translate trail use into dollar values for health- and transportation-related impacts.

Fiscal year 2014, year one of the project, saw the launch of the data collection phase and the official kickoff of development of the T-MAp modeling and assessment tools.

This project comes at a time when active transportation is on the rise but requires a critical boost to move to the next level. Although there are more than 2,000 miles of rail-trails in the United States, many of America’s 300 million citizens need cars to access them. In some communities, the lack of connectivity to basic destinations such as places of employment, grocery stores and schools limits people’s livelihoods and ability to thrive.

With T-MAp, trail planners will have tools that communicate the most efficient and powerful ways to integrate trails into networks that have the greatest impacts or result in dollars saved on transportation, healthcare, tourism and economic development. Additionally, by revealing how America is using trails, T-MAp will help developers prioritize projects that can maximize trail use and benefits.

T-MAp will be fundamental for connecting people, places and neighborhoods—spurring connections that turn walking and biking into mainstream modes of travel and transportation.

Learn more at railstotrails.org/TMAP.
The Circuit: Expanding Regional Networks for Ultimate Connectivity

The Circuit is an innovative, regional urban trail network connecting people of all ages to jobs, communities and parks in Greater Philadelphia. Currently boasting 300-plus miles of pedestrian and bike trails, the initiative will eventually encompass 750 miles of trails on both sides of the Delaware River, building upon the region’s existing active-transportation infrastructure.

A founding member of the Circuit Coalition, RTC is helping to lead or participates in several working groups for the Circuit, including the Health, Youth, Communications and Metrics committees. This past year, the Health Committee made great strides in engaging the region’s health community through the Hospital Association of Pennsylvania (via the Circuit’s hospital outreach initiative).

For a third year, Lankenau Medical Center – Main Line Health in Pennsylvania offered “Trail Tuesdays” programming in partnership with the Cynwyd Heritage Trail. Through this popular initiative, physical activity and health seminars were offered on the third Tuesday of each month between March and October. Additionally, Kennedy Health Systems in New Jersey offered programming for a second year on the Gloucester Township Health and Fitness Trail.

These trail – hospital partnerships not only help to improve the health and wellness of the community, but also help nonprofit hospitals meet the new Affordable Care Act requirements under which they must complete a Community Health Needs Assessment to identify local health issues and implement solutions every three years to maintain their tax-free status.

As a co-chair of the Youth Committee, RTC also collaborated with youth-serving organizations to promote urban trail use through bike repair clinics and community rides (see Connecting Communities in Camden).

The Circuit is made possible through the generous support of the William Penn Foundation.

Promoting walking and biking on trails can help communities address many needs related to physical activity, mental health, and obesity and chronic disease (e.g., heart disease, stroke and diabetes) prevention.
Rail-trail Sojourn: A Fun Way to Share the Impact of Trails

RTC’s 13th annual Rail-Trail Sojourn, held June 22 to 27, 2014, brought 300 riders on a 191-mile, six-day trip on three renowned rail-trails: the Panhandle Trail, the Montour Trail and the Great Allegheny Passage. These scenic trails—covering the southwest corner of Pennsylvania and dipping into West Virginia and Maryland—are cherished by local residents and attract tourists from around the country.

Rail-trail sojourns are designed to help trail advocates gain insights into the trail development process, while drawing attention to gaps in trail systems that, if completed, could result in benefits (economic, health, social, environmental and much more) for their local regions.

In 2014, sojourn participants had the opportunity to be a part of—and learn more about—two significant local trail projects. On June 23, sojourners took part in a “gold shovel” groundbreaking for a section of the Montour Trail, which will eventually extend 46 miles from Coraopolis to Clairton, Pennsylvania, and connects to the Panhandle Trail and the GAP. On June 25, the group learned about the history of and future development plans for the Pinkerton Tunnel project in Somerset County, Pennsylvania, during an evening presentation by Linda McKenna Boxx, president emeritus of the Alleghany Trail Alliance. Currently in the fundraising stage, this project will create a continuous trail connection through a section that currently requires a 1.5-mile detour. The following day, riders approached the barricaded tunnel and envisioned how the ride would be different after the project is completed.

By calculating combined participant and program spending on food, supplies, rentals, equipment and other sojourn-related services, it was determined that the 2014 sojourn’s positive economic impact to the region was $211,000. This information was shared with host communities to inspire future trail building and enhancements. Increasingly, communities are understanding that trails can play a large role in revitalization!

Such a large endeavor would not be possible without much-needed support provided by local trail groups, organizations and volunteers. Additionally, the Pennsylvania Department of Conservation and Natural Resources was a major partner contributing to the program’s success.
Meet Our Newest Rail-Trail Champion: Marianne Wesley Fowler

The Doppelt Family Rail-Trail Champions Award honors individuals around the nation who have made significant contributions to the rail-trail movement through their work, volunteerism or support—in short, people who have gone above and beyond in the name of trails.

Since joining the RTC team in 1988, Marianne Wesley Fowler has played an incredible role in the development and support of rail-trails across the country. In 2014, in honor of her achievements over the past 25 years, Fowler was named RTC’s 2014 Doppelt Family Rail-Trail Champion.

As RTC’s southern organizer in the late 1980s and early 1990s, she helped bring about the region’s first rail-trail networks, including the creation of the now-legendary Silver Comet/Chief Ladiga Trail and the early identification of the Atlanta BeltLine as a potential rail-with-trail in her 1991 “Abandoned Rail Corridor Assessment Report” of the Atlanta Metropolitan Area.

Later, as a leader of RTC’s policy advocacy team, she was pivotal in helping to protect hundreds of millions of dollars in federal funds for trails, walking and biking—having played an active part in the reauthorization of four federal transportation acts, including ISTEA, TEA-21, SAFETEA-LU and MAP-21—and was key in the establishment of the Recreational Trails Program and the Safe Routes to School Program.

Other notable contributions over the years include: helping to protect the federal railbanking statute, which, since 1983, has preserved thousands of miles of rail corridors that would otherwise have been abandoned; and serving as a lead national organizer for the Nonmotorized Transportation Pilot Program, in which infrastructure improvements in four U.S. cities resulted in 85 million miles of active transportation as opposed to driving between 2009 and 2013.

With her designation as a Rail-Trail Champion, she joins the ranks of a select group of people who have made remarkable contributions to rail-trails, including U.S. Department of Transportation Secretary Ray LaHood, the late Minnesota Congressman James Oberstar, and Joshua David and Robert Hammond, founders of New York’s High Line.

Stories: the Rail-Trail Movement

In RTC’s 2014 Green Issue of Rails to Trails, Fowler talks about three significant moments in the American rail-trail movement. View at railstotrails.org/magazine/green-issue-2014.
TrailLink Offers More Ways to Connect People to Trails

The goal of TrailLink.com has always been to connect people to the nation’s spectacular system of trails and lead them to more active and healthier lives. In 2014, RTC added two new ways to utilize TrailLink’s searchable database of more than 30,000 miles of trail: smartphone apps for both iPhone and Android devices, as well as a TrailLink Unlimited subscription.

The TrailLink app, which was highlighted on the TODAY show, includes all the features the website is known for—interactive maps, tons of photos, firsthand reviews and detailed trail facts—plus downloadable maps for offline use and the ability to see your location on the trail. As its name implies, TrailLink Unlimited allows users the convenience of downloading as many trail maps as they would like for one annual fee and unique features such as the ability to create personalized digital trail guides and offers custom routes on the website.

Social media is now fully integrated into the website as well; with one click, users can share trail pages with their family and friends via Facebook, Twitter and Google Plus.

Learn more at TrailLink.com.
Opening Hearts and Minds on Opening Day for Trails

RTC’s second annual Opening Day for Trails was a resounding success, with thousands of people pledging to get out on their local trails on the last Saturday of March. RTC’s regional offices also got in on the action by stopping in at trails around the country (Philadelphia/Camden area; Washington, D.C.; Tallahassee, Fla.; Lancaster, Ohio; and York, Pa.) to give away free rail-trail swag (even with pouring rain on the East Coast!).

Opening Day for Trails is designed to promote simple, free, fun and inclusive trail use for people of all ages and abilities. It provides America’s diverse communities with an opportunity to celebrate their local trails through physical activity, recreation and social interaction.

Each year, people are encouraged to share their Opening Day experiences (#RTCOpeningDay) through Facebook, Twitter, Instagram and Flickr channels, making a true day of engagement for trail users, locally and nationally!

Connecting Communities in Camden

Over the past two years, RTC’s pop-up bike clinic team has seen a flurry of action, fixing more than 600 bicycles for children and families in Camden, New Jersey. The 2014 summer season was the most successful yet, with 15 pop-ups in seven locations, and seven community bike rides.

Before the program’s inception, Camden residents would have had to travel to Philadelphia or out to the suburbs to get their bikes repaired, which is not a viable option for many people. Thanks to the pop-up bike clinics, repairs could be done in their own neighborhoods, free of charge!

Beyond a simple bike tune-up, the pop-up program sought to engage community members in a conversation about the emerging system of trails in the region, called the Circuit. In addition, they learned to do a few easy repairs themselves, which enabled them use their bikes for short, purposeful trips around town and, through RTC-led bike rides, to explore other environs outside Camden.

This program was made possible by a grant from Campbell Soup Foundation, which has called Camden home for generations. RTC also extends its gratitude to two bike shops, Erilton Bike Shop and Danzeisen & Quigley, for helping to make the pop-up clinics successful.
as a convergence point for several trails, including the Creeper and the famed Appalachian Trail, stretching more than 2,000 miles from Georgia to Maine.

Even better: The Creeper’s success is now inspiring the creation of new rail-trail plans throughout the region as business leaders and advocates see concrete proof that not only are destination trails loved and appreciated by local residents, but they are also valuable economic assets whose benefits spread throughout the community.

Introducing the 2014 Rail-Trail Hall of Fame Inductee

The Virginia Creeper National Recreation Trail exemplifies everything an inductee into RTC’s Rail-Trail Hall of Fame should be: It has scenic value, high use, abundant trailside amenities, historical significance, excellent maintenance and community connections. Therefore, its Fall 2014 induction onto the Hall of Fame list was well deserved—congratulations!

The rail-trail, running 34 miles through Grayson and Washington counties in southwest Virginia, is one of the region’s most prominent recreational draws and is credited with the economic rejuvenation of several local communities. Today, the Virginia Creeper welcomes hundreds of thousands of trail users and generates tens of millions of dollars in trail tourism revenue each year.

The trail’s assets include views of picturesque fields, dense tree canopies that provide a cool respite in summer, interesting railroad depots to explore, delightful small towns and dozens of bridges (some short but others stretching more than 600 feet). At its midpoint is Damascus, aptly nicknamed “Trail Town, USA” for its role as a convergence point for several trails, including the Creeper and the famed Appalachian Trail, stretching more than 2,000 miles from Georgia to Maine.
Adequate funding for active transportation is vital to maintaining a strong economy and ensuring that all Americans have access to jobs, schools and community destinations.

**The Fight for Trail Funding**

*During summer 2014, RTC continued to fend off attacks against federal programs that provide critical investment for trails, walking and biking.*

With the passage of H.R. 5021 in July 2014, the current level of MAP-21 transportation funding was extended through the end of May 2015. Though this allows continuation of vital programs like the Transportation Alternatives Program (TAP) and the Recreational Trails Program, RTC will continue to advocate in Congress for greater investment in trails, walking and biking as part of a smart, balanced transportation system.

Adequate funding for active transportation is vital to maintaining a strong economy and ensuring that all Americans have access to jobs, schools and community destinations.

**Preserving the Transportation Alternatives Program**

In June 2014, Sen. Pat Toomey (R-Pa.), a member of the Senate Finance Committee, proposed an amendment to the Preserving America’s Transit and Highways Act to eliminate funding for the Transportation Alternatives Program (TAP), the largest dedicated source of federal funding for trails, and biking and walking infrastructure. Realizing the threat this amendment presented, RTC launched a national campaign urging members and supporters across the United States to pressure Sen. Toomey to withdraw the amendment. More than 7,000 messages were sent to Toomey and his peers in Congress in support of TAP and other vital active-transportation programs. Additionally, RTC mobilized a broad coalition of 85 groups in Pennsylvania representing trails, health, business and tourism to sign a petition letter, which was then hand-delivered to Sen. Toomey and his fellow Pennsylvanian Congressional representatives at their offices. Under this intense pressure, Sen. Toomey withdrew the amendment.
This victory provides proof of the great support in local communities for federal programs for trails, biking and walking, and the vital importance of RTC’s work defending funding for trails. Programs like TAP have real and positive impacts in neighborhoods and main streets nationwide, and the behind-the-scenes work of RTC—using relationships with trail-building partners across the country—continues to be critical in influencing key decision-makers to protect these essential active-transportation funding initiatives.

**Leading the Way in Florida’s Trail Movement**

In spring 2014, RTC launched “The Florida Campaign,” a nine-month initiative designed to push the needle toward support for trails, biking and walking in the Sunshine State. The campaign focused on seven key actions, including the passing of the Florida Water, Land and Legacy Conservation Amendment (Amendment 1) in the state legislature—with the amendment slated to provide as much as $16 billion for conservation projects over the next 20 years, including trails. In a November 2014 vote, the ballot passed overwhelmingly, with an impressive 75 percent of voters supporting the initiative. RTC is especially grateful to the Health Foundation of South Florida for the particularly strong support generated in their region.

In 2014, Gov. Rick Scott approved a new budget that makes savvy investments in the state’s trails, including the first phase of funding to begin work on the Coast-to-Coast Connector—a project to link existing trails in a 275-mile network from St. Petersburg to Titusville.

Key progress in the state also included the success story of RTC supporters fighting back an attack by a Florida senator in May 2014 to slash trail funding, and in early December, the gathering of more than 1,500 signatures on a petition calling for a rail-with-trail to be included in the All Aboard Florida high-speed rail project from Orlando to Miami.
The Golden State Hits the Jackpot for Trail Funding

California trails got a huge boost when the state approved $43 million for 20 trail projects through its new Active Transportation Program (ATP) in September 2014. The funded trails reflect a range of urban, suburban and rural projects and include some rail-trails, such as the Humboldt Bay Arcata Rail-with-Trail and the East Bay Greenway in Oakland.

RTC’s Western Regional staff was closely involved in shaping the legislation that created the ATP—consolidating existing federal and state trail, bicycle and pedestrian funding streams into a new statewide program designed to increase biking and walking trips while improving safety.

The ATP recognizes the importance of active transportation as an essential part of the statewide strategy to reduce greenhouse gas emissions and encourage sustainable, healthy communities. The program also seeks to ensure that disadvantaged communities share in the benefits of active-transportation investment. This year, applications exceeded expectations: A total of 86 percent of all funded applications benefit disadvantaged communities in whole or in part.

RTC is pleased to see these steps toward better walkability and bikeability statewide. We will continue to monitor the progress of these projects and how they impact the lives of residents and visitors by creating healthier, safer transportation options.

RTC Serves as a Key Player in the Keystone State’s Transportation Bill

RTC’s Northeast office worked with leading highway and transit groups to help pass a $2.3 billion Pennsylvania transportation law that increases funding for all transportation modes, including trails and active transportation. It was the first time all the modes in a state worked together, and other states are attempting to model their efforts similarly—realizing it takes an incredible amount of trust!

Working with the Keystone Transportation Funding Coalition, we rallied our supporters several times in one year, including a final push that yielded more than 1,000 emails to key elected officials. A close House vote of 113 to 85 underscores the importance of the coalition’s efforts in putting the bill over the top.
Safe Routes to Everywhere Policy Platform Launched

Burgeoning demand for trails and other safe places to walk and ride—driven by a generation-al shift in preferences and broad desire to make communities more vital and healthy—is providing fuel for innovative partnerships and a new look at transportation policy priorities.

On Feb. 11, 2014, during a morning pre-sentation on Capitol Hill, the Partnership for Active Transportation launched Safe Routes to Everywhere, a federal policy platform calling for cost-effective investments in active-transportation networks to meet the changing mobility patterns and needs of today’s America. The Partnership is a dynamic cross-sector coalition convened by RTC that unites leading groups addressing transportation, public health and community development.

Received before a packed room by Reps. Tom Petri (R-Wis.), chair of the House Transportation and Infrastructure Subcommittee on Highways and Transit, and the committee’s ranking member, Eleanor Holmes Norton (D-D.C.), the platform seeks to fill gaps in trail and active-transportation systems so all people can safely and conveniently connect to transit, jobs, schools, services, shops and other key destinations.

Three policy innovations are emphasized in the platform: 1) increased federal investment dedicated to safe active-transportation networks; 2) innovative financing to leverage the private value of infrastructure to stretch limited public dollars and accelerate projects; and 3) the integration of health concerns into transportation decisions, and active-transportation opportunities into health policies.

Learn more about the Partnership for Active Transportation and download the platform at partnership4at.org.
Important Findings from Nonmotorized Transportation Pilot Project Announced

The results of the first-ever experiment to assess the effects of pedestrian and bicycle infrastructure on American communities—published June 2014—have revealed that people will choose walking and biking over driving if they have access to the right infrastructure!

Established and funded by federal transportation legislation SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) in 2005, the Nonmotorized Transportation Pilot Program (NTPP) set aside $100 million for biking and walking infrastructure in four communities of varying sizes across the country: Columbia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin.

The latest findings of NTPP, which measures the effects of new multi-use paths, bike lanes, pedestrian routes and trails in the four test communities, show that an estimated 85.1 million vehicle miles of travel were avoided between 2009 and 2013 (relative to the 2007 baseline). Additionally, between 2007 and 2013, pedestrian trips increased by 22.8 percent, and bicycle trips increased by 48.3 percent.

The transformative effect of this dedicated investment is now firmly documented, with the results clearly showing that continued investment in walking and biking represents terrific value for American taxpayers.

Medicine Bow Rail Trail Supreme Court Case

On March 10, 2014, the U.S. Supreme Court handed down its decision in the case of Marvin M. Brandt Revocable Trust et al. v. United States. The issue: whether the federal government retains an interest in railroad rights-of-way that were created by the federal General Railroad Right-of-Way Act of 1875, after the cessation of railroad activity on the corridor.

The Brandt property lies along the corridor of the Medicine Bow Rail Trail in Wyoming, a former disused rail corridor inside Medicine Bow National Forest. In December 2013, RTC filed an “amicus brief” supporting the established legal precedent that says the United States does retain an interest in the corridor, but the Supreme Court ruled 8 to 1 in favor of Marvin Brandt.

RTC is disappointed; however, we believe that the vast majority of rail-trails and rail-trail projects will not be directly affected by the decision. The ruling only affects non-railbanked corridors that were created from federally granted rights-of-way through the 1875 Act (most railroad corridors created under this federal law are located west of the Mississippi River).

Although the rail-trail movement is stronger than ever, this case underscores the importance of our collective voice in ensuring the continued development and protection of these valued active-transportation corridors—now and in the future. As the case moves back to the lower courts, RTC is exploring opportunities to ensure the scope of the ruling is as narrow as possible.
Summary of Activities and Changes in Net Assets for the Fiscal Year Ending Sept. 30, 2014

**Revenue**
- Membership $2,976,911 35%
- Contributions $3,730,423 45%
- Grants and Contracts $804,002 10%
- Corporate Sponsorships $314,263 4%
- Royalties, Investments and Other Income $515,178 6%

**Total Operating Revenue** $8,340,777 100%

**Expenses**

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<th>Program</th>
<th>Amount</th>
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<td>Trail Project Assistance</td>
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<td>Regional Programs</td>
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<tr>
<td>Fundraising</td>
<td>$1,231,317</td>
<td>15%</td>
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</table>

**Total Operating Expenses** $8,142,317 100%

Net Income from Operations $198,460
Non-Operating Income* $261,747
Change in Temporarily Restricted $282,929
Change in Permanently Restricted $5,000

**Total Change in Net Assets** $748,136
Net Assets Beginning of Year $4,518,491
Net Assets End of Year $5,266,627

*Non-operating income represents realized and unrealized gains and losses on investment of restricted assets. Rails-to-Trails Conservancy is a nonprofit organization as qualified under Section 501(c)(3) of the IRS Codes.*
Board of Directors

Reflects board members and their affiliations at the end of fiscal year 2014

Guy O. Williams (Chair)

Katherine Kraft, Ph.D. (Vice Chair)
America Walks, Princeton, N.J.

Kathy Blaha (Secretary)
Kathy Blaha Consulting, LLC, Miami, Fla.

Robert M. Campbell Jr. (Treasurer)
Malvern, Pa.

Chip Angle
Angle Associates, Guilford, Conn.

Mike Cannon
REI, Seattle, Wash.

Kenneth V. Cockrel Jr.
Detroit Future City, Detroit, Mich.

Matthew Cohen
Stoel Rives, LLP, Seattle, Wash.

David Ingemie
SnowSports Industries America, McLean, Va.

Gail Lipstein
Malvern, Pa.

Rue Mapp
Outdoor Afro, Oakland, Calif.

Charlie Marshall
Pottstown, Pa.

Frank Mulvey
Bethesda, Md.

John Rathbone
Norfolk, Va.

Staff

Reflects staff members at the end of fiscal year 2014

Keith Laughlin, President

Policy and Trail Development

Kevin Mills, Senior Vice President of Policy and Trail Development

Jim Brown, Trail Development Manager

Marianne Fowler, Senior Strategist for Policy Advocacy

Eli Griffen, Trail Development and TrailLink Coordinator

Tracy Hadden Loh, Director of Research

Kelly Pack, Director of Trail Development

Leeann Sinpatanasakul, Advocacy Coordinator

Elissa Fay Southward, Healthy Communities Manager

Liz Thorstensen, Vice President of Trail Development

Patrick Wojahn, Director of Government Relations

Development and Communications

Mary O’Connor, Vice President of Development and Communications

Milo Bateman, Manager of Membership Operations

Orhan Belding, Trailblazer Society Manager

Ben Carter, Senior Director of Development

Ryan Cree, Manager of Online Campaigns

Brian Gerhardstein, Online Media Manager

Katie Harris, Communications Coordinator

Michael Jones II, TrailLink and Membership Services Coordinator

Amy Kapp, Content Strategy Manager and Editor-in-Chief of Rails to Trails

Jake Lynch, Marketing and Media Relations Specialist

Katie McKinney Guerin, Major Gifts Officer

Deborah Zwick, Development Coordinator

Finance and Administration

Cindy Dickerson, Chief Operating Officer

Elton Clark, Human Resources Manager

Irma Joseph, Senior Staff Accountant

Roxana Kiely, Controller

Tim Rosner, GIS Analyst

Frederick Schaedtler, Senior Director of TrailLink.com and Technology Marketing

Laura Stark, Staff Writer and TrailLink.com Content Manager

Florida Office

Ken Bryan, State Director

Midwest Regional Office

Rhonda Romano, Regional Director

Eric Oberg, Trail Development Manager

Northeast Regional Office

Tom Sexton, Regional Director

Akram Abed, Camden Region Manager

Carl Knoch, Trail Development Manager

Western Regional Office

Laura Cohen, Regional Director

Barry Bergman, Trail Development Manager
Our Mission
Rails-to-Trails Conservancy (RTC) is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

National Headquarters
2121 Ward Court, NW, 5th Floor
Washington, DC 20037
202.331.9696
info@railstotrails.org

Florida Office
P.O. Box 15227
Tallahassee, FL 32317
850.942.2379
ken@railstotrails.org

Midwest Regional Office
33-C North High Street
Canal Winchester, OH 43110
614.837.6782
midwest@railstotrails.org

Northeast Regional Office
2133 Market Street, Suite 222
Camp Hill, PA 17011
717.238.1717
northeast@railstotrails.org

Western Regional Office
436 14th Street, Suite 416
Oakland, CA 94612
510.992.4662
western@railstotrails.org

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TrailLink.com

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Pinterest.com/railstotrails