



rails-to-trails
conservancy

2007 Annual Report

inspiring movement





The mission of Rails-to-Trails Conservancy is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

In 1986, Rails-to-Trails Conservancy was founded on one great idea: protecting and converting America's unused rail corridors for multi-use trails, thus conserving a precious resource. Today, Rails-to-Trails Conservancy is the ultimate recycling project, still protecting America's precious, historical transportation resources. In doing so, we are preserving more than just land.

By providing active transportation options in communities across the country, we are positively affecting global climate change, combating the national obesity crisis, encouraging economic development, and improving the quality of life for millions of people.

From rails to trails to transformation, Rails-to-Trails Conservancy is inspiring a movement.

2007 in Review

inspiring movement. Rails-to-Trail Conservancy inspires movement—working in the courts, in Congress, and with individuals, businesses, foundations and communities throughout the country. Through our on-the-ground programmatic and advocacy assistance and public education initiatives, we help communities to see the potential in their unused rail corridors, encourage local and national leaders to preserve and protect their public land and resources, and motivate individuals to get out on the trails for recreation and transportation. This multifaceted approach leads to one goal: building healthier places for healthier people.

inspiring change

In August 2007, Rails-to-Trails Conservancy launched the 2010 Campaign for Active Transportation, a focused strategy to create a groundswell of support from communities across the country for increased federal funding to support trails, walking and biking.

Rails-to-Trails Conservancy played a pivotal role in 2005 by securing \$100 million in the reauthorization of SAFETEA-LU (the federal transportation legislation) for a set of four community pilot projects. Through the multi-year 2010 Campaign, we are now working to parlay the demonstrations into a \$2 billion program funded by the next transportation reauthorization (projected for 2010).

In our national and regional offices, we actively engaged thousands of trail advocates across the country to make the case to Congress that there is growing support and need for a more potent and focused investment in trails, walking and biking. The six-year commitment we seek will provide 40 communities with \$50 million each to develop more walkable, bikeable, liveable cities.

On a more personal level, Rails-to-Trails Conservancy encouraged people to take an active stand by pledging to Burn Calories Not Carbon™. By walking and biking more and driving less in the course of everyday activities, Americans have the potential to improve the health of their bodies, their community and their planet.

At a time when nearly 50 percent of trips made in America are three miles or less, and the vast majority of these short trips are taken by automobile, our multifaceted approach helps to address the nationwide obesity epidemic and the crisis of climate change.

inspiring protection

Rails-to-Trails Conservancy has long been the nation's leading legal advocate for rail-trails. In 2007, the Conservancy's general counsel and *pro bono* attorneys were actively involved in cases in federal and state court and before administrative agencies





to defend the legislative and court precedents that Rails-to-Trails Conservancy has been instrumental in securing during the last 22 years, as well as other important legislative protections for trails. Particularly critical to the rail-trail movement was Rails-to-Trails Conservancy's continued support and defense of the Transportation Enhancements program which is the largest funding source for trails, walking and biking, and the federal Railbanking statute, the key law that preserves the integrity of unused rail corridors for trails and potential future rail use.

Continuing our history of grassroots initiatives, Rails-to-Trails Conservancy's action alert program encouraged constituents to contact their member of Congress to address issues ranging from trail funding to legislation. When the federal government ordered states to return transportation funds, Rails-to-Trails Conservancy mobilized its advocates to urge their states to preserve Transportation Enhancements—the top source of funding for trails, walking and biking. As a result, cuts to this program were reduced by more than \$350 million compared to the previous year.

In 2007, Rails-to-Trails Conservancy continued to receive funding from the Federal Highway Administration for management of the National Transportation Enhancements Clearinghouse (NTEC). NTEC produced detailed spending analysis for Transportation Enhancements and provided communities with the tools to expand travel choice, strengthen the local economy, improve the quality of life and protect the environment.

inspiring partners

The rail-trail movement is only as strong as our partnerships. In August, Rail-to-Trails Conservancy brought together nearly 400 trail experts and advocates for the biennial *TrailLink* conference in Portland, Ore. *TrailLink* provided participants with the tools and inspiration to help their communities become leaders in the active transportation movement, and served as the public launch for our 2010 Campaign for Active Transportation.

Rails-to-Trails Conservancy provided 1400 hours of technical assistance and training to local trail groups, and helped communities across the country transform their rail-trails into multi-use networks that, as well as providing recreation, will help people commute to work, run errands and more.

Partnering with corporations such as Coca-Cola, Blue Cross Blue Shield of North Carolina and Kaiser Permanente allowed Rails-to-Trails Conservancy to work on such diverse projects as the urban Metropolitan Branch Trail in Washington, D.C.; the rural Seaboard Coastline Trail in North Carolina; and interstate trails connecting Alabama and Georgia, Connecticut and Massachusetts, and Indiana and Ohio.

inspiring awareness

In 2007, Rails-to-Trails Conservancy continued its multi-year program to map every open rail-trail in America using Global Information System (GIS) technology, with support from the Tawani Foundation. Rails-to-Trails Conservancy's trail-finder Web site *TrailLink.com* was re-launched, providing visitors with the tools to perform basic searches for rail-trails by location or trail name, or to customize their searches by specifying trail activities, surfaces, length and more. *TrailLink.com* registrants can also obtain Global Positioning System coordinates for nearly half of the more than

14,000 miles of rail-trail in America, view and post photos and trail-user reviews, and create dynamic driving directions.

Creating awareness through personal experience, more than 500 cyclists from 34 states joined Rails-to-Trails Conservancy for the Pennsylvania Greenway Sojourn to celebrate the union of the C&O Canal Towpath and Great Allegheny Passage. Together, the trails form the nation's longest multi-purpose trail stretching from Pittsburgh, Pa., to Washington, D.C. The riders, ranging in age from 5 to 87, made the 335-mile, eight-day trek averaging 45 miles of cycling each day. Ten "youth scholarship" boys and girls from city-center Pittsburgh joined us for the last four days, earning the well-deserved reward of keeping their new bikes by completing the Sojourn.

Coinciding with the Greenway Sojourn, Rails-to-Trails Conservancy named the Great Allegheny Passage as the first inductee into the Rail-Trail Hall of Fame. The Rail-Trail Hall of Fame was established to nationally recognize exemplary rail-trails. Trails are selected on merits such as scenic value, popular use, trail and trailside amenities, historical significance, excellence in management and maintenance, and geographic diversity.

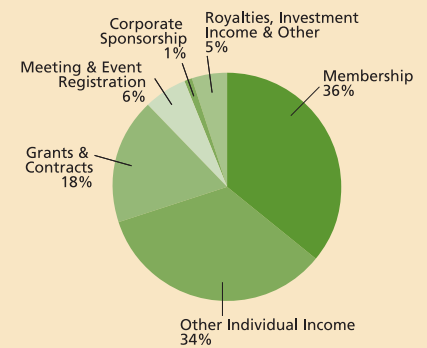


Summary of Activities & Changes in Net Assets

For the fiscal year ending September 30, 2007.

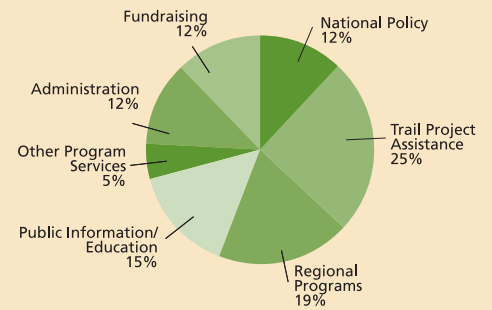
REVENUE

		PERCENTAGES
Membership	\$2,317,150	36%
Other Individual Income	\$2,218,938	34%
Grants & Contracts	\$1,144,906	18%
Meeting & Event Registration	\$367,514	6%
Corporate Sponsorship	\$88,834	1%
Royalties, Investment Income & Other	\$362,835	5%
Total Revenue	\$6,500,177	100%



EXPENSES

Program		
National Policy	\$813,946	12%
Trail Project Assistance	\$1,737,150	25%
Regional Programs	\$1,348,664	19%
Public Information/Education	\$1,017,261	15%
Other Program Services	\$359,881	5%
Administration	\$841,750	12%
Fundraising	\$845,199	12%
Total Expenses	\$6,963,851	100%



Changes in Net from Operations	(\$463,674)
Investment Income (see note 1)	\$99,388
Total Change in Net Assets	(\$364,286)
Net Assets, Beginning of Year	\$2,300,809
Net Assets, End of Year	\$1,936,523

Note 1: Investment Income represents realized and unrealized gains and losses on investment of restricted assets. Rails-to-Trails Conservancy is a nonprofit charitable organization as qualified under Section 501(c)(3) of the Internal Revenue Codes.

Foundation/Corporate Supporters for Fiscal Year 2007

Grants and Contributions \$100,000+

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Bequests were received from the estates of the following individuals:

Kathryn R. Lewis

In-Kind Gifts or Services of \$500 or More

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Joe L. Barrow, Jr.
Jennie E. Gerard
Kate Kraft, Ph.D.
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Heath Meriwether
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\$398,052 was donated in 2007 to Rails-to-Trails Conservancy through Earth Share and other workplace giving campaigns.

a member of Earth ShareSM



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