

	NPS Rt. 66 Corridor Preservation Program	National Historic Trail
Study	The Corridor Preservation Program was established based on the Route 66 Special Resource Study, which was authorized by Congress through Public Law 101-400. The study was completed by the National Park Service in 1995.	The National Trails System Act calls for the completion of a feasibility study to determine if a historic route meets the criteria in the act for designation as a National Historic Trail. The Route 66 Special Resource Study completed this analysis and found that Route 66 did meet the criteria for designation as a National Historic Trail and that the study could serve as a National Historic Trail feasibility study.
Establishing Legislation	Originally authorized by Public Law 106-45 in 1999. Renewed in 2009 as part of Public Law 111-11. Expires in 2019.	National Trails are designated as amendments to the National Trails System Act, 16 U.S.C. 1241 et. seq.
Lobbying	Renewal will require new legislation passed by Congress. It will take a coordinated lobbying effort by individuals and groups along the road to gain bipartisan support in both the House and the Senate. This could take several years.	Trail designation can only be done through legislation passed by Congress. It will take a coordinated lobbying effort by individuals and groups along the road to gain bipartisan support in both the House and the Senate. This could take several years.
Legal Authority	Limited to specific language in the authorizing legislation for the Corridor Preservation Authorization.	National Trails System Act provides authority for many types of actions. It also allows the NPS to utilize other authorities available to it as appropriate..
Federal Administrator	National Park Service office in Santa Fe, New Mexico.	It is recommend that the NPS office in Santa Fe be the sole trail administrative office. NPS has expertise and has developed detailed knowledge of partners, needs of the highway, resources, and the unique character of the route. NPS and partners along the route have developed mutual trust and respect. NPS has approximately \$300,000 funding for Route 66 in its base budget that could be transferred to an NHT.
Designation	Expires in 2019. If renewed, would likely expire in 2029.	Designation would be a permanent federal recognition of the road and its significance. There are currently 19 other national historic trails.
Historic Period	Only resources from 1926 to 1985 are included.	Only resources from 1926 to 1985 would be included.
Purpose	Financial and technical assistance for preservation of significant places/stories of Route 66 and help facilitate formation of organization to carry on preservation efforts. Mandated to recognize the "idiosyncratic" nature of Route 66, and thus kept NPS actions limited.	Commemorate historic routes of travel that are of national significance using authorities of the National Trails System Act (NTSA) for technical and financial assistance in preservation, interpretation, site development, signing, and more.

General Notes
Consensus of people who have experience with legislation is that it would be unlikely that both could be done simultaneously. Trying for both might mean neither would pass.
There is also a consensus of people with legislative experience that an NHT would be more likely to succeed than reauthorization. Some stand alone programs that were authorized in legislation in 2009 have already been de-funded. It is unlikely that the CPP could be made permanent.

Management Plan	The establishing legislation specifically states that no Management Plan would be done.	NPS would develop a Comprehensive Management and Use Plan. Such a plan would be important in ensuring that NHT designation does not compromise the “idiosyncratic” nature of Route 66. National Historic Trails can tend toward generic/standardized activities that could be inconsistent with Route 66. The plan can set limits for federal involvement in some activities authorized under the NTSA. Developing a CMP may take several years.
Administrative Model	NPS administers the program in partnership with other federal, state, local agencies; Indian tribes; and private organizations, individuals, and businesses.	NPS administers the program in partnership with other federal, state, local agencies; Indian tribes; and private organizations, individuals, and businesses.
Funding	NPS base funding for staff salary and travel, administrative costs. Specific authority to provide funding to others through cost-share grants. for preservation and limited startup organizational support within the limits of the program authorization.	Existing National Historic Trails have NPS base funding for staff salary and travel, administrative costs. NTSA provides authority for NPS to provide funding to others through Cooperative Agreements for activities authorized by the act including preservation, interpretation, site development, signing, organizational support, etc. Project funding is usually on a cost-share basis.
Federal Ownership or Control of Resources	None. Grants must be carried out in accordance with applicable law.	Trails may include willing-buyer, willing-seller authority, although it is unlikely that funding would be available for the NPS to ever purchase a trail resource. Like the CPP all trail activities are done through voluntary partnership agreements with others and land owners/managers retain all rights over their property/resources. Cooperative agreements must be done in accordance with applicable laws.
Program Logo	No logo authorized for the Corridor Preservation Program.	The NTSA calls for development of a trail logo. There is a general format that has been used by most of the existing NHTs.
Major Partner	The Corridor Preservation Program partners with many agencies, businesses, landowners, organizations, and Indian tribes along the highway. There is no one primary national partner.	The Federal Agency administering a trail partners with many agencies, businesses, landowners, organizations, and Indian tribes along the highway. It is common on most trails that there is one trail-wide 501(c)(3) organization which supports the trail and with which the agency has an ongoing Cooperative Agreement.