PIEDMONT LEGACY TRAILS
SUMMIT
mini 2024

FUNDING GUIDE

State Grants

NC Great Trails State Program

https://www.ncparks.gov/about-us/grants/great-trails-state-program

Goal: Funding for new trail development and extension of existing trails anywhere in the state of North Carolina. This includes paved trails or greenways, natural surface trails, biking trails, paddle trails, equestrian trails, and any other type of trail recognized by the Department of Natural and Cultural Resources.
Deadline: September 3, 2024 (one time funding at this point)
Award Notification: December 2024 (projected)
Amount Available: $25,000,000
Funding Range: $100,000 up to $500,000
Eligible Applicants: Municipalities, Counties, Regional councils of government created pursuant to North Carolina General Statutes § 160A-470, other public authority, as defined in N.C.G.S. § 159-7(b)(10), and nonprofit entities.
Eligible Projects: Planning and feasibility, design and engineering, acquisition, construction, and maintenance.
Match Requirement: Based on county tiers. Tier 1 counties: $1 for every $4 dollars of state funding; Tier 2 counties: $1 for every $2 dollars of state funding; Tier 3 counties: $1 for every $1 of state funding.

NC Recreational Trails Program

https://trails.nc.gov/trail-grants

Goal: RTP provides funding for construction of new trails, maintenance and repair of existing trails, land acquisition, purchase of trail tools and planning, legal, environmental and permitting costs.
Deadline: September 5, 2025
Award Notification: Fall 2025
Amount Available: $1,500,000
Funding Range: $10,000 up to $100,000
Eligible Applicants: Governmental Agencies and non-profit Organizations

Eligible Projects: New trail/greenway construction, trail/greenway renovation, approved trail/greenway facilities & trail head/trail markers; purchase of tools to construct and/or renovate trail/ greenway; land acquisition for trail purposes; planning, legal, environmental, and permitting costs - up to 10% of grant amount; or combination of the above
Match Requirement: 25% of the total cost of the project. Match can include in-kind expenses.

NC Parks and Recreation Trust Fund

https://www.ncparks.gov/about-us/grants/parks-and-recreation-trust-fund
Goal: The North Carolina Parks and Recreation Trust Fund (PARTF) provides matching grants to local governments to assist with public park and recreation projects. The announcement package provides the basic information about this year's grant cycle and how to apply.
Deadline: May 1, 2024 (typically spring)
Award Notification: Summer or Fall 2024
Amount Available: $10,423,405 awarded in FY 22-23
Funding Range: up to $500,000
Eligible Applicants: North Carolina counties and incorporated municipalities are eligible for PARTF grants. Public authorities, as defined by N.C. General Statute 159-7, are also eligible if they are authorized to acquire land or develop recreational facilities for the general public.
Eligible Projects:Local governments can apply to acquire land for parks and build recreational facilities for use by the public. A PARTF grant can also be used to protect the natural and scenic resources or renovate older park facilities. A project must be located on a single site.
Match Requirement: 50% of the total cost of the project. The appraised value of land to be donated to the applicant can be used as part of the match.

NC Land & Water Fund
(Formerly the Clean Water Management Trust Fund)

https://nclwf.nc.gov/
Goal: NCLWF funds land acquisition and planning projects to target reductions in surface water pollution. The intent is to conserve areas of high resource value or to restore degraded lands to re-establish their ability to protect water quality. The fund accepts proposals for greenway projects that are associated with water resources.
Deadline: March 1, 2024 (typically February)
Award Notification: Fall 2024
Amount Available: $57,497,339 for 92 projects in 2023 ($749,337 for 13 planning projects)
Funding Range: No limit for acquisition projects; up to $75,000 for planning projects
Eligible Applicants: applicants must be a State Agency; a local government unit; or a nonprofit corporation whose primary purpose is the conservation, and/or restoration of our State's cultural, environmental, and natural resources.
Eligible Projects: "Moneys from the Fund under this part shall be used to help finance projects that enhance or restore degraded surface water, including drinking water supplies, and contribute toward a network of riparian buffers and greenways for environmental, educational, and recreational benefits; provide buffers around military bases to protect the military mission;

acquire land that represents the ecological diversity of North Carolina; and acquire land that contributes to the development of a balanced State program of historic properties."
Match Requirement: Not required, but match is considered in the rating system and projects with little or no match are rarely funded.

NC Land & Water Fund Donation Mini-Grant Program

https://nclwf.nc.gov/
Goal: Donation Mini-Grants provide a maximum of $50,000 for transaction, property management, and stewardship costs associated with the donation of property in fee simple or a permanent conservation agreement. All project acres must be restricted with a permanent conservation agreement to protect natural or cultural resources.
Deadline: Rolling Deadlines: January 15, April 15, August 15
Award Notification: Within six weeks of application deadlines
Amount Available: $500,000
Funding Range: up to $50,000
Eligible Applicants: Applicant must be one of the following:

- a state agency
- a local government unit
- nonprofit corporation whose primary purpose is the conservation, preservation, and/or restoration of NC's cultural, environmental, and/or natural resources

Eligible Projects: The donation must be for at least one of the following purposes:

- Land that is within the first 300 feet from the top of the stream bank, or the width of the 100-year floodplain, whichever is greater for the purpose of protecting surface water quality or developing a riparian greenway.
- Land containing natural areas, element occurrences, or species of concern as defined by NC Natural Heritage Program or adjacent buffer land that is critical to protecting the viability of those areas for the purpose of protecting ecological diversity.
- Land buffering military installations for the purpose of minimizing incompatible land use for installations and training.
- Properties on which historic or cultural events can be interpreted and that help develop a balanced state program of historic properties.

Match Requirement: None, but the grants are funded on a reimbursement basis.

Land and Water Conservation Fund

https://www.ncparks.gov/about-us/grants/land-and-water-conservation-fund
Goal: LWCF provides matching grants to local governments to assist with public park and recreation projects.
Deadline: January 5, 2024 (typically two cycles per year; deadlines vary)
Award Notification: Fall
Amount Available: varies
Funding Range: up to $500,000

Eligible Applicants: North Carolina counties and incorporated municipalities are eligible for LWCF grants. Federally recognized Native American tribes are also eligible.
Eligible Projects: LWCF grants can be used to acquire land for a public park; to develop outdoor recreation and support facilities; or a combination of both. A project must be located on a single site.
Match Requirement: An applicant must match the grant with a minimum of 50 percent. Due to a federal share cap of $500,000, a greater match is required for projects that exceed total costs of $1 million. Projects should not include local government overmatch.

NCDOT Multimodal Planning Grant Initiative

https://connect.ncdot.gov/municipalities/PlanningGrants/IMD-Multimodal-Planning-Program/Pages/default.aspx
Goal: To encourage municipalities to develop comprehensive bicycle plans and pedestrian plans.
Deadline: March 25, 2024 (one cycle/year)
Award Notification: June 2024
Amount Available: $7,500,000
Funding Range: Typically $35,000-$190,000
Eligible Applicants: The following local government entities are eligible to apply for multimodal planning grants:

- Any North Carolina municipality is eligible to apply for a bicycle, pedestrian, or multimodal planning grant
- Municipalities less than 10,000 in population are also eligible to apply for a project acceleration study
- Counties with population less than 100,000 may also apply on behalf of incorporated communities and/or unincorporated areas within their jurisdiction for a bicycle, pedestrian or multimodal planning study

Eligible Projects:

- Multimodal Network Plans
- Bicycle or Pedestrian Network plan or plan update
- Project Acceleration Plan

Match Requirement: 10-50% depending on population

NCDEQ 319 Grant Program

https://www.deq.nc.gov/about/divisions/water-resources/water-planning/nonpoint-source-planning/319-grant-program
Goal:Through Section 319(h) of the Clean Water Act, the U.S. Environmental Protection Agency provides states with funding to reduce nonpoint source pollution.
Deadline: May 6, 2024
Award Notification: July 5, 2024
Amount Available: $1,500,000

Funding Range: No maximum. The majority of funded projects typically fall in a range from approximately $50,000 to $300,000.
Eligible Applicants:

- State and local governments (including Councils of Government)
- Interstate and intrastate agencies
- Public and private nonprofit organizations and institutions (including academic institutions)
- State-recognized tribes

Eligible Projects: Proposals must meet the following criteria to be scored by 319 Grant review team:

- Project implements an existing watershed-based plan that adequately meets the U.S. Environmental Protection Agency's "9 Minimum Elements of Successful Watershed Plans" or implements an alternative to a watershed-based plan in the form of a summary of the nine elements compiled from planning documents. From FY24, the DWR considers a current EPA-approved Tribal NPS management Program plan as acceptable alternative to a nine-element watershed restoration plan.
- Application includes required 40% match. Projects serving underserved communities may be eligible for a full or partial reduction in match upon request.
- Project can be completed within a 3-year window.
- Project location should be anywhere within the watershed/drainage area of the impaired reach.
- Proposal identifies specific restoration practices to be implemented.
- Proposal includes locations where projects will be implemented.

Match Requirement: 40% Minimum, however more is encouraged as it adds weight to the review process.

Federal Grants

There are a variety of federal funding opportunities for trail projects, particularly as part of the 2021 Infrastructure Jobs and Investment Act (IIJA)—also known as the Bipartisan Infrastructure Law (BIL)—that included the five-year reauthorization of federal surface transportation programs. This bill significantly increased funds for trails and active transportation programs, bolstering familiar, long-standing programs and added new funding opportunities for trails, walking and biking.

Active Transportation Infrastructure Investment Program (ATIIP)

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

Program Summary: Competitive USDOT grant to plan, design, and construct projects that provide safe and connected active transportation infrastructure

Deadline: June 17, 2024

Funding Range: Planning + Design: ~$100,000 to $2 million; Construction: ~$7.5 to $15 million

Match Requirement: 20%+ flexible match (100% Federal share for disadvantaged communities)

Eligible Applicants: Local or regional government; MPO; Multicounty special district; State government; Multistate group of governments; Tribal governments

Eligible Projects: Active Transportation Networks and Spines

Selection Criteria:

Mobility and Community Connectivity

Community Support

Commitment to increasing active transportation

Financial Completeness

Equitable Development

DOT Goals and Priorities

FY 2024 Safe Streets and Roads for All (SS4A)

https://www.transportation.gov/grants/SS4A

Goal: Support local initiatives aimed at preventing serious injuries and fatalities that occur on roadways. Includes action plan grants and implementation grants. Projects may include separated bicycle lanes and improved pedestrian crossing safety features, such as safety enhancements like sidewalks and safer crossings for people walking, biking, or using mobility assistive devices and creating safe routes to school and public transit services.

Deadline: Planning and Demonstration Grant applicants have two more deadlines: May 16, August 29, and Implementation Grant applications must be submitted by May 16.

Award:

Amount Available: up to $1,256,687,000

Funding Range:

Eligible Applicants: Metropolitan planning organizations, counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State, federally recognized Tribal governments, multijurisdictional groups comprised of the above entities
Eligible Projects: Develop a comprehensive safety action plan (Action Plan). Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of, or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Implement projects and strategies identified in an Action Plan that address roadway safety problems.
Match Requirement: 20%

Rural Surface Transportation Grant program

https://www.transportation.gov/grants/rural-surface-transportation-grant-program
Goal: Improve and expand surface transportation infrastructure in rural areas—with the goal of increasing connectivity, improving the safety and reliability of the movement of people and freight, and generating regional economic growth and improved quality of life.
Deadline: May 6
Award:
Amount Available: $780,000,000
Funding Range: most projects must have a minimum project size of more than $25 million, but 10% of the program is set aside for projects that have a total project cost of $25 million or less.
Eligible Applicants: states; regional transportation planning organizations, units of local government, tribal governments or a consortium of tribal governments; or a multijurisdictional group of entities above.
Eligible Projects: Projects must be in rural areas, which are defined as areas that are outside urbanized areas with a population of 200,000 or more. Highway projects but also projects that develop, establish, or maintain an integrated mobility management system. Funds can be used for planning and development as well as construction, including right-of-way acquisition.
Match: 20%

Partners for Fish and Wildlife

https://www.fws.gov/program/partners-fish-and-wildlife
Goal:
Deadline: September 30, 2024 (May 30,2024 to be considered for funding in FY24)
Award:
Amount Available: $15,000,000
Funding Range: up to $750,000
Eligible Applicants:

- Native American tribal governments (Federally recognized)
- Individuals
- Public and State controlled institutions of higher education
- Native American tribal organizations (other than Federally recognized tribal governments)
- State governments

- City or township governments
- Special district governments
- Public housing authorities/Indian housing authorities
- Small businesses
- Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education
- Unrestricted (i.e., open to any type of entity above), subject to any clarification in text field entitled "Additional Information on Eligibility"
- Independent school districts
- Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education
- County governments
- For profit organizations other than small businesses
- Private institutions of higher education

Eligible Projects: The PFW Program staff reserves the right to reject projects that do not align with the regional strategic plans or headquarters priorities. To receive funding, PFW projects must be implemented on private lands, with the exception for activities that support private lands conservation such as technical assistance capacity. IN GENERAL, the term private lands is any property not state or federally owned. Private lands include, but are not limited to; tribal, Hawaiian homeland, city, municipality, non-governmental, and private fee-title properties. 501(c)(3) applicants should be prepared to prove status as determined by the Internal Revenue Service and tribal applicants may be required to provide an authorizing tribal resolution.
Match Requirement: None

NPS Rivers Trails and Conservation Assistance Program (NPS-RTCA)

https://www.nps.gov/orgs/rtca/index.htm
Goal:The National Park Service – Rivers, Trails and Conservation Assistance program (RTCA) supports community-led natural resource conservation and outdoor recreation projects across the nation. Our conservation and recreation planning professionals partner with community groups, non profit organizations, tribes, and government agencies.
Deadline: March 1, 2024
Award: N/A
Amount Available: National Park Service (NPS) staff share their expertise to help your team turn an idea into reality. They offer this assistance on an annual basis with extensions based on mutual agreement. No monetary grants are made.
Funding Range: N/A
Eligible Applicants: Community groups, non profit organizations, tribes, and government agencies.
Eligible Projects: Our projects typically fall within five focus areas, although we consider other projects that fall outside of these
Categories:

- Build healthy communities through parks, trails, and outdoor opportunities: Improve access to outdoor recreation and park amenities on land and water that support healthy lifestyles for all users
- Conserve natural lands, rivers, and watersheds: Strengthen the conservation and stewardship of public lands, waterways, and wildlife habitat
- Engage youth in outdoor recreation and stewardship: Connect young people to the outdoors to develop a lifelong appreciation of recreation and nature
- Strengthen the organizational capacity of project partners: Develop and strengthen effective and sustainable community organizations and partner groups
- Support National Park Service and community networks: Facilitate strategic planning and collaboration between national parks and communities to achieve shared goals

Match Requirement: N/A

FEMA Building Resilient Infrastructure and Communities (BRIC)

https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities

Goal: FEMA BRIC makes federal funds available for hazard mitigation activities, of which greenway/trail development can be a part.

Deadline: Typically in November/December at State level to meet tentative Federal deadline of January/February

Award: Announced in summer/July-August

Amount Available: $1 billion was available in FY23

Funding Range: Cap is at $50 million per hazard mitigation project sub-application, with projects typically lower ($1m to $10m)

Eligible Applicants: States, District of Columbia, U.S. territories, and Federally recognized tribal governments. Each eligible applicant designates an agency of its choice to serve as “applicant” for BRIC funding. In North Carolina, this is the NC Dept. of Public Safety (NCDPS). Local governments in NC can apply as sub-applicants to NCDPS, which then submits the funding requests to FEMA.

Eligible Projects: A wide range of uses as long as they are part of cost-effective projects designed to: increase resilience and public safety; reduce injuries and loss of life; and reduce damage and destruction to property, critical services, facilities, and infrastructure from a multitude of natural hazards.

Match Requirement: 25% non-federal match requirement (or 10% based on certain metrics of need). Match can be cash, donated or third-party in-kind services, materials, or any combination thereof.

Private Grants

People for Bikes

https://www.peopleforbikes.org/grants

Goal: Our top priority is funding infrastructure projects that improve a community's City Ratings score by building connections in a low-stress bikeway network or improving access to recreational amenities.

Deadline: Mid October
Award: Early December
Amount Available: Unspecified
Funding Range: $5000-$10,000
Eligible Applicants:

- Non-profit organizations, including organizations relying upon a fiscal sponsor for their nonprofit status.
- Local or state government agencies or federal agencies working locally.
- Small businesses, such as bicycle retailers and community-oriented businesses serving disadvantaged communities.

Eligible Projects:

- Costs related to the development of permanent bike infrastructure, including trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways/bike boulevards, and protected bike lanes
- Costs related to "quick-build" or "demonstration projects," provided that any temporary infrastructure is part of a strategy to subsequently develop permanent infrastructure
- Land or easement acquisition costs for bike infrastructure
- Events or programs that support cultural acceptance and support of specific planned or recently constructed bike infrastructure projects, like "bike buses" or "community bike rides." Such events or programs must show a connection between the event and organizing for permanent infrastructural improvements and must show a likelihood of permanence beyond the term of the grant.

Match Requirement: None, but projects that leverage additional funding receive priority

Other Funding Opportunities

Local Funding Sources

Municipalities often plan for the funding of pedestrian facilities or improvements through development of Capital Improvement Programs (CIP). In Raleigh, for example, the greenways system has been developed over many years through a dedicated source of annual funding that has ranged from $100,000 to $500,000, administered through the Recreation and Parks Department. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows municipal decision-makers to balance all capital needs. Typical capital funding mechanisms include the following: capital reserve fund, capital protection ordinances, municipal service district, tax increment financing, taxes, fees, and bonds. Each of these categories are described below.

- **Capital Reserve Fund** - Municipalities have statutory authority to create capital reserve funds for any capital purpose, including pedestrian facilities. The reserve fund must be created through ordinance or resolution that states the purpose of the fund, the duration of the fund, the approximate amount of the fund, and the source of revenue for the fund. Sources of revenue can include general fund allocations, fund balance allocations, grants and donations for the specified use.

- **Capital Project Ordinances** - Municipalities can pass Capital Project Ordinances that are project specific. The ordinance identifies and makes appropriations for the project.

- **Municipal Service District** - Municipalities have statutory authority to establish municipal service districts, to levy a property tax in the district additional to the citywide property tax, and to use the proceeds to provide services in the district. Downtown revitalization projects are one of the eligible uses of service districts.

- **Tax Increment Financing** - Tax increment financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project, such as the construction of a greenway, is carried out, there is an increase in the value of surrounding real estate. Oftentimes, new investment in the area follows such a project. This increase in value and investment creates more taxable property, which increases tax revenues. These increased revenues can be referred to as the “tax increment.” Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities. The large majority of states have enabling legislation for tax increment financing.

- **Installment Purchase Financing** - As an alternative to debt financing of capital improvements, communities can execute installment/lease purchase contracts for improvements. This type of financing is typically used for relatively small projects that the seller or a financial institution is willing to finance or when up-front funds are unavailable. In a lease purchase contract the community leases the property or improvement from the seller or financial institution. The lease is paid in installments that include principal, interest, and associated costs. Upon completion of the lease period, the community owns the property or improvement. While lease purchase contracts are similar to a bond, this arrangement allows the community to acquire the property or improvement without issuing debt. These instruments, however, are more costly than issuing debt

Taxes

Many communities have raised money through self-imposed increases in taxes and bonds. For example, Pinellas County residents in Florida voted to adopt a one-cent sales tax increase, which provided an additional $5 million for the development of the overwhelmingly popular Pinellas Trail. Sales taxes have also been used in Allegheny County, Pennsylvania, and in Boulder, Colorado to fund open space projects. A gas tax is another method used by some municipalities to fund public improvements. A number of taxes provide direct or indirect funding for the operations of local governments. Examples include:

- **Sales Tax** - In North Carolina, the state has authorized a sales tax at the state and county levels. Local governments that choose to exercise the local option sales tax (all counties currently do), use the tax revenues to provide funding for a wide variety of projects and activities. Any increase in the sales tax, even if applying to a single county, must gain approval of the state legislature. In 1998, Mecklenburg County was granted authority to institute a one-half cent sales tax increase for mass transit.

- **Property Tax** - Property taxes generally support a significant portion of a municipality's activities. However, the revenues from property taxes can also be used to pay debt service on general obligation bonds issued to finance greenway system acquisitions. Because of limits imposed on tax rates, use of property taxes to fund greenways could limit the municipality's ability to raise funds for other activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

- **Excise Taxes** - Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage taxes that generate funds for promotion of tourism, and the gas tax that generates revenues for transportation related activities.

- **Occupancy Tax** - The NC General Assembly may grant towns the authority to levy occupancy tax on hotel and motel rooms. The act granting the taxing authority limits the use of the proceeds, usually for tourism-promotion purposes.

Fees

Fee options that have been used by local governments to assist in funding pedestrian and bicycle facilities are listed here:

- **Stormwater Utility Fees** - Greenway sections may be purchased with stormwater fees, if the property in question is used to mitigate flood water or filter pollutants. Stormwater charges are typically based on an estimate of the amount of impervious surface on a user's property. Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharge into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surface are charged more for stormwater service than users with less impervious surface. The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules.

- **Streetscape Utility Fees** - Streetscape Utility Fees could help support streetscape maintenance of the area between the curb and the property line through a flat monthly fee per residential dwelling unit. Discounts would be available for senior and disabled citizens. Non-residential customers would be charged a per foot fee based on the length of frontage on streetscape improvements. This amount could be capped for non-residential customers with extremely large amounts of street frontage. The revenues raised from Streetscape Utility fees would be limited by ordinance to maintenance (or construction and maintenance) activities in support of the streetscape.

- **Impact Fees** - Developers can be required to provide greenway impact fees through local enabling legislation. Impact fees, which are also known as capital contributions, facilities fees, or system development charges, are typically collected from developers or property owners at the time of building permit issuance to pay for capital improvements that provide capacity to serve new growth. The intent of these fees is to avoid burdening existing customers with the costs of providing capacity to serve new growth ("growth pays its own way"). Greenway impact fees are designed to reflect the costs incurred to provide sufficient capacity in the system to meet the additional needs of a growing community. These charges are set in a fee schedule applied uniformly to all new development. Communities that institute impact fees must develop a sound financial model that enables policy makers to justify fee levels for different user groups, and to ensure that revenues generated meet (but do not exceed) the needs of development. Factors used to determine an appropriate impact fee amount can include: lot size, number of occupants, and types of subdivision improvements. If Jonesville is interested in pursuing open space impact fees, it will require enabling legislation to authorize the collection of the fees.

- **Exactions** - Exactions are similar to impact fees in that they both provide facilities to growing communities. The difference is that through exactions it can be established that it is the responsibility of the developer to build the greenway or pedestrian facility that crosses through the property, or adjacent to the property being developed.

- **In-Lieu-Of Fees** - As an alternative to requiring developers to dedicate on-site greenway sections that would serve their development, some communities provide a choice of paying a front-end charge for off-site protection of pieces of the larger system. Payment is generally a condition of development approval and recovers the cost of the off-site land acquisition or the development's proportionate share of the cost of a regional facility serving a larger area. Some communities prefer in-lieu-of fees. This alternative allows community staff to purchase land worthy of protection rather than accept marginal land that meets the quantitative requirements of a developer dedication but falls a bit short of qualitative interests.

Bonds and Loans

Bonds have been a very popular way for communities across the country to finance their pedestrian and greenway projects. A number of bond options are listed below. Contracting with a private consultant to assist with this program may be advisable. Since bonds rely on the support of the voting population, an education and awareness program should be implemented prior to any vote. Billings, Montana used the issuance of a bond in the amount of $599,000 to provide the matching funds for several of their 'transportation enhancement' dollars. Austin, Texas has also used bond issues to fund a portion of their bicycle and trail system.

- **Revenue Bonds** - Revenue bonds are bonds that are secured by a pledge of the revenues from a certain local government activity. The entity issuing bonds, pledges to generate sufficient revenue annually to cover the program's operating costs, plus meet the annual debt service requirements (principal and interest payment). Revenue bonds are not constrained by the debt ceilings of general obligation bonds, but they are generally more expensive than general obligation bonds.

- **General Obligation Bonds** - Cities, counties, and service districts generally are able to issue general obligation (G.O.) bonds that are secured by the full faith and credit of the entity. In this case, the local government issuing the bonds pledges to raise its property taxes, or use any other sources of revenue, to generate sufficient revenues to make the debt service payments on the bonds. A general obligation pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond. Frequently, when local governments issue G.O. bonds for public enterprise improvements, the public enterprise will make the debt service payments on the G.O. bonds with revenues generated through the public entity's rates and charges. However, if those rate revenues are insufficient to make the debt payment, the local government is obligated to raise taxes or use other sources of revenue to make the payments. G.O. bonds distribute the costs of land acquisition and greenway development and make funds available for immediate purchases and projects. Voter approval is required.

- **Special Assessment Bonds** - Special assessment bonds are secured by a lien on the property that benefits by the improvements funded with the special assessment bond proceeds. Debt service payments on these bonds are funded through annual assessments to the property owners in the assessment area.

- **State Revolving Fund (SRF) Loans** - Initially funded with federal and state money, and continued by funds generated by repayment of earlier loans, State Revolving Funds (SRFs) provide low interest loans for local governments to fund water pollution control and water supply related projects including many watershed management activities. These loans typically require a revenue pledge, like a revenue bond, but carry a below market interest rate and limited term for debt repayment (20 years)

Other Local Options

Facility Maintenance Districts - Facility Maintenance Districts (FMDs) can be created to pay for the costs of on-going maintenance of public facilities and landscaping within the areas of the Town where improvements have been concentrated and where their benefits most directly benefit business and institutional property owners. An FMD is needed in order to assure a sustainable maintenance program. Fees may be based upon the length of lot frontage along streets where improvements have been installed, or upon other factors such as the size of the parcel. The program supported by the FMD should include regular maintenance of streetscape of off road trail improvements. The municipality can initiate public outreach efforts to merchants, the Chamber of Commerce, and property owners. In these meetings, Town staff will discuss the proposed apportionment and allocation methodology and will explore implementation strategies. The municipality can manage maintenance responsibilities either through its own staff or through private contractors.

- **Partnerships -** Another method of funding pedestrian systems and greenways is to partner with public agencies and private companies and organizations. Partnerships engender a spirit of cooperation, civic pride and community participation. The key to the involvement of private partners is to make a compelling argument for their participation. Major employers and developers should be identified and provided with a "Benefits of Walking"-type handout for themselves and their employees. Very specific routes that make critical connections to places of business would be targeted for private partners' monetary support following a successful master planning effort. Potential partners include major employers which are located along or accessible to pedestrian facilities such as shared-use paths or greenways. Name recognition for corporate partnerships would be accomplished through signage trail heads or interpretive signage along greenway systems. Utilities often make good partners and many trails now share corridors with them. Money raised from providing an easement to utilities can help defray the costs of maintenance. It is important to have a lawyer review the legal agreement and verify ownership of the subsurface, surface or air rights in order to enter into an agreement.

- **Local Trail Sponsors** - A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

- **Volunteer Work -** It is expected that many citizens will be excited about the development of a greenway corridor. Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community work days. Volunteers can also be used for fund-raising, maintenance, and programming needs