



B. FUNDING

OVERVIEW

This appendix lists possible funding the sources for this Bicycle Study. Sources of funding for future project development will likely come from federal, state and local agencies and the private sector. Also included are examples of where this funding has been applied in North Carolina to similar project development. Because the Blue Clay Corridor is such a dynamic project, no funding source should be automatically ruled out. The most likely funding scenario for the project is combining several different and diverse funding sources to build a project segment, facility or project. The reason that federal sources are listed is to provide project sponsors with the source of funding and the intent of the program. Often, federal funds are distributed by state agencies, such as transportation funding, it is helpful to have both the federal and state program defined so that specific objectives of the program are understood by the applicant.

FEDERAL SOURCES

Community Development Block Grant (CDBG)

Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income persons. Greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options. Variable, through US Department of Housing and Urban Development (HUD).

Congestion Mitigation and Air Quality (CMAQ)*

Funds projects in nonattainment and maintenance areas that reduce transportation related emissions. Construction of pedestrian and bicycle facilities; Non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit. Variable; Annual program, bicycle projects along Wilmington commuter routes have the best potential to receive CMAQ funding. Concord, NC is using a \$400,000 CMAQ grant to fund a portion of the Rocky River Greenway.

Environmental Protection Agency (EPA)*

Funds used to improve air quality and reduce transportation-related emissions. Construction of bicycle facilities and greenways to reduce automobile use and promote bicycle use. Variable; funding provided through EPA's Office of Transportation and Air Quality (OTAQ).



Federal Earmarks

These earmarks, so designated by Congress, take two forms: high-priority projects and discretionary projects. The high-priority projects come from money already apportioned to the State from the federal highway funds distribution. A high-priority project is a designation in which a member of congress believes the project to be worthy of immediate development. Examples of this type of funding include: American Tobacco Trail in Durham where \$4.3 million in funding was earmarked in the 2007-08 transportation appropriation; Greenville, NC Tar River Greenway where \$1.6 million in discretionary funding was allocated in 2006; and the Little Sugar Creek Greenway in Charlotte, NC where \$6.4 million was allocated from discretionary funds for 2008. Wilmington would need to pitch the Blue Clay Bicycle project as a priority item for earmark through its congressional representative.

Highway Bridge Replacement and Rehabilitation (HBRRP)

Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges. Pedestrian/bicycle facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations. Variable; Project must be combined with bridge replacement or rehabilitation.

Highway Safety Improvement Program (HSIP)

The primary purpose of HSIP is to reduce traffic fatalities and serious injuries on public roads. Projects must include improvements for pedestrian/bicyclist safety, construction of yellow-green signs at pedestrian/bicycle crossings and in school zones, correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trails are also factors considered.

Job Access and Reverse Commute Grants

Intended to transport welfare recipients and eligible low-income individuals to and from employment. Can fund pedestrian and bicycle-related services. Availability is variable

**Land and Water Conservation Fund (LWCF)**

Build a variety of park and recreation facilities, including trails and greenways. Greenway and trail facilities. Variable; in North Carolina, allocated through DENR - State Division of Parks and Recreation.

National Endowment for the Arts

Funds arts-related programs through the Design Arts Program Assistance and provides links to other federal departments/agencies that offer funding opportunities for arts and cultural programs. Can support development of ancillary greenway and bicycle facilities that incorporate and celebrate community culture, art, and history. Availability is variable

National Highway System (NHS)

Improvements to roads that are part of the NHS and NHS Intermodal connectors. Construction of pedestrian and bicycle facilities on land adjacent to any highway on the NHS. Variable; Blue Clay Corridor alternatives which parallel I-40 have the best potential.

Recreational Trails Program (RTP)

Develop and maintain recreational trails and trail-related facilities for non-motorized/motorized recreational trail uses. No motorized or mixed use (motorized and non-motorized) trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education. Availability is variable

Safe Routes to Schools Program

The purpose of the SR2S Program is to enable and encourage children, including those with disabilities, to walk and bicycle to school by making bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.



Eligibility includes sidewalk improvements; Traffic calming and speed reduction improvements; Pedestrian and bicycle crossing improvements; On-street bicycle facilities, Off-street bicycle and pedestrian facilities, Secure bicycle parking facilities, Traffic diversion improvements in the vicinity of schools, Public awareness campaigns and outreach, Traffic education and enforcement in the vicinity of schools; Student sessions on bicycle and pedestrian safety, health, and environment, Funding for training, volunteers, and managers of safe routes to school programs.

Availability is variable; Project must serve elementary or middle school with a connection to a residential development within 2 miles. New program authorized in August of 2005 under the new transportation act titled SAFETEA-LU (2005-2009); Coordinate with NCDOT for available funding through 2009.

Surface Transportation Program (STP)

Construction resurfacing, and operational improvements for highways and bridges, including transit and other modes. Construction of pedestrian and bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with the ADA. Projects do not have to be within the right-of-way of a Federal-aid highway. Variable; Good source for Blue Clay Corridor if combined with roadway project.

Surface Transportation Program Enhancements Set-aside, (STP-E) or Transportation Enhancement Activities (TEAs)

Funds twelve specific activities that include pedestrian and bicycle facility development, and safety / education activities. 3 of the 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails. Primary source for independent bicycle projects in NC. \$4.9 million per year for independent bicycle projects set-aside for the NCDOT region that includes New Hanover County.

Urbanized Area Formula Grants (Section 5307)

Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000. Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations. Availability is variable



STATE SOURCES

Clean Water Management Trust Fund (CWMTF)

Land and water protection by acquisition of buffers. Acquisition of land for greenways, environmental, educational, and recreational benefits. Variable - approximately \$30 million a year placed in CWMTF.

Governor's Highway Safety Program (GHSP)

Improve safety in NC. May be used for bicycle projects if there are traffic safety benefits. Variable annual program based on requests.

Highway Trust Fund

Freeway construction and rehabilitation. Limited, as the projects would need to be on interstate facilities. \$6 million historically.

North Carolina Adopt-a-Trail Grant Program

Trail facility construction. Trail facility construction, trail maintenance, signage, trail brochures and maps. Operated by Trails Section of the NC Division of State Parks - typically grants are \$5,000 per project.

North Carolina Conservation Tax Credit

Provides incentive for landowners to donate conservation easements; program goal is to protect water supply watersheds and wildlife corridors, and develop greenways. Greenway facility development. availability is variable

North Carolina Department of Transportation (NCDOT)

The single largest funding source for bicycle, pedestrian, and greenway projects; offers several programs including training, mapping, and sponsoring conferences in support of bicycle and pedestrian facility development. The Office of Bicycle and Pedestrian Transportation spends on an annual basis approximately \$6 million statewide on independent bicycle and pedestrian projects. No local match is required. Right-of-way costs and amenity costs are not included in the funding. Cost overruns are the responsibility of the local community. Project selection is at the MPO level. The need for the project is presented to NCDOT DBPT for consideration and inclusion. Example of funded projects include Raleigh's Reedy Creek Greenway which was allocated \$900,000 to fund a 3.5 mile bike path in 2004.



North Carolina Division of Water Quality

Curbing non-point source pollution. Development of greenways as part of restoration and improvement projects. Variable, nearly \$1 million available.

North Carolina Health and Wellness Trust Fund & Blue Cross/Blue Shield Fit Together

Recognizes and rewards North Carolina communities' efforts to support physical activity and healthy eating initiatives. Efforts to support physical activity in the community, schools, and workplaces; could include improving access, information, and facilities for bicycling and walking. 8 or 9 up to \$30,000 2-year grants available.

North Carolina Natural Heritages Trust Fund

Acquisition and protection of important natural areas. Grants awarded for purchase of land for trails; greenway facility development. Availability is variable

North Carolina Parks and Recreation Trust Fund (PARTF)

Established in 1993. Funded by 75% of state deed excise stamp tax revenues: state parks receive 65%; local parks, 30%; beaches & waterfronts, 5%; and administration, 3%. About \$23 M is available each year. Managed by Board of Trustees of the Parks & Recreation Authority and the Division of Parks & Recreation (DPR) in DENR. Funds acquisition, development, and renovation of recreational areas, greenways and trails. Variable - typically no more than \$250,000 can be requested by a local government per year.

North Carolina Trails Program – North Carolina State Parks

Operated by the Trails Section of the NC Division of State Parks, annual grants are available to local governments for trail and facility construction. Grants are generally capped at about \$5,000 per project and do not require a match.

Transportation Improvement Program (TIP)

Improvements for bicycling and walking within a four-year schedule of projects. Construction or improvement of greenway and bicycle facilities; Can be incidental (part of a highway or bridge project) or independent (bicycle or greenway project as standalone). Variable; Determined by statewide Metropolitan Planning Organization (MPO) requests and priorities.

**Railroad Crossing Improvements**

Improve safety. Eligible at railroad crossings. \$5 million historically.

Scenic Byways

Improvements to roadways selected as State scenic byways. North Carolina's Scenic Byway funding comes from the Surface Transportation Improvement Program. However, there is no direct set aside within the program for any specific project or region of the state. Construction funding can support bicycle facilities and sidepaths and signage. Trail development must be associated with a Scenic Byway.

Small Cities Community Development Block Grants

Promote economic development; serve low to moderate-income neighborhoods. Greenways and parks that are part of a community's economic development plan may apply. \$50 million available statewide for a variety of programs.

State Bicycle and Pedestrian Planning Grant Initiative

Provides communities with planning grants in support of the completion of community-wide bicycle and pedestrian plans. Development of bicycle plans for a community. Variable; \$400,000 available for 18 municipalities in 2006.

State Construction

Highway construction. May be used for bicycle projects if combined with NC highway projects. \$1 million per year set aside for regional independent bicycle projects.

PRIVATE SOURCES***Private (National/ State) - Health, art, conservation, etc.***

American Greenways Eastman Kodak Awards, National Trails Fund, The Conservation Alliance, Foundation for the Carolinas, Land for Tomorrow Campaign, North Carolina Community Foundation, Bank of America Charitable Foundation, Inc., Duke Energy Foundation, Robert Wood Johnson Foundation, Trust for Public Land, Z. Smith Reynolds Foundation, Blue Cross/Blue Shield of North Carolina, American Heart Association, Cooper Institute, North Carolina Rail-Trails. Availability is Case specific.



Private (Regional/Local) Foundations

Landfall Foundation

The Landfall Foundation provides funds for projects in the Arts, Education, and Health & Welfare areas that meet the needs of agencies and organizations in the greater Wilmington, NC area. Grants for 2007 were distributed in amounts not exceeding \$6,000. Variable; Priority is given to grants where the grant amount can make a significant impact. When the request to the Foundation is part of a larger project, the request should identify a specific area within the larger project.

East Coast Greenway

East Coast Greenway Alliance- Non-Profit organization that works via a staff based in Wakefield, RI and volunteer committees in each state. East Coast Greenway Alliance - Help to organize committees in each state to define the route and help move it onto the public agenda, enabling local trail segments to garner needed funding, including federal transportation funding, the primary resource for building this trail. East Coast Greenway Alliance - This organization will provide continuous monitoring of its designated trail once it is built, to ensure the trail-using public of a safe, high quality trail experience.

LOCAL SOURCES

BikePed Committee - Wilmington Urban Area Metropolitan Planning Organization

Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the regional transportation planning organization. WMPO facilitates the cooperative, comprehensive and continuing transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the area for streets, highways, bridges, public transit, and bicycle and pedestrian facilities. availability is variable.

Cape Fear Breeze

Local organization that supports transportation alternatives in the Wilmington area. Cape Fear Breeze - Provides information about and assistance with transportation alternatives. Cape Fear Breeze - Association with this organization may aid in obtaining funding from EPA and CMAQ.

**Cape Fear Cyclists**

Local trail sponsors and volunteer efforts; Cape Fear Cyclists- Local Bicycle Club. Cape Fear Cyclists - Supports the East Coast Greenway project by getting local bikeways designated as part of the Maine to Florida route. Members also support the county "Safe Routes to School" Initiative through cycling education. Cape Fear Cyclists - This organization has already made numerous inputs to the proposed Blue Clay Bike Corridor.

New Hanover County Parks Department

Opportunity for WMPO to partner with New Hanover County to fund multi-use trails as a county park and recreation facility.



WEBSITE LINKS

Bicycle and Pedestrian Facilities – North Carolina Department of Transportation
Enhancement Program

[http://pmu.dot.state.nc.us/financial/fiscal/Enhancement/ProgramInformation/
QualifyingActivities/1.html](http://pmu.dot.state.nc.us/financial/fiscal/Enhancement/ProgramInformation/QualifyingActivities/1.html)

BikePed Committee - Wilmington Urban Area Metropolitan Planning Organization

<http://wmpo.org/wmbpc/>

Cape Fear Breeze – Transportation Choices

<http://www.capefearbreeze.com>

Cape Fear Cyclists

<http://www.capefearcyclists.org/>

East Coast Greenway

<http://www.greenway.org/>

Federal Highway Administration (FHWA)

<http://www.fhwa.dot.gov/>

Highway Safety Improvement Program (HSIP)

<http://wwwcf.fhwa.dot.gov/tfhrc/safety/pubs/81218/intro.htm>

Historic Wilmington and Cape Fear Coast Outdoor Recreation

http://www.cape-fear.nc.us/visitors/outdoor_rec.asp?search=1

Landfall Foundation

<http://www.landfallfoundation.org/>

New Hanover County Bicycle Information

<http://www.nhc.gov.com/AgndDpt/PLNG/Pages/BAC.aspx>



New Hanover County Parks Department

<http://www.nhcgov.com/AgnAndDpt/PRKS/Pages/ParksHome.aspx>

New Hanover County Planning Department

<http://www.nhcgov.com/AgnAndDpt/PLNG/Pages/DeptInfo.aspx>

North Carolina Department of Transportation (NCDOT)

<http://www.ncdot.org/>

North Carolina Trails Program – North Carolina State Parks

http://www.ncparks.gov/About/grants/trails_grant.php

One North Carolina Naturally – North Carolina Department of Environment and Natural Resources

http://www.onencnaturally.org/pages/conservation_funding_sources.htm

Rails to Trails Conservancy

<http://www.railtrails.org>

Recreation Resource Service

North Carolina State University

<http://www.cnr.ncsu/rrs/grants.html>

Safe Routes to Schools Program – Division of Bicycle & Pedestrian Transportation

<http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html>

SAFETEA-LU U.S. Department of Transportation Federal Highway Administration

http://safety.fhwa.dot.gov/safetealu/legis_comp.htm

WAVE Transit

<http://www.wavetransit.com>

