

## IV. Implementation Plan

The previous section of this plan illustrated the Township's trail network and explained the rationale for and issues associated with the various types and location of facilities within the entire Township trail network. In an ideal world, the entire network could be implemented at once and all trails could be in place within a few years. In reality, however, implementing this trail network will be a time consuming endeavor, with significant Township energy needed to obtain grants and oversee project design and construction. This implementation plan section of the document is intended to guide that process.

The implementation plan consists of a few key pieces. In order to implement this plan effectively, it is critically important to prioritize the projects so that the most important and achievable trails are pursued first. Less critical trails can be pursued after the most important ones are on the ground or under construction. To this end, a phasing plan is included.

A factor in setting appropriate priorities is the approximate cost of the proposed trails. Cost estimates are provided in summary form in this section and in detail in Appendix B. Once approximate costs are known, it is important to understand what funding sources are available and most appropriate for each proposed trail. A list and discussion of a range of potential funding sources is included as part of this implementation plan.

### A. Phasing Plan – Prioritization of Recommended Improvements

The study committee selected a limited set of improvements to study in more detail and estimate physical construction costs as identified on the Phase 1 Map, included in Appendix A, with the intent that these could be the first priority projects for the Township to implement. These improvements (labeled to correspond with the map cited above) are:

- 1a) Construct nearly a mile of multi-use trail on the north side of Joshua Road, from Flourtown Road to Stenton Avenue. This trail would connect the residential neighborhoods east of Flourtown Road, with the Cross County Trail which Montgomery County is planning. year or two (2008-2009). Most of the length of the trail along Joshua Road would traverse open space owned by the quarry. Careful design consideration will be given to the location where the trail would cross the quarry truck entrance. It is anticipated that trail traffic will "share the road" with vehicles, on the short highway bridge that spans the active Norfolk Southern railroad. Eventually, a separate trail bridge should be considered.



**Joshua Road between Flourtown Road and Stenton Avenue is heavily trafficked by stone trucks from the Corson quarry. A first-priority project is the construction of a multi-use path parallel to the left side of this road**

Selected projects have been placed within earlier rather than later phases because:

- These are projected as the most straight-forward projects to implement, from the standpoint of cost, easement acquisition and constructability

- These projects benefit the residents of Whitemarsh by creating useful off-road links in separate parts of the Township
  - These specific projects represent a “cross section” of various conditions from which to estimate cost; which then can be applied to the remainder of the seventy network segments contained in the study.
- **Second Priority Projects** – consists mostly of relatively easily achievable projects that would fill in gaps in sidewalks, and provide links to township parkland and to existing County trails. Phase 2 Projects are clustered in two areas: the densely developed portion of the Township south of Flourtown Road, and the neighborhood along Bethlehem Pike north of Flourtown. By the time the second phase is completed, most Township residents will have access to some portion of the Montgomery County Trail network.
  - **Third Priority Projects** – continues to build upon the progress made in previous phases. Included are challenging sidepaths along narrow and heavily traveled roads, e.g. Joshua Road south of Ridge Pike. Additionally, other convenient sidewalk and trail links are included in this phase.
  - **Fourth and Fifth Priority Projects** – consist of the remainder of the network. It should be noted that placing projects in the later phases does not mean that no action should be taken toward their implementation until all other phases are complete. Rather, it is a recognition that these facilities will take considerable time and effort to complete and will probably be among the last links completed. Nonetheless, the Township should pursue opportunities relating to these projects whenever they present themselves.

4g) Construct three miles of earthen footpath along the bluffs that overlook the Schuylkill River. Informally known as the “Sierra Club Trail,” the path would be constructed on PECO right-of-way. Beginning in Miquon at the Philadelphia city limits, then running on the high ground roughly parallel River Road to Spring Mill park, it would extend past the neighborhood of Cedar Heights to the Plymouth Township line. Parts of the trail are already informally in place. To create a continuous trail, several steep sections will need to be carefully designed, as the right-of-way descends into deep ravines, crosses township roads, and then climbs up again to the high ground overlooking the river. Since the 1970s, the Sierra Club has maintained a license agreement with PECO, owners of the right-of-way along which the trail would be built. The PECO agreement stipulates that any trail plan must meet with the approval of other license holders in the right-of-way. One of the other license holders is Ashford Farm, located west of Harts Lane. This horse farm has been established in this location for decades, with its buildings, pastures and horse tracks occupying most of the width of the right-of-way. Careful consideration will need to be given to routing the trail through or past these facilities. Farther west, the trail will pass through undeveloped Spring Mill park, which is owned by Montgomery County. Finally, the high ground adjacent to Cedar Heights will be traversed. The trail will end at Butler Pike, the municipal border with Plymouth Township. It is hoped that Plymouth will pick up where this section of path ends, and continue west.



**3D terrain view showing PECO right-of-way that would be utilized for the proposed footpath**

## B. Estimate of Probable Costs

The following table is a summary of the probable costs of construction/implementation presented in this study. Costs for design and engineering, construction management, and contingencies have not been included in these figures.

The estimated costs provided are based on time-honored practices in the construction industry. The study team does not control the cost of labor, materials, equipment, or a contractor's method of determining prices; nor competitive bidding practices and market conditions. The probable costs of construction represent our best judgment as professionals at the time of preparation. The study team cannot guarantee that proposals, bids and construction costs will not vary from these estimates.

The table indicates the estimated costs broken down by phase, indicating within each phase the mileage of each facility type. Detailed tables are provided in Appendix B.

Phase	Miles of Proposed Network							Cost
	Neighborhood Street	Multi-use Trail (Ped/Bike)	Trail/Footpath (Earthen)	Sidepath (Gravel or Asphalt)	Sidewalk	On-Road Bike Route (Signed)	Bike Lanes	
<b>1</b>	0.0	0.8	0.0	0.0	0.0	0.0	0.0	\$401,600
<b>2</b>	1.8	0.6	0.0	0.5	4.0	0.8	2.7	\$1,238,632
<b>3</b>	0.2	2.2	0.1	0.8	2.2	4.5	0.8	\$2,152,533
<b>4</b>	0.0	2.7	3.0	4.1	0.0	1.3	0.0	\$3,021,949
<b>5</b>	0.0	4.6	0.0	1.4	0.0	10.4	2.1	\$2,940,396
<b>TOTAL</b>	<b>2.0</b>	<b>10.9</b>	<b>3.1</b>	<b>6.9</b>	<b>6.2</b>	<b>16.9</b>	<b>5.5</b>	<b>\$9,755,110</b>

## C. Potential Funding Sources

Funding sources have been included not only for trail design and construction, but also for work involving the cultural and historic resources along trail corridors.

### FEDERAL FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for funding from almost all major federal highway, transit, safety, and other aid programs. Bicycle projects must be principally for transportation, rather than recreation purposes and must be designed and located pursuant to the transportation plans required of states and Metropolitan Planning Organizations (MPOs). Additional federal funding sources not directly related to transportation can be used creatively to enhance and restore open space, wetlands, and wildlife habitat along trails and also to fund interpretation of cultural and natural resources.

#### US Dept of Housing & Urban Development Community Development Block Grants (CDBGs)

HUD provides these grants to communities for neighborhood revitalization, economic development and improvement of community facilities and services, especially in low and moderate income areas. These grants require no match of funds or services from the community. HUD provides entitlement to each of these communities annually and the community develops its own programs and sets funding priorities.

Recreation planning and development in low-income urban areas is an acceptable use of these funds. Seattle and Maryland have used these funds to develop rail-trails through urban areas—such trails can greatly enhance the quality of life in these areas and potentially bring new economic vitality to neglected areas.

More information on CDBGs can be found at:

<http://mf.hud.gov:63001/dgms/gpi/display.cfm?program=25>

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

The LWCF was established in 1965 to help provide “close-to-home” park and recreation opportunities throughout the nation. Money for the fund comes from the sale or lease of non-renewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. A large portion of the annual LWCF allocation goes toward acquisition of land for federal land management agencies; however, a portion of the money is provided to cities, counties and park districts to acquire land and develop parks. LWCF funds are provided to each state annually by the National Park Service. State funding is based on a population formula. A state administers the program through a State Liaison Officer, who recommends projects to the National Park Service for approval. Local governments are eligible applicants. Communities must be able to match LWCF grants with a 50 percent provision of funding or services.

In order to qualify for funding, a project must meet two criteria. First, the project must be primarily for recreation purposes, not transportation. Second, the organization leading the project must guarantee that the project will be maintained in perpetuity for public recreational use. Any deviation from recreational use must be approved by the National Park Service, and property of at least equal recreational value must be provided to replace the loss.

Americans for Our Heritage and Recreation provides an overview of the LWCF program at [http://www.ahrinfo.org/lwcf\\_overview.htm](http://www.ahrinfo.org/lwcf_overview.htm) and links to the National Park Service and State Liaison Officers.

The National Park Service maintains the LWCF website: <http://www.ncrc.nps.gov/wcf> .

Pennsylvania’s State Liaison Officer may be contacted at:

Bureau of Recreation and Conservation  
PA Dept. of Conservation and Natural Resources

P.O. Box 8767  
Harrisburg, PA 17105  
Tel: 717-783-2659

## **National Endowment for the Humanities**

### **America's Cultural & Historic Organizations Planning Grants**

Public humanities programs promote the experience of lifelong learning in American and world history, literature, comparative religion, philosophy, and other fields of the humanities for broad public audiences. They invite reflection and conversation about important humanities ideas and questions. They offer new insights into familiar subjects and introduce us to unfamiliar ideas. NEH encourages projects that make creative use of new and emerging technologies to enhance the content of programs or to engage audiences in new ways.

Planning grants can be used to plan, refine, and develop the content and interpretive approach of programs that reach broad audiences, including exhibitions, interpretation at historic sites and houses, reading and discussion programs, Web-based or other digital projects, or other public programs that encourage discussion, analysis, and reflection in the humanities. Applicants should have already conducted preliminary consultation with scholars to help shape the humanities content of the project and with other programming advisers appropriate to the project's format. NEH encourages complex projects that reach exceptionally large audiences.

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website: <http://www.neh.gov/grants> .

### **National Endowment for the Humanities We the People Grants**

To help Americans make sense of their history and of the world around them, NEH has launched the We the People program. As part of this program, NEH encourages projects that explore significant events and themes in our nation's history and culture and that advance knowledge of the principles that define America.

From the earliest days of American democracy, the study of history has been essential to the preservation of freedom. The Founders knew that democracy demanded wisdom. As Thomas Jefferson stated, "If a nation expects to be ignorant and free, it expects what never was and never will be."

Today it is all the more urgent that we study American history and culture. Defending the ideas and ideals of America requires more than a strong national defense. Americans must know our nation's past so we can uphold its guiding principles and labor toward a free and just society.

On Constitution Day 2002, the White House announced We the People, an NEH initiative to explore significant events and themes in our nation's history, and to share these lessons with all Americans.

#### **We the People:**

- Enhances the teaching and understanding of American history through grants to scholars, teachers, filmmakers, museums, libraries, and other individuals and institutions.
- Provides opportunities for teachers to deepen their knowledge of American history through summer seminars and institutes.
- Supports the reading of classic literature through the We the People Bookshelf, a collection of books recommended for young readers and made available to schools and libraries for use in local programs.
- Preserves our nation's historic documents, such as newspapers and presidential papers, and supports scholarly research, while expanding access to these important documents.
- Explores the lives and deeds of heroic men and women from America's past through the annual "Heroes of History Lecture."
- Disseminates knowledge of American history through exhibitions, public programs, and partnerships with the state humanities councils.
- Encourages students to reflect upon important American principles and events through the annual "Idea of America" essay contest.

More information including annual application deadlines, award information, eligibility and how to prepare and submit an application can be found on the We the People website: <http://www.wethepeople.gov/>

## **National Endowment for the Humanities Implementation**

### **Interpreting America's Historic Places PLANNING Grants**

As part of its We the People program, NEH supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture, including those that advance knowledge of how the founding principles of the United States have shaped American history and culture for more than two hundred years. Interpreting America's Historic Places projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors. The audience for Interpreting America's Historic Places projects is the general public. (For other public humanities projects that may not focus so closely on historic places, refer to the planning grant guidelines for America's Historic and Cultural Organizations [http://www.neh.gov/grants/guidelines/AHCO\\_PlanningGuidelines.htm](http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.htm)).

The goals of Interpreting America's Historic Places are to:

- enhance lifelong learning in American history by connecting nationally significant events, people, ideas, stories, and traditions with specific places;
- foster the development of interpretive programs for the public that address central events, themes, and issues in American history; and
- encourage consultation with humanities scholars and history organizations in the development of heritage tourism destinations.

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website: <http://www.neh.gov/grants/guidelines/historicplanning.html> .

## **National Endowment for the Humanities Implementation**

### **Interpreting America's Historic Places IMPLEMENTATION Grants**

Implementation grants for Interpreting America's Historic Places enable organizations to install new or enhanced interpretive programs at places of significance in American history or culture. Applicants for implementation grants should have already done most of the planning for their projects, including consultation with scholars and programming advisers, elaboration of the key humanities themes, articulation of program components, and performance of relevant research.

Implementation grants are being offered as part of the Interpreting America's Historic Places program, which supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture. Projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors.

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website: <http://www.neh.gov/grants/guidelines/historicimplementation.html> .

## **North American Wetlands Conservation Act Small Grants Program**

The 1989 North American Wetlands Conservation Act (NAWCA) promotes long-term conservation of North American wetlands ecosystems and the waterfowl and other migratory birds, fish and wildlife that depend on

such habitats. Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and associated habitat. The US Fish and Wildlife Service administers the Small Grants Program, which promotes long-term wetlands conservation through encouraging participation by new grantees and partners who may not be able to compete in the regular grants program. The maximum grant award is \$50,000, and the proposals must represent on-the-ground projects rather than educational, interpretive, or other types of projects. There is a 1:1 non-federal match requirement.

More information on the program can be obtained through the US Fish and Wildlife Service's Division of Bird Habitat Conservation at <http://northamerican.fws.gov/NAWCA/smgrants.html>.

### **Preserve America Grants**

Preserve America grants are designed to support a variety of activities related to heritage tourism and innovative approaches to the use of historic properties as educational and economic assets. This matching grants program began October 1, 2005. These grants are intended to complement the bricks and mortar grants available under the Save America's Treasures program, and fund research and documentation, interpretation and education, planning, marketing, and training.

In FY 2006, \$5 million in federal Preserve America grant funding was awarded. Congress has approved up to \$5 million for Preserve America grants to be awarded in FY 2007, and a total of \$10 million has been requested for FY 2008.

Eligible recipients for these matching (50/50) grants include State Historic Preservation Officers, Tribal Historic Preservation Officers, designated Preserve America Communities, and Certified Local Governments that are applying for Preserve America Community designation. Individual grants range from \$20,000 to \$150,000.

Further information on the application process and other details may be found at the National Park Service website: <http://www.nps.gov/history/hps/hpg/preserveamerica/application.htm>, or at <http://www.preserveamerica.gov/federalsupport.html>.

### **SAFETEA-LU**

#### **(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment.

For more information about SAFETEA-LU go to the US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/summary.htm>.

Contacts are also available for every metropolitan or county planning organization nationwide.

In the Philadelphia metro region contact:

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 S. Independence Mall East, 8th Floor  
Philadelphia, PA 19106  
215-592-1800

### **SAFETEA-LU Surface Transportation Program**

The Surface Transportation Program within SAFETEA-LU provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

For detailed information on funding per year 2005-2009 and fact sheets on individual programs see US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/factsheets.htm>.

### **SAFETEA-LU Transportation Enhancements Program**

Transportation Enhancement Activities offer communities the opportunity to expand transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

US Department of Transportation/Federal Highway Administration's website serves as a resource to States providing official legislation and guidance documents: <http://www.fhwa.dot.gov/environment/te/>

The National Transportation Enhancements Clearinghouse (NTEC) website provides a very good can get an introduction to TE, allows you to access a database of TE projects, to find your state TE contacts, to order TE related documents, and more. Go to: <http://www.enhancements.org/>

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf>.

### **SAFETEA-LU Safe Routes To School Program**

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

This website provides an overview of the Program, as well as specific Program Guidance to the States in the administration of SRTS funds. <http://safety.fhwa.dot.gov/saferoutes/>.

Also see the National Safe Routes To School Clearing House, a centralized resource of information on successful Safe Routes to School programs, strategies and State specific information: <http://www.saferoutesinfo.org/>.

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf> .

### **Transportation and Community and System Preservation Pilot Program (TCSP)**

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this Program in FY's 2005-2009.

For more information, go to the Federal Highway Administration's TCSP website: <http://www.fhwa.dot.gov/tcsp/> .

### **Congestion Mitigation and Air Quality Improvement Program**

Congestion Mitigation and Air Quality Improvement funds are authorized for transportation projects within non-attainment areas, such as Philadelphia, defined by the Clean Air Act Amendments of 1990. To be funded, projects must contribute to attainment of the National Ambient Air Quality Standards. Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funding is provided through an 80 percent federal and 20 percent state or local match.

The Bureau of Transportation Statistics provides a guide to CMAQ funding as part of its Internet library, see: <http://ntl.bts.gov/data/energy-env/air/00489.html>

See also the Federal Highway Administration's website regarding CMAQ: <http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm> .

### **National Highway System (NHS)**

Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways. The facilities must be principally for transportation. Funding is provided through an 80 percent federal and 20 percent state or local match.

General information on this program is available at the Federal Highway Administration's website: <http://www.fhwa.dot.gov/environment/recreails/fundrec.htm> .

### **Recreational Trails Program**

Funded through the Highway Trust Fund, the program is related to the Symms National Recreational Trails Act of 1991 and was originally created as the National Recreational Trails Trust Fund to provide for and maintain recreational trails that are part of Statewide Comprehensive Outdoor Recreation Plans (SCORP). Pennsylvania's SCORP program is titled the "Pennsylvania Recreational Trails Program." Funds under this program may be

used for all kinds of trail projects, including trail maintenance, acquisition and development, and for improving access to and use of trails by persons with disabilities. The Pennsylvania Department of Conservation and Natural Resources administers the program, which is described more fully below under "State Grant Programs." National mandates require that, of funds apportioned to a state, 30 percent be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. The latter funds are allocated at the state's discretion, but preference is given to projects with the greatest number of compatible recreational purposes or to those that provide for innovative recreational trail corridors used for motorized and non-motorized recreation.

Information on this program is available through the Federal Highway Administration's website: <http://www.fhwa.dot.gov/tea21/factsheets/rec-trl.htm> .

### **Federal Lands Highway Program**

Provisions for pedestrians and bicyclists are eligible under the various categories of the program in conjunction with roads, highways, and parkways. Priority for funding projects is determined by the appropriate Federal Land Agency or Tribal government. These funds are used at the discretion of a state's department of transportation. Local municipalities may petition PennDOT to obtain funding. Bicycle facilities must be principally for transportation rather than recreation. Projects are 100 percent federally funded.

A new program category for Refuge roads was added to FHLP. This program provides funds that may be used by the U.S. Fish and Wildlife Service and the FHWA for the maintenance and improvement of federally owned public roads that provide access to or within a unit of the National Wildlife Refuge System. Refuge Roads funds may be used for:

- Maintenance and improvement of Refuge roads;
- Maintenance and improvement of adjacent vehicular parking areas, provision for pedestrians and bicycles, and construction and reconstruction of roadside rest areas including sanitary and water facilities that are located in or adjacent to Wildlife Refuges;
- Administrative costs associated with such maintenance and improvements.

More information is available through the Federal Highway Administration's website: <http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm> .

### **Wetland Reserve Program (WRP)**

The WRP program, operated by the USDA Natural Resource Conservation Service (NRCS), is available to help restore wetlands on non-federal lands. Private landowners and state, county and local governments can get the cost share funds to pay 75 percent of the restoration costs by agreeing to maintain the restoration for at least 10 years. To sign up or get more information, contact the local NRCS or conservation district office. Conservation Districts are listed in the "county government" section of most phone books. In many states, they are called Soil and Water Conservation Districts.

For more information on the program, see the Farm Bill Network website:

<http://www.nrcs.usda.gov/programs/wrp/> .

### **Save America's Treasures**

The Federal Save America's Treasures program is one of the largest and most successful grant programs for the protection of our nation's endangered and irreplaceable and endangered cultural heritage. Since 1999, Congress has appropriated more than \$200 million for the physical preservation and conservation of the nation's most significant collections, sites, structures, and buildings.

Established in 1998 with an eye toward the arrival of the new millennium the grants were created as a unique opportunity to take stock of who we are as Americans...and to asses what we want to carry into the 21st century. From the Star-Spangled Banner, to the ancient cliff dwellings at Mesa Verde National Park, to historic monuments in our hometowns, the testaments to our diverse American experience can be found in

communities across the country. Unfortunately, too many of the historic sites, monuments, artifacts and documents that tell America's story are deteriorating and in danger of being lost forever. These treasures urgently require conservation and preservation to survive into the next millennium. To focus public attention on the importance of our national heritage and the need to save our treasures at risk, the White House Millennium Council teamed with the National Trust for Historic Preservation in 1998 to establish Save America's Treasures.

Dedicated to the preservation and celebration of America's priceless historic legacy, Save Americas Treasures works to recognize and rescue the enduring symbols of American tradition that define us as a nation. Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and historic structures and sites. Intellectual and cultural artifacts include artifacts, collections, documents, sculpture, and works of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects.

Grants are awarded to Federal, state, local, and tribal government entities, and non-profit organizations through a competitive matching-grant program, administered by the National Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services and the President's Committee on the Arts and the Humanities

For more information see: <http://www.saveameericastreasures.org/> .

### **US Environmental Protection Agency - Green Building Funding Information**

Numerous sources of funding for green building are available at the national, state and local levels for homeowners, industry, government organizations and nonprofits. The US EPA provides the links to help variety of funding sources including grants, tax-credits, loans, or others.

For more information see:<http://www.epa.gov/opptintr/greenbuilding/tools/funding.htm> .

### **U.S. Department of Homeland Security Grants -**

We're in the process of checking on this source of funding from Homeland Security. It has been recommended by planners in Delaware County, due to the proximity of the East Coast Greenway to the Airport. We are also checking with the East Coast Greenway in Rhode Island.

The following is an example of a trail being planned as an evacuation route in coordination with Homeland Security, and information from the DC DOT regarding the use of bicycle/pedestrian trails as evacuation routes. Directly relevant text is highlighted in red.



## Louisiana Levee Bike Path Study Approved

Oct. 31, 2006

By K. WESLEY WHITE SR.

Special to *The Advocate*

LUTCHER, LA. - The Ponchartrain Levee District board agreed to pay for a study of a proposed 122-mile paved bicycle path that would be built atop Mississippi River levees in six south Louisiana parishes.

The study by the SJB Group of Baton Rouge will determine whether the bicycle path is feasible, the obstacles that would prevent its completion and possible funding sources, said Tommy Martinez, SJB's director of

governmental relations.

Martinez told the district's commissioners at their meeting Wednesday that if funded, the study should take three to six months to complete.

"The big areas of concern are where do we place rest or break areas and how do we go around obstacles," Martinez said. "We have pipelines running on top of the levee and we'll have to figure out how to handle that."

Martinez said the bike path could serve as an economic development tool because users would likely patronize businesses located adjacent to the path.

"I've also talked to Homeland Security. Once completed, it may be used to as an alternative evacuation route during an emergency," he said.

This is an example of bike trails already considered part of an emergency evacuation plan, in the District of Columbia. From the District of Columbia Transportation Department – Updated 2005:

### EMERGENCY ALERT SYSTEM

In the event of a serious emergency, the District of Columbia may activate the Emergency Alert System (EAS).

The EAS permits local government officials to broadcast timely information and instructions in case of possible or actual local emergencies. The primary radio stations (FM/AM) to listen to in the District include the following:

WTOP 1500 AM, 820 AM. 1 07. FM  
WMAL 630 AM  
WGMS 103.5 FM  
WJZW 105.9 FM  
WKYS 93.9 FM  
WHFS 99.1 FM  
WPGC 95.5 FM

### BIKE TRAILS

In the event of an evacuation, the following hike trails can be used by cyclists and or pedestrians.

1. Rock creek Park Trail
2. C&O Canal Tow Path Trail
3. Capital Crescent Trail
4. Suitland Parkway Frail
5. Custis Trail (1—66)
6. Mt. Vernon Trail (via 14th Street Bridge)

### Information on bicycle commuting and trails

[www.waba.org](http://www.waba.org) and [www.hikewashington.org](http://www.hikewashington.org) and [www.commuterconnections.org](http://www.commuterconnections.org)

## STATE GRANT PROGRAMS AND FUNDING SOURCES

Pennsylvania has five major programs supporting greenways and trails, administered by the Pennsylvania Department of Conservation and Natural Resources (PA DCNR), aside from federal transportation enhancement funds administered by the Pennsylvania Department of Transportation (PennDOT) and described in the previous section. The five PA DCNR grant programs are:

- *Keystone Planning, Implementation and Technical Assistance Program*
- *Keystone Acquisition and Development Grant Program*
- *Keystone Land Trust Program*
- *Pennsylvania Recreational Trails Program*
- *Heritage Parks Program*

The Department of Conservation and Natural Resources (DCNR), Bureau of Recreation and Conservation administers grants for funding of acquisition, development, planning, implementation, and technical assistance projects through the Keystone Recreation, Park and Conservation (Keystone) Fund. These Keystone grants are administered under the agency's Community Grant Program, Rails-to-Trails Grant Program, and Rivers Conservation Grant Program.

The Keystone Fund was established by passage of the Keystone Recreation, Park and Conservation Fund Act (Act 1993-50) signed on July 2, 1993. On November 2, 1993 the voters of the Commonwealth overwhelmingly approved a public referendum incurring bond indebtedness by the Commonwealth in the amount of \$50 million to provide for the funding of nature preserves and wildlife habitats and for improvements to and expansion of state parks, community parks and recreation facilities, historic sites, zoos and public libraries. The Keystone Fund is currently supported by a 15% allocation from the State Realty Transfer Tax revenues.

PA DCNR's Recreational Trails Program provides funding to develop and maintain trails and trail-related facilities for both motorized and non-motorized recreational trail uses. DCNR's Bureau of Recreation & Conservation administers this program in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and nonmotorized recreational trail users. Funding for the Recreational Trails Program is provided to the Commonwealth through the Federal Highway Administration (FHWA) and the Transportation Equity Act for the 21st Century (TEA 21), and supplemented by state funds.

In addition, the PA DCNR uses Growing Greener funds to augment the already successful and highly requested Community Conservation Partnership grant programs. Over five years, DCNR will allocate Growing Greener funding over several existing grant programs to help more communities and organizations meet their conservation and recreation goals. The grant programs funded through Growing Greener include:

- Community Grants (also funded by Keystone 93)
- Rails to Trails Grants (also funded by Keystone 93)
- Land Trust Grants (also funded by Keystone 93)
- Heritage Park Grants

For more information on these grant programs, you can contact the following sources:

Bureau of Recreation and Conservation  
Rachel Carson State Office Building  
P.O. Box 8475  
Harrisburg, Pennsylvania 17105-8475  
(717) 783-4734

Recreation and Park Advisor for Region I

Southeast Regional Office (Philadelphia)  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130

(215) 644-0609

Also, visit the PA DCNR grants home page: <http://www.dcnr.state.pa.us/grants.htm>

### **Keystone Land Trust Program**

Land Trust Grants provide 50 percent state funding for acquisition and planning of open space and natural areas which face imminent loss. Lands must be open to public use and the acquisition must be coordinated with the communities or counties in which the property is located. Priority is given to habitat for threatened species. Eligible applicants are nonprofit land trusts and conservancies. The funds require a 50 percent match.

Although these funds are targeted to protecting critical habitat for threatened species, many of these lands also provide key open space, greenway, bikeway, trail and heritage corridor opportunities and connections in greenway systems. Many land trusts and conservancies are undertaking greenway initiatives and are willing partners in greenway projects.

### **Keystone Planning, Implementation and Technical Assistance Program (PITA—DCNR)**

Within DCNR's PITA Program are three separate programs of interest to the greenways and trail community:

- Community Grants
- Rails-to-Trails Grants
- Rivers Conservation Grants

Community Grants provide funds for comprehensive recreation, park and open space plans; greenway plans; site master plans for neighborhood or regional parks; peer-to-peer technical assistance to study park and recreation facilities issues; and other types of planning. Municipal governments (including counties), councils of government (COGs) and some authorities are the only eligible applicants.

Community Grants include a Circuit Rider program, a three-year position for a full-time recreation, greenway and/or park director to share services through an intergovernmental cooperative effort created by two or more municipalities. Available funding for the Circuit Rider's salary decreases gradually throughout the three-year period from 100 percent to 0 in the fourth year.

Rails-to-Trails Grants may be requested by appropriate non-profit organizations, as well as municipalities. PA DCNR funds up to 50% of eligible costs. Money is provided for rail-trail feasibility studies and master plans and for special-purpose studies, such as studies of bridges, tunnels and culverts, that may impact the conversion of a rail corridor to a trail. Site control, either through ownership or a long-term lease, is required in order to develop a master plan or special-purpose study; however, it is not a requirement for feasibility studies.

Rivers Conservation Grants are available to municipalities and appropriate non-profit organizations for conducting watershed and river corridor studies and plans, many of which include greenway and trail elements. PA DCNR funds up to 50 percent of the cost (maximum \$50,000 grant).

### **Keystone Acquisition and Development Grant Program**

The Keystone Acquisition and Development Grant Program includes three components:

- Community Grants
- Rails-to-Trails Grants
- Rivers Conservation Grants

Although these bear the same names as grant programs under the PITA grants, they are separate programs with distinct features.

Under the Community Grant Program, municipalities, COGs and some authorities are the only eligible applicants. These grants provide funding for the purchase of land for park, recreation, or conservation purposes, and the rehabilitation and development of park and recreation areas and facilities, including greenways and

trails. Generally, funding is provided for up to 50% of eligible costs. Small Communities/Small Projects grants are included for municipalities with a population of 5,000 or less. Grants are limited to a maximum of \$20,000 and will provide up to 100 percent funding of material costs and professional design fees. Grants are for the rehabilitation and development of basic outdoor park and recreation facilities and minor indoor recreation renovations.

The Rails-to-Trails Grant Program is open to municipalities and non-profit organizations. Funding is provided for up to 50% of eligible costs. Grant funds may be used for acquisition of abandoned railroad rights-of-way and adjacent land for trail use and access. Funds may also be used for rehabilitation and development of abandoned rail rights-of-way and support facilities for public recreational trail use.

Under the Rivers Conservation Grant Program, funding is available to both municipalities and appropriate organizations for acquisition and development projects recommended in an approved Rivers Conservation Plan (such as those created under the PITA Program). To be eligible for acquisition or development funding, the Rivers Conservation Plan must be listed in the Pennsylvania Rivers Registry. The state will fund up to 50 percent of the project up to a maximum of \$50,000.

### **Pennsylvania Recreational Trails Program**

In addition, the Pennsylvania Recreational Trails Program provides grants between \$2,500 and \$100,000 for a wide range of trail development categories for both motorized and non-motorized trails: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; purchase and lease of recreational trail construction and maintenance equipment; construction of new recreational trails (with the exception of new trails on federal land); and acquisition of easements or property for recreational trails or trail corridors. The state will provide up to 80 percent of the funding (up to a maximum of \$100,000) except for acquisition projects, which require a 50 percent match. "Soft match" (credit for donations of funds, materials, services, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency. The Commonwealth may also use up to 5 percent of its funds for the operation of educational programs to promote safety and environmental protection related to the use of recreational trails.

The Department will also give consideration to projects that provide for the redesign, reconstruction, non-routine maintenance, or relocation of recreational trails to benefit the natural environment. Project sponsors are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance.

Recreational Trails Program grants are available to federal and state agencies, municipal government, organizations, and even private individuals. Grant money may be used for a variety of purposes, including work on trails to mitigate or minimize the impact on the natural environment, provide urban trail linkages, and develop trail-side and trail-head facilities. DCNR has a detailed grant application manual that includes necessary application procedures, forms, worksheets, sample contracts and agreements, and as well as an environmental survey form. DCNR also provides technical assistance and training workshops for interested applicants.

In Pennsylvania, the Recreational Trails Program is administered by the Department of Conservation & Natural Resources (DCNR), Bureau of Recreation & Conservation (BRC) in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and non motorized recreational trail users.

### **Heritage Parks Program**

Heritage Parks are large multi-county corridor and geographic areas that contain heritage elements of national or state significance related to historic industrial themes, such as oil, steel, coal, railroads, and transportation. Through public-private partnerships and a bottom-up grassroots public participation process, regional management action plans are completed to protect and enhance the natural, cultural, recreational, historic and scenic resources of the area. These resources are interpreted, packaged and promoted to create economic development opportunities based on tourism for the area.

Most of the designated State Heritage Parks, including the Schuylkill River Heritage Corridor, and those being planned include greenways, trails and river corridor projects in their regional strategies for preservation, enhancement, interpretation, education and promotion. Some of the state's best greenway corridors are found in State Heritage Parks and have benefited from funding through the program.

DCNR administers the Heritage Parks Program in conjunction with a task force of other state agencies and non-profit organizations. Annual appropriations from the General Assembly are used to fund study, planning, implementation and management projects in officially designated State Heritage Parks in the Commonwealth. Heritage Parks Grants promote public-private partnerships to preserve and enhance natural, cultural, historic and recreation resources to stimulate economic development through heritage tourism. Grants are available to municipalities, nonprofit organizations or federally designated commissions acting on behalf of the municipalities in a heritage park area. The Schuylkill River Greenway Association coordinates and administers grants for the Schuylkill River Heritage Corridor. Grants are awarded for a variety of purposes including feasibility studies; development of management action plans for heritage park areas; specialized studies; implementation projects; and hiring of state heritage park managers. Grants require a 25-50 percent local match.

### **Home Town Streets (HTS) and Safe Routes To School (SRS) Programs**

Aimed at improving Pennsylvania's quality of life, Home Town Streets and Safe Routes to School are initiatives created by Governor Rendell in 2004 to improve downtowns, neighborhoods and walking routes by providing funds for sidewalks, curbing, street lights, pedestrian safety crossings and other downtown enhancements. The program seeks to facilitate the redevelopment of traditional downtown streetscapes and neighborhood corridors and to promote improved safety conditions for children going to and from school via non-motorized means (either walking or riding a bike.)

The HTS and SRS are federally funded programs administered at the state level. Similar to the Transportation Enhancements Program, both programs are designed to fund transportation and transportation-related improvements that often would not be funded using other available transportation monies. Like the TE Program, HTS and SRS require the applicant to provide a 20% match to the 80% federal/state transportation funds set aside for the project. Both HTS and SRS are organized to make it easier for the applicant to obtain the required matching funds. Unlike TE, both HTS and SRS have a \$1,000,000 maximum project cost limit.

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf> or

<http://www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf/guidance?OpenPage> .

## **FOUNDATION GRANTS AND OTHER PRIVATE FUNDING**

Numerous large community, family, and corporate foundations make grants to greenway and trail groups. Copies of directories of foundations can be found in local libraries. The directories provide information on each foundation's grantmaking history and philosophy. One of the most well-known directories is *Environmental Grantmaking Foundations*, published annually by Resources for Global Sustainability, Inc., which maintains a database of over 47,000 grant programs that can be searched by keywords to determine the foundations serving a particular area and type of project. The directory is available as hard copy or on cd-rom. Foundations can also be located by searching the internet. Other resources for grant information include economic development agencies and trust officers at local banks, who manage small family foundations and charitable trusts.

### ***American Greenways Eastman Kodak Awards***

A partnership between The Conservation Fund and photo giant Eastman-Kodak has launched the American Greenways Eastman Kodak Awards (formerly the American Greenways DuPont Awards). The program provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal

or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

The deadline for submitting applications is June 1, and awards will be presented in early fall. To receive an application form contact: The American Greenways Program c/o The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, Virginia 22209 or visit their website: [www.conservationfund.org](http://www.conservationfund.org).

### **Bikes Belong Coalition Grants Program**

The Bikes Belong Coalition is sponsored by the bicycle industry, with the mission of putting more people on bicycles more often. The Bikes Belong Coalition Grants Program <http://bikesbelong.org/site/page.cfm?PageID=21> provides grants of up to \$10,000 to nonprofit organizations and public agencies at the national, regional, and local level for facility, capacity, and education projects. Priority is given to organizations that are directly involved in building coalitions for bicycling by collaborating the efforts of bicycle industry and advocacy groups. Requests are reviewed quarterly, please see the website each year for application deadlines and guidelines.

### **Delaware Valley Regional Planning Commission Transportation and Community Development Initiative Grants**

The TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first generation suburbs by:

- Supporting local planning projects that will lead to more residential, employment or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce the pressure for further sprawl and expansion into the growing suburbs;
- Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the transportation system's efficiency.

Information on their grants programs can be located at the DVRPC website <http://www.dvrpc.org/planning/tcdi.htm>.

### **Home Depot Foundation**

The Home Depot Foundation was created in 2002 to further the community building goals of The Home Depot Company by providing additional resources to assist nonprofit organizations throughout the United States and Canada.

Just like The Home Depot, the Foundation relies on the participation of many corporate partners. Many of the vendors who help fill the company's shelves are also contributing their dollars to help The Home Depot Foundation build better communities. These companies share our vision for stronger, healthier, more sustainable neighborhoods in all the communities we serve.

The Home Depot Foundation mission is to build affordable, efficient and healthy homes while promoting sustainability by supporting nonprofit organizations with funding and volunteers.

To better support its mission, The Home Depot Foundation will award most of its grants by directly soliciting proposals from high-performing nonprofit organizations with the demonstrated ability to create strong partnerships, impact multiple communities and leverage grant resources.

In order to identify potential future nonprofit partners or respond to unique community revitalization opportunities, a limited amount of funding is set aside to be awarded through a competitive process.

The Home Depot's core purpose is to improve everything we touch, including the communities where we live and work. The Home Depot Foundation, The Home Depot and the many suppliers who contribute to the Foundation recognize the importance of giving back to our communities by engaging associates in meaningful volunteer activities. We believe it is a shared responsibility to enhance our

communities and protect the environment. Preference will be given to grant requests that offer volunteerism opportunities and encourage community engagement.

Specifically, our Foundation supports organizations that have demonstrated success within one of the following program areas:

- Affordable Housing, Built Responsibly
- Healthy Community and Wildland Forests

For more information see: <http://www.homedepotfoundation.org/> .

### **Green Building Pages**

The Green Building Pages website is a sustainable building materials database and design tool for the environmentally and socially responsible designer, builder and client.

Information of numerous "green" funding and grant opportunities is listed on their "Links & Resources" page under "Funding & Partnerships": [http://www.greenbuildingpages.com/links/weblinks\\_fund.html](http://www.greenbuildingpages.com/links/weblinks_fund.html) .

### **Green Communities**

Green Communities is a five-year, \$555 million initiative to build more than 8,500 environmentally healthy homes for low-income families. Created by Enterprise in partnership with the Natural Resources Defense Council, Green Communities will transform the way America thinks about, designs, and builds affordable communities. The initiative provides grants, financing, tax-credit equity, and technical assistance to developers who meet Green Communities Criteria for affordable housing that promotes health, conserves energy and natural resources, and provides easy access to jobs, schools, and services. For more information see:

<http://www.enterprisefoundation.org/resources/green/index.asp> .

### **Kresge Foundation Green Building Initiative**

Encouraging nonprofit organizations to consider building green

The Foundation's Green Building Initiative, launched in 2003, is intended to increase the awareness of sustainable or green building practices among nonprofits and encourage them to consider building green. Upfront planning and an integrated design process are necessary to achieve the full benefits of a green building. The Initiative offers educational resources and special grants to help nonprofits during this planning phase.

The Initiative's Planning Grant program encourages nonprofits working in the arts, health, and human service areas to consider green for the first time. Grant guidelines in this program encourage environmentally-focused organizations to innovate, creating new models of sustainable design. Planning grants are available in amounts from \$25,000 to \$100,000.

The Initiative's LEED Bonus Grant program for grantees in the Capital Challenge Grant Program is closed with a total of \$7,200,000 committed to 42 nonprofit organizations. These organizations will receive bonus grants of \$150,000 or \$250,000 when their projects became LEED certified by the U.S. Green Building Council (<http://www.usgbc.org>).

The Foundation also makes available a series of educational materials designed specifically for nonprofits, helping you understand the green approach and consider it next time you build. Download the brochures at right.

For more information visit The Kresge Foundation:

<http://www.betterbricks.com/custom/popupframeset.aspx?URL=http://www.kresge.org>

### **Lowe's Charitable and Educational Foundation (LECF)**

Founded in 1957, the Lowe's Charitable and Educational Foundation (LCEF) has a long and proud history of contributing to grassroots community projects. LCEF awards more than \$3 million annually to diverse organizations and schools across the United States where Lowe's operates stores and distribution centers. The Foundation's primary philanthropic focus areas include K-12 public schools and non-profit community-based organizations.

Additionally, Lowe's is a proud supporter of Habitat for Humanity International, American Red Cross, United Way of America, and the Home Safety Council, and numerous other non-profit organizations and programs that help communities across the country. Lowe's also encourages volunteerism through the Lowe's Heroes program, a company-wide employee volunteer initiative.

For more information on all these programs please visit <http://www.Lowes.com/community> .

### **New England Foundation for the Arts Art & Community Landscapes Grant Program**

The Art & Community Landscapes is an artist-in-residency program created by the National Park Service, National Endowment for the Arts, and the New England Foundation for the Arts. It is intended to support public art that will become a catalyst for environmental awareness and stewardship in selected communities.

Each year two sites are pre-selected by a panel process to serve as the artist-in-residence sites. Each project site has an accompanying partner organization that will work with the selected artist to help implement their project and make connections in the local community. In 2005 these were the Allston Brighton Lincoln Street Green Strip, Boston, Massachusetts and RiverPlace on the Schuylkill River Water Trail, Reading, Pennsylvania.

Interested artists and artist teams should submit an application packet to NEFA. When applying for an ACL grant, artists choose from the list of available project sites and indicate their preferred project site on their application.

For more information see: [http://www.nefa.org/grantprog/acl/acl\\_grant\\_app.html](http://www.nefa.org/grantprog/acl/acl_grant_app.html) .

### **Tourism Cares' Worldwide Grant Program**

Tourism Cares supports projects or programs with the goal of capital improvements that serve to protect, restore, or conserve sites of exceptional cultural, historic, or natural significance; or the education of local host communities and the traveling public about conservation and preservation of sites of exceptional cultural, historical, or natural significance.

A vital part of Tourism Cares' mission is to distribute grants to worthy tourism-related cultural, historic and natural sites around the world. To accomplish this, Tourism Cares administers two types of grant programs:

- 1) The **Worldwide Grant Program** (by application) and
- 2) The **Special Grant Programs** (by internal selection), such as the Globus American Icons or the Gulf Coast Restoration Grant Programs.

For more information see: <http://www.tourismcares.org/RelId/605748/ISvars/default/Grants.htm> .

### **National Trust for Historic Preservation Partners in Tourism**

Cultural heritage tourism is traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural attractions.

The website (<http://www.culturalheritagetourism.org/aboutUs.htm> ) has been developed as a resource for organizations and individuals who are developing, marketing or managing cultural heritage tourism attractions or programs. These cultural heritage tourism "practitioners" can come from a variety of

fields—tourism, historic preservation, the arts, humanities, museums, economic development, main street, heritage areas, and many other fields. Practitioners can include non-profit organizations, government entities, federal agencies and coalitions formed to bring these and other partners together. While the variety of different partners contribute to the richness of cultural heritage tourism, it can also make it more difficult to track down resources and how-to information.

This electronic clearinghouse includes information provided by many different members of Partners in Tourism, a coalition of the national organizations and agencies with an interest in cultural heritage tourism. For those just getting started, there are guiding principles and how-to steps for launching a new effort. The success stories featured here will both inspire and inform, and the resources section includes key contacts in virtually every state as well as national resources for funding, technical assistance and other programs.

The links to the partner organizations may provide information on additional cultural tourism funding/grant opportunities.

### **Pew Charitable Trusts**

The Pew Charitable Trusts, based in Philadelphia, are a national philanthropy established 48 years ago. Through their grantmaking, the Trusts seek to encourage individual development and personal achievement, cross-disciplinary problem solving and innovative, practical approaches to meeting the changing needs of a global community. Each year, the Trusts make grants of about \$180 million to between 400 and 500 nonprofit organizations in six areas: culture, education, environment, health and human services, public policy, and religion. In addition, the Venture Fund supports independent projects outside of these six areas that take an interdisciplinary approach to broad issues of significant interest or concern.

In particular, the Culture program selectively supports programs for artists and cultural organizations in Philadelphia and has funded history interpretive programs—the Heritage Investment Program has provided technical assistance and challenge grants to historic sites in Philadelphia and the region, and the Philadelphia History Exhibitions Initiative has assisted Philadelphia-area history museums in producing high-quality, innovative exhibitions. Such programs could be used to fund interpretation of trail related historic resources and sites.

More information on the Pew Charitable Trusts grants programs is available on their website: <http://www.pewtrusts.com/grants/>.

### **Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants**

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wildlands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- increase access to outdoor activities
- encourage involvement in muscle-powered recreation
- promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

More information can be found at REI's website: <http://www.rei.com/aboutrei/grants02.html>.

## **Surdna Foundation**

This foundation is a national leader in funding greenway efforts and have funded the Florida Statewide Greenways Program. Surdna supports government, private and volunteer actions that produce a sustainable environment. They encourage the restoration of suburban and urban environments by public and community involvement in education, planning for and advocating environmental appreciation. One area of focus is alternative transportation, particularly reducing vehicle miles traveled and maximizing accessibility over mobility.

Information on their grants programs can be located at the Surdna website: <http://www.surdna.org/programs/>.

## **William Penn Foundation - Environment and Communities Grants Program**

The mission of the William Penn Foundation is to improve the quality of life in the Philadelphia region through efforts that: strengthen our children's future; foster rich cultural expression; and deepen our connections to nature and community. The foundation has provided substantial and consistent funding during the past few decades for greenway and trail planning and development in the Philadelphia area, including a bi-state greenway project on the Delaware River, greenways development along the Delaware and Raritan Canal, and funding for the Mid-Atlantic Coordinator position associated with the East Coast Greenway in Pennsylvania. Religious organizations, non-profits and government agencies are eligible applicants.

The foundation's Environment and Communities grants program focuses on two priorities:

**Sustainable Regional Development:** Our approach is based on the belief that older, urban neighborhoods, even those that have suffered decades of urban decline, have unique assets that distinguish them from their suburban counterparts. By enhancing and leveraging these assets, urban communities can reconnect to the regional economy and become more attractive places to live and do business. The changing field of community development highlights the need for comprehensive solutions that include systems change and market-oriented approaches.

**Sustainable Watershed Assets:** Our approach emphasizes the essential relationship between land use and water quality. The Foundation has a long history of grantmaking to advance protection and restoration of watersheds: the lands that drain into a river system. Past initiatives have included major grant programs to protect and restore the Delaware and Schuylkill Rivers – waterways that historically have played important roles in shaping the growth and development of Greater Philadelphia and serve as major sources for drinking water.

Information about the foundation's Environment and Communities grants can be located at [http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat.htm](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat.htm)

Information on Sustainable Regional Development can be located at [http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat\\_show.htm?doc\\_id=117092](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat_show.htm?doc_id=117092)

Information on Sustainable Regional Development can be located at [http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat\\_show.htm?doc\\_id=117091](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat_show.htm?doc_id=117091)

## **D. Implementation Strategies**

### **Overview**

This report is the first planning step towards the realization of the township-wide ped/bike network for Whitemarsh Township. It lays out a dynamic and publicly supported vision giving a verbal, visual and diagrammatic strategy of what the network could look like, and how some of the processes involved will lead to its construction. This feasibility report attempts to estimate the cost and prioritize key routes/projects at an overall planning level. The Township can make the most of this report by seeing it as a "menu" of items and segments of routes for the Township to choose projects for implementation. As the next steps in the process, the Township, with the continued assistance of a steering committee, should continue to meet after the conclusion of this study. This will allow the committee to work out priorities for development and strategize implementation techniques from the "menu" options at a more specific, local level, i.e. whether segments

should be sidewalks or side paths, what funding stream is most applicable, and which political avenues would be the most effective to pursue.

### **Network Implementation**

A phased implementation program is developed, as explained above. Projects included in the first phase were selected to maximize the benefits to the most users, with a reasonable outlay of effort and capital.

The next priority projects continue the basic philosophy of implementing the easier projects sooner to help establish a network and build community support for the more difficult projects to be implemented later.

In the short term, it is important for the Township to adopt codes and standards that reinforce the implementation of the network and to include and involve public/community associations in each step of the planning/implementation process. For the long term, the various projects that make up the network should be formally included in the respective Township, County, PennDOT, and Federal transportation, open space, recreation, and preservation plans and programs so that they are recognized broadly as a committed vision of the Township's future. The township should develop a ped/bike checklist for any up-and-coming capital project, scheduled roadway maintenance, and any proposed development to ensure that ped/bike issues are considered.

Listed below are some of the more common implementation techniques:

### **Capital Improvements**

Capital improvement projects, such as longer segments of the network that can not, or should not, be developed piecemeal, may first need to be evaluated, studied, conceptually designed, and scoped. There may also be a need to identify specific construction items and costs, before any funding can be considered. Public involvement will most likely be necessary, before implementation of any longer segment of sidewalks, trails or bicycle routes can proceed. As a general rule of thumb, capital improvement projects should garner advocacy and citizen committees to ensure that ped/bike needs are given the attention they deserve throughout the community. Please note, that depending on the funding source(s), such as Federal Transportation Enhancement funds, projects that affect PennDOT controlled roads (e.g., Skippack Pike) may need to meet environmental and design standards that are more rigorous and that comply with in-depth public involvement process.

### **Maintenance Implementation**

The Township can choose to implement smaller parts of the network such as crosswalk installation, bike lane striping, sidewalk repair, and minor constructions such as curb ramps, as Township maintenance projects. This will help manage the scope of the larger ped/bike projects by including the smaller projects in the maintenance budget. Additionally, the Township can apply pressure to landowners who are responsible for sidewalks along their properties into upgrading or infilling portions of the network by strictly enforcing municipal maintenance codes where violations occur.

### **Proposed Development Implementation**

When conducting larger street widening, repaving, or bridge work, another implementation technique is to piggyback smaller ped/bike projects into the scope of the larger projects. Such project coordination can keep the overall cost of the ped/bike network project down. As well, the Township can pressure any new private development or subdivision fronting portions of the recommended network into developing the network as part of their project by adopting Township ped/bike standards into the design, construction, approval, and review process.

## **E. Analysis of Expense and Revenue**

The initial, capital costs associated with implementation of the recommended network are discussed in subsection B, above, with funding sources for the various facilities recommended discussed in subsection E, below. But once a network of trails and sidepaths is built, there will be ongoing expenses associated with the day to day operation and maintenance of this network.

Maintenance costs would be less than for similar areas of roadway because trail users create less impact on a trail surface than cars and trucks create on a road surface. Nonetheless, paved surfaces would need to be inspected and repaired as needed. Unpaved trails, while less expensive to build, would be more expensive to

maintain since erosion is more of a concern and trails would need to be graded and leveled periodically. Unless otherwise agreed to, the costs of maintenance would likely be borne by the jurisdiction that owns the right-of-way within which a given trail was located. For sidewalks and sidepaths along PennDOT roads, maintenance costs would be PennDOT's responsibility. Along locally owned roadways, the maintenance costs would be the responsibility of the Township. If the trails are ultimately just local trails, maintenance would likely be the responsibility of the Township. However, trails along creek corridors often become regional attractions and extend into several municipalities. In such situations, Montgomery County may play a coordinating role and may be responsible for some or all of the maintenance costs. These details would need to be worked out in the final planning for each facility in question.

Non-maintenance expenses are primarily limited to those associated with police protection and security for users of the trail network and the ongoing expense of providing this same protection for residents living adjacent to new paths and trails. For the most part, these expenses will be no increase or incremental increases in existing expenses because most of the paths and trails will be located adjacent to existing roadways which are already patrolled on a regular basis. On the multi-use trails planned to traverse areas away from existing roads (for instance 3L, the trail along the boundary between George Washington Memorial Park and the Pennsylvania Turnpike), additional patrol expenses should be assumed. Since these will be new facilities in locations that are not patrolled currently, it should be assumed that additional police patrols, possibly by bicycle, would be needed along these trails.

No direct revenues would be collected to offset the costs associated with the ongoing operation of the trail network. The network would consist of trails that would be open to the public at no charge, so no user fees would be generated. Trail networks have been shown to generate additional tax revenues, by attracting users to the commercial establishments located along the network. This has particularly been found to be the case with larger multi-use trails which can become tourist attractions in their own rights. While the trail network in Whitemarsh would attract more local use than tourist traffic, it cannot be assumed that large increases in tax revenues would result, but it is likely that the trail network would result in some revenue increases that would partially offset the costs associated with the network. For the most part, however, the network should be viewed as a public facility / public service that directly benefits the residents of the Township and not as a revenue neutral or revenue positive set of facilities.

## **F. Recommendations for Future Action**

### **1. Summary of Key Recommendations:**

- Create New Side paths (soft surface) / New Sidewalks (hard surface) with township character
- Create New Multi-Use trails to link neighborhoods, and to provide connection to County trail system
- Create "Share the Road" Bike Routes where feasible
- Stripe Bike Lanes where possible. For example, authorize engineer to develop traffic striping pattern for Bethlehem Pike, including bike lanes. With the design completed ahead of time, the bike lanes can be implemented when PennDOT announces that a road is scheduled for resurfacing.
- Link Ped/Bike Network to Adjacent Municipalities
- Implement Signage and Information Systems
- Educate and inform the public of the benefits of walking and cycling and location of alternative routes.
- Review potential funding sources.
- Encourage the formation of proactive ped/bike citizen groups and "Safe Routes to School" organizations.
- Select and prioritize projects for implementation that will make the largest positive township-wide political impact with the largest positive local change with the least amount political opposition.
- Define and negotiate necessary easements and rights-of-way with land owners.

- Select planning and design/ engineering consultant team to process and prepare planning, design and construction documents for prioritized legs and segments of trails based on the guidelines established within this study the prioritization committee.
- Obtain funding from sources that will either provide a matched contribution to outside grant sources or dedicate capital improvements funds for design and construction phases.
- Coordinate with other nearby local municipalities to incorporate desired connections to planned park and recreation and land development sites and facilities.
- Coordinate with municipal, state and regional agencies to secure appropriate clearances, permits, and authorizations for future construction.

## G. Key Implementation Responsibilities

The following are recommendations regarding who, within the Township and beyond, should be primarily responsible for which key implementation items.

### Executive and Legislative Body

1. Assign responsibilities to staff person or agency for addressing bicycle and pedestrian issues.
2. Institute a Bicycle/Pedestrian Advisory Committee.
3. Establish a capital funding program that can be used to fund bicycle and pedestrian related project or leverage state and federal grants.
4. Adopt ordinances to provide bicycle parking facilities at new buildings and employment centers.
5. Institute a public awareness campaign of benefits of bicycling and walking.
6. Provide leadership through the initiation and adoption of a comprehensive bicycle and pedestrian plan.
7. Initiate a citizen participation process that allows public input into decision-making regarding bicycling and walking.
8. Increase the number of areas zoned as mixed-use development.
9. Require all new development plans to include plans for accommodating bicycle and pedestrian facilities.

### Planning Department

1. Develop a comprehensive bicycle and pedestrian plan as a separate plan or as an element in the county and township transportation or open space plans.
2. Develop and implement a procedure for evaluation of bicyclists' and pedestrians' needs in the early planning stages of all capital projects.
3. Implement a bicycle usage monitoring program.
4. Prepare land use plans and ordinances that encourage mixed-use development.
5. Administer a public participation program.
6. Improve bicycle and pedestrian accessibility around schools and

transit stations.

7. Prepare plans for linkages between shopping centers, other commercial areas, parks, residential areas, and future land use.

8. Design open space linkages using abandoned rail corridors, stream valleys, utility corridors and other rights of way.

### Public Works Department

1. Provide bicycle and pedestrian facilities in conjunction with capital projects.
2. Provide bicycle and pedestrian facilities as independent capital projects.
3. Develop a spot improvement and maintenance program.

### Recreation Department

1. Promote bicycling and walking to parks by providing access facilities.
2. Develop greenways to link open spaces.
3. Conduct bicycle and pedestrian safety programs.
4. Include programs to promote walking and bicycling.

### Police Department

1. Foster safe, shared use of highways by all users through the promulgation of enforcement actions and programs.
2. Develop and conduct educational programs that train bicyclists and motorists in safe bicycling and walking in traffic.
3. Provide training for law enforcement officials in bicycle and pedestrian education and regulations.
4. Implement a bicycle and pedestrian accident monitoring and surveillance system.

### Transit Authority

1. Improve bicycle and pedestrian facilities at transit facilities to encourage bicycling and walking connections to transit.
2. Develop facilities and operational

guidelines for carrying bicycles on buses and trains.

### Significant Landowners, Advocacy Groups and Service Organizations

**1. Assist with the development of comprehensive bicycle and pedestrian plans.**

2. Monitor legislative, educational, and engineering opportunities for increasing efficient and safe bicycling and walking.

3. Conduct Effective Bicycling or similar education program.

4. Provide assistance to educational institutions in the delivery of bicycle and pedestrian education programs.

**5. Conduct or assist with user surveys.**

**6. Identify barriers to bicycling and walking.**

**7. Participate in citizen participation or public involvement processes.**

### Educational Institutions

1. Acquire or develop educational material that will encourage safe and effective bicycling and walking.

2. Deliver bicycle and pedestrian education programs in conjunction with other curriculum or as a separate program.

3. Support enforcement activities by providing educational elements.

4. Develop programs to promote walking and bicycling to school and at the same time limit student automobile parking.

### Employers and Corporations

1. Encourage bicycling and walking to work as part of an Employee Commute Options Program.

2. Promote bicycling and walking as part of health and wellness programs.

*Adapted from PennDOT Statewide Bicycle & Pedestrian Plan, April 1996*