



Section 8: Funding Recommendations

The most common method for funding pedestrian and bicycle projects is to combine local, public and private funds with funds from state, federal and additional private-sector sources. Many communities involved with greenway and bikeway implementation are choosing to leverage local money as a match for outside funding sources, in essence multiplying their resources.

During future development of bicycle and pedestrian facilities in Anne Arundel County, local advocates and government staff should pursue a variety of funding sources for land acquisition and facility construction. A program that relies on limited funding sources may one day come to a halt should these funding sources be reduced or eliminated.

The funding sources cited below represent a few of the funding opportunities that have been pursued by other communities.

Funding is one of the keys to success for any bicycle and pedestrian program. An aggressive funding strategy in Anne Arundel County will be essential to implementing the engineering solutions, education programs, and other projects recommended in this Master Plan. Fortunately, Anne Arundel County already has a history of funding bicycle and pedestrian facilities through the Capital Budget and Program.

8.1 Funding Actions

The funding strategy recommended for Anne Arundel County is based on three primary actions:

Action 1. Continued local funding, look for more opportunities to address bicycle and pedestrian concerns during “regular” roadway improvement projects and maintenance schedules.

It is recommended that the County continue its tradition of funding sidewalks and bikeways through the Capital Budget (as described above). The County is already doing an impressive job of setting aside special funds for bikeways and trails – this practice should be strengthened by including pedestrian and bicycle components within as many “regular” roadway projects as possible. Each roadway improvement project should be viewed as an opportunity to also improve bicycle and pedestrian conditions, whether it is a bridge reconstruction, an intersection design, a widening project, or a resurfacing project. In fact, resurfacing projects are likely to represent the best opportunities for inexpensive bikeway improvements. The County should set aside resources within the resurfacing program to review current striping patterns and determine if a bike lane or additional shoulder space can be accommodated by narrowing the existing travel lanes.

Maintenance funding is becoming a bigger issue in Anne Arundel County. As more bikeways, trails and sidewalks are built, maintenance costs will rise. Beyond establishing funding for maintenance in the Capital Budget, there are not many other sources of funding for these activities (there are no federal programs that fund



bikeway maintenance). Some additional funding in the Capital Budget will therefore be needed, however some communities have effectively reduced on-road bikeway and sidewalk maintenance costs by re-examining the way they do sweeping (including bike lanes and sidewalks rather than just the roadway space), and otherwise incorporating routine maintenance tasks into their existing maintenance schedule. Other communities offer an “Adopt a Bikeway” program to help lessen the maintenance burden.

It will be important to develop an effective program of reporting maintenance needs to the SHA District office on a regular basis, since the State’s current policy is to address on-road bikeway maintenance on a request basis. This will require an effective communication program between the County’s Pedestrian and Bicycle Coordinator and the local bicycling public. Some communities have established a maintenance request area on their website to enable people to report maintenance problems.

Action 2. Competitive Local Matches

The County should continue (and strengthen) the existing matching funds program (included in the CIP) that sets aside competitive levels of local funds to use as a match for larger sums of state and federal funding. Maryland Department of Transportation has a history of providing increasingly larger Enhancement Grants to communities that have proven their ability to spend these monies on successful projects. Staff resources should be assigned to pursue this and other sources identified later in this section of the report.

Action 3. More Public/Private Partnerships

The County should initiate a renewed effort to establish public/private partnerships to encourage development of pedestrian and bicycle facilities (see examples in this chapter). One method would be to require developers to set aside funds for bikeways and sidewalk linkages, or to otherwise require them to build connections to the county’s network of open spaces and trails. This has been a very successful technique in several urban Maryland communities. In Rockville, for example, local developers are required not only to provide on-site bikeways and sidewalks throughout their projects, but also to set aside considerable sums for off-site improvements that will link internal trails and on-road bikeways to the City’s bikeway network. Other methods include providing incentives for developers who include bicycle friendly design, such as bicycle parking and rest areas.

By initiating an aggressive funding program for pedestrian and bicycle facilities, Anne Arundel County will be able to achieve far more improvements, and will reap the benefits of increased public and political support for walkable and bikable communities. These funding strategies will require staff resources and partnerships with local advocates, who can help to play an effective role in supporting the county’s funding goals.

One idea for future consideration would be to establish a bond referendum on the local ballot for the purpose of funding bicycle and pedestrian improvements, as well as open space and greenway programs. These types of referendums have been extremely successful in other jurisdictions with demographics that are similar to Anne Arundel



County (see examples below). Considering the high level of local public support for better bicycling and walking environments and greenways, this type of referendum could be successful. (Note: Implementing a bond referendum in Anne Arundel County may require a change in the County's charter.)

Example Bond Referendums

- Mecklenburg County, NC: voters approved a 7.24 million bond referendum for greenways and trails
- Seattle, WA: voters approved a \$100 million bond issue to protect open space in the urban area - \$33 million was set aside for trail development.
- Denver, CO: \$5 million bond issue for trails and bikeways program
- Broward County, FL: voters approved a \$400 million bond referendum for open space and greenways. This bond retained a 77% approval rating.
- Gallatin County, MT: voters approved a 20 year, \$10 million bond measure to preserve open space.
- Wake County, NC: voters approved a \$15 million dollar bond issue for the conservation of open space with an approval rate of 76%.

8.2 Compendium of Funding Sources and Strategies

The most common method of funding is to combine various monies from state, federal, and local funds. Funding sources for pedestrian and bicycle facilities and programs can be found at all levels of government as well as in the private sector. There are also numerous opportunities for local money leveraging to use as a match for outside funding resources. Prior to the 1990's only a few million dollars a year of federal funds were being invested in bicycle or pedestrian facilities. Starting with the passage of ISTEA (the Intermodal Surface Transportation Efficiency Act) in 1992, hundreds of millions of dollars are now being spent annually on bicycle, pedestrian and trail facility development. Millions more are spent regularly on planning, safety and promotion programs.

The following table highlights current Federal, State and Local transportation and non-transportation funding sources. Type indicates the name of the funding opportunity. Award range lists the potential amounts of funding available for a project. Level of competitiveness indicates the competitive factor of the indicated funding, with the darkest dot being the most competitive. Cycle indicates the funding schedule of the corresponding fund type.

**Federal Funding:**

Type	\$ Award Range	Level of Competitiveness			Cycle
		● High	● Med.	○ Low	
The Transportation and Community System Preservation Pilot Program	100,000- 2 million		●		Application January Awarded October
Public Lands Highways Discretionary Program	250,000-500,000		●		Funding through Fiscal Year 2003
HUD Community Block Grants (administered locally)	10,000-800,000		●		Twice annually

State (or State-Administered) Transportation Funding:

Type	\$ Award Range	Level of Competitiveness			Cycle
		● High	● Med.	○ Low	
The Neighborhood Conservation/Urban Reconstruction Program	Any range		●		Year Round
Sidewalk Retrofit Program	Any range			○	Year Round
The Bicycle Retrofit Program	10,000-20,000			○	Year Round
The Transportation Enhancement Program	350,000-400,000		●		Twice Per Year
The National Recreation Trails Program	30,000		●		Mid-November Deadline
Maryland Scenic Byways Program	20,000-2.7 million		●		June 1 Deadline
The Federal Highway Safety (Section 402) Grant Program	Varies widely		●		March-Commitment Letters, October-Award



State Non-Transportation Funding:

Type	\$ Award Range	Level of Competitiveness			Cycle
		● High	● Med.	○ Low	
Program Open Space	Any range		●		Yearly
The Community Legacy Program	Any range		●		Yearly July Deadline
Community Parks and Playground Fund	2,000-150,000		●		Yearly

Private Sector Funding Sources:

Type	\$ Award Range	Level of Competitiveness			Cycle
		● High	● Med.	○ Low	
The 2002 Kodak American Greenways Awards Grants	500-1,000			○	Yearly
Recreation Equipment, Inc (REI)	200- 1,000			○	Yearly

Government Funding Sources

FEDERAL—TRANSPORTATION (ISTEA AND TEA-21)

Leading the way in government funding sources is federal funding through the Transportation Equity Act for the 21st Century, or “TEA-21.” This six-year funding bill (FY 1998 - FY 2003) authorizes \$217 billion in Federal gas-tax revenue and other federal funds for all modes of surface transportation, including highways, bus and rail transit, bicycling and walking. More than half of these funds are made available through programs for which bicycling and walking activities are eligible expenditures; however, none of these funds are dedicated solely for pedestrian or bicycle facilities or programs.

TEA-21 is the successor to “ISTEA,” the Intermodal Surface Transportation Efficiency Act, which provided federal funding for the years 1992-1997. ISTEA is now viewed as the federal Act that initiated a major policy shift in federal funding priorities making federal funds much more accessible for state and local walking and bicycling facilities



and programs. TEA-21 continues and strengthens this new emphasis on improving conditions for bicycling and walking.

TEA-21 funds are administered by the State of Maryland, through the Maryland Department of Transportation.

The Transportation and Community and System Preservation Pilot Program (TCSP)

The TCSP is a comprehensive initiative of research and grants to investigate the relationship between transportation and land use, in partnership with private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system. A total of \$120 million is authorized for this program for FY's 1999-2003. The TCSP Program is a FHWA program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, and the Research and Special Programs/Volpe Center within the US Department of Transportation, and the US Environmental Protection Agency.

State agencies, MPOs, tribal governments, and units of local governments recognized by a State are eligible recipients of TCSP grant funds. This includes towns, cities, public transit agencies, air resources boards, school boards, and park districts, but not neighborhood groups or developers. While non-governmental organizations are not eligible to receive TCSP funds, these organizations are encouraged to form partnerships with an eligible recipient as the project sponsor.

Applicants are to submit a 15-page application using the format provided on-line at www.fhwa.dot.gov by January 31 of each year to the appropriate FHWA Division office. The FHWA and a multi-agency technical review panel will review the applications before making recommendations to the Federal Highway Administrator and the USDOT Secretary for final approval. Grant projects are awarded after October 1.

Public Lands Highways Discretionary Program was originally established in 1930. The program has been continued with each highway or transportation act since then, the latest act to fund the program is TEA-21, which provides funds through FY 2003. The intent of the program is to improve access to and within Federal lands of the nation. Funds are available for projects within, adjacent to or that provides access to areas served by public lands highways. Eligible projects may include transportation planning, research, engineering, and construction of the highways, roads, and parkways or transit facilities. Providing provisions for pedestrians and bicyclists is also acceptable. Approximately \$83.6 million is appropriated annually for the PLH Discretionary Program, however, roughly \$65 - \$70 million will be available for candidate projects in FY 2002-2003. Projects selected under this program are eligible for 100% federal funding. State transportation departments are the only agencies that can submit projects to the FHWA division office. A solicitation notice is typically released in March and submissions are due in July. Projects selected for funding are announced by mid-November. A specific timetable of the process is provided in the solicitation memorandum.

Funding cycle: Yearly

Contact: Highway Engineer, Office of Program Administration



FEDERAL—NON-TRANSPORTATION

Outside of the Federal transportation programs, there are a wide range of other federal funds that can be used for bicycling and walking facilities. Some of the most common include funds through the federal land agencies such as the National Forest Service, National Park Service or Bureau of Land Management, however these funds are primarily for trails and must be on federal lands. Community Development Block Grants through HUD, the Department of Housing and Urban Development are a likely source of funds for community-based projects, such as commercial district streetscape improvements, sidewalk improvements, safe routes to school, or other neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize neighborhoods. The National Transportation Enhancements Clearinghouse has prepared a useful Technical Brief: Financing and Funding for Trails that sites over thirty federal and national funding sources that could be used to help fund walking and bicycling facilities and/or programs, especially trails: www.enhancements.org

Clean Air Transportation Communities: Innovative Projects to Improve Air Quality and Reduce Greenhouse Gases: The Environmental Protection Agency (EPA) recently announced the availability of funds for projects that involve climate change and transportation/air quality issues, or pilot projects that have a high potential to encourage innovations in the reduction of transportation-related emissions and vehicle miles traveled (VMT's) at the local level and throughout the United States. The EPA is particularly interested in projects that incorporate at least one of the following: smart growth efforts that reduce transportation-related emissions, commuter choice and cleaner vehicles, and clean, renewable fuels. EPA will make available financial assistance ranging from \$50,000 up to \$300,000 to each recipient, in the form of cooperative agreements. Proposals will be accepted from state, local, multi-state, and tribal agencies. For instructions on how to submit Intent to Apply and final proposals see Section IX of the Federal Register announcement located on-line at: www.ite.org/government/epaaairq.htm

State—Transportation

The Neighborhood Conservation/Urban Reconstruction Program began in 1996 to assist in the revitalization of neighborhoods through roadway improvements to state highways and urban state highways. Three phases of funding are available: 1) concept development, 2) design, and 3) construction. Some of the eligible projects funded by this program include: adding or upgrading drainage, curb and gutter construction/reconstruction, conventional sidewalks, bus shelters and transit station access improvements, landscaping and specialized signage. Projects on State highways in State Designated Neighborhoods or on the State's urban highway system can receive 100% of the project's cost. Counties or municipalities can send concept development or design proposals to SHA District Engineer's anytime during the year. Construction projects, however, are accepted semi-annually (spring and fall). The proposal will then be submitted to the Chief Engineer's Office for review and selection.

Funding Cycle: Year Round

Contact: SHA District Engineer



The Sidewalk Retrofit Program was established in 1995 to provide funding for the construction of new and the reconstruction of existing sidewalks and pathways. In the first three years of the Retrofit Sidewalk Program, 170 communities received a total of \$4.1 million for sidewalk construction. The program receives \$3 million annually and allocates funds to counties based on a distribution formula. Counties can spend the funding directly or distribute them to local municipalities. Sidewalk construction or reconstruction projects on State Roads in State Designated Neighborhoods are eligible for 100% funding by SHA, anything outside these neighborhoods are eligible for 50% SHA funding and 50% by the local jurisdiction. Local jurisdictions should discuss and prepare potential project proposals with the SHA District Engineer. Proposals are accepted on an ongoing basis. The Chief Engineer's Office will review and select projects.

Funding Cycle: Year Round
Contact: SHA Program Coordinator

The Bicycle Retrofit Program was initiated by the State Highway Administration in 2000. The purpose of the program is to fund minimal on-road improvements on state highways that would benefit bicycling. Eligible improvements include projects that can be completed quickly and without the need for permits or right-of-way. One million dollars is allocated annually to the Bicycle Retrofit Program. Individuals and local jurisdictions can submit project requests to SHA's Pedestrian and Bicycle Coordinator on an on-going basis.

Funding cycle: On-going
Contact: Maryland Bicycle and Pedestrian Coordinator

The Transportation Enhancement Program is administered by SHA and uses Federal appropriations (Federal Surface Transportation Program funds) to fund transportation-related community amenities. Less than \$8 million is left through 2003 for the Transportation Enhancement Program. Projects such as pedestrian and bicycle facilities and education programs, acquisition of scenic easements and preservation of abandoned railways are examples of projects funded each year; approximately 70% of the program funds have gone toward bicycle and pedestrian education programs and trail projects. Up to 50% of each project's cost is eligible for funding the other 50% must be matched by the project sponsor. Funds are awarded to new projects semi-annually, in the summer and fall. The average award is between \$350,000 – \$400,000, however, it varies depending on the project.

Funding Cycle: Twice per year
Contact: Enhancement Program Manager

The National Recreational Trails Program, administered by SHA, matches federal funds up to 50% with local funds to implement trail projects. Eligible activities include trail construction, reconstruction, maintenance, restoration, and easement or property acquisition. Currently \$760,000 is available to SHA from the Federal Highway Administration; the amount of money varies each year. The average project cost is around \$30,000. Projects are proposed by local governments, other state agencies, counties or municipal governments. Applications should be submitted to SHA's Office of



Environmental Design. In order for non-governmental agencies such as a non-profit agency, a community group, or individual to apply for program funds, co-sponsorship from an appropriate local governmental agency is required. Applications are distributed in September for a mid-November deadline. Typically, funds are awarded in January or February of each year.

Funding Cycle: Mid-November Deadline
Contact: SHA Recreational Trails Coordinator

The Maryland Scenic Byways can provide communities with the framework and funding to create a community-based Corridor Management Plan (CMP) along State Designated Scenic Byways. A CMP serves as a guide to promote, preserve, and develop a scenic byway that addresses issues such as tourism development, roadway safety, preservation of natural features and historic structures. The State must first designate a scenic byway in order for CMP projects to be considered. Once a CMP has been developed, project sponsors may apply for additional funding for a number of projects such as safety improvements, construction of pedestrian and bicycle facilities, and highway shoulder improvements to name a few. County and municipal governments, private non-profit agencies, or community groups with appropriate governmental agency co-sponsorship can apply for CMP funds. \$25 million dollars is available nationwide for scenic byways programs, some states receive as much as \$1 million or more each year, depending on the need. Maryland has received on average \$500,000 in federal funds each year; however, this amount may increase because the Maryland Scenic Byways Program Maryland has recently designated 31 State Scenic Byways. Southern Maryland has two designations, the Calvert Maritime Tour in Calvert County and the Religious Freedom Tour that runs through Charles and St. Mary's Counties.

This program is unique in that SHA can award up to 80% of the project's cost and sponsors are only required to match expenses by 20 percent. The deadline for applying for Scenic Byways funds is June 1. Applications are available on-line at www.byways.org and should be submitted to the State Scenic Byways Coordinator. The State Scenic Byways Advisory Committee reviews and approves potential projects.

Funding Cycle: June 1 Deadline
Contact: SHA Recreational Trails Coordinator

The TEA-21 Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides over \$8.1 billion dollars in funds to State Departments of Transportation, Metropolitan Planning Organizations and transit agencies to invest in projects that reduce transportation-related emissions. Each State is qualified for an apportioned amount of funding each year based on county populations residing within ozone and carbon monoxide (CO) non-attainment and maintenance areas and the severity of the areas air quality problems. Departments of Transportation or Metropolitan Planning Agencies must submit projects to FHWA for approval before funds are actually received. Anne Arundel County is listed among the non-attainment areas for FY 2001. SHA in cooperation with County officials and staff, review and select approximately 80% of all projects for submission at one time; the other 20% of potential projects are reviewed continually throughout the Fiscal Year. Once projects have been identified, SHA applies for the funding directly to FHWA. SHA typically seeks CMAQ funding for HOV



lanes; however, it is possible to submit an application for a bicycle and pedestrian project.

Funding Cycle: On-Going

Contact: Contact the State Highway Administration

The Federal Highway Safety (Section 402) Grant Program is administered by the Maryland Highway Safety Office (MHSO), a division of SHA. Federal 402 funds are used for pedestrian and bicycle public information and education programs. Funds are distributed to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Maryland receives Federal 402 funds each year. Local jurisdictions submit Expression's of Interest (EOI) to the MHSO in March and commitment letters announcing the approval of the proposed projects are distributed in June. Funds are generally awarded sometime after October 1st each year. Government agencies or government-sponsored entities are eligible to apply for 402 Grant funds. Every county in the state and the City of Baltimore is assigned a Community Traffic Safety Program Coordinator who organizes local Task Forces to identify and prioritize traffic safety issues and develop appropriate countermeasures. Agencies are encouraged to work with their local Task Force to determine the feasibility and eligibility of proposed projects prior to submitting a 402 Grant.

Funding Cycle: EOI (March), Commitment Letters (June), Award (October)

Contact: Maryland Highway Safety Office

State – Non-Transportation

Program Open Space's (POS) primary focus is to acquire outdoor recreation and open space areas for public use. POS is administered by Maryland's Department of Natural Resources (DNR) and is funded through the State Real Estate Transfer Tax. The money set aside for this program is divided equally between local and state projects. Half of the money is used by the state for direct land acquisitions, while the other half is granted to local governments. Using a population-based formula, every July 1, each county in the state and the City of Baltimore is apportioned a specific amount of the money for Program Open Space. In order to receive these funds, counties are required to create Land Preservation and Recreation Plan that outlines acquisition and development goals, of which bicycle and pedestrian facilities may be included. POS provides 100% funding for local land acquisition and will contribute 75% for development costs for county and city parks and recreation areas. As much as 90% of development costs can be funded if Land and Preservation and Recreation Plan goals are met.

Funding Cycle: July 1 Fiscal Year

Contact: Program Open Space Coordinator

The Rural Legacy Program was enacted by the 1997 General Assembly as part of Governor Parris N. Glendening's Smart Growth and Neighborhood Conservation Initiative. The program encourages local governments and private land trusts to identify Rural Legacy areas and to competitively apply for funds to protect the state's most valuable agricultural, forestry, natural, and cultural resources or create new ones. A



combination of Maryland Program Open Space dollars and general obligation bonds from the state's capital budget subsidize the Rural Legacy Program. During the first five years of the Rural Legacy Program, between \$110 and \$128 million will be committed to preserving from 50,000 to 75,000 acres of Maryland's farms, forests, and open spaces. While the focus of this initiative is not specifically for bicycle and pedestrian facilities and programs, they can be proposed as an adjunct or compliment to eligible projects, and may be used to help acquire greenway lands.

Applications may be made by local governments or organizations endorsed by local government to the Rural Legacy Board. The Rural Legacy Board, in turn, makes final recommendations to the Governor and the Board of Public Works. The Board of Public Works approves the grants for Rural Legacy funding.

Funding Cycle: January Deadline
Contact: Director of Rural Legacy Program
www.dnr.state.md.us/rurallegacy

The Community Legacy Program was created by the Legislature in 2001 to help existing communities develop comprehensive revitalization plans and implement projects targeted at reducing sprawl and enhancing community life for businesses and residents. The program is intended to complement the Rural Legacy Program. A wide variety of projects are eligible for funding under the program including streetscape improvements and community development plans, both of which can include bicycle and pedestrian facilities. Applications are submitted by local governments or community development organizations to the community Legacy Board in late July and award decisions are made by late September.

Funding Cycle: July Deadline
Contact: Department of Housing and Community Development

Local Funding Sources

Examples of local communities taking action on their own to increase revenue streams for improving conditions for bicycling and walking are not hard to come by. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Anne Arundel County has a history of committing local funds to sidewalk and trail projects. Currently, the Capital Budget and Program for the fiscal years 2001-2006 list 25 projects where a bicycle or pedestrian component is specifically listed.

The following lists local funding examples found throughout the country:

- San Diego County residents voted to impose a ½-cent sales tax for transportation purposes. Out of those funds (\$171 million in year 2000), \$1 million is set aside for bicycle projects. The tax is administered by the San Diego Association of Governments and is scheduled to expire in 2008.
- The City of Albuquerque, New Mexico, and Bernalillo County, both have a 5% set-aside of street bond funds, which go to trails and bikeways. For the City, this has amounted to approximately \$1.2 million every two years for these facilities. The City



voters last year passed a ¼ cent gross receipts tax for transportation, which includes approximately \$1 million per year for the next ten years for trail development. In addition, many of the on-street facilities are being developed as a part of other road projects and are incorporating the bike facilities in the roadway budget for new roads, or when a resurfacing project is planned.

- County, Florida built much of the Pinellas Trail system with a portion of a one-cent sales tax increase voted for by county residents.
- Seattle, Washington, and King County voters approved a \$100 million bond issue to protect open space in the urban area; \$33 million was set-aside for trail development. The Seattle Department of Public Works used about \$6 million per annum for the City's bike program.
- Denver, Colorado also invested \$5 million in its emerging trail network with a bond issue, which also funded the city's bike planner for a number of years.
- Eagle County, Colorado (which includes Vail) voters passed a transportation tax that earmarks 10% for trails, about \$300,000 a year.
- In Colorado Springs, Colorado, 20 percent of the new open space sales tax is designated for trail acquisition and development; about \$5-6 million per year.

Private Sector Funding Sources

Just as the use of public transportation funding for pedestrian and bicycle projects has been on the increase throughout the 1990's, private sector funding has become more plentiful. For example, the environmental land trust movement has mushroomed in the past twenty years and many of these organizations have raised funds for purchase of land where trails are built, especially rail-trails. In recent years, local corporations, and businesses from the bicycling and outdoor recreation industry have joined in financial support of local projects and programs. Additionally, pedestrian and bicycle improvements are often included in local development projects, often as a condition of approval for the projects.

The 2002 Kodak American Greenways Awards program provides small grants as seed money to stimulate the planning and design of greenways in communities throughout America. Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects. In general, grants can be used for all appropriate expenses needed to complete a greenway project including planning, technical assistance, legal and other costs. Grants may not be used for academic research, general institutional support, lobbying, or political activities. The maximum grant is \$2,500. However, most grants range from \$500 to \$1,000. Applications may be submitted to American Greenways, The Conservation Fund from March 1 to June 1 each year. Announcement of awards will be made in early fall. Applications are available on-line at: www.conservationfund.org/conservation/amgreen/index.html.



Recreational Equipment, Inc. (REI)

Recreational Equipment, Inc. (REI) provides protection and enhancement grants for outdoor recreation. The grants range upwards toward \$5,000. They are often used for preservation of wildlands, open space, advocacy organization, campaigning for public land, water recreation issues and organizing trail advocates at the local level.

Community Fundraising and Creative Partnerships

- In Prince George's County, local funds were used for the development, construction, and maintenance of the WB&A Trail. The trail project was primarily funded by the Maryland National Capital Park and Planning Commission (MNCPPC). Additional funding was provided by the Maryland's Program Open Space and ISTEA dollars. While the MNCPPC continues to support the trail financially, trail advocates are in the process of establishing a citizen based organization, similar to the existing group called the Friends of Anne Arundel County Trails, that will organize fundraising events and partake in trail beautification and enhancement projects.
- In Ashtabula, Ohio, the local trail organization raised one-third of the money they needed to buy the land for the trail, by forming a "300 Club." Three hundred acres were needed for the trail and they set a goal of finding 300 folks who would finance one acre each. The land price was \$400 an acre and they found just over 100 people to buy an honorary acre, raising over \$40,000.
- In Jackson County, Oregon, they had a "Yard Sale." The Bear Creek Greenway Foundation sold symbolic "yards" of the trail and placed donor's names on permanent markers that are located at each trailhead. At \$40 a yard, they raised enough in private cash donations to help match their \$690,000 Transportation Enhancements program award for the 18-mile Bear Creek trail linking Medford, Talent, Phoenix and Ashland.
- Selling bricks for local sidewalk projects, especially those in historic areas or on downtown Main Streets, is increasingly common. Donor names are engraved in each brick, and a tremendous amount of publicity and community support is purchased along with basic construction materials. Portland, Oregon's downtown Pioneer Square is a good example of such a project.
- In Colorado Springs, the Rock Island Rail-Trail is being partly funded by the Rustic Hills Improvement Association, a group of local homeowners living adjacent to the trail. Also, ten miles of the trail was cleared of railroad ties by a local Boy Scout troop.
- A pivotal 40-acre section of the Ice Age Trail between the cities of Madison and Verona, Wisconsin, was acquired with the help of the Madison Area Youth Soccer Association. The soccer association agreed to a fifty-year lease of 30 acres of the parcel for a soccer complex, providing a substantial part of the \$600,000 acquisition price.

Corporate and Business Community

- In Evansville, Indiana, a boardwalk is being built with corporate donations from Indiana Power and Light Co. and the Wal-Mart Foundation.



- In Arizona, trail directional and interpretive signs are being provided by the Salt River Project a local utility. Other corporate sponsors of the Arizona Trail are the Hughes Missile Systems, BHP Cooper and Pace American, Inc.
- Recreational Equipment, Inc. (REI) has long been a financial supporter of local trail and conservation projects.
- The Kodak Company now supports the American Greenways Awards program of The Conservation Fund, which was started in partnership with the Dupont Company. This annual awards program provides grants of up to \$2500 to local greenway projects for any activities related to greenway advocacy, planning, design or development.

For further details and tips for accessing the corporate and business community contact the Trails and Greenways Clearinghouse at the Rails-to-Trails Conservancy: 1-877-GRNWAYS (476-9297), or on the web at: www.trailsandgreenways.org

Foundations

Wide ranges of foundations have provided funding for bicycling and walking. A few national and large regional foundations have supported the national organizations involved in bicycle and pedestrian policy advocacy. However, it is usually regional and local foundations that get involved in funding particular bicycle, pedestrian or trail projects. These same foundations may also fund statewide and local advocacy efforts as well. The best way to find such foundations is through the research and information services provided by the national Foundation Center. They maintain a huge store of information including the guidelines and application procedures for most foundations, and their past funding records. They can be reached on the World Wide Web at: www.fdncenter.org

The Bicycle Industry—Bikes Belong Coalition

The Bikes Belong Coalition is sponsored by member companies of the American bicycle industry. The Coalition's stated goal is to put more people on bikes more often through the implementation of TEA-21. One of the Coalition's primary activities is the funding of local bicycle advocacy organizations that are trying to ensure that TEA-21-funded bicycle or trail facilities are built. Grants are awarded for up to \$10,000 on a rolling basis. By June 2000, almost \$200,000 has been awarded to advocacy organizations in the District of Columbia, Marin County, CA, Milwaukee, WI, Dallas, TX, Los Angeles, New York City, Portland, Maine, and others. Information about the Coalition, including grant applications and related information, is on the web at: www.bikesbelong.org