

Hopewell Township - South Heights Borough - Crescent Township - 400.PC

SECTION 400

HOPEWELL TOWNSHIP		QUANTITY		MATERIALS	
SEGMENT #	DESCRIPTION	NO. UNITS	UNIT MEAS.	PER UNIT COST	MATERIAL TOTAL COST
400.1	GRAVEL	1,320	L.F.	\$18.00	\$ 23,760.00
SUBTOTAL					\$ 23,760.00
OTHER TRAIL SUPPORT GENERAL FACILITIES					5% \$ 1,188.00
MATERIAL SUBTOTAL					\$ 24,948.00
ENGINEERING					20% \$ 4,989.60
INSPECTION					15% \$ 3,742.20
CONSTRUCTION CONTINGENCY					20% \$ 4,989.60
HOPEWELL TWP. TOTAL COST					\$ 38,669.40

SOUTH HEIGHTS BOROUGH		QUANTITY		MATERIALS	
SEGMENT #	DESCRIPTION	NO. UNITS	UNIT MEAS.	PER UNIT COST	MATERIAL TOTAL COST
400.2	GRAVEL	1,500	L.F.	\$18.00	\$ 27,000.00
400.3	GRAVEL	2,300	L.F.	\$18.00	\$ 41,400.00
400.3	FENCING	2,300	L.F.	\$12.00	\$ 27,600.00
400.4	GRAVEL	600	L.F.	\$18.00	\$ 10,800.00
400.4	FENCING	600	L.F.	\$12.00	\$ 7,200.00
SUBTOTAL					\$ 114,000.00
OTHER TRAIL SUPPORT GENERAL FACILITIES					5% \$ 5,700.00
MATERIAL SUBTOTAL					\$ 119,700.00
ENGINEERING					20% \$ 23,940.00
INSPECTION					15% \$ 17,955.00
CONSTRUCTION CONTINGENCY					20% \$ 23,940.00
SOUTH. HEIGHTS BORO. TOTAL COST					\$ 185,535.00

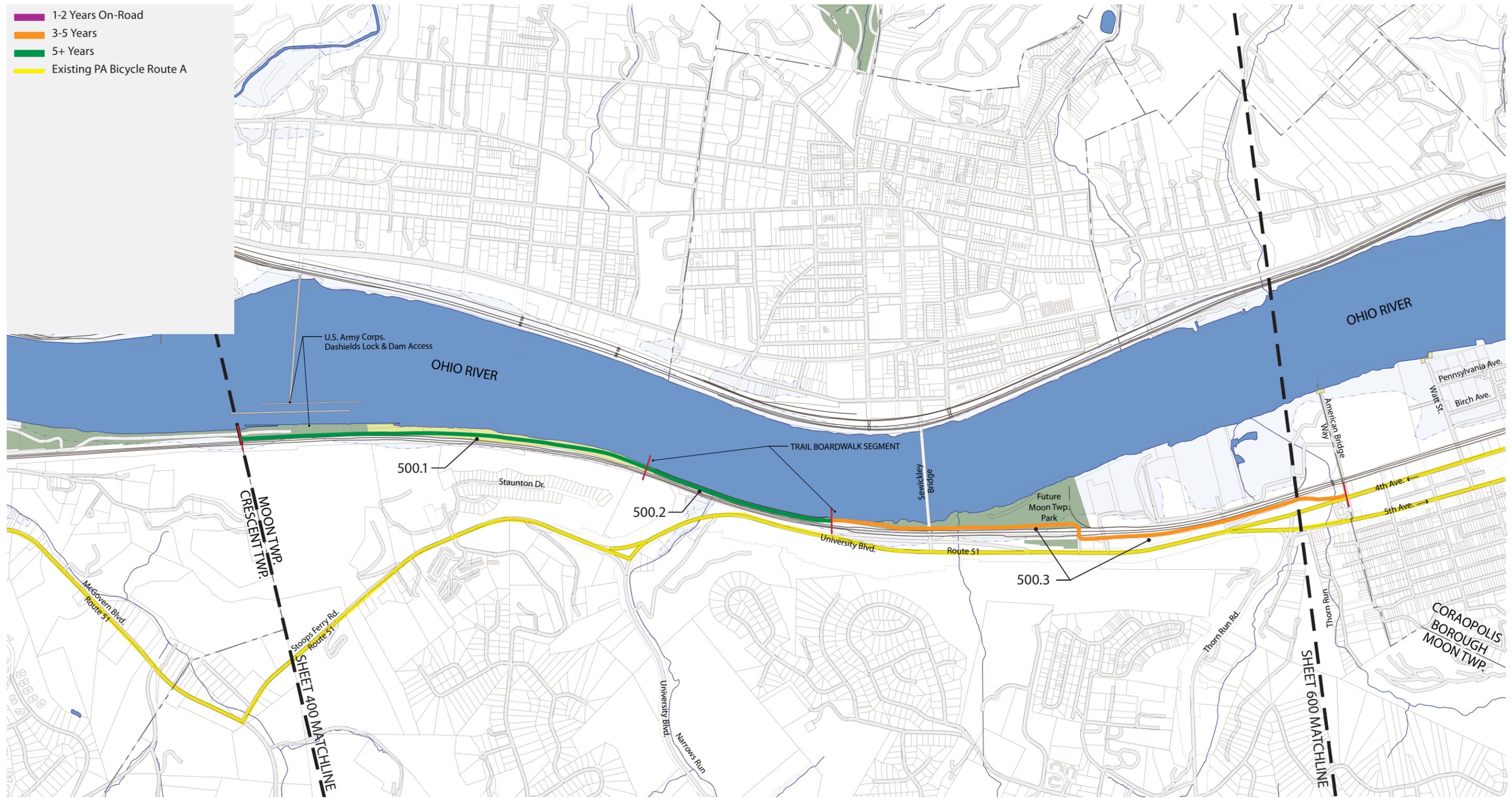
CRESENT TOWNSHIP		QUANTITY		MATERIALS	
SEGMENT #	DESCRIPTION	NO. UNITS	UNIT MEAS.	PER UNIT COST	MATERIAL TOTAL COST
400.5	GRAVEL	4,220	L.F.	\$18.00	\$ 75,960.00
400.5	FENCING	4,220	L.F.	\$12.00	\$ 50,640.00
400.6	SIGNING / STRIPING	1	L.S.	\$5,000.00	\$ 5,000.00
400.6	FENCING	1,500	L.F.	\$12.00	\$ 18,000.00
SUBTOTAL					\$ 149,600.00
OTHER TRAIL SUPPORT GENERAL FACILITIES					5% \$ 7,480.00
MATERIAL SUBTOTAL					\$ 157,080.00
ENGINEERING					20% \$ 31,416.00
INSPECTION					15% \$ 23,562.00
CONSTRUCTION CONTINGENCY					20% \$ 31,416.00
CRESENT TWP. TOTAL COST					\$ 243,474.00

SECTION 400	TOTAL COST \$ 467,678.40
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Crescent Township - Moon Township - Coraopolis Borough - 500.PC

PROJECT PHASING

- 1-2 Years On-Road
- 3-5 Years
- 5+ Years
- Existing PA Bicycle Route A



SCALE: Not to Scale NORTH

Crescent Township - Moon Township - Coraopolis Borough - 500.PC

SECTION 500

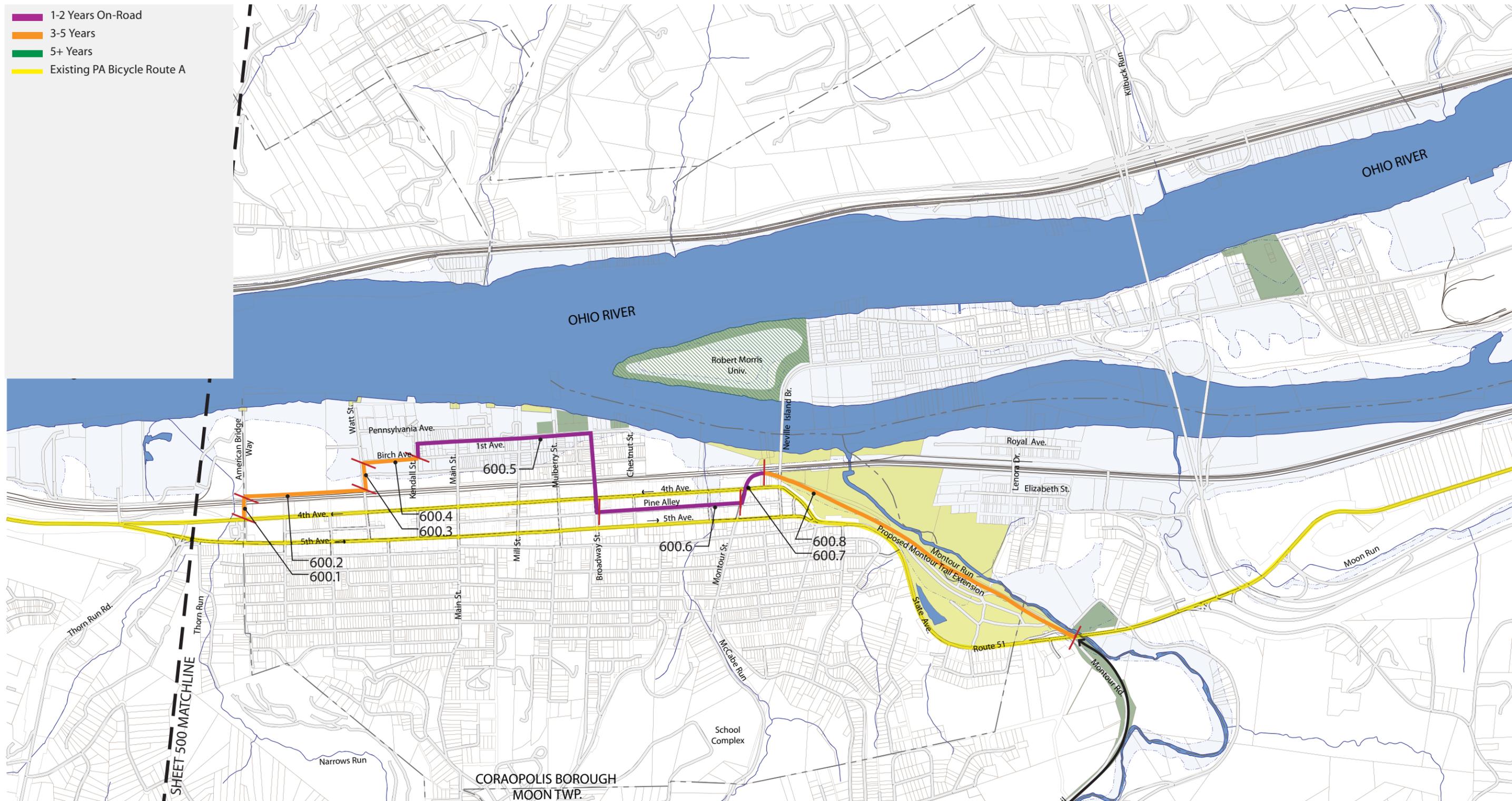
MOON TOWNSHIP

SEGMENT #	DESCRIPTION	QUANTITY		MATERIALS	
		NO. UNITS	UNIT MEAS.	PER UNIT COST	MATERIAL TOTAL COST
500.1	GRAVEL	5,370	L.F.	\$18.00	\$ 96,660.00
500.1	FENCING	5,370	L.F.	\$12.00	\$ 64,440.00
500.2	BOARDWALK / RETAINING WALL / SITE IMPROVEMENTS	2,270	L.F.	\$450.00	\$ 1,021,500.00
500.3	GRAVEL	6,620	L.F.	\$18.00	\$ 119,160.00
500.3	FENCING	6,620	L.F.	\$12.00	\$ 79,440.00
500.3	SITE IMPROVEMENTS / LANDSCAPING	3,000	L.F.	\$10.00	\$ 30,000.00
SUBTOTAL					\$ 1,411,200.00
OTHER TRAIL SUPPORT GENERAL FACILITIES					5% \$ 70,560.00
MATERIAL SUBTOTAL					\$ 1,481,760.00
ENGINEERING					20% \$ 296,352.00
INSPECTION					15% \$ 222,264.00
CONSTRUCTION CONTINGENCY					20% \$ 296,352.00
MOON TWP. TOTAL COST					\$ 2,296,728.00

SECTION 500 TOTAL COST \$ 2,296,728.00

PROJECT PHASING

- 1-2 Years On-Road
- 3-5 Years
- 5+ Years
- Existing PA Bicycle Route A



CORAOPOLIS BOROUGH
MOON TWP.



SCALE: Not to Scale NORTH

SECTION 600

BOROUGH OF CORAOPOLIS

SEGMENT #	DESCRIPTION	QUANTITY		PER UNIT COST	MATERIALS	
		NO. UNITS	UNIT MEAS.		MATERIAL	TOTAL COST
600.1	ASPHALT	250	L.F.	\$45.00	\$	11,250.00
600.1	THORN RUN CROSSING	1	L.S.	\$55,000.00	\$	55,000.00
600.1	SITE IMPROVEMENTS / LANDSCAPING	250	L.F.	\$10.00	\$	2,500.00
600.2	ASPHALT	1,500	L.F.	\$45.00	\$	67,500.00
600.2	FENCING	1,500	L.F.	\$12.00	\$	18,000.00
600.3	SIGNING / STRIPING	1	L.S.	\$1,200.00	\$	1,200.00
600.4	ASPHALT ALLEY RECONSTRUCTION	690	L.F.	\$90.00	\$	62,100.00
600.4	SITE IMPROVEMENTS / LANDSCAPING	690	L.F.	\$10.00	\$	6,900.00
600.5	SIGNING / STRIPING	1	L.S.	\$20,000.00	\$	20,000.00
600.6	GREEN ALLEY RETROFIT	3,500	L.F.	\$55.00	\$	192,500.00
600.7	SIGNING	1	L.S.	\$1,200.00	\$	1,200.00
600.8	GRAVEL	1,920	L.F.	\$18.00	\$	34,560.00
600.8	FENCING	500	L.F.	\$10.00	\$	5,000.00
					SUBTOTAL	\$ 233,260.00
OTHER TRAIL SUPPORT GENERAL FACILITIES					5%	\$ 11,663.00
					MATERIAL SUBTOTAL	\$ 244,923.00
ENGINEERING					20%	\$ 48,984.60
INSPECTION					15%	\$ 36,738.45
CONSTRUCTION CONTINGENCY					20%	\$ 48,984.60
					BORO. OF CORAOPOLIS TOTAL COST	\$ 379,630.65

SECTION 600 TOTAL COST \$ 379,630.65

Cost Summary

SECTION 100		
BOROUGH OF MONACA	SUBTOTAL \$	666,705.38
		SECTION 100 TOTAL COST \$ 666,705.38
SECTION 200		
CENTER TOWNSHIP	SUBTOTAL \$	398,412.00
HOPEWELL TOWNSHIP	SUBTOTAL \$	24,900.75
CITY OF ALIQUIPPA	SUBTOTAL \$	409,837.05
		SECTION 200 TOTAL COST \$ 833,149.80
SECTION 300		
CITY OF ALIQUIPPA	SUBTOTAL \$	634,074.00
		SECTION 300 TOTAL COST \$ 634,074.00
SECTION 400		
HOPEWELL TOWNSHIP	SUBTOTAL \$	38,669.40
SOUTH HEIGHTS BOROUGH	SUBTOTAL \$	185,535.00
CRESENT TOWNSHIP	SUBTOTAL \$	243,474.00
		SECTION 400 TOTAL COST \$ 467,678.40
SECTION 500		
MOON TOWNSHIP	SUBTOTAL \$	2,296,728.00
		SECTION 500 TOTAL COST \$ 2,296,728.00
SECTION 600		
BOROUGH OF CORAOPOLIS	SUBTOTAL \$	379,630.65
		SECTION 600 TOTAL COST \$ 379,630.65
OHIO RIVER TRAIL PREFERRED ROUTE		TOTAL COST \$ 5,944,671.61

taxes that generate funds for promotion of tourism, and the gas tax that generates revenues for transportation related activities.

Earned Income Tax

The earned income tax is a kind of income tax levied only on residents' earned income (such as wages, salaries, or other reimbursements for work). Unearned income, such as interest, dividends, pensions, and social security are exempt from the tax. Unlike the federal or state income taxes, the earned income tax allows no exemptions or standard deductions. A jurisdiction can collect earned income tax from non-residents who work in the jurisdiction but do not pay an earned income tax in their "home" jurisdiction. The maximum levy is 1 percent of earned income. If both the municipality and school district levy the earned income tax, both must share the 1 percent.

Act 153 of 1996

Pennsylvania municipalities have added a percentage of the Earned Income Tax for open space purposes. The municipalities generally put the question of adding to the Earned income tax generally one-quarter to one-half of one percent, on a voter referendum. Generally these have been passing in Pennsylvania. Amending the Pennsylvania Conservation and Land Development Act, Act 153 provides certain types of local government units with a valuable financing tool as many municipalities seek the means to preserve open space in their communities.

The Act allows cities, boroughs, towns and townships, as well as certain cooperative governmental units, to impose one of two taxes in addition to the taxing limitations set forth elsewhere to finance certain types of open space initiatives. Counties and county authorities are specifically prohibited from invoking either of the local taxing options. By ordinance, qualifying local government units may impose either (a) a tax on real property not exceeding the millage authorized by voter referendum, in addition to the statutory rate limits on real estate taxes in the relevant municipal code, or (b) an earned income tax on residents of that local government unit not exceeding the rate authorized by referendum, in addition to the earned income tax rate limit found in the Local Tax Enabling Act.

The Act requires that revenue from either of the two authorized tax levies be used to retire indebtedness incurred in purchasing "interests in real property" or in making additional acquisitions of real property to secure an "open space benefit" under either the Conservation and Land Development Act or the Agricultural Area Security Law. The terms "interest in real property" and "open space benefits" are defined broadly in the Act and allow municipalities significant flexibility to achieve their land preservation goals in the manner best suited to their specific needs.

In addition to the local taxing options, the Act authorizes school district boards to exempt by resolution certain real property from further millage increases imposed on real property. Those types of real property that may be exempted include those whose open space property interests

are acquired by a local government unit pursuant to the Conservation and Land Development Act, real property that is subject to an easement acquired under the Agricultural Area Security Law and real property whose transferable development rights have been transferred and retired by a local government unit without the development potential having occurred on other lands. The tax exemptions granted under the Act are not to be considered by the State Tax Equalization Board in deriving the market value of school district real property resulting in a reduction in the subsidy to that school district or an increase in the subsidy to any other school district.

Realty Transfer Tax

The realty transfer tax is a tax on the sale of real estate. The maximum levy is 1 percent of the sales price. If both the municipality and school district levy this tax, both must share the 1 percent.

Hotel Tax

The hotel occupancy tax, imposed at the same rate as sales and use tax, applies to room rental charges for periods of less than 30 days by the same person. The purpose of the hotel tax is to increase tourism and economic development in Pennsylvania. The tax supports advertising, development of publications related to tourism, capital and program projects to attract tourists, and in some counties open space conservation, trails and recreation facility improvements.

Bonds/Loans

Bonds have been a very popular way for communities across the country to finance their open space, parks and trails projects. A number of bond options are listed below. Since bonds rely on the support of the voting population, an education and awareness program should be implemented prior to any vote.

Revenue Bonds

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

General Obligation Bonds

Local governments generally are able to issue general obligation (G.O.) bonds that are secured by the full faith and credit of the entity. In this case, the local government issuing the bonds pledges to raise its property taxes,

Financing and Funding

The following narrative offers a comprehensive description of funding sources that can be used to support the acquisition of land and the development of trail facilities for the Ohio River Trail. The sources are organized and defined by local, state and federal resources and agencies.

Local Sources

The Counties have in place a number of local resources required to assist in the financing of the trail program. It is important that a local, dedicated source of revenue be established and utilized to attract state and federal funding. Listed below are other possible sources of local revenue for the trails program.

Taxation Options

These are presented as options with the understanding that their utilization in this current economic climate is not likely.

Excise Taxes – See below for hotel tax

Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage

or use any other sources of revenue, to generate sufficient revenues to make the debt service payments on the bonds. A general obligation pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond.

Frequently, when local governments issue G.O. bonds for public enterprise improvements, the public enterprise will make the debt service payments on the G.O. bonds with revenues generated through the public enterprise's rates and charges. However, if those rate revenues are insufficient to make the debt payment, the local government is obligated to raise taxes or use other sources of revenue to make the payments. G.O. bonds distribute the costs of open space acquisition and make funds available for immediate purchases. Voter approval is required.

Special Assessment Bonds

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

Installment Purchase Financing

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

Fees and Service Charges

Mandatory dedication of Parkland and Trails

The Mandatory Dedication of Parkland is traditionally applied to development in suburban areas. However, it can also be applied to redevelopment projects. For example the redevelopment of a brownfield site in Plymouth Township, Montgomery County into the Metroplex, a site that can be viewed from the Pennsylvania Turnpike, generated over one million dollars through the fee-in-lieu of parkland dedication provision Mandatory Dedication of Parkland Act. This approach is important to consider for future redevelopment of riverfront parcels along the Ohio River.

If suitable parkland is not available the developer may offer a fee-in lieu of dedication under the provisions of the Mandatory Dedication of park land Ordinance under the Pennsylvania Municipalities Code. Municipalities can also require the mandatory dedication of trails. The fee-in-lieu of dedication alternative allows the community to purchase land worthy of protection rather than accept marginal land that meets the quantitative requirements of a developer dedication but falls a bit short of qualitative interests.

Other Local Options

Local Park, Open Space and Trail Sponsors

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

Volunteer Work

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

State of Pennsylvania Funding Sources

The Commonwealth's current economic climate leaves many of these programs in a state of limbo. It is not clear if the programs will remain intact, or instead in a dormant stage until revenue returns or if they will disappear permanently.

Historically, however, Pennsylvania has offered a plethora of funding resources in support of open space trails, and greenway implementation. The following provides a summary of these sources.

PennDOT

PennDOT's primary means of funding greenways projects is through the Transportation Enhancements Program that is part of SAFETEA-LU. Greenways projects with a tie to transportation, historic preservation, bicycle/pedestrian improvements, or environmental quality are eligible

candidates for Transportation Enhancements funding. This funding comes from the federal transportation bill which typically is adopted every six years by Congress and signed by the President into law. SAFETEA-LU's six year program period ended in October of 2009 and Congress has not yet taken up the task of writing and adopting a new six year transportation bill. Much of the federal funding that is being allocated by Congress is still passing through the extension of SAFETEA-LU programs and it is not clear what sources and programs will be available once a new federal bill is passed into law.

The Community Conservation Partnership Program (C2P2)

The State of Pennsylvania makes available grant moneys to municipal governments through this program to support greenway and park planning, design and development. Applications for these grants are due in October of each year, and a 50 percent match is required from the local project sponsor. The amount of maximum award varies with the requested activity. Planning grants are typically awarded for \$50,000 or less. Land acquisition and construction grants range from \$150,000 to \$200,000. Small community grants are also available through this program for municipalities with populations less than 5,000. These grants can support up to 100 percent of material costs and professional design fees for recreational facilities. Grants for these projects are typically limited to \$20,000.

Rails-to-Trails Grants

The Rails-to-Trails Grants provide 50% funding for the planning, acquisition or development of rail-trail corridors. Eligible applicants include municipalities and nonprofit organizations established to preserve and protect available abandoned railroad corridors for use as trails or future rail service.

Urban and Community Forestry Grants

This funding is used to encourage the planting of trees in Pennsylvania communities. Municipal challenge grants provide 50 percent of the cost of the purchase and delivery of trees. Special grants are available for local volunteer groups, civic clubs, and municipalities to train and use volunteers for street tree inventories, and other projects in urban and community forestry.

Pennsylvania Recreational Trails Program (PRTP)

The Pennsylvania Recreational Trails Program (PRTP) provides funds to develop and maintain recreational trails and trail related facilities for motorized and non-motorized recreational trail use. Federal funding for the program is through the Federal Highway Administration (FHWA) and the Federal Recreational Trails Program (RTP).

Phasing, Estimate of Probable Costs and Financing

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

For this grant round the Department has approximately \$1 million available for grants. This funding must be distributed among motorized, non-motorized, and diverse trail use, as follows:

- 40% minimum for diverse trail use;
- 30% minimum for motorized recreation; and
- 30% minimum for non-motorized recreation.

Match requirements for Pennsylvania Recreational Trails Program Grants are 80% grant money, up to a maximum of \$100,000, and 20% project applicant money.

“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.

Eligible applicants include federal and state agencies, local governments and private organizations.

Eligible project categories are:

- 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 restrictions on new trails on Federal land); and
- Acquisition of easements or property for recreational trails or recreational trail corridors.

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.

Rivers Conservation Program

This program seeks to maintain, restore, and enhance rivers throughout Pennsylvania. Non-profit organizations and municipalities may apply

for grants above \$2,500. Before being considered for river conservation, implementation, acquisition, or development projects, a grant applicant must have an approved river conservation plan.

Department of Community and Economic Development (DCED)

DCED’s mission includes four elements that each have a relationship to greenways: economic development, travel and tourism, technical assistance and community development. Each of DCED’s funding programs is listed and described below.

Community Revitalization Program

This funding source supports local initiatives aimed at improving a community’s quality of life and improving business conditions.

State Planning Assistance Grant

This program provides funding to municipalities for preparation and maintenance of community development plans, policies, and implementation measures. The grant requires a 50% match and priority is given to projects with regional participation.

Communities of Opportunity Program

This program provides funding to prepare communities to be competitive in attracting, expanding, and maintaining businesses and providing affordable housing. The program is open to municipalities, redevelopment and housing authorities, and nonprofit housing corporations. The program does not require a local match.

Community Development Block Grants

This program provides financial and technical assistance to communities for infrastructure improvements, housing rehabilitation, public services, and community facilities. The program targets local governments and 70% of each grant must be used for activities or projects that benefit low to moderate income people.

Main Street Program

The Main Street Program provides grants to municipalities and redevelopment authorities to foster economic growth, promote and preserve community centers, creating public/private partnerships, and improve the quality of life for residents. The program has two components, a Main Street Manager and Commercial Reinvestment. The Main Street Manager component funds a staff position that coordinates the community’s downtown revitalization activities. The Community Reinvestment component provides funding for actual improvement projects in the community. The Main Street Manager is partially funded for a 5-year

period while the Community Reinvestment activities require a minimum of a 50% match. A business district action plan must be completed for eligibility in this program.

Elm Street Program

The Elm Street Program was created to strengthen the older historic neighborhoods that characterize many of the commonwealth’s communities. The Elm Street Program is a work in progress and is likely to be so for the next several years. Although receiving one grant is not predicated on receiving the others, there is an ideal sequencing to the funding and assistance available through the Elm Street Program. The following text is from: www.padowntown.org/programs/elmstreet/

Planning Grants: Communities must have a plan that meets the program’s requirements and the plan must address all five facets of the program to be eligible for Elm Street designation. Thus, most communities will apply for and receive planning grants first. Even communities with recent plans that don’t quite meet Elm Street Program requirements might apply for planning grants to augment existing documents for Elm Street. Communities with DCED-approved eligible plans may forgo the planning grant and apply for designation directly.

Elm Street Designation: An application to DCED and the submission of an Elm Street plan make up the package required for designation. The majority of communities will have completed an Elm Street Plan with an Elm Street planning grant, but some will submit plans created independent of Elm Street funding. Designation carries administrative and staffing funds, including support for an Elm Street Manager position.

Residential Reinvestment Grants: These grants provide funds for physical improvements in neighborhoods. Elm Street Designation is not currently required for grant eligibility, but these grants are generally targeted for Elm Street communities. As more Elm Street communities are designated, competition for the Residential Reinvestment Grants will grow, making it more and more difficult for non-designated neighborhoods to acquire these funds.

Pennsylvania Historical Museum Commission (PHMC)

The PHMC’s funding for the 2009-2010 Fiscal Year was cut by more than 50 percent. The PHMC received 174 Project applications in December 2008. The PHMC has suspended application deadlines and is currently trying to address the budget reduction impacts on the 165 museums, historical organizations and county historical societies it currently supports.

Keystone Historic Preservation Grants

Local governments and non-profit groups may apply for this grant that ranges in value from \$5,000 to \$100,000. A 50% local match is required and funds may be used for preservation, rehabilitation, and restoration of historic properties, buildings, structures, sites, or objects.

Certified Local Government Grants

This is a federal funding program limited to Certified Local Governments for purposes of cultural resource surveys, technical and planning assistance, educational and interpretive programs, and national register nominations. The program includes a 40% local match that can be made with in-kind services, cash, or Community Development Block Grants.

DEP Growing Greener

Growing Greener, the largest single investment of state funds in Pennsylvania's history, is set to expire. Growing Greener directed nearly \$650 million over five years to the new Environmental Stewardship Fund. Growing Greener funds can be used for farmland-preservation projects; preserving open space; cleanup of abandoned mines, watershed planning; recreational trails and parks; and help communities address land use concerns. Eligible applicants include non-profit groups, counties, and municipalities. A local match is encouraged, but not required. A Growing Greener III program may replace the existing program, but there is no certainty of a replacement at this time.

Stormwater Planning and Management Grants

This program provides grants to counties and municipalities for preparation of stormwater management plans and stormwater ordinances. The program requires a 25% local match that can come in the form of in-kind services or cash. While greenways are not specifically funded by the project, they are excellent elements of a stormwater management system. This program is part of the Growing Greener Initiative.

Nonpoint Source Management Section 319 Grants

Section 319 grant funding comes from the Federal Clean Water Act. The grants are available to local governments and nonprofit groups for watershed assessments, watershed restoration projects, and projects of statewide importance. The grant requires a 60% local match and 25% of the construction costs of practices implemented on private land must come from non-federal sources.

Environmental Fund for Pennsylvania

This fund is available to environmental, conservation, and recreation organizations for projects that improve the quality of life for Pennsylvania communities.

Environmental Education Grants

This program uses a 5% set aside of the pollution fines and penalties collected in the Commonwealth each year for environmental education in Pennsylvania. There are eight different grant tracks with grants ranging from \$1,000 to \$20,000, most requiring a 20% match. Public and private

schools, non-profit conservation/education organizations and county conservation districts may apply for the grants.

Land Recycling Grants Program

This program provides grants and low interest loans for environmental assessments and remediation. The program is designed to foster the cleanup of environmental contamination at industrial sites and remediate the land to a productive use.

Federal Sources

There are two approaches the ORTC and partnership municipalities can utilize to pursue federal funding for trail and multi-modal supportive projects and programs. Traditionally most federal programs provide block grants directly to states through funding formulas. For example, if a Pennsylvania community wants funding to support a transportation initiative, they would contact the PENNDOT and not the US Department of Transportation to obtain a grant. Despite the fact that it is rare for a local community to obtain a funding grant directly from a federal agency, it is relevant to list the current status of federal programs and the amount of funding that is potentially available to the ORTC communities through these programs. The other approach is to pursue direct appropriations through the region's legislative representation in the form of project earmarks.

Funding for the federal government is provided by annual appropriations bills that are supposed to be enacted into law before October 1, the beginning of the federal fiscal year. The appropriations bills are written by the House and Senate Appropriations Committees, which are each divided into subcommittees, each of which has jurisdiction over one of the appropriations bills. The Appropriations Committees are divided into 13 subcommittees. The subcommittees do most of the work on the appropriations bills, and influencing the content of an appropriations measure is done most effectively at the subcommittee level.

Each appropriations subcommittee has its own system for accepting funding requests ("earmarks") from individual Members of Congress, but in general the subcommittees set deadlines for these "Member requests," which, generally, must be in writing. Usually, the deadline is near the end of the hearing process in mid/late March or April. Most Members of Congress, in turn, set their own deadlines for receiving appropriations requests from constituents, local agencies and interest groups. These congressional office deadlines are usually one to three weeks in advance of the Member request deadlines set by the appropriations subcommittees. Some Members require that funding requests be presented to them in a very specific format.

Surface Transportation Act (SAFETEA LU) (Accessed through PENNDOT)

For the past 15 years, the Surface Transportation Act has been the largest single source of funding for the development of bicycle, pedestrian, trail and greenway projects. However, the original bill expired on September 30, 2009. Congress approved a continuing resolution that keeps the government funded through 2010. Congress could take up a new surface transportation reauthorization bill (\$450 billion in road and transit funding is being considered) after the mid-term elections in 2010. There was serious discussion of passing an 18 month extension which would have extended SAFETEA-LU through March 2011. It is uncertain whether this is still possible with the current continuing resolution.

There are many programs within SAFETEA-LU that deserve mention. The authorizing legislation is complicated and robust. The following provides a summary of how this federal funding can be used to support the Ohio River Trail Network. All of the funding within these programs would be accessed through the PennDOT and in most cases appropriated by Congressional legislators.

Surface Transportation Program (STP)

This is the largest single program within the legislation from a funding point of view, with \$32.5 billion committed over the next five years. Of particular interest to greenway enthusiasts, 10 percent of the funding within this program is set aside for Transportation Enhancements (TE) activities. Historically, a little more than half of the TE funds have been used nationally to support bicycle/pedestrian/trail projects.

Congestion Mitigation and Air Quality (CMAQ)

Under SAFETEA-LU, approximately \$8.6 billion has been set aside. Historically, about five percent of these funds have been used to support bicycle/pedestrian/trail projects. This would equal about \$430 million under SAFETEA-LU.

Transportation, Community and System Preservation Program (TCSP)

This program is administered by the FHWA and is a comprehensive initiative of research and grants to investigate the relationships between transportation, community and system preservation plans. Cities are eligible for discretionary grants to carry out eligible projects to integrate planned transportation and community practices that specifically reduce environmental impacts of transportation and examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals. Typical project applications that utilize this funding include corridor safety upgrades such as signal improvements, striping and multi-modal upgrades. The primary method of securing this funding is through congressional appropriations.

Highway Safety Improvement Program (HSIP)

SAFETEA-LU funds this program at \$5 billion over four years. Historically, bicycle and pedestrian projects have accounted for one percent of this program, or about \$50 million under SAFETEA-LU. Some of the eligible uses of these funds would include traffic calming, bicycle and pedestrian safety improvements, and installation of crossing signs. This is not a huge source of funding, but one that could be used to fund elements of a project.

Recreational Trails Program (RTP)

The Recreational Trails Program is specifically set up to fund both motorized and non-motorized trail development. Under SAFETEA-LU, funding was established at \$370 million for the five-year term of the legislation. At least 30% of these funds must be spent on non-motorized trails, or \$110 million. This program has a relatively low cap on grant size (\$100,000 per grant) but can't be used to supplement other larger funding sources. This program has a 20 percent local matching funds requirement. It is not clear if this funding program will continue under the reauthorization of SAFETEA-LU.

Scenic Byways

The National Scenic Byway program has not traditionally been a good source of funding for bicycle/pedestrian/trail projects. The total amount of funding available nationally is \$175 million under SAFETA-LU. Historically, only 2 percent of these funds have been used to support bicycle and pedestrian improvement projects. Applications are only accepted by PENNDOT from established scenic byways groups, but historically, byways groups have advanced proposals in partnership with other organizations – including cultural heritage tourism groups – in support of the byways' goals.

Safe Routes to School Program (SR2S)

A new program under SAFETEA-LU is the Safe Routes to School (SR2S) program, with \$612 million in funding during the term of the legislation. This is an excellent new program to increase funding for access to the outdoors for children. Each state will receive no less than \$1 million in funding, with 10% to 30% of the funds allocated to non-infrastructure activities. The SR2S Program was established in August 2005 as part of the most recent federal transportation re-authorization legislation--SAFETEA-LU. This law provides multi-year funding for the surface transportation programs that guide spending of federal gas tax revenue. Section 1404 of this legislation provides funding (for the first time) for PENNDOT to create and administer SR2S programs which allow communities to compete for funding for local SR2S projects.

The administration of section 1404 has been assigned to FHWA's Office of Safety, which is working in collaboration with FHWA's Offices of Planning and Environment (Bicycle and Pedestrian Program) and the National Highway Traffic Safety Administration (NHTSA) to establish and guide the program.

High Priority Projects

Under SAFETEA-LU more than 5,091 transportation projects were earmarked by Congress for development, with a total value in excess of \$3 billion.

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is the largest source of federal money for park, wildlife, and open space land acquisition. The program's funding comes primarily from offshore oil and gas drilling receipts, with an authorized expenditure of \$900 million each year. However, Congress generally appropriates only a fraction of this amount. The program provides up to 50 percent of the cost of a project, with the balance of the funds paid by states or municipalities. These funds can be used for outdoor recreation projects, including acquisition, renovation, and development. Projects require a 50 percent match.

Environmental Protection Agency (EPA)

The EPA funds a program that enables communities to clean up polluted properties. Funding for these programs is available directly from the EPA and is administered in the form of grants to localities. Eligible projects must be on or within identified brownfields areas. The funding can be used for planning as well as environmental assessment activities where there is no known responsible party for the contamination. Municipalities in both Beaver and Allegheny Counties have received funding through this program, including for brownfields properties along the Ohio River corridor communities. Assessment grants are capped at \$200,000 per round for single municipalities and \$1M for partnerships of three or more municipalities. Applications are typically due in mid-October each year.

Brownfields Revitalization Assessment and Cleanup Grant Funding

- *Needy communities fare better in competition;*
- *High unemployment rates, high poverty rates, loss of jobs/population, minority or other sensitive ;*
- *Populations. Include demographic statistics;*
- *Mention any unusually high health concerns in the area;*
- *Present the environmental, economic, social and health impacts of brownfields on the community;*
- *Environmental Justice concerns; and*
- *Focus on the environmental and health impacts of your project.*

US Department of Energy (DOE) Energy Efficiency and Conservation Block Grant Program

This program, authorized in the Energy Independence and Security Act of 2007, exists to assist eligible entities in implementing energy efficiency and conservation strategies to reduce fossil fuel emissions, total energy use, and to improve energy efficiency in the transportation sector. Specifically, funds are available for transportation infrastructure: bike lanes/pathways, pedestrian walkways, and synchronized traffic signals. The total annual appropriation is \$2B, and DOE will develop a formula for allocating \$1.36B (68%) of the block grants among cities and counties. Approximately \$560M (28%) will be passed to the states and each state will decide how to award these funds among its cities and counties. \$40M (2%) is available in a competitive program to non-formula cities/counties, and the final \$40M (2%) is appropriated under a tribal program.

National Highway Traffic Safety Administration (NHTSA) State and Community Highway Safety Program

More commonly referred to as "Section 402 Funds," these grants exist to assist eligible entities in carrying out specific programs that will have a direct impact in reducing the number of collisions and traffic-related fatalities and injuries. Eligible areas of funding include the development, implementation and evaluation of educational and enforcement programs that will enhance pedestrian safety. These funds support, in general, non-construction activities.

Community Block Development Grant Program (HUD-CBDG)

The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate-income areas. Grants from this program range from \$50,000 to \$200,000 and are either made to municipalities or non-profits.

Preserve America

The Preserve America grants program funds "activities related to heritage tourism and innovative approaches to the use of historic properties as educational and economic assets." Its five categories are: research and documentation, interpretation and education, planning, marketing, and training. Interpretative signing programs are one of the largest project types that receive funding through this program. The grant does not fund "bricks and mortar" rehabilitation or restoration. This grant is available to State Historic Preservation Officers (SHPOs), Tribal Historic Preservation Officers (THPOs), designated Preserve America communities and Certified Local Governments (CLGs) applying for designation as Preserve America Communities.

Phasing, Estimate of Probable Costs and Financing

Grants require a dollar-for-dollar non-federal match in the form of cash or donated services. In order to be eligible for funding, communities must first apply to receive Preserve America designation by the U.S. Department of the Interior. Once designated, a community is then eligible to apply for grant funding through the program. The maximum grant amount is typically \$250,000 and the application deadline occurs quarterly. www.preserveamerica.gov/federalsupport.html

Small Business Administration

Many cultural heritage tourism businesses are small businesses. The Small Business Administration (SBA) does not itself loan money, but guarantees loans from banks or from specially chosen small business investment companies. These loans can be used for business expenses ranging from start-up costs to real estate purchases. Eligible companies must be defined as “small” by the SBA. This program could help support the expansion of existing small and upstart bicycle sales/repair/rental shops, outfitters and sports and tourism related businesses in the Ohio River Trail Corridor. www.sba.gov

U.S. Fish and Wildlife Service

The U.S. Fish & Wildlife Service has a long list of grant programs that benefit the conservation or restoration of habitats. These include grants for private landowners to assist in protecting endangered species, grants to restore the sport fish population and grants for habitat conservation planning and land acquisition. The amount, matching requirements and eligibility for each grant vary. The website also provides practical information about successful projects and conserving specific habitats www.fws.gov/grants.

The Water Resources Development Act (WRDA)

The Water Resources Development Act (WRDA) authorizes new water resources related projects every two years. Administered by the Army Corps of Engineers (ACOE) civil works program, it is the nation’s largest water resources program and includes projects for navigation, flood control, shoreline protection, hydropower, dam safety, water supply, recreation, environmental restoration and protection and disaster response and recovery. This program represents a major potential source of funding for trail projects, especially along water course and flood prone environmental areas, if the trail projects can be married with larger habitat enhancements, wetland and flood control improvements and stream bank restoration projects. In order to receive funding, the ORTC would need to work with it legislators and the Philadelphia District of the ACOE in order to ensure that the proposed projects receive priority attention within their project program.

The first step in an ACOE water resources development project is a study of the project’s feasibility. If the ACOE has conducted a study in the area previously, the new study can be authorized by a resolution (known

commonly as a “survey resolution”) of either the House Transportation and Infrastructure Committee or the Senate Committee on Environment and Public Works. If the ACOE has not previously studied the area, then an Act of Congress is necessary to authorize the study. The majority of the studies are authorized by Transportation Committee survey resolutions.

Assuming the study recommendations are favorable, the next step is authorization. Project authorizations are traditionally contained in a biennial WRDA. The ACOE also has certain authorities to construct small projects without specific authorization by Congress. These authorities known as the “continuing authorities program” include beach erosion, navigation, flood control, stream bank and shoreline protection, snagging and clearing, modifications to existing projects for the benefit of the environment and aquatic ecosystem restoration. Projects along the major and minor watercourses in the Ohio River Trail Corridor may qualify under this authorization, if deemed a priority by the ACOE. The number of projects funded nationally on an annual basis ranges between 200 and 300 and the annual total funding earmark is typically between \$50M and \$60M.

Private Foundations/Philanthropic Sources

American Greenways Eastman Kodak Awards

The Conservation Fund’s American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities. For more information visit the Conservation Fund website at www.conservationfund.org.

Bikes Belong Coalition

Bikes Belong formed in 1999 when U.S. bicycle companies recognized an exceptional opportunity to work together to maximize bike funding in TEA-21 – the multi-year transportation bill of the time. The initial goal was to ensure funding for new bicycle facilities that would increase riding, boost public health and enjoyment, and strengthen the bicycle business. In the intervening years, Bikes Belong has successfully harnessed the collective power of the U.S. bicycle industry. They have steadily expanded their efforts, but remain focused on creating safe places to ride so more people will bike, and bike more by:

- Working with the federal government to maximize federal funding for bicycling;
- Awarding grants to help create more and better places to ride;

- Sponsoring programs to help cities and towns become more bike-friendly; and
- Cultivating cooperation throughout the bicycle industry.

The Bikes Belong Grants Program funds important and influential projects that leverage federal funding. These projects include bike paths, lanes, routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives. Since 1999, Bikes Belong has awarded 186 grants in 45 states, investing nearly \$1.5M in bicycling projects and leveraging close to \$500M in federal, state, and private funding.

Bikes Belong will accept requests for funding up to \$10,000 for project construction. They do not require a specific match, but will not consider grant requests in which they are the sole funder – they look for existing funding partnerships. Priority is given to bicycle organizations, coalitions, and associations that have not received Bikes Belong funding in the past.

Applications are reviewed on a quarterly basis, and typically 15-20% of the received applications are approved.

Active Living by Design

Active Living by Design was established in 2001 as a national program office of the Robert Wood Johnson Foundation. Based in Princeton, New Jersey, the mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. Active Living by Design works with local and national partners to build a culture of active living by pursuing a “5P Approach.” Active Living by Design has focused on five strategies to promote physical activity: preparation, promotions, programs, policies, and physical projects.

Active Living by Design’s approach to grant making is “high touch, low dollar” and is demonstrated by modest financial contributions to the community partnerships – just \$200,000 over five years for each site – but providing generous support in the form of high-quality technical assistance to build capacity in the communities.

Active Living by Design can be reached at
University of North Carolina at Chapel Hill School of Public Health
400 Market Street, Suite 205, Chapel Hill, NC 27516-4028
(919) 843-2523

General Mills Foundation

The General Mills Foundation was created in 1954 to focus on the Company’s philanthropic resources on community needs. The Foundation’s mission is to provide financial assistance to nonprofit organizations that create sustainable community improvement in the areas of youth nutrition and fitness, social services, education and arts and culture. Based in the General Mills World Headquarters in Minneapolis, the Foundation has awarded over \$400M to nonprofits since its inception. In fiscal 2008, the Foundation contributed \$21M in grants.

Among the Foundation's four grant categories, the Champions for Healthy Kids grant program is most relevant to this plan. Under this category, the Foundation awards 50 grants per year of \$10,000 each to community-based groups that develop creative ways to help youth adopt a physically active lifestyle. The grant cycle begins in November when applications are made available. Grant checks are mailed to recipients in May. The Foundation may be reached at Community.ActioQA@genmills.com (763) 764-2211.

Surdna Foundation

Surdna is a New York-based family foundation established in 1917 to pursue philanthropic purposes. The foundation makes grants to non-profit organizations in the areas of environment, community revitalization, effective citizenry, the arts and the non-profit sector, with annual grantmaking of approximately \$37M. Applicants are asked to first submit a letter of inquiry to request funding. Due to the large number of requests Surdna receives, applicants are asked to send full proposals only when requested by the foundation following a successful review of the letter of inquiry. Within the context of this Plan, the following information describes the relevant grant programs:

- *Build support for programs to stabilize climate change at the local, state, and national level. This includes accelerating energy efficient solutions to conserve energy, reduce emissions and promote a "green" economy.*
- *Improve transportation systems and patterns of land use across metropolitan areas, working landscapes, and intact ecosystems. Specifically, this grant category seeks to ensure the implementation of demonstration projects that will improve patterns of land use and transportation systems in metropolitan areas, enhance community sustainability, and enhance regional green infrastructure.*

The Surdna Foundation can be reached at:
330 Madison Avenue, 30th Floor
New York, NY 10017
(212) 557-0010

Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grant program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development. Visit the web site for more information: www.bankofamerica.com/foundation.

National Trails Fund

American Hiking Society created the National Trails Fund in 1998; the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and

maintaining foot trails in America. 73 million people enjoy foot trails annually, yet many of our favorite trails need major repairs due to a \$200 million backlog of badly needed maintenance. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools and materials to protect America's cherished public trails.

To date, American Hiking has granted more than \$382,000 to 105 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from \$500 to \$10,000 per project. What types of projects will American Hiking Society consider? Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements. Constituency building surrounding specific trail projects - including volunteer recruitment and support are eligible activities. Annual applications are typically due in the late summer, with grants awarded in the spring of the following year. Website: www.americanhiking.org/NTP.aspx

The Conservation Alliance

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. One hundred percent of its member companies' dues go directly to diverse, local community groups across the nation. For these groups, who seek to protect the last great wild lands and waterways from resource extraction and commercial development, the Alliance's grants are substantial in size (about \$35,000 each), and have often made the difference between success and defeat. Since its inception in 1989, The Conservation Alliance has contributed more than \$7 million to conservation projects across the nation, and its member companies are proud of the results. To date the groups funded have saved over 39 million acres of wild lands and 27 dams have been either prevented or removed, all through grassroots community efforts.

The Conservation Alliance is a unique funding source for grassroots environmental groups. It is the only environmental grant maker whose funds come from a potent yet largely untapped constituency for protection of ecosystems - the non-motorized outdoor recreation industry and its customers. This industry has great incentive to protect the places in which people use the clothing, hiking boots, tents and backpacks it sells. The industry is also uniquely positioned to educate outdoor enthusiasts about threats to wild places, and engage them to take action. Finally, when it comes to decision-makers - especially those in the Forest Service, National Park Service, and Bureau of Land Management, this industry has clout - an important tool that small advocacy groups can wield.

The Conservation Alliance Funding Criteria: The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation. We're not looking for mainstream education or

scientific research projects, but rather for active campaigns. All projects should be quantifiable, with specific goals, objectives and action plans and should include a measure for evaluating success. The project should have a good chance for closure or significant measurable results over a fairly short term (one to two years). Funding emphasis may not be on general operating expenses or staff payroll. Web site: www.conservationalliance.com/grants