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FUNDING



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B.0 OVERVIEW

When considering possible funding sources for SRTS engineering and program projects, it is important to consider that it is highly unlikely that all activities (construction and education/encouragement/enforcement programs) will be accomplished from a single funding source since these projects are expected to be in the hundreds of thousands of dollars and accomplished over several years. It will be necessary to consider several sources of funding, that when combined, would support full project construction. It will also be critical for the local school and school system to continue working closely with local government to establish priority for SRTS projects through the local government's capital improvement program, grant efforts, and funding request lists. This appendix outlines the most likely sources of funding for the projects at the federal, state, local government level and from the private sector.

B.1 FEDERAL AND STATE FUNDING

Changing Funding Landscape In 2010

Authorization of a new federal surface transportation bill will likely occur in late 2010 or 2011. With the current administration and transportation leaders in place, it is likely that more funding will be available for multi-modal transportation and SRTS projects than ever before. Indications are that the new transportation bill will be geared at "livability" with all transportation modes considered in addition to automobile travel. Because of the current economic recession (2009-2010), stimulus funding, and the pending change in the transportation bill, it is critical for local leaders, staff, and school representatives of this Action Plan to keep up-to-date on a rapidly changing funding landscape.

In addition, a \$15 billion health law prevention fund is being established in 2010. Currently, there is a debate on how to spend this money over the next ten years. There is a good chance that bicycle and pedestrian improvements and SRTS programs will get a boost from this program as a means to improve exercise for youth.

With the upcoming new surface transportation bill, the \$15 billion health prevention fund, and others likely focused on livability and multi-modal approaches, monies will likely flow to communities that are addressing bicycle, pedestrian, and SRTS issues. Having this plan in place and adopted is one clear sign that this community plans to address these issues.

Federal And State Funding Process

Federal funding is typically directed through State agencies to local governments either in the form of grants or direct appropriations. The following is a list of possible Federal and State funding sources that could be used to support construction of the many pedestrian projects. Federal funding typically requires a 20% local match, however this is not always the case (for example, recent stimulus money and SRTS funding does not require a match). Since these funding categories are difficult to forecast, it is recommended that the school system and town continue to work with the local MPO on getting SRTS bicycle and pedestrian projects listed in the TIP (Transportation Improvement Program), as discussed on the following pages.

Safe Routes To School Program (SRTS): The Safe Routes to School Program managed by NCDOT is a federally funded program that was initiated by the passing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, which established a national SRTS program to distribute funding and institutional support to implement SRTS programs in states and communities across the country. SRTS programs facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Transportation Mobility and Safety Division at NCDOT is charged with disseminating SRTS funding and running the SRTS program in North Carolina

North Carolina received approximately \$15 million in SRTS federal funding apportionments for fiscal years 2005 through 2009. This program is 100% federally funded; therefore, no local matching funds are required. All proposed projects must relate to walking or bicycling to and from schools serving any grade K-8. Funds are available for infrastructure or non-infrastructure projects. Infrastructure improvements under this program must be made within 2 miles of an elementary or middle school. The state requires the completion of a competitive application to apply for funding.

The SRTS program will likely take calls for projects again very soon. This should be monitored closely. Having an adopted plan in place with priority projects will provide a “leg-up” on the competition in a highly sought after funding stream.

Finally, each NCDOT Division received an allotment of funds (\$430,000) for SRTS “spot” improvements. In some divisions, this money has not been spent yet. This is another source of SRTS money that should be explored by this community.

For more information on the SRTS program contact:

Transportation Mobility and Safety Division
Municipal and School Transportation Assistance (MSTA) Group
Safe Routes to School Coordinator: Ed Johnson, ASLA, RLA
(direct line: 919-329-8497)

Bicycle Transportation And Pedestrian Walkways Program: The purpose of this Federal program is to improve conditions and safety for bicycling and walking. The bicycle transportation and pedestrian walkways projects are broadly eligible for all of the major funding programs where they compete with other transportation projects for available funding at the State and Metropolitan Planning Organization (MPO) levels.

Eligible Activities Include:

- Bicycle and pedestrian plan
- Bicycle lanes on roadway
- Paved Shoulders
- Signed bicycle route
- Shared-use path/trail
- Single track hike/bicycle trail
- Spot improvement program
- Maps
- Bike racks on buses
- Bicycle parking facilities
- Trail/highway intersection
- Bicycle storage/service center
- Sidewalks, new or retrofit
- Crosswalks, new or retrofit

- Signal improvements
- Traffic calming
- Coordinator position
- Safety/education position
- Police Patrol
- Helmet Promotion
- Safety brochure/book

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The purpose of the Federal CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. Therefore, funds are only available in locations that are determined to be a nonattainment area. Bicycle and pedestrian facilities and programs are eligible activities for this funding source.

Highway Safety Improvement Program (HSIP): The HSIP authorized a new core Federal-aid funding program that began in Fiscal Year 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail.

High Risk Rural Roads (HRRR) Program: To be eligible for these Federal funds, States must identify High Risk Rural Roads based on specific criteria. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. The projects must achieve a significant reduction in traffic fatalities and serious injuries.

Transportation Community and System Preservation (TCSP) Program: The purpose of this Federal program is to investigate the relationship between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. Bicycle and pedestrian projects are eligible for this funding.

Recreational Trails Program (RTP): The purpose of this Federal program is to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Department Of Energy (DOE): The Department of Energy's Energy Efficiency and Conservation Block Grants (EECBG) grants may be used to reduce energy use and fossil fuel emissions and for improvements in energy efficiency. Section 7 of the funding announcement states that these grants provide opportunities for the development and implementation of transportation programs to conserve energy used in transportation including development of infrastructure such as bicycle lanes and pathways and pedestrian walkways. More information can be found at <http://www.eecbg.energy.gov/>

NC Department Of Transportation (NCDOT)

The most likely source of funding for the SRTS projects would come from the North Carolina Department of Transportation through the federal funding program SAFETEA-LU (or new transportation bill when it is passed). Some of the sub-programs within NCDOT are listed below:

NCDOT Transportation Improvement Program (TIP): This is the traditional funding source for major transportation projects located on NCDOT roadways; however, it appears that NCDOT will be focusing on strategic highway corridors and regionally significant roadways in the future. To be identified as a potential TIP project, the project must have support from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Division Engineer, and Board of Transportation Member.

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NCDOT Enhancement Funding: Federal Transportation Enhancement funding is administered and awarded by NCDOT and serves to strengthen the cultural, aesthetic, and environmental aspects of the State's intermodal transportation system. The State typically will make a Call for Projects, and each project must "benefit the traveling public and help communities increase transportation choices and access, enhance the built or natural environment and create a sense of place." This is a matching grant program that typically requires local municipalities to fund 20% of the enhancement project.

NCDOT Contingency Fund: These funds are controlled by elected or appointed officials; therefore projects must have a political sponsor. Requests are received from municipalities, counties, businesses, schools, industrial entities, and DOT staff. The President Pro-Tem of Senate, Speaker of the House and the Transportation Secretary approve projects from this fund. Typically, there is a total of \$15 million in this fund. \$5 million is controlled by the House, \$5 million is controlled by the Senate, and \$5 million is controlled by the Secretary of Transportation. Funds are administered by the NCDOT Secretary. These funds can be used on both state roads and municipal roads.

NCDOT Spot Safety Program: According to the NCDOT website, the Spot Safety Program is used to fund smaller improvement projects to address safety, potential safety, and operational issues. The program is funded with state funds and currently receives approximately \$9 million per state fiscal year. The maximum allowable contribution of Spot Safety funds per project is \$250,000. A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest.

NCDOT Bicycle and Pedestrian Planning Grant Initiative: This initiative is a matching grant program that encourages municipalities to develop comprehensive bicycle plans and pedestrian plans. The Division of Bicycle and Pedestrian Transportation (DBPT) and the Transportation Planning Branch (TPB) sponsor this grant. Calls for proposals open annually in the fall. The program has granted funds for over 100 communities since its inception in 2004 and a total of approximately \$2.5 million.

NCDOT Bicycle and Pedestrian Projects: Funds for bicycle and pedestrian projects come from several different sources. Allocation of funds depends on the type of project/program and other criteria. Projects can include independent and incidental projects.

NCDOT Powell Bill Funds: Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as provided by G.S. 136-41.1 through 136-41.4. Powell Bill funds shall be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways.

General Maintenance Funding: Although funding is currently very tight with NCDOT, there are some potential upgrades that could be done with general maintenance funding. For example, crosswalk markings could be updated when faded. Resurfacing monies are also available for pavement preservation on State routes.

NCDOT Small Construction Funds: Each Board of Transportation Member receives approximately \$0.5 million a year to spend on transportation projects in their area. Requests are received from municipalities, counties, businesses, schools, industrial entities and DOT staff. The maximum amount per request per fiscal year is \$250,000. Right of way should be provided at no cost to NCDOT. The local town government is required to provide utility relocation. Work must occur on state right of way. Eligible types of work that would benefit pedestrian and bicycle programs include widening shoulders, installing traffic flashers at schools or pedestrian crossings to alert drivers, and installing pedestrian signals.

NCDOT Contract Resurfacing: Each year every Division is provided an allocation of funds for the preservation of the state paved road network. In accordance with current legislation, up to 15% of the funds may be used for widening existing narrow pavements, which may provide additional space for bicycle facilities or a wide-paved shoulder for pedestrian use in very rural areas. Additionally, curb ramps must be brought into ADA compliance when a roadway is resurfaced through this program.

Economic Development Funds: This fund was enacted by the General Assembly in 2005 and has been funded each year prior to Fiscal Year 2008/09; however, no funding has been approved since that time. The 2007/08 allocation was \$1 million per Division. Projects funded from this source should contribute to further economic growth and development by attracting new businesses and industries or expanding existing businesses and industries that increase employment opportunity. Funds not needed for economic development projects shall be used on spot safety needs. These funds are controlled by the Board Member and the Division.

NCDOT Division Funds: Pedestrian Enhancements - Each Division typically receives \$100,000 per year to be used for pedestrian enhancements. These funds are administered by the Division Engineer.

N.C. Department Of Environment – Recreational Trails And Adopt-A-Trail Grants

The State Trails Program is a section of the N.C. Division of Parks and Recreation. The program originated in 1973 with the North Carolina Trails System Act and is dedicated to helping citizens, organizations and agencies plan, develop and manage all types of trails ranging from greenways and trails for hiking, bicycling and horseback riding to river trails and off-highway vehicle trails. The Recreation Trails Program awards grants up to \$75,000 per project. The Adopt-A-Trail Program awards grants up to \$5,000 per project.

N.C. Parks And Recreation Trust Fund (PARTF)

The Parks and Recreation Trust Fund (PARTF) provide dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the general public. Counties, incorporated municipalities and public authorities, as defined by G.S. 159-7, are eligible applicants.

A local government can request a maximum of \$500,000 with each application. An applicant must match the grant dollar-for-dollar, 50% of the total cost of the project, and may contribute more than 50%. The appraised value of land to be donated to the applicant can be used as part of the match. The value of in-kind services, such as volunteer work, cannot be used as part of the match. http://www.ncparks.gov/About/grants/partf_main.php

Community Development Block Grant Funds

Community Development Block Grant (CDBG) funds are available to local municipal or county governments for projects that enhance the viability of communities by providing decent housing and suitable living environments and by expanding economic opportunities, principally for persons of low- and moderate-income. State CDBG funds are provided by the U.S. Department of Housing and Urban Development (HUD) to the state of North Carolina. Some urban counties and cities in North Carolina receive CDBG funding directly from HUD. Each year, CDBG provides funding to local governments for hundreds of critically-needed community improvement projects throughout the state. These community improvement projects are administered by the Division of Community Assistance and the Commerce Finance Center under eight grant categories. Two categories might be of support to the SRTS Projects: infrastructure and community revitalization.

Land And Water Conservation Trust Fund

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the US Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. In North Carolina, the program is administered by the Department of Environment and Natural Resources.

B.2 LOCAL GOVERNMENT

Local funding sources that would support SRTS, bicycle, and pedestrian facility project construction and non-infrastructure components such as programs and activities will most likely be limited but should be explored.

Local Area Metropolitan Planning Organization (MPO)

The DCHC MPO manages the transportation planning process required by Federal law. The MPO plans for the area's surface transportation needs, including highways, transit, bicycle, and pedestrian facilities. There are two subcommittees of the MPO: the Technical Advisory Committee and the Technical Coordinating Committee. An important part of the transportation planning process is to identify transportation needs and to explore feasible alternatives to meet those needs. Plans and programs are often conducted in partnership with the NC Department of Transportation to identify needs and projects to enhance the area's transportation infrastructure.

It is suggested that the SRTS group, school leaders, and Town staff work closely with the MPO on getting these projects listed on the Transportation Improvement Program (TIP) list since this may be the primary source of funding for the project. Typically, projects on this list require a 20% local match.

DCHC MPO Contact Person: <https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=4661>

DCHS MPO Website: http://www.dchcmpo.org/index.php?option=com_frontpage&Itemid=1

Local Government Capital Improvement Programming And Reserve Funds

Local government may have funding available to support some elements of construction or repair. It will be important to meet with local government representatives (Planner and Town Manager) to judge the availability of this funding.

Other Local Funding Options

- Bonds/Loans
- Taxes
- Impact fees
- Exactions
- Tax increment financing
- Partnerships

B.3 PRIVATE SECTOR

Many communities have solicited bicycle, pedestrian, and greenway funding assistance from private foundations and other conservation-minded benefactors. Below are several examples of private funding opportunities available. Additional local businesses and corporations should be considered as well.

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

For more specific information about what types of projects are funded and how to apply, visit <http://www.rwjf.org/applications/>.

Fit Community

To address the growing obesity epidemic, commissioners of the Health and Wellness Trust Fund created a comprehensive program that would promote and help implement proven and innovative interventions to increase people's physical activity and improve nutrition choices.

HWTF partnered with Blue Cross and Blue Shield of North Carolina to launch Fit Together in 2004, a statewide campaign designed to raise awareness around the dangers of unhealthy weight and to equip individuals and communities with the tools they need to address this serious health concern.

In 2005, Fit Together unveiled Fit Community, a program to recognize and reward municipality and county-wide efforts to promote physical activity, healthy eating and tobacco-free programs, policies, environments and lifestyles.

North Carolina Community Foundation

The North Carolina Community Foundation, established in 1988, is a statewide foundation seeking gifts from individuals, corporations, and other foundations to build endowments and ensure financial security for nonprofit organizations and institutions throughout the state. Based in Raleigh, North Carolina, the foundation also manages a number of community affiliates throughout North Carolina, that make grants in the areas of human services, education, health, arts, religion, civic affairs, and the conservation and preservation of historical, cultural, and environmental resources. The foundation also manages various scholarship programs statewide. Web site: <http://nccommunityfoundation.org/>

Z. Smith Reynolds Foundation

This Winston-Salem-based Foundation has been assisting the environmental projects of local governments and non-profits in North Carolina for many years. They have two grant cycles per year and generally do not fund land acquisition. However, they may be able to offer support in other areas of open space and greenways development. More information is available at www.zsr.org.

Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants 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.

Duke Energy Foundation

Funded by Duke Energy shareholders, this non-profit organization makes charitable grants to selected non-profits or governmental subdivisions. Each annual grant must have:

- An internal Duke Energy business “sponsor”
- A clear business reason for making the contribution

The grant program has three focus areas: Environment and Energy Efficiency, Economic Development, and Community Vitality. Related to this project, the Foundation would support programs that support conservation, training and research around environmental and energy efficiency initiatives. Web site: <http://www.duke-energy.com/community/foundation.asp>

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’s website at: <http://www.conservationfund.org/>

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 \$240,000 to 56 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.

Projects the American Hiking Society will consider include:

- Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
- Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.

- Constituency building surrounding specific trail projects - including volunteer recruitment and support.

Web site: <http://www.americanhiking.org/our-work/national-trails-fund/>

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. 100% of its member companies' dues go directly to diverse, local community groups across the nation - groups like Southern Utah Wilderness Alliance, Alliance for the Wild Rockies, The Greater Yellowstone Coalition, the South Yuba River Citizens' League, RESTORE: The North Woods and the Sinkyone Wilderness Council (a Native American-owned/operated wilderness park). 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 \$4,775,059 to grassroots environmental groups across the nation, and its member companies are proud of the results: To date the groups funded have saved over 34 million acres of wild lands and 14 dams have been either prevented or removed-all through grassroots community efforts.

Web site: www.conservationalliance.com/index.m.

E-mail: john@conservationalliance.com.

National Fish And Wildlife Foundation (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation awards matching grants under its Keystone Initiatives to achieve measurable outcomes in the conservation of fish, wildlife, plants and the habitats on which they depend. Awards are made on a competitive basis to eligible grant recipients, including federal, tribal, state, and local governments, educational institutions, and non-profit conservation organizations. Project proposals are received on a year-round, revolving basis with two decision cycles per year. Grants generally range from \$50,000-\$300,000 and typically require a minimum 2:1 non-federal match.

Funding priorities include bird, fish, marine/coastal, and wildlife and habitat conservation. Other projects that are considered include controlling invasive species, enhancing delivery of ecosystem services in agricultural systems, minimizing the impact on wildlife of emerging energy sources, and developing future conservation leaders and professionals. Website: <http://www.nfwf.org/AM/Template.cfm?Section=Grants> where additional grant programs are described.

The Trust For Public Land

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the Trust for Public Land is the only national nonprofit working exclusively to protect land for human enjoyment and well being. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. TPL's legal and real estate specialists work with landowners, government agencies, and community groups to:

- Create urban parks, gardens, greenways, and riverways

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- Build livable communities by setting aside open space in the path of growth
- Conserve land for watershed protection, scenic beauty, and close-to home recreation safeguard the character of communities by preserving historic landmarks and landscapes.

The following are TPL's Conservation Services:

- Conservation Vision: TPL helps agencies and communities define conservation priorities, identify lands to be protected, and plan networks of conserved land that meet public need.
- Conservation Finance: TPL helps agencies and communities identify and raise funds for conservation from federal, state, local, and philanthropic sources.
- Conservation Transactions: TPL helps structure, negotiate, and complete land transactions that create parks, playgrounds, and protected natural areas.
- Research and Education: TPL acquires and shares knowledge of conservation issues and techniques to improve the practice of conservation and promote its public benefits.

Since 1972, TPL has worked with willing landowners, community groups, and national, state, and local agencies to complete more than 3,000 land conservation projects in 46 states, protecting more than 2 million acres. Since 1994, TPL has helped states and communities craft and pass over 330 ballot measures, generating almost \$25 billion in new conservation-related funding. For more information, visit <http://www.tpl.org/>.

Blue Cross Blue Shield Of North Carolina Foundation (BCBS)

Blue Cross Blue Shield (BCBS) focuses on programs that use an outcome approach to improve the health and well-being of residents. The Health of Vulnerable Populations grants program focuses on improving health outcomes for at-risk populations. The Healthy Active Communities grant concentrates on increased physical activity and healthy eating habits. Eligible grant applicants must be located in North Carolina, be able to provide recent tax forms and, depending on the size of the nonprofit, provide an audit.

Blue Cross Blue Shield of NC Foundation
P.O Box 2291
Durham, NC 27702
919-765-7347
<http://www.bcbsncfoundation.org/>

UnitedHealth HEROES Service-Learning Grants

The UnitedHealth HEROES program is a service-learning, health literacy initiative developed by UnitedHealth Group and Youth Service America. The program awards grants to help youth, ages 5-25, create and implement local, hands-on programs to fight childhood obesity. This grant was awarded in 2010. Check the website or contact the program in 2011 to determine if this grant will be awarded again.

<http://ysa.org/HEROES>

Local Trail Sponsors

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

Volunteer Work

It is expected that many citizens will be excited about the development of SRTS improvements, including trail corridors. 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.