

Funding for Trails, Greenways and Streetscapes

FEDERAL FUNDING SOURCES

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

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

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

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

More information on CDBGs can be found at:

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

US Dept of Agriculture Community Programs

Community Programs, a division of the Rural Housing Programs, is part of the United States Department of Agriculture's Rural Development mission area. Community Programs administers programs designed to develop essential community facilities for public use in rural areas. These facilities include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation. Through its Community Programs, the Department of Agriculture is striving to ensure that such facilities are readily available to all rural communities. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program.

The Community Facilities Guaranteed Loan and Direct Loan Programs can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments.

The Community Facilities Grant Program provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments.

More information on USDA Community Programs can be found at:

<http://www.rurdev.usda.gov/rhs/cf/cp.htm>

Land and Water Conservation Fund (LWCF)

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

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

Americans for Our Heritage and Recreation provides an overview of the LWCF program at http://www.ahrinfo.org/lwcf_overview.html and links to the National Park Service and State Liaison Officers

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

Pennsylvania’s State Liaison Officer may be contacted at:

Bureau of Recreation and Conservation
PA Dept. of Conservation and Natural Resources
P.O. Box 8767
Harrisburg, PA 17105
Tel: 717-783-2659

North American Wetlands Conservation Act Small Grants Program

The 1989 North American Wetlands Conservation Act (NAWCA) promotes long-term conservation of North American wetlands ecosystems and the waterfowl and other migratory birds, fish and wildlife that depend on such habitats. Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and associated habitat. The US Fish and Wildlife Service administers the Small Grants Program, which promotes long-term wetlands conservation through encouraging participation by new grantees and partners who may not be able to compete in the regular grants program. The maximum grant award is \$50,000, and the proposals must represent on-the-ground projects rather than educational, interpretive, or other types of projects. There is a 1:1 non-federal match requirement.

More information on the program can be obtained through the US Fish and Wildlife Service’s Division of Bird Habitat Conservation at <http://www.fws.gov/birdhabitat/Grants/NAWCA/Act.shtm> and <http://www.fws.gov/birdhabitat/Grants/NAWCA/Small/index.shtm>

Transportation Equity Act for the 21st Century (TEA-21)

The Intermodal Surface Transportation Efficiency Act of 1991, dubbed “ISTEA,” included funding for non-traditional transportation improvements which were categorized as transportation enhancements. This act

provided \$3.3 billion nationwide over the six-year life of the Act for improvements such as pedestrian and bicycle routes, preservation of historic transportation structures, scenic beautification of transportation facilities, and other environmentally beneficial transportation projects. ISTEA expired in September of 1997; however, the transportation enhancements provisions have been included in its successor, the Transportation Equity Act for the 21st Century (TEA-21), signed into law June 1998. TEA-21 not only continued the visionary policies of its predecessor, but also provided more funding than ever before for non-motorized transportation modes, specifically bicycle and pedestrian modes. Under the new law, Pennsylvania is to receive nearly \$1.3 billion in transportation funding, a significant increase over ISTEA levels.

A relatively modest amount of the funds allocated to TEA-21 are available for local planning of bikeways and recreational trails. The act emphasizes coordinated overall planning and funding of projects at the state level and involvement by MPOs. All federal funding programs require conformity to plans developed by the states and MPOs.

For more information about TEA-21 go to the US Department of Transportation's TEA-21 home page at <http://www.fhwa.dot.gov/tea21/summary.htm>

Contact the Delaware Valley Regional Planning Commission at:

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

Project funding for pedestrian and bicycle projects is provided by TEA-21 through the Surface Transportation Program and Transportation Enhancements Program and Transportation and Community and System Preservation Pilot Program (TCSP), explained below.

Surface Transportation Program and Transportation Enhancements Program

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects, such as maps, brochures, signage and public service announcements related to safe bicycle use and walking. Proposed projects must be designed primarily for transportation rather than recreation. TEA-21 adds the modification of public sidewalks to comply with the Americans with Disabilities Act as an activity that is specifically eligible for the use of these funds.

The most relevant element of the STP program to local government trail development is the opportunity to participate in transportation enhancements. The intent of the transportation enhancements is to creatively integrate transportation facilities into local communities and the environment. Ten percent of each state's annual STP funds are set aside for Transportation Enhancement Activities (TEAs). The law provides a specific list of activities that are eligible TEAs including: provision of facilities for bicycles and pedestrians, provision of safety and educational activities for bicyclists and pedestrians, and the preservation of abandoned railway corridors (including the conversion and use thereof for bicycle and pedestrian trails).

Pennsylvania is expected to receive \$120 million over the six-year life of TEA-21 for Transportation Enhancements. A few of the previously funded projects include:

- Provision of facilities for bicycles and pedestrians
- Provision of safety and education activities for bicycles and pedestrians
- Preservation of abandoned railroad corridors for bicycle and pedestrian trails

Transportation enhancements projects are eligible for a maximum of 80 percent federal funding, with 20 percent coming from a local government's match. A match may be made with dollars or in-kind services, and in some cases, other federal or state funding sources may be used as the match. Pennsylvania's program has been structured to have project sponsors fund the pre-construction phases of work, e.g., the design, right-of-way acquisition, and utility relocation work, with non-federal funding, and to then provide 100% federal funding for the construction phase. This generally results in about an 80/20 cost-sharing arrangement. There is one more round of funding to submit Transportation Enhancements projects during the life of TEA-21, which expires in 2003.

PennDOT provides staff to administer the program and give advice and technical assistance as necessary; however, individual MPOs (Metropolitan Planning Organizations) are usually responsible for coordinating and recommending transportation enhancements projects for their regions. Individual applicants submit their projects to the Delaware Valley Regional Planning Commission, the MPO for a five-county area in southeastern Pennsylvania and southern New Jersey. The applications are reviewed, prioritized, and a recommendation is forwarded to PennDOT for final review and then passed on to the State Transportation Commission for final adoption. A legal agreement, which establishes the federal and local money to be spent on the project, is signed between PennDOT and the sponsoring group.

Another ten percent of each state's STP funds is set aside for safety. The *Hazard Elimination* and *Railway-Highway Crossing Programs* are two programs under the safety category, which address bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and correct locations that may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities, including a survey of hazardous locations, for projects on any publicly owned bicycle or pedestrian pathway or trail, or for any safety-related traffic calming measure. Improvements to railway-highway crossings shall take into account bicycle safety.

A useful website for information on this program is the National Transportation Enhancements Clearinghouse: <http://www.enhancements.org>

For more information, also go to the Federal Highway Administration's website on bicycle and pedestrian provisions: <http://www.fhwa.dot.gov/environment/bikeped/BP-Guid.htm>

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

Transportation and Community and System Preservation Pilot Program (TCSP)

TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. In 1999, \$20 million was authorized for the pilot program, and 2000-2003 are each authorized for \$25 million. A total of \$120 million is authorized for this program for FYs 1999-2003. **TEA-21 was set to expire in September 2003, but Congress passed a series of extensions for funding through September 2004. As of that date the United States Congress has not taken any action to further the program, although it may yet do so. Contact your U.S. Senator or Representative for updated information.**

An interagency team evaluates applications for competitive TCSP Program grants. The team includes representatives from: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), US Department of Transportation (DOT) Office of the Secretary, Federal Railroad Administration (FRA), Research and Special Programs Administration (RSPA)/Volpe Center, and the Environmental Protection Agency (EPA). TCSP Program grants can also be designated by Congress.

Some of the eligible projects include:

- Corridor preservation activities necessary to implement transit oriented development plans
- Traffic calming measures
- Spending policies that direct funds to high growth areas
- Urban growth boundaries to guide metropolitan expansion
- Green corridors that provide access to major highway corridors for efficient and compact development

States, local governments, metropolitan planning organizations (MPOs), and tribal governments are eligible to apply for TCSP Program funds.

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

Congestion Mitigation and Air Quality Improvement Program

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

The Bureau of Transportation Statistics provides a several guides to CMAQ funding as part of its inline National Transportation Library, go to: http://ntl.bts.gov/digital_collection.cfm type "CMAQ" in the Keywords box and it will provide several links to online documents

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

National Highway System (NHS)

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

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

Recreational Trails Program

Funded through the Highway Trust Fund, the program is related to the Symms National Recreational Trails Act of 1991 and was originally created as the National Recreational Trails Trust Fund to provide for and maintain recreational trails that are part of Statewide Comprehensive Outdoor Recreation Plans (SCORP). Pennsylvania's SCORP program is titled the "Pennsylvania Recreational Trails Program." Funds under this program may be used for all kinds of trail projects, including trail maintenance, acquisition and development, and for improving access to and use of trails by persons with disabilities. The Pennsylvania Department of Conservation and Natural Resources administers the program, which is described more fully below under "State Grant Programs." National mandates require that, of funds apportioned to a state, 30 percent be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent

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for diverse trail uses. The latter funds are allocated at the state's discretion, but preference is given to projects with the greatest number of compatible recreational purposes or to those that provide for innovative recreational trail corridors used for motorized and non-motorized recreation.

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

Federal Lands Highway Program

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

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

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

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

Additional TEA-21 Programs

Title 49 United States Code (as amended by TEA-21) allows the **Urbanized Area Formula Grants, the Capital Investment Grants, and the Loans and Formula Program for Other than Urbanized Areas** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in pedestrian and bicycle access to a mass transportation facility that establishes or enhances coordination between mass transportation and other transportation. TEA-21 also created a **Transit Enhancement Activity Program** with a one percent set aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways and bicycle access, including bicycle storage facilities and equipment for transporting bicycles on mass transportation vehicles.

Job Access and Reverse Commute Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

The Federal Highway Administration provides information fact sheets on these programs at the following internet sites:

- For Urbanized Area Formula Grants, see
<http://www.fhwa.dot.gov/tea21/factsheets/urbnfg.htm>
- For Capital Investments Grants and Loan Program, see
<http://www.fhwa.dot.gov/tea21/factsheets/trcap.htm>

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- For Formula Grants for Other than Urbanized Areas, see <http://www.fhwa.dot.gov/tea21/factsheets/nonurbfg.htm>
- For Transit Enhancements, see <http://www.fhwa.dot.gov/tea21/factsheets/transenh.htm>
- For Job Access and Reverse Commute Grants, see <http://www.fhwa.dot.gov/tea21/factsheets/jobaccs.htm>

Wetland Reserve Program (WRP)

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

For more information on the program, see the Farm Bill Network website:
<http://www.nrcs.usda.gov/programs/wrp/>

STATE GRANT PROGRAMS

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

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

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

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

PA DCNR’s Recreational Trails Program provides funding to develop and maintain trails and trail-related facilities for both motorized and non-motorized recreational trail uses. DCNR’s Bureau of Recreation & Conservation administers this program in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and non-motorized recreational trail users.

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Funding for the Recreational Trails Program is provided to the Commonwealth through the Federal Highway Administration (FHWA) and the Transportation Equity Act for the 21st Century (TEA 21), and supplemented by state funds.

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

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

For more information on these grant programs, contact the PA Department of Conservation and Natural Resources at the central office:

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

Or contact the Recreation and Park Advisor for Region I at:

Southeast Regional Office (Philadelphia)
908 State Office Building
1400 Spring Garden Street
Philadelphia, PA 19130
(215) 644-0609

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

The Keystone Land Trust Program

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

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

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

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

- Community Grants
- Rails-to-Trails Grants

- Rivers Conservation Grants

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

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

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

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

Keystone Acquisition and Development Grant Program

The Keystone Acquisition and Development Grant Program includes three components:

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

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

Under the Community Grant Program, municipalities, COGs and some authorities are the only eligible applicants. These grants provide funding for the purchase of land for park, recreation, or conservation purposes, and the rehabilitation and development of park and recreation areas and facilities, including greenways and trails. Generally, funding is provided for up to 50% of eligible costs. Small Communities/Small Projects grants are included for municipalities with a population of 5,000 or less. Grants are limited to a maximum of \$20,000 and will provide up to 100 percent funding of material costs and professional design fees. Grants are for the rehabilitation and development of basic outdoor park and recreation facilities and minor indoor recreation renovations.

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

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

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The Pennsylvania Recreational Trails Program

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

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

The Recreational Trails Program is administered by PA DCNR but uses Federal Highway Administration (FHWA) and Transportation Equity Act for the 21st Century (TEA-21) funds. TEA-21's predecessor legislation, ISTEA, included the Symms National Recreational Trails Act, and thus these grants are sometimes referred to as "Symms Grants." State funding supplements the federal in some years.

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

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

Heritage Parks Program

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

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

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

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

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

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

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

FOUNDATION GRANTS AND OTHER PRIVATE FUNDING

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

American Greenways Eastman Kodak Awards

A partnership between The Conservation Fund and photo giant Eastman-Kodak has launched the American Greenways Eastman Kodak Awards (formerly the American Greenways DuPont Awards). The program provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

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

Bike Belong Coalition Grants Program

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

Delaware Valley Regional Planning Commission Transportation and Community Development Initiative Grants

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

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

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

HGTV Restore America

HGTV Restore America is a partnership between the National Trust for Historic Preservation and Home & Garden Television (HGTV). Since 2003, HGTV Restore America has provided 36 grants to projects across America that highlight the work of preservation. HGTV has told the story of these sites through on-air and on-line content.

In 2006, HGTV Restore America will focus on the revitalization of places where people live, through grants for residential projects. Nonprofit organizations and public agencies are invited to apply for grants. Approximately 6 to 12 grants will be awarded for projects such as rehabilitation of single family residences

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or adaptive use of historic buildings for housing, creation of upper-floor apartments in Main Street communities, or restoration of Save America's Treasures sites that continue to have a residential use.

Applications must be postmarked by November 30, 2005. To download the Restore America grant program guidelines and application form, go to http://www.nationaltrust.org/restore_america/ra_grants.html

Home Depot Foundation

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

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

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

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

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

The Home Depot's core purpose is to improve everything we touch, including the communities where we live and work. The Home Depot Foundation, The Home Depot and the many suppliers who contribute to the Foundation recognize the importance of giving back to our communities by engaging associates in meaningful volunteer activities. We believe it is a shared responsibility to enhance our communities and protect the environment. Preference will be given to grant requests that offer volunteerism opportunities and encourage community engagement.

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

- Affordable Housing, Built Responsibly
- Healthy Community and Wild land Forests

For more information visit The Home Depot Foundation website: <http://www.homedepotfoundation.org/>

Pew Charitable Trusts

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

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outside of these six areas that take an interdisciplinary approach to broad issues of significant interest or concern.

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

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

Recreational Equipment Incorporated (REI) Conservation and Recreation Grants

REI's giving program is employee driven. The process starts with the employee nomination of projects in which they are personally involved. Grant guidelines and applications are sent to nonprofit organizations based strictly on those nominations from our employees. REI targets support to nonprofits that have either conservation projects, or programs directly increasing access to and participation in responsible outdoor recreation. For this reason, we are unable to accept unsolicited requests for donations or sponsorships.

For more information about REI's giving programs, please visit www.rei.com/aboutrei/gives02.html

Schuylkill River Heritage Area Corridor Grants

The Schuylkill River Heritage Area (SRHA) celebrates the unique and nationally significant cultural landscape of the Schuylkill River watershed and attempts to bring a variety of federal, state, local, and private resources to bear on the Heritage Area's preservation, revitalization, and promotion.

The Schuylkill River Heritage Area provides grants to non-profit organizations and municipal and county governments to develop programs and projects that address SRHA's five core goals— resource conservation (natural & cultural), education and interpretation, recreation, community revitalization, and heritage tourism— in unique, meaningful, and sustainable ways. Supported projects must satisfy at least one of the five goals and the most successful projects will incorporate multiple goals. Successful projects will also attempt to address the larger context in which their projects exist. The Schuylkill River Heritage Area Grant Program is funded by the Pennsylvania Department of Conservation and Natural Resources (DCNR) through the Pennsylvania Heritage Parks Program (PHPP) and is administered in partnership with the National Park Service.

SRHA grants are available to organizations within its boundaries. The Schuylkill River Heritage Area is defined as the entire Schuylkill River watershed within Schuylkill, Berks, Chester, Montgomery, and Philadelphia Counties. While the Schuylkill River serves as the spine of the Heritage Area, the boundaries also include all of the river's major tributaries and the lands that they drain.

SRHA Grants are awarded based upon the criteria laid out in the Schuylkill River Heritage Area Management Plan and Environmental Impact Statement, *Living with the River*, published in 2003. *Living with the River* is intended to guide programs and projects within the Schuylkill River watershed that encourage partnerships, establish linkages between sites and resources, work to build a regional identity, and help preserve a sense of place. The SRHA Management Plan is available in PDF format at www.schuylkillriver.org

Information on the SRHA Corridor Grant program is available at:
http://www.schuylkillriver.org/Grant_Information.aspx
choose the Acrobat file " 2006 Heritage Area Grant Guidelines

The Surdna Foundation

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

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

William Penn Foundation

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

Information about the foundation's Environment and Communities grants can be located at
<http://www.wpennfdn.org>
On the left click on Grant Center