



## FUNDING OPPORTUNITIES

A variety of funding sources are available for implementing the projects and programs recommended as part of this plan. Many sources have eligibility restrictions that limit their use to specific types of projects, but other sources can be used for a variety of projects. Brief descriptions of potential funding sources, along with the types of projects that are applicable, are provided below. Funding opportunities are categorized as follows:

- Federal Government Sources;
- State Government Sources;
- Local Government Sources;
- Private Sector Sources;
- Local Fundraising; and
- Foundations.

### Federal Government Sources

Although most federal / state governmental funding sources are competitive in nature, these sources represent an important opportunity for funding large-scale projects. For more information on these funding programs as enabled under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), please refer to the SAFETEA-LU website at <http://www.fhwa.dot.gov/safetealu>.

- Federal Aid Construction Funds – Several categories of federal aid construction funds — National Highway System (NHS) and Surface Transportation Program (STP) — or Congestion Mitigation and Air Quality (CMAQ) funds provide for the construction of pedestrian and bicycle transportation facilities. The primary source of funding for bicycle and pedestrian projects is STP Enhancement Funding (source: NCDOT Division of Bicycle and Pedestrian Transportation). These Federal funds typically require a 20% local match.

*Appropriate Projects:* Sidewalk construction, pedestrian path / greenway construction

- Recreational Trails Program – The Recreational Trails Program provides funds to States to develop and maintain trails, including trails for non-motorized uses as well as motorized uses. These Federal funds typically require a 20% local match.

*Appropriate Projects:* Pedestrian path / greenway development (easement acquisition, construction, and maintenance); trail safety and environmental protection programs

- Safe Routes to School Program – This program is intended to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Funds are to be administered by State departments of transportation to provide financial assistance to State, local, and regional agencies, including non-profit organizations, that



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demonstrate the ability to meet the requirements of the program. The allocation for North Carolina is approximately \$15 million over a five year period.

*Appropriate Projects:* Eligible activities include the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Each state must set aside from its Safe Routes to School apportionment not less than 10 percent and not more than 30 percent of the funds for non-infrastructure-related activities to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training, volunteers, and managers of safe routes to school programs (source: <http://www.fhwa.dot.gov/safetealu/factsheets/saferoutes.htm>).

The North Carolina contact for the Safe Routes to School program is as follows:

Safe Routes to Schools  
NC Dept of Transportation, Division of Bicycle and Pedestrian Transportation  
1552 Mail Service Center  
Raleigh, NC 27699-1552  
Phone: 919-807-0777  
[http://www.ncdot.org/transit/bicycle/safety/programs\\_initiatives/Safe\\_Routes.html](http://www.ncdot.org/transit/bicycle/safety/programs_initiatives/Safe_Routes.html)

### State Government Sources

- State Construction Funds – State roadway construction funds (not including the Highway Trust Fund for Urban Loops and Interchanges) may be used for the construction of sidewalks and bicycle accommodations that are a part of roadway improvement projects (source: NCDOT Division of Bicycle and Pedestrian Transportation).

*Appropriate Projects:* Sidewalk / pedestrian path construction

- Governor's Highway Safety Program (GHSP) – GHSP funding is provided through an annual program, upon approval of specific project requests, to undertake a variety of pedestrian and bicycle safety initiatives. Amounts of GHSP funds vary from year to year, according to the specific amounts requested (source: NCDOT Division of Bicycle and Pedestrian Transportation).

*Appropriate Projects:* Sidewalk / pedestrian path construction; safety programs

- NCDOT Transportation Improvement Program (TIP) – Six million dollars are annually set aside for the construction of bicycle improvements that are independent of scheduled



highway projects in communities throughout the state. For independent pedestrian and greenway projects to be added to the TIP, they will follow essentially the same TIP process as do highway projects. See the DBPT web site for more information on the TIP process -

[http://www.ncdot.org/transit/bicycle/funding/funding\\_TIP.html](http://www.ncdot.org/transit/bicycle/funding/funding_TIP.html)

For incidental projects, many times a cost-sharing approach will be used to fund pedestrian facilities. Based on the City of Albemarle's population, 30 percent of local contributions are required, while NCDOT will provide 70% of the costs. See the DBPT web site for DOT's Pedestrian Policy Guidelines –

[http://www.ncdot.org/transit/bicycle/laws/laws\\_pedpolicy.html](http://www.ncdot.org/transit/bicycle/laws/laws_pedpolicy.html)

For more information on how to receive these state funds, contact the regional NCDOT office.

The NCDOT Division 10 Office currently receives \$200,000 annually for small pedestrian projects, i.e. sidewalk links. Contact info:

North Carolina Department of Transportation  
Division 10  
716 West Main Street  
Albemarle, NC 28001  
Phone: (704) 982-0101  
Fax: (704) 982-3146

<http://www.ncdot.org/doh/operations/division10/>

### Local Government Sources

Local governments participate in funding pedestrian projects through dedicated funding sources as well as annual set-asides of departmental budgets. In the future, Albemarle should strive to identify a set amount of funding every year for pedestrian infrastructure improvements. This amount can be included as a line item in the City's budget, to be applied toward projects identified in this plan. Additionally, communities are generally supportive of local bond options for pedestrian improvements and recreational trails. Bonds could be Albemarle's most crucial local funding source. Taxes levied on utilities, gas, vehicle registrations, or retail goods can also apply toward pedestrian infrastructure. Powell Bill funds may also be used.

### Private Sector Sources

Perhaps the most important funding source for improvements to Albemarle's pedestrian infrastructure is private sector sources. Ensuring that pedestrian facilities are implemented in conjunction with future developments is important so that the City does not have to go back and retrofit facilities later using government funding.

In addition, local companies may be interested in financially supporting pedestrian projects and programs. Major local employers may support projects as part of their community giving



programs or employee health programs. Recognition for contributions could be prominently displayed on signage along the sidewalk or path that was supported by private funds.

### Local Fundraising

Local matching monies could be raised for projects by seeking private donations for specific projects. Several examples of these efforts are given below (information taken from the Pedestrian and Bicycle Information Center at <http://www.walkinginfo.org>).

- *In Ashtabula, Ohio the local trail organization raised one-third of the money they needed to buy the land for the trail, by forming a "300 Club." Three hundred acres were needed for the trail and they set a goal of finding 300 folks who would finance one acre each. The land price was \$400 an acre and they found just over 100 people to buy an honorary acre, raising over \$40,000.*
- *In Jackson County, Oregon a "Yard Sale" was held. The Bear Creek Greenway Foundation sold symbolic "yards" of the trail and placed donor's names on permanent markers that are located at each trailhead. At \$40 a yard, they raised enough in private cash donations to help match their \$690,000 Transportation Enhancements program award for the 18-mile Bear Creek trail linking Medford, Talent, Phoenix and Ashland.*
- *Selling bricks for local sidewalk projects, especially those in historic areas or on downtown Main Streets is increasingly common. Donor names are engraved in each brick, and a tremendous amount of publicity and community support is purchased along with basic construction materials. Portland, Oregon's downtown Pioneer Square is a good example of such a project.*
- *In Colorado Springs, the Rock Island Rail-Trail is being partly funded by the Rustic Hills Improvement Association, a group of local home-owners living adjacent to the trail. Also, 10 miles of the trail was cleared of railroad ties by a local Boy Scout troop.*
- *A pivotal 40-acre section of the Ice Age Trail between the cities of Madison and Verona, Wisconsin, was acquired with the help of the Madison Area Youth Soccer Association. The soccer association agreed to a fifty year lease of 30 acres of the parcel for a soccer complex, providing a substantial part of the \$600,000 acquisition price.*

### Foundations

A number of charitable foundations have provided funds for pedestrian projects, including infrastructure projects as well as safety programs. One of the largest of these foundations is the Robert Wood Johnson Foundation, which has a strong focus on projects that have a positive benefit on public health, such as walking. The Foundation Center ([www.fdncenter.org](http://www.fdncenter.org)) is an online resource that catalogs numerous foundations.