

The background features several overlapping, semi-transparent grey geometric shapes, including rectangles and lines, arranged in a dynamic, non-linear pattern. The shapes vary in size and orientation, creating a sense of depth and movement. The overall aesthetic is clean and modern.

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APPENDIX A: FUNDING SOURCES

TRAIL FUNDING SOURCES OVERVIEW

Due to the cost of most construction and trail development activities, it may be necessary to consider several sources of funding, that when combined, would support these costs. This appendix outlines sources of funding at the federal, state, and local government levels and from the private sector. These sources cover a variety of costs related to trail and community development along proposed Silver Comet Trail connections and surrounding areas. The following descriptions are intended to provide an overview of available options and do not represent a comprehensive list. Funding sources can be used for a variety of activities, including: planning, design, implementation and maintenance. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

FEDERAL FUNDING SOURCES

Federal funding is typically directed through State agencies to local governments either in the form of grants or direct appropriations, independent from State budgets, where shortfalls may make it difficult to accurately forecast available funding for future project development. Federal funding typically requires a local match of approximately 20%, but there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match. Since these funding categories are difficult to forecast, it is recommended that the local jurisdiction work with its Metropolitan Planning Organization (MPO) or Regional Commission (RC) on getting pedestrian projects listed in metro and state Transportation Improvement Programs (TIP), as discussed below. The following is a list of possible Federal funding sources that could be used to support construction of many trail improvements. Most of these are competitive, and involve the completion of extensive applications with clear documentation of the project needs, costs, and benefits.

MOVING AHEAD FOR PROGRESS IN THE TWENTY-FIRST CENTURY (MAP-21)

The largest source of federal funding for bicycle and pedestrian is the USDOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27 month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus may continue to provide capital for active transportation projects and programs.

In Georgia, federal funds are administered through the Georgia Department of Transportation (GDOT) and Metropolitan Planning Organizations, such as the Atlanta Regional Commission (ARC). Most, but not all, of these programs are oriented toward transportation versus recreation, with

an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects, such as the Recreational Trails Program and Safe Routes to Schools.

More information: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

TRANSPORTATION ALTERNATIVES

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. Unless the Governor of a given state chooses to opt out of Recreational Trails Program funds, dedicated funds for recreational trails continue to be provided as a subset of TA. MAP-21 provides \$85 million nationally for the RTP. Complete eligibilities for TA include: Transportation

Alternatives as defined by Section 1103 (a) (29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is a new eligible activity.

More information: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

SAFE ROUTES TO SCHOOL

The purpose of the Safe Routes to Schools (SRTS) program is to promote safe, healthy alternatives to riding the bus or being driven to school. All projects must be within two miles of primary or middle schools (K-8). Under MAP-21, dedicated funding for the SRTS program has been eliminated. However, SRTS activities are eligible to compete for funding alongside other projects under the Transportation Alternatives Program. Eligible projects may include:

- Engineering improvements. These physical improvements are designed to

reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.

- Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds.

SURFACE TRANSPORTATION PROGRAM (STP)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of projects on any Federal-aid Highway including the National Highway System, bridges on any public road, and transit facilities. Bicycle and pedestrian improvements are eligible activities under the STP. This covers a wide variety of projects such as on-street facilities, off-road trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. SAFETEA-LU also specifically clarifies that the modification of sidewalks to comply

with the requirements of the Americans with Disabilities Act (ADA) is an eligible activity. Funds under Title 23 generally may be used

only for projects that are on the Federal aid highway system -- which typically does not include local or minor collector roads. However, bicycle and pedestrian projects not located on the Federal-aid highway system may be funded under the STP (and therefore also under the Transportation Enhancement Activities, Congestion Mitigation and Air Quality Improvement Program) and under the Bridge Program. Highway Safety Improvement Program funds may be spent on any public highway or trail. In addition, non-construction projects, such as maps, coordinator positions, and encouragement programs, are eligible for STP funds.

More information: <http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM

The Transportation, Community, and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming, and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services, and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The TCSP Program

funds require a 20 percent match. Pedestrian and bicycle projects meet several TCSP goals, are generally eligible for the TCSP program and are included in many TCSP projects. The program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. The program was authorized at \$61 million nationally in federal fiscal year 2011 and provided \$782,640 for the Atlanta Beltline City Hall East Bicycle/Pedestrian Bridge. Congress has identified projects to be selected for funding through the TCSP program. Assuming that this method is used to allocate TCSP funds in the future, local jurisdictions will need to work closely with their RC/MPO, GDOT, and members of Congress to gain access to this funding.

More information: <http://www.fhwa.dot.gov/tcsp/>

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement program provides funds for programs in “air quality non-attainment and maintenance areas” (areas that do not meet federal air quality standards) and projects designed to improve

air quality and reduce congestion, without adding single occupant vehicle capacity to the transportation system. Along the proposed Silver Comet Trail connections, Cobb, Floyd, Fulton, and Paulding Counties were designated as non-attainment areas for PM2.5 as of December 2012. The federal formula for CMAQ allocates funds based on MPO population and congestion. Georgia gets approximately \$58 million in annual CMAQ funds, with the Atlanta Regional Commission receiving the majority of funds. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible. CMAQ funding is processed by GDOT through Georgia’s Metropolitan Planning Organizations (MPOs). Individual project proposals must meet a minimum cost threshold of \$100,000, and must meet a required local share of 20%. SAFETEALU authorized an extension of CMAQ Program funds through FY 2012.

More information: www.dot.ga.gov/cmaq

RECREATIONAL TRAILS PROGRAM (RTP)

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation’s Federal Highway Administration (FHWA). Federal transportation

funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. The RTP funds are distributed to the States by legislative formula: half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. See the Funding Levels by State. Recreational Trails Program funds are apportioned to the States by legislative formula (23 U.S.C. 104(h)). FHWA receives \$840,000 per year for program administration, trail related research and technical assistance, and training. The remainder of the funds is distributed to the States. Half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State: fuel used for off-road recreation by snowmobiles, all-terrain vehicles, off-road motorcycles, and off-road light trucks. In 2012, Georgia received \$1,624,535 in apportioned funds for its Recreational Trail Program, with \$1,464,588 obligated. In 2013, Georgia has received \$ 1,740,137 in apportioned funds,

with obligation levels yet to be determined as of this writing. Under MAP-21, governors may choose to opt out of a portion or all of this “dedicated” RTP funding. As of this writing, the governor of Georgia has not opted out of the RTP funding. If the governor does opt out, these funds still must remain in Transportation Alternatives.

More information: http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

NATIONAL RECREATION TRAILS

Though not a source of funding, NRT designation from the Secretary of the Interior recognizes exemplary existing trails of local or regional significance. NRT designation provides benefits, including access to technical assistance from NRT partners and listing in a database of National Recreation Trails. In addition, some potential support sources will take NRT designation into account when making funding decisions. The Silver Comet Trail was designated a National Recreation Trail in 2002.

More information: <http://www.americantrails.org/nationalrecreationtrails/>

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

Also not a source of funding, RTCA is a technical assistance arm of the National Park Service dedicated to helping local groups and communities preserve and develop open space, trails and greenways. RTCA is an important resource center for many

trail builders in urban, rural and suburban areas. "Instead of money," their Web site notes, "[RTCA] supplies a staff person with extensive experience in community-based conservation to work with a local group on a project."

More Information: <http://www.nps.gov/ncrc/programs/rtca/index.htm>

FEDERAL TRANSIT ADMINISTRATION PROGRAMS
Federal Transit Administration (FTA) funding is available for projects designed to improve access to transit. Individual grant programs vary on the specific goals, but eligible improvements include crossing improvements, pedestrian signals, sidewalks and trails. Programs of the FTA are described in the following section.

FTA URBANIZED AREA FORMULA PROGRAM
The FTA capital/operating grant is for urbanized areas with populations over 50,000. This grant can be used for pedestrian or bicyclist access to transit.

More information: http://www.fta.dot.gov/funding/grants/grants_financing_3561.html

FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS

This program is formula-based and provides funding to states for supporting public transportation in rural areas with populations of less than 50,000. This grant funds routes to transit, bike racks, shelters, and equipment for public transportation vehicles.

More information: http://www.fta.dot.gov/funding/grants/grants_financing_3555.html

METROPOLITAN AND STATEWIDE PLANNING
This program provides funding for statewide and metropolitan coordinated transportation planning. Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs. Eligible activities include pedestrian or bicycle planning to increase safety for non-motorized users, and to enhance the interaction and connectivity of the transportation system across and between modes.

More information: http://www.fta.dot.gov/funding/grants/grants_financing_3563.html

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES
Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure ("Provide more transportation choices: develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign

oil, improve air quality, reduce greenhouse gas emissions, and promote public health”). The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including both TIGER I and TIGER II grants). Georgia jurisdictions should track partnership communications and be prepared to respond proactively to announcements of new grant programs. Initiatives that speak to multiple livability goals are more likely to score well than initiatives that are narrowly limited in scope to pedestrian improvement efforts.

More information: <http://www.sustainablecommunities.gov/>

FEDERAL COMMUNITY DEVELOPMENT BLOCK GRANT

Community Development Block Grant (CDBG) funds are allocated through the States 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. The program provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD. The CDBG program provides annual grants on a formula basis to 1209

general units of local government and States. Federal CDBG grantees may use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.

More information: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation funds available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users,

encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in Georgia locales indirectly through technical assistance, particularly for community organizations, but is not a capital funding source.

More information: <http://www.nps.gov/ncrc/programs/rtca/>

STATE FUNDING SOURCES

Unlike many states, Georgia has no consistent funding source that supports acquisition, development and rehabilitation of outdoor recreation areas. While the State of Georgia operated a Recreation Assistance Fund from 1978-1999, the state is currently one of fourteen states with no consistent source of funds for parks and recreational agencies. Lacking state assistance for recreation, many of the programs operated in Georgia are derived from federal funding sources administered at the state level.

TRANSPORTATION IMPROVEMENT PROGRAMS (TIP)

Transportation Improvement Programs (TIPs) in Georgia are administered by Metropolitan Planning Organizations (MPOs) within metro areas. These TIPs can contain a variety of transportation projects, including bicycle and pedestrian facilities. Outside of metro areas, Georgia maintains a Statewide Transportation Improvement Program (STIP). However, bicycle and pedestrian planning in

non-MPO areas are typically funded through Regional Commissions (RCs). The distinctions between MPOs and RCs are discussed below. The Atlanta Regional Commission (ARC) includes planning levels for both the MPO and RC level, with MPO boundaries including several counties outside of the core ARC area.

The proposed Silver Comet Trail connections in Cobb, Fulton, and Paulding Counties are located within the ARC MPO area; the trail connections in Polk and Floyd Counties are located within the Northwest Georgia Regional Commission (NWGRC).

Metropolitan Planning Organizations (MPOs) are federally designated agencies created in urban areas containing more than 50,000 people. Fifteen MPOs operate within Georgia. They are charged with conducting comprehensive, coordinated planning processes to determine the transportation needs of their respective constituencies, and prioritizing and programming projects (including bicycle and pedestrian projects) for federal funding. The MPOs conduct open public meetings annually for input into the development of the Long Range Plans and Transportation Improvement Programs.

The Georgia State Planning Act of 1989 included key provisions for the creation of Regional Development Commissions throughout the state intended to assist local governments in planning and coordinate regional planning. These entities were

later consolidated into twelve Regional Commissions (RCs). GDOT contracts with Regional Commissions (Except the Atlanta Regional Commission) to provide bicycle and pedestrian transportation services. Sample projects include:

- Regional bicycle and pedestrian plans
- Safe Routes to School Plans
- Rails-to-Trails Feasibility Studies
- Purchasing bike route signage and coordinating their installation
- Bike route and trail mapping
- Walkable community design workshops

Atlanta Regional Commission Division of Bicycle and Pedestrian Planning: <http://www.atlantaregional.com/transportation/bicycle--pedestrian>

Northwest Georgia Regional Commission: <http://www.nwgrc.org/>

Georgia Statewide Transportation Improvement Program: <http://www.dot.ga.gov/informationcenter/programs/transportation/Pages/stip.aspx>

GOVERNOR'S HIGHWAY SAFETY OFFICE

The Governor's Highway Safety Office (GHSO) is Georgia's advocate for highway safety. This office works with law enforcement, judicial personnel and community advocates to coordinate activities and initiatives relating to the human behavioral aspects of highway safety. The GHSO's mission is to develop,

execute and evaluate programs to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on Georgia's roadways. The office works in tandem with the National Highway Safety Administration to implement programs focusing on occupant protection, impaired driving, speed enforcement, truck and school bus safety, pedestrian and bicycle safety and crash data collection and analysis. Programs administered by the Governor's Highway Safety Office are 100% federally funded.

More information: <http://www.gahighwaysafety.org/>

GEORGIA RECREATIONAL TRAIL PROGRAM

In Georgia, the administration of the Recreational Trail Program is handled by the Department of Natural Resources (DNR), Division of Parks, Recreation, and Historic Sites. Under this program, the Grants Administration and Planning Unit of Georgia DNR provides 80/20 grant assistance for eligible applicants for land acquisition, development of public recreational trails, non-routine maintenance, and assessment of existing public trails.

The Georgia Recreational Trail Program has several criteria for applicants of trail funding. Lands and facilities that receive funding must be for public trails or the direct support of trail usage. In order to satisfy the public requirement, trail facilities must be open to the general public without discrimination during reasonable times and hours, and must be maintained and operated

for public recreational usage. Eligible applicants must be legally constituted entities such as state and federal agencies, cities, counties, recreational commissions, or recreational authorities with legislative sanction. Applicants must also demonstrate that proposed trail projects are identified or further a specific planning goal of Georgia's Statewide Comprehensive Outdoor Recreation Plan (SCORP). Likewise, the proposed trail project should be consistent with needs identified in the sponsor jurisdiction's local comprehensive plan.

Annual grant cycles begin with applications in the fall and grant awards announced in early March of the following year.

More information: <http://georgiastateparks.org/Content/Georgia/word/grants/09-2012/rtpmanua.pdf>

LAND AND WATER CONSERVATION FUND

The Land, Water & Conservation Fund (LWCF) program is a federally funded, state administered grant program and provides matching grants to local governments and state agencies that provide recreation and parks, for the acquisition and development of public outdoor recreation areas and facilities. All grant projects must be on publicly owned land. In Georgia, the LWCF has helped finance land acquisition for linear parks, such as the Chattahoochee River National Recreation Area.

The Georgia Department of Natural Resources (DNR) Division of Parks, Recreation, and Historic Sites conducts a Statewide Comprehensive Outdoor Recreation Plan (SCORP) each five years to articulate state recreational policy and maintain eligibility for federal funds from the Land and Water Conservation Fund (LWCF). LWCF grants support state, county, and city outdoor recreation projects for land acquisition, development, and rehabilitation.

The most recent iteration of the SCORP covers the planning period of 2008-2013. Under this plan, three key priorities are identified as follows:

- Promote Health / Fitness and Livability of All Communities
- Enhance Economic Vitality
- Conserve and Properly Use Natural Resources

Of these three primary goals, the promotion of health, fitness, and livability appears to apply the most closely to trail development. For example, one key recommendation under this goal is to explore ways of connecting existing parks and recreational facilities for pedestrians and non-motorized vehicles, such as bikes and in-line skates.

Georgia Land & Water Conservation Fund Grants: <http://gastateparks.org/grants/lwcf>

Georgia Statewide Comprehensive Outdoor Recreation Plan: <http://www.gastateparks.org/item/152835>

LOCAL GOVERNMENT FUNDING SOURCES

Municipalities often plan for the funding of pedestrian and bicycle facilities/improvements through development of Capital Improvement Programs (CIPs). For example, the City of Powder Springs has financed local extensions connecting to the Silver Comet Trail through municipal general funds. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows municipal decision-makers to balance all capital needs. A variety of possible funding options available to Georgia jurisdictions for implementing bicycle and pedestrian projects are described below. However, many will require specific local action as a means of establishing a program, if not already in place.

CAPITAL RESERVE FUND

Other states have created statutory authority for municipalities to create capital reserve funds for any capital purpose, including bicycle and pedestrian facilities. The reserve fund must be created through ordinance or resolution that states the purpose of the fund, the duration of the fund, the approximate amount of the fund, and the source of revenue for the fund. Sources of revenue can include general fund allocations, fund balance allocations, grants and donations

for the specified use.

More information: <http://www.osc.state.ny.us/localgov/pubs/lgmg/reservefunds.pdf>

COMMUNITY IMPROVEMENT DISTRICTS (CIDs)

Community Improvement Districts (CIDs) are a voluntary self-taxing mechanism for funding governmental services, such as parks and recreation, road construction, storm water and waste water systems, water systems, public transportation, and other services. CIDs can levy taxes, fees and assessments on non-residential properties and apply the funds to governmental services and facilities within the CID boundary. CIDs can also fund improvements through issuing bonds. However, CID-issued bonds may not be considered an obligation of the state or local government other than the CID itself. The Georgia General Assembly may create a CID by local legislation, with conditional approval of the city or county government where the CID is located. In addition, the creation of a CID is contingent on receiving the written consent of a majority of the property owners within the CID that would be subject to CID taxes, fees and assessments. The governing body of each CID as designated by the Legislature must include representatives from each city or county within the CID.

More information: Georgia Constitution Article IX, Section VII <http://www.lexisnexis.com/hotttopics/gacode/>

TAX ALLOCATION DISTRICTS (TADs)

Tax Allocation Districts (TADs), often called Tax Increment Financing (TIF) in other states, are a mechanism for funding improvements in blighted or underutilized areas based on future property value increases. TADs operate by establishing a current tax base floor for a given TAD district area and applying future taxes over and above the tax floor for a given period of time to pay the costs of infrastructure. Most often, but not always, TADs issue bonds to fund infrastructure improvements that are aimed at spurring redevelopment and property value increases. TAD funds may be used for a wide range of development activities. Cities, counties and school systems may decide independently whether to participate in a TAD. City or County TADs require a jurisdiction-wide referendum for approval and the creation of a local redevelopment agency to administer the TAD. The local redevelopment agency is tasked with identifying a specific redevelopment area and public improvements needed to help the area attract new private development. Since a determination of blight is required, TADs generally apply to urbanized "brownfield" or "grayfield" sites rather than undeveloped rural property. One prominent example of TAD financing for bicycle/pedestrian infrastructure is the Atlanta Beltline TAD.

More information: http://aysps.gsu.edu/publications/TAD_compiled.pdf

INSTALLMENT PURCHASE FINANCING

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

More information: <http://www.development.ohio.gov/Business/tif/>

TAXES

Many communities have raised money for general transportation programs or specific project needs through self-imposed increases in taxes and bonds. For example, Pinellas County residents in Florida voted to adopt a one cent sales tax increase, which provided an additional \$5 million for the development of the overwhelmingly popular Pinellas Trail. Sales taxes have also been used in Allegheny County, Pennsylvania, and in Boulder, Colorado to fund open

space projects. A gas tax is another method used by some municipalities to fund public improvements. A number of taxes provide direct or indirect funding for the operations of local governments and public improvement projects that can be used for bicycle and pedestrian facilities. Some of them are:

SPECIAL PURPOSE LOCAL OPTION SALES TAXES (SPLOST)

In Georgia, sales tax is imposed on all retail sales, leases and rentals of most goods, as well as taxable services (occupancy taxes fall under this category as well). Georgia cities and counties have the option of imposing an additional Special Purpose Local Option Sales Tax (SPLOST). State law requires approval of a resolution to establish a SPLOST by a countywide referendum with a defined end date. SPLOST funds can only be applied to specified capital improvement projects. The City of Thomasville, Georgia has recently approved a SPLOST program for the construction of multi-use trails.

More information: <http://www.gasplost.org/>

PROPERTY TAX

Property taxes generally support a significant portion of a municipality's activities. However, the revenues from property taxes can also be used to pay debt service on general obligation bonds issued to finance greenway system acquisitions. Because of limits imposed on tax rates, use of property taxes to fund greenways could limit the municipality's ability to raise funds for other

activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

More information: <https://etax.dor.ga.gov/ptd/adm/about.aspx>

EXCISE TAXES

Excise taxes are taxes on specific goods and services. These taxes require special legislation and funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage taxes that generate funds for promotion of tourism, and the gas tax that generates revenues for transportation related activities.

FEEES

A variety of fee options have been used by local jurisdictions to assist in funding pedestrian and bicycle improvements. Enabling actions may be required for a locality to take advantage of these tools.

STORM WATER UTILITY FEES

Greenway trail property may be purchased with storm water fees, if the property in question is used to mitigate floodwater or filter pollutants. Storm water charges are typically based on an estimate of the amount of impervious surface on a user's property.

Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of storm water runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharge into public storm drainage facilities and create a need for storm water management services. Thus, users with more impervious surface are charged more for storm water service than users with less impervious surface. The rates, fees, and charges collected for storm water management services may not exceed the costs incurred to provide these services.

IMPACT FEES

Developers can be required to pay impact fees through local enabling legislation. Impact fees, which are also known as capital contributions, facilities fees, or system development charges, are typically collected from developers or property owners at the time of building permit issuance to pay for capital improvements that provide capacity to serve new growth. The intent of these fees is to avoid burdening existing customers with the costs of providing capacity to serve new growth so that “growth pays its own way.” Communities that institute impact fees must develop a sound financial model that enables policy makers to justify fee levels for different user groups, and to ensure that revenues generated meet (but do not exceed) the needs of development. Factors used to determine an appropriate impact fee amount can include: lot size, number of occupants,

and types of subdivision improvements. A developer may reduce the impacts (and the resulting impact fee) by paying for on- or offsite pedestrian improvements that will encourage residents/tenants to walk or use transit rather than drive. Establishing a clear nexus or connection between the impact fee and the project’s impacts is critical in avoiding a potential lawsuit.

More information: <http://www.dca.state.ga.us/development/PlanningQualityGrowth/programs/impactfees.asp>

IN-LIEU-OF FEES

As an alternative to requiring developers to dedicate on-site greenway or pedestrian facility that would serve their development, some communities provide a choice of paying a front-end charge for off-site protection of pieces of the larger system. Payment is generally a condition of development approval and recovers the cost of the off- site land acquisition or the development’s proportionate share of the cost of a regional facility serving a larger area. Some communities prefer in-lieu-of fees. This alternative allows community staff to purchase land worthy of protection rather than accept marginal land that meets the quantitative requirements of a developer dedication but falls short of qualitative interests.

BONDS AND LOANS

Bonds have been a very popular way for communities across the country to finance their pedestrian and greenway projects. A number of bond options are listed below. Contracting with a private consultant to assist with this program may be advisable. Since bonds rely on the support of the voting population, an education and awareness program should be implemented prior to any vote. Billings, Montana used the issuance of a bond in the amount of \$599,000 to provide the matching funds for several of their TEA-21 enhancement dollars. Austin, Texas has also used bond issues to fund a portion of its bicycle and trail system.

REVENUE BONDS

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

GENERAL OBLIGATION BONDS

Cities, counties, and service districts generally are able to issue general obligation (G.O.) bonds that are secured by the full faith and credit of the entity. A general obligation

pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond. The local government issuing the bonds pledges to raise its property taxes, or use any other sources of revenue, to generate sufficient revenues to make the debt service payments on the bonds. Frequently, when local governments issue G.O. bonds for public enterprise improvements, the public enterprise will make the debt service payments on the G.O. bonds with revenues generated through the public entity's rates and charges. However, if those rate revenues are insufficient to make the debt payment, the local government is obligated to raise taxes or use other sources of revenue to make the payments. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of pedestrian and bicycle facilities. Voter approval is required.

SPECIAL ASSESSMENT BONDS

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

STATE REVOLVING FUND LOANS

Initially funded with federal and state money, and continued by funds generated by

repayment of earlier loans, State Revolving Funds (SRFs) provide low interest loans for local governments to fund water pollution control and water supply related projects including many watershed management activities. These loans typically require a revenue pledge, like a revenue bond, but carry a below market interest rate and limited term for debt repayment (20 years).

FUNDS FROM PRIVATE FOUNDATIONS & ORGANIZATIONS

Many communities have solicited greenway and pedestrian infrastructure funding assistance from private foundations and other conservation-minded benefactors.

PATH FOUNDATION

The PATH Foundation is a non-profit organization that partners with state and local governments to fund the construction and maintenance of trails in Georgia. Since its inception, the PATH foundation has constructed more than 160 miles of hiking, biking, and walking trails, including the Silver Comet Trail. PATH foundation staff provides assistance to local governments in planning, designing, building and maintaining trail projects. The foundation has created a "PATH Standard" for trail facilities to provide regular specifications for multi-use paths. The PATH Foundation has conducted several successful capital campaigns to solicit donations from charitable foundations and individual donors. In some cases, PATH provides matching funds

to finance the development of trails. The PATH foundation also sponsors an "Adopt a Trail" program to coordinate volunteers for supplemental maintenance programs. Numerous local charitable organizations and business interests have provided support for the PATH foundation, including the James M. Cox Foundation, Arthur M. Blank Family Foundation, Georgia-Pacific Foundation, Georgia Power Foundation, Northside Hospital Foundation, SunTrust Bank Atlanta Foundation, Turner Broadcasting System, The Wachovia Foundation, and the Robert W. Woodruff Foundation.

More information: <http://pathfoundation.org/>

THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation was established 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.

More information: <http://www.rwjf.org/grants/>

REI GRANTS

REI is dedicated to inspiring people to love the outdoors and take care of the places they love. REI focuses philanthropic efforts on supporting and promoting participation in active volunteerism to care for public lands, natural areas, trails and waterways. This focus engages a full spectrum of REI resources to mobilize communities around outdoor stewardship. The store teams cultivate strong partnerships with local non-profit organizations that engage individuals, families and entire communities in outdoor volunteer stewardship. REI stores use their public visibility, staff support and online communication tools to connect people to the stewardship opportunities hosted by their partners. These store resources thereby drive customers' attention, awareness and involvement in support of partner programs and needs. REI also supports local partners financially with grant funding. The grants program begins with nominations from store teams who select the local non-profits with whom they've developed enduring and meaningful partnerships. Nominated partners are then invited to submit applications for grant funding. REI grants provide partner organizations with the resources and capacity to organize stewardship activities and get volunteers involved.

More information: <http://www.rei.com/about-rei/grants02.html>

WALMART STATE GIVING PROGRAM

The Walmart Foundation financially supports projects that create opportunities for better living. Grants are awarded for projects that support and promote education, workforce development/ economic opportunity, health and wellness, and environmental sustainability. Both programmatic and infrastructural projects are eligible for funding. State Giving Program grants start at \$25,000, and there is no maximum award amount. The program accepts grant applications on an annual, state by state basis January 2nd through March 2nd.

More information:

<http://walmartstores.com/CommunityGiving/8168.aspx?p=8979>

THE RITE AID FOUNDATION GRANTS

The Rite Aid Foundation is a foundation that supports projects that promote health and wellness in the communities that Rite Aid serves. Award amounts vary and grants are awarded on a one year basis. A wide array of activities are eligible for funding, including infrastructural and programmatic projects.

More information: <http://www.riteaid.com/company/community/foundation.jsf>

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.

More information: <http://www.bankofamerica.com/foundation>

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.

More information: <http://www.tpl.org>

NATIONAL TRAILS FUND

American Hiking society created the National Trails Fund in 1998 as the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting, and maintaining foot trails in America. The society provides funds to help address the \$200 million backlog of trail 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 that 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.

More information: <http://www.americanhiking.org/>

THE CONSERVATION ALLIANCE

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. One hundred percent of its member companies' dues go directly to diverse, local community groups across the nation For 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. The Conservation Alliance is a unique funding source for grassroots environmental groups. It is the only environmental grant maker whose funds come from a potent yet largely untapped constituency for protection of ecosystems - the non-motorized outdoor recreation industry and its customers. This industry has great incentive to protect the places in which people use the clothing, hiking boots, tents and backpacks it sells. The industry is also uniquely positioned to educate outdoor enthusiasts about threats to wild places, and engage them to take action. Finally, when it comes to decision-makers – especially those in the Forest Service, National Park Service, and Bureau of Land Management, this industry has clout - an important tool that small advocacy groups can wield. The Conservation Alliance Funding Criteria:

- The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation.
- The Alliance does not look for mainstream education or scientific research projects, but rather for active

campaigns.

- All projects should be quantifiable, with specific goals, objectives and action plans and should include a measure for evaluating success.
- The project should have a good chance for closure or significant measurable results over a fairly short term (one to two years).
- Funding emphasis may not be on general operating expenses or staff payroll.

More information: <http://www.conservationalliance.com/grants>

BIKE BELONG GRANTS

The Bikes Belong Grant program funds important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include greenways and rail trails accessible by pedestrians and bicyclists. Applicants can request a maximum amount of \$10,000 for their project, and priorities are given to areas that have not received Bikes Belong funding in the past three years. A new Bikes Belong opportunity is Community Partnership Grants. These grants are designed to foster and support partnerships between city or county governments, non-profit organizations, and local businesses to improve the environment for bicycling in the community. Grants will

primarily fund the construction or expansion of facilities such as bike lanes, trails, and paths. The lead organization must be a non-profit organization with IRS 501(c)3 designation or a city or county government office.

More information: <http://www.bikesbelong.org/grants/>

THE CINERGY FOUNDATION

The Cinergy Foundation places special emphasis on projects that help communities help themselves. The Foundation supports local community, civic and leadership development projects. The Cinergy Foundation also views community foundations as positive vehicles for sustaining the long-term health of a community and promoting philanthropic causes. Infrastructure needs by a community will not be considered. The Cinergy Foundation supports health and social service programs which promote healthy life styles and preventative medical care. United Way campaigns are included in Health and Social Services funding.

More information: <http://www.cinergy.com/foundation/categories.asp>

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. Valuable in-kind gifts include donations of services, equipment, labor, or reduced costs for supplies.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

PRIVATE INDIVIDUAL DONATIONS

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

FUNDRAISING / CAMPAIGN DRIVES

Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial

backing. Often times fundraising satisfies the need for public awareness, public education, and financial support.

LAND TRUST ACQUISITION AND DONATION

Land trusts are held by a third party other than the primary holder and the beneficiaries. This land is oftentimes held in a corporation for facilitating the transfer between two parties. For conservation purposes, land is often held in a land trust and received through a land trust. A land trust typically has a specific purpose such as conservation and is used so land will be preserved as the primary holder had originally intended.

VOLUNTEER WORK

Residents and other community members are excellent resources for garnering support and enthusiasm for a greenway corridor or pedestrian facility. Furthermore volunteers can substantially reduce implementation and maintenance costs. 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.