

# Funding Sources Master List

## 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://mf.hud.gov:63001/dgms/gpi/display.cfm?program=25>

### Land and Water Conservation Fund (LWCF)

*[Note: This program is administered for Pennsylvania by the Department of Conservation and Natural Resources through its Community Conservation Partnership Program (C2P2). Please refer to that program under "State Grant Programs"]*

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.

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Americans for Our Heritage and Recreation provides an overview of the LWCF program at [http://www.ahrinfo.org/lwcf\\_overview.html](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/wcf/>

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

## **SAFETEA-LU**

### **(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment.

For more information about SAFETEA-LU go to the US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/summary.htm>

Contacts are also available for every metropolitan or county planning organization nationwide.

In the Philadelphia metro region contact:

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

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## **SAFEEA-LU Surface Transportation Program**

The Surface Transportation Program within SAFEEA-LU provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

For detailed information on funding per year 2005-2009 and fact sheets on individual programs see US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

## **SAFEEA-LU Transportation Enhancements Program**

Transportation Enhancement Activities offer communities the opportunity to expand transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

US Department of Transportation/Federal Highway Administration's website serves as a resource to States providing official legislation and guidance documents: <http://www.fhwa.dot.gov/environment/te/>

The National Transportation Enhancements Clearinghouse (NTEC) website provides a very good can get an introduction to TE, allows you to access a database of TE projects, to find your state TE contacts, to order TE related documents, and more. Go to: <http://www.enhancements.org/>

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>.

## **SAFEEA-LU Safe Routes To School Program**

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

This website provides an overview of the Program, as well as specific Program Guidance to the States in the administration of SRTS funds. <http://safety.fhwa.dot.gov/saferoutes/>

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Also see the National Safe Routes To School Clearing House, a centralized resource of information on successful Safe Routes to School programs, strategies and State specific information:  
<http://www.saferoutesinfo.org/>

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)**

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this Program in FY's 2005-2009.

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 guide to CMAQ funding as part of its Internet library, see: <http://ntl.bts.gov/data/energy-env/air/00489.html>

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/fundrec.htm>

## **Recreational Trails Program**

[Note: *This program is administered for Pennsylvania by the Department of Conservation and Natural Resources through its Community Conservation Partnership Program (C2P2). Please refer to that program under "State Grant Programs"*]

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 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>

## **STATE GRANT PROGRAMS**

### **Department of Conservation and Natural Resources (DCNR) Community Conservation Partnership Program (C2P2) Grants**

This program, one of the most commonly used sources of funds for planning, acquisition of land, and the development and construction of trails, is accessed through a single application for the C2P2 program. The next round of applications is due April 22, 2009, and currently every year thereafter.

Refer to the 2009-2010 DCNR Community Conservation Partnership Program (C2P2) Grant Application Manual and Forms at <http://www.dcnr.state.pa.us/brc/grants>

Regional Advisors are responsible for providing technical assistance to potential applicants and will meet with applicants at the proposed project site. Such a meeting with a Regional Advisor is strongly encouraged before making an application.

Contact the Regional Advisor for Region I (Southeastern Pennsylvania) at:

Southeast Regional Office (Philadelphia)  
908 State Office Building

1400 Spring Garden Street  
Philadelphia, PA 19130  
(215) 560-1182 or 1183

## **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:

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- 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.

### **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.

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.

## **Department of Community and Economic Development (DCED)**

DCED's "Single Application for Assistance" allows applicants to apply for financial assistance from the Department's various funding sources. Details are at <https://www.esa.dced.state.pa.us/ESAW/>

The goal of the Department of Community and Economic Development (DCED) is to foster opportunities for businesses and communities to succeed and thrive in a global economy, thereby enabling Pennsylvanians to achieve a superior quality of life. The Department ensures growth and development in our businesses and communities across Pennsylvania. Trails are part of this effort.

Pennsylvania is committed to developing and enhancing its communities - from downtown revitalization, to helping the individual citizens of low economic means to weatherize their houses against the chill of winter. Pennsylvania's focus on physical and economic infrastructure improvements produce significant change for the betterment of a community. Pennsylvania has a variety of assistance programs that enhance a community's quality of life through improved housing, water and sewer infrastructure, public facilities and economic assets.

## **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.

Applications for Heritage Area funds are made through a separate process directly to each of the Heritage Areas at <http://dcnr.state.pa.us/brc/heritageparks>

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

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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>

### **Smart Transportation Projects – Pennsylvania Community Transportation Initiative (PennDOT)**

This program supports transportation projects which promote livable and sustainable communities, including walking and bicycling improvements which promote connections between communities, and promote multi-modal corridors. Full information is at [www.smart-transportation.com/guidebook.html](http://www.smart-transportation.com/guidebook.html). The next deadline is December 15<sup>th</sup>, 2008.

## **COUNTY FUNDING PROGRAMS**

### **Green Fields/Green Towns Open Space Program (Montgomery Co., PA)**

Phase two of the Montgomery County open space program began when the Montgomery County Commissioners officially adopted the new Green Fields/Green Towns Program on December 18, 2003. This ten-year \$150 million program was approved by voter referendum in November 2003. The Green Fields/Green Towns Program is made up of three basic components: municipal grants (\$67 million), private organization grants (\$8 million), and county open space expenditures (\$75 million).

#### *Municipal Grants*

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All Montgomery County municipalities are eligible to apply for open space grants. The first round (the first four years of the program) will provide a guaranteed allocation of grant funds for each municipality. The second round of the program will provide the remaining grant funds to municipalities on a competitive basis. Municipalities will need to update their existing open space plans. Once this is done, they can turn their attention to the open space projects listed in their new plans. In addition to land acquisition, municipalities may direct funds toward heritage resource conservation, green infrastructure, farmland preservation, floodplain restoration, community trails that connect to the county's trail network, and implementation of the Schuylkill River Greenway.

**Important Notice:** All municipalities seeking to utilize their individual Round I municipal allocations must submit municipal implementation applications requesting Green Fields/Green Towns Open Space Program grant funding by April 1, 2009. After April 1, 2009, all remaining grant funds, including planning grant funds, will be made available to all municipalities for additional open space acquisition and green infrastructure projects that are consistent with the municipal open space plans. The approval of grants under this second round of funding will be competitive. The Montgomery County Open Space Board will review all applications in accordance with a process that it will establish. The board will make recommendations based upon its judgment of which projects best meet the goals of both municipal plans and the county open space plan. For further information, contact [Devan Stewart](#) at 610.278.3743.

#### *Private Organization Grants*

Private organizations experienced in land preservation and heritage resource conservation will be eligible for open space grant funds. Applicants may use open space funds toward the acquisition and easement of properties and buildings, given natural resource or heritage value. Projects involving buildings must be accompanied by a strategic plan for fundraising and restoration or adaptive reuse. Open space grant funds may not be used to restore structures.

#### *County Open Space Projects*

Over the next ten years, the county will pursue five major open space goals aimed at creating a connected open space network. These include the development and preservation of trails and greenways; land acquisition and easement of lands that expand, protect, and enhance county parks, historic sites, and natural areas; capital improvements and planning for parks and historic sites; continuation and expansion of the farmland preservation program; and implementation of the Schuylkill River Greenway.

These three entities—municipalities, private organizations, and the county—are urged to form partnerships and collaborate on projects to achieve the broadest public benefit. All of these entities are encouraged to leverage county grants with funding from outside sources. The new open space program was designed to be flexible and meet the diverse needs of the county's communities. After many months of hard work, a practical yet visionary plan has emerged. Building on the positive experience of the last ten years, this new program is destined for success! For more information about the open space program, contact [Devan Stewart](#) at 610.278.3743 or <http://planning.montcopa.org/planning/cwp/view,a,3,Q,1898.asp>

## **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.,

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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: <http://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 combining 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>

## **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 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 on their website:  
<http://www.pewtrusts.com/grants/>

## **Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants**

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wildlands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- increase access to outdoor activities
- encourage involvement in muscle-powered recreation
- promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

More information can be found at REI's website: [http://www.rei.com/reihtml/about\\_rei/grants.html](http://www.rei.com/reihtml/about_rei/grants.html)

## **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 - Environment and Communities Grants Program**

The mission of the William Penn 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.

The foundation's Environment and Communities grants program focuses on two priorities:

**Sustainable Regional Development:** Our approach is based on the belief that older, urban neighborhoods, even those that have suffered decades of urban decline, have unique assets that distinguish them from their suburban counterparts. By enhancing and leveraging these assets, urban communities can reconnect to the regional economy and become more attractive places to live and do business. The changing field of community development highlights the need for comprehensive solutions that include systems change and market-oriented approaches.

**Sustainable Watershed Assets:** Our approach emphasizes the essential relationship between land use and water quality. The Foundation has a long history of grantmaking to advance protection and restoration of watersheds: the lands that drain into a river system. Past initiatives have included major grant programs to protect and restore the Delaware and Schuylkill Rivers – waterways that historically have played important roles in shaping the growth and development of Greater Philadelphia and serve as major sources for drinking water.

Information about the foundation's Environment and Communities grants can be located at  
[http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat.htm](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat.htm)

Information on Sustainable Regional Development can be located at  
[http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat\\_show.htm?doc\\_id=117092](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat_show.htm?doc_id=117092)

Information on Sustainable Regional Development can be located at  
[http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat\\_show.htm?doc\\_id=117091](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat_show.htm?doc_id=117091)