

Regional Trail & Bikeway
Systems Plan
2006

SECTION IX
FUNDING



Proud Past, Promising Future

SECTION IX. FUNDING FOR TRAIL PROJECTS



Regional trail and greenway projects can take years to grow from concept to reality. They are often quite complex, involving many land owners and the help of hundreds – or thousands – of citizens. Determining a workable alignment, securing the trail right of way and finding the resources for trail construction all take time, energy and money.

Regional trails are typically built in phases as funding becomes available and trail alignments are secured. Some projects have received big boosts from special dedicated funding sources – such as Metro’s 1995 open spaces, parks and streams bond measure. Other projects are built one section at a time, a new stretch of asphalt added year after year after year.

State and federal support has been instrumental in planning and building the regional trails system. In 1998, the Transportation Equity Act for the 21st Century authorized federal transportation dollars for trail projects. In recent years, a number of regional trail projects have been funded through the Metropolitan Transportation Improvement Program, which disburses federal and state transportation money in the Clark County metropolitan region.

For each project, different strategies are used. Pieces of trails are built, gaps are filled, key acquisitions are made and local land owners agree to participate. Each step moves us along the path to our goal of regional trail network linking together our communities.

A variety of potential funding sources are available to construct the proposed bicycle and pedestrian improvements; these include local, state, regional, federal and private programs. Most funding programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits.

Local funding for these projects would typically come from Clark County or potential future bond or other local revenues. Funding at the state level is available through resources such as the Interagency Committee for Outdoor Recreation (IAC).

The primary federal funding source is U.S. Department of Transportation (USDOT), through the Transportation Equity Act for the 21st Century (TEA-21). Private funding may be found through foundations, advocacy organizations and businesses.

Federal Funding – Other Programs



Federal resources are available through programs concerned with conservation, community development, and public health.

The following is a partial list of potential grants and their federal sources:

1. Land and Water Conservation Fund Grants, US Forest Service
2. Community Development Block Grants, US Department of Housing and Urban Development
3. Conservation Reserve Program, US Department of Agriculture
4. Wetlands Reserve Program, US Department of Agriculture
5. Watershed Protection and Flood Prevention Grants, US Department of Agriculture
6. Urban and Community Forestry Assistance Program, US Department of Agriculture
7. Small Business Tree Planting Program, Small Business Administration
8. Public Works and Facilities Development Economic Development Grants, US Department of Commerce
9. Design Arts Program, National Endowment for the Arts



State and Local Funding

The Interagency Committee for Outdoor Recreation (IAC) is a main source for funding at the state level. IAC administers several grant programs for recreation and habitat conservation purposes. Depending on the program, eligible project applicants can include municipal subdivisions of the state (cities, towns, and counties, or port, utility, park and recreation, and school districts), Native American tribes, state agencies, and in some cases, federal agencies and nonprofit organizations.

Other Funding Sources

A funding strategy for trail development should seek resources nationally as well as locally, and from the private bodies as well as government agencies. Many foundations and corporations offer grant programs targeting such general area as conservation, recreation and transportation alternatives, and such specific areas as bicycling, habitat preservation, and trail development. Some valuable sources for researching such funds are referenced in the appendix per the example below.



Controlling Agency	Washington State Interagency Committee for Outdoor Recreation
Program/Source	National Recreation Trails Program
Purpose	<ul style="list-style-type: none"> To rehabilitate and maintain motorized and non-motorized recreational trails that provide/support a backcountry experience.
Eligible Projects	<ul style="list-style-type: none"> Rehabilitation Maintenance Education Development of trailhead facilities or new trails if closely linked to existing trails (acquisition and most new development projects not eligible)
Geographical Restrictions	<ul style="list-style-type: none"> Program focuses on projects that support backcountry experiences
Funds Available	<ul style="list-style-type: none"> Since 1994, \$7.25 million for 245 projects. In fiscal 2005, \$1.23 million was awarded.
Availability for Trails	<ul style="list-style-type: none"> Specific allocation for trails (30% motorized; 30% non-motorized; 40% "diverse" use required ratio.) Grant cycles occur on annual basis
Revenue/Tax Base	<ul style="list-style-type: none"> Federal gasoline taxes attributed to recreational, non-highway uses.
Eligible Recipients	<ul style="list-style-type: none"> Local governments (towns, cities, etc.), nonprofits, state agencies, tribes, federal agencies.
Grant Limits	<ul style="list-style-type: none"> Minimum \$5,000 Maximum \$50,000 Education project limits \$5,000 - \$10,000
Sponsor Match	<ul style="list-style-type: none"> Minimum 20% of total project cost
Comments	<ul style="list-style-type: none"> Project review criteria focus on need, project support, readiness to proceed, etc.
Contact	<p>Interagency Committee for Outdoor Recreation 1111 Washington Street SE P.O. Box 40917 Olympia, WA 98504-0917 Kammie Bunes – Project Manager for Clark County (306) 902-3019</p>

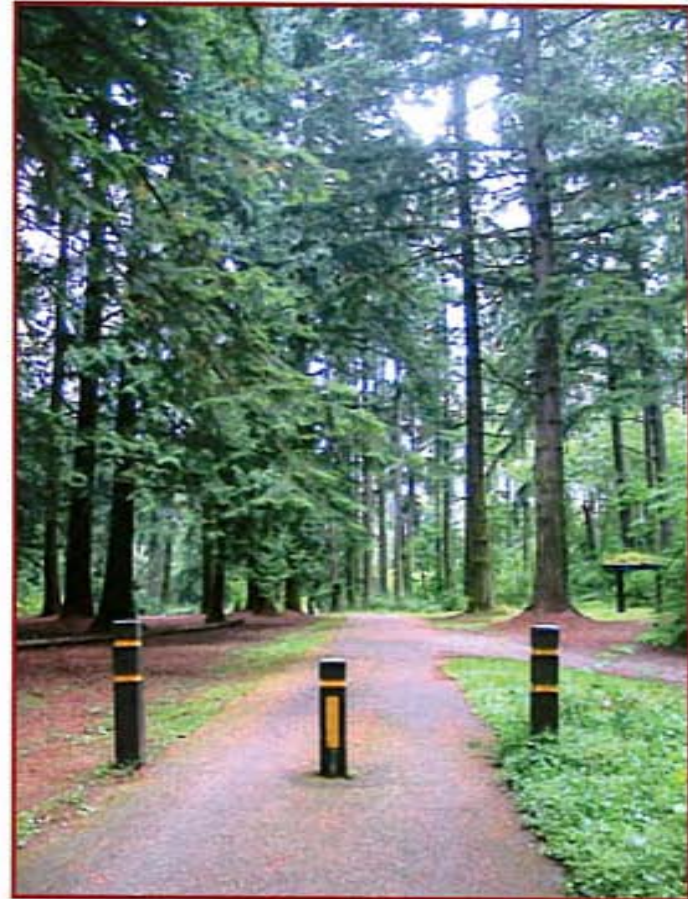
1. Urban Parks Institute (Project for Public Spaces)
http://urbanparks.pps.org/topics/funding/greenway_sources
2. Trails and Greenways Clearinghouse (Rails-to-Trails Conservancy)
<http://www.trailsandgreenways.org>
3. The Washington Foundation Data Book
<http://www.foundationdatabook.com/walinks.html>
 C&D Publishing, 1017 SW Morrison #500
 Portland, OR 97205
 (503) 274-8780, info@foundationdatabook.com
<http://www.fdncenter.org>
4. The Foundation Center
<http://www.fdncenter.org>

As some funders will not accept unsolicited grant requests, or will only give grants to other non-governmental organizations, a fundraising strategy should attempt to identify and make use of intra-organizational relationships and partnerships, in addition to simply identifying potential funders. Below are several examples of the many non-governmental funding sources available nationwide.

The IAC's Washington Wildlife Recreation Program has a specific trail component.

A variety of other creative funding options should also be considered for funding trail development. Grant funding can be a component of a larger comprehensive funding strategy that includes:

- A. Local bond referenda
- B. Annual appropriations through a capital improvement plan
- C. Creation of a new trust fund for land acquisition and facility development specific to a trails and pedestrian system
- D. Private-public partnerships – creating relationships with businesses and developers that would benefit from trail construction
- E. Private sponsorship programs (“Adopt-a-Trail”, “Buy-a-Foot”)
- F. Provide encouragement and support of a “Friends of . . .” group – such a volunteer organization could raise funds from the private sector.



Regional Trail and Bikeway Systems Plan

PROPOSED 2006-2007 PROJECTS

Description	Project Estimate	Length	Built	Trail Classification	Jurisdiction	Available Funding Source	Cost (\$ / Mile)			Key Reaches
							Right of Way	Construction	Amenities	
Lewis and Clark Discovery Trail Elsworth to Leiser/Winter Park	10 million	2.2		A1	COV	TEA				KEY
Lewis and Clark Discovery Trail Esther Short Park to Mill Plain and Boise Waterfront Trail	.72 million	0.6		A1	COV	-				KEY
Chelatchie Railroad Trail St. Johns to 119th	6.96 million	5.6		A4	UUA	IAC				KEY
Chelatchie Railroad Trail 199th through City of Battle Ground	2.04 million	1.7		A4	COBG	IAC				KEY
Chelatchie Railroad Trail Moulton Falls to Yacolt	3.24 million	2.7		A4	R	TEA				KEY
Salmon Creek Greenway Trail Kilnline Ponds to WSU Campus	3.12 million	2.6		A1	UUA	IAC				KEY
North Fork Lewis River Trail Yale Dam to Stouxon Creek Park	2.22million	3.7		A3	R	IAC				KEY
Whipple Creek Trail Fairgrounds to Whipple Creek	1.2 million	1.0		A3	R	PUIUA				KEY
Whipple Creek Trail Whipple Creek to Salmon Creek	1.8 million	1.5		A1	R/UUA	IAC				KEY
East Power Line Trail Evergreen Transit Center to SE 162nd Avenue	1.44 million	1.2		A2	COV	TEA				KEY
East Power Line Trail Firstenburg Community Center to NE 18th Street	.5 million	0.5		A2	COV	TEA				KEY
Washugal River Regional Trail Bridge over Washugal River	1.5 million	0.5		A1	COC	IAC				KEY
Camp Bonneville Trail Heritage Trail to Green Mountain Golf Course	.9 million	0.75		A2	R	PUIUA				KEY
Camp Bonneville Trail Mountain Golf Course to 54th St.	1.44 million	2.4		A2	R	PUIUA				KEY

Jurisdiction Legend: R= Rural, UUA= Urban Unincorporated,
COBG= City of Battle Ground,
PUIUA= Proposed Urban Unincorporated, COV= City of
Vancouver, COC= City of Camas
IAC= Interagency Committee for Outdoor Recreation, TEA=
Transportation Enhancement

EDUCATION STRATEGY

Effective trail and bikeway programs should include several areas of education including bicycle and walking safety and conduct, way finding, and environmental and cultural education.

A thoughtfully designed trail and bikeway system will connect our community through geography, cultural history, and the diverse environment of Clark County. Through the trail experience, the landscape can be interpreted and the user can learn while in motion or at rest. Connecting and signing points of special interests by trail linkages allows trail users to learn about their community through self guided exploration or organized education programs.

Trail and bicycle safety education is paramount in the implementation of a trails plan. Site lines, visibility, topographic grade, and road crossings will present themselves as challenges during the implementation of this plan. Adhering to trail design standards outlined by AASHTO and the State of Washington can provide a safe and rewarding recreational experience for users. In addition, bicycling clubs and walking advocates promote safety education to all skill levels through local school programs and by organizing volunteer events. A successful trails plan will promote safe recreation and seek to improve the relationship between motorists and all forms of non-motorized users.

Clear and effective signage can promote appropriate trail conduct and facilitate travel between destinations. As identified in the 2004 City of Vancouver Paths and Trails Plan

and trail watch program, establishing volunteer “trail stewards” can facilitate enforcement of trail rules while fostering stewardship of our trail system. Encouraging individual respect for public facilities and private property are important elements of effective trail programs.

Get Involved

Local jurisdictions, park and trail advocates, property owners and citizens are all involved in planning the regional trails and greenways system. Committees and working groups focus in on individual trail projects and help design and support the vision for an interconnected system

PUBLIC CONTACT INFORMATION:

Vancouver Clark-Parks & Recreation Website -
www.vanclarkparks-rec.org
360-619-1111

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