



Alamance County Trails Plan

A COMMUNITY TRANSFORMATION GRANT PROGRAM INITIATIVE



**Communities
Transforming**

For a healthier North Carolina



**PIEDMONT TRIAD
REGIONAL COUNCIL**



ALAMANCE COUNTY TRAIL PLAN

Developed in partnership with Alamance County Recreation & Parks

With Support from:

Burlington, Graham, Mebane, Gibsonville and Elon

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Alamance County Trail Plan

ACOMMUNITY TRANSFORMATION GRANT PROGRAM INITIATIVE

VISION

Greater access to trails and open space in Alamance County and its municipalities will improve the mental and physical health and well-being of citizens by reducing obesity and chronic disease rates, connecting people with schools, parks and neighborhoods, providing broader transportation options for bicyclists and pedestrians, protecting our water resources, natural areas and habitats and connecting people with the natural environment. Trails and open spaces will attract new business, industry, agriculture and tourism dollars, increase home values, keep local dollars in the community and create a more desirable community in which to live, work and play.

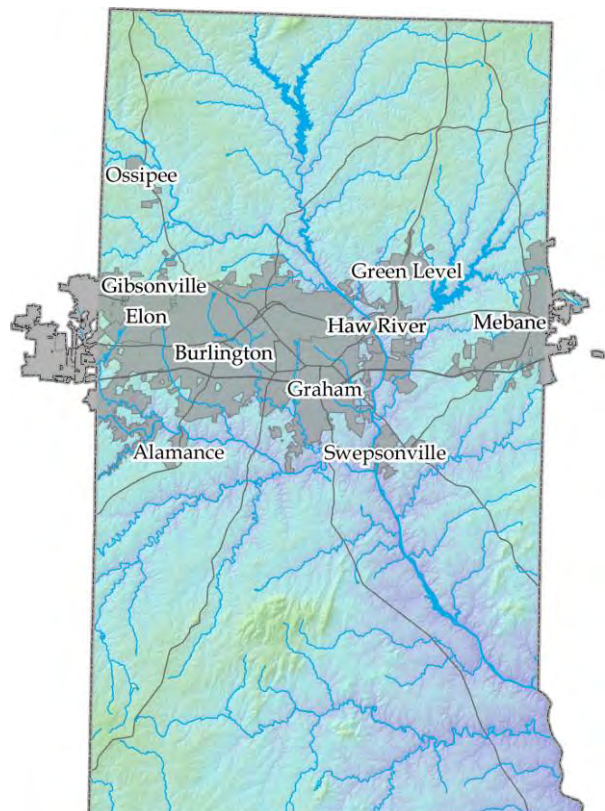
INTRODUCTION

The Alamance County Trail Plan is a long range plan that strives to work with municipalities, citizens, business owners, and landowners to identify and prioritize opportunities to create recreational trails throughout Alamance County. While some parts of Alamance County have ready access to recreation, additional passive recreation options such as trails and greenways can provide numerous benefits while not over-burdening existing staff resources.

In addition to providing greater access to recreational opportunities, trails and greenways provide alternative transportation options for those without access to a vehicle, public transportation, or who prefer commuting via walking or biking. Trails, greenways and open space also have the potential to improve local air quality by providing alternative transportation, protect open space and water quality, preserve valuable habitat, and provide stewardship and environmental education opportunities.

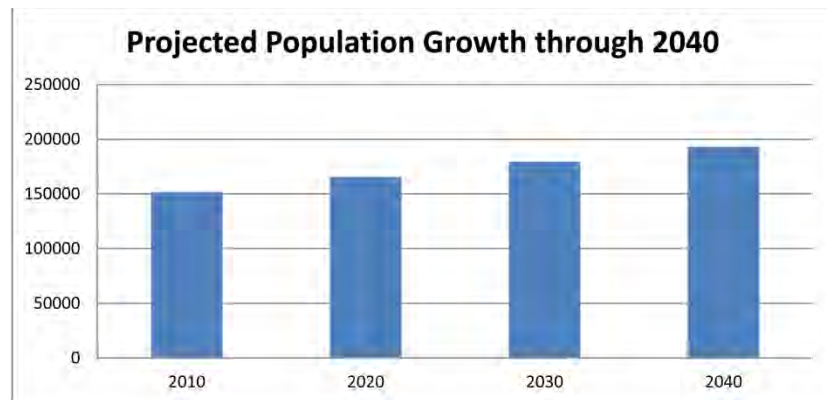
Providing easier access to recreational opportunities can also yield cost savings by reducing medical expenses. Studies have shown that people with access to parks and green space have lower stress and anxiety levels, decreased blood pressure and cholesterol, recover faster from surgery and heart attacks, and show improved management of attention and behavioral

FIGURE 1: STUDY AREA - ALAMANCE COUNTY



disorders. One study found regular exercise could save adults an estimated \$865 per year in medical costs. Improving access to parks and greenway systems is no longer just a component of parks and recreation systems, but a major component of healthier communities (Odefey et. al. 2012).

FIGURE 3: PROJECTED POPULATION GROWTH THROUGH 2040

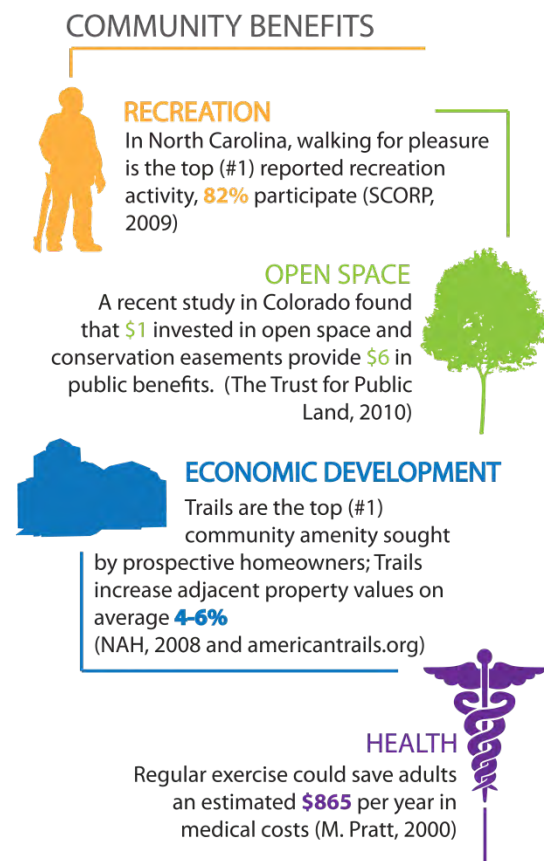


Source: Woods & Poole, 2013

A strong trail system can also have significant economic impact. Creating trails five miles or more in distance encourages visitors to spend an afternoon or a full day exploring a trail system. Instead of just an activity, the trip can become an experience that encourages longer visits, more meals purchased and possibly overnight stays. Longer trails are also more likely to encourage sporting and recreation events, new business opportunities, and are among the top amenities sought out by new homeowners and companies.

The Alamance County Trail Plan is a guidance document for the County and municipalities to use as they are determining how best to improve the health, welfare and quality of life for the community

FIGURE 2: COMMUNITY BENEFITS



through improved recreational access. This plan will strive to achieve the following goals through implementation:

- Link safe places to improve health by increasing the variety of opportunities residents have and providing more off-road venues for physical activity.
- Expand recreation opportunities and improve access, providing outdoor activities for all age groups.
- Protect open space, streams and rivers by allowing people to experience and appreciate open space on designated routes and ensuring that sensitive environmental areas are left open instead of being developed for other more intense uses.
- Support economic development by offering local destinations, attracting people to area recreational opportunities and luring industry with high quality of life for their employees.

BACKGROUND

Alamance County is largely defined by a horizontal belt of merged interstates (I-40 traveling east-west and I-85 traveling north-south), however lack of public transportation is a major challenge. A projected population increase of 27% between 2010 and 2040 (Woods & Poole 2013) makes apparent the need to address alternative transportation choices. People are increasingly utilizing trails and greenways for transportation purposes. In addition to providing recreational opportunities within the County, the Alamance County Trail Plan identifies existing trail and greenway assets, while cataloguing both opportunities and strategies for connecting people along trails to destinations in the County.

Alamance County, Burlington and Graham cooperatively fund a Haw River Trail Coordinator position in Alamance County. While the Coordinator is primarily responsible for planning, acquiring and promoting the 35 mile section of Haw River Paddle Trail and Haw River Trail/Mountains to Sea Trail in Alamance County, they also assist with other trails and open space properties in Alamance County.

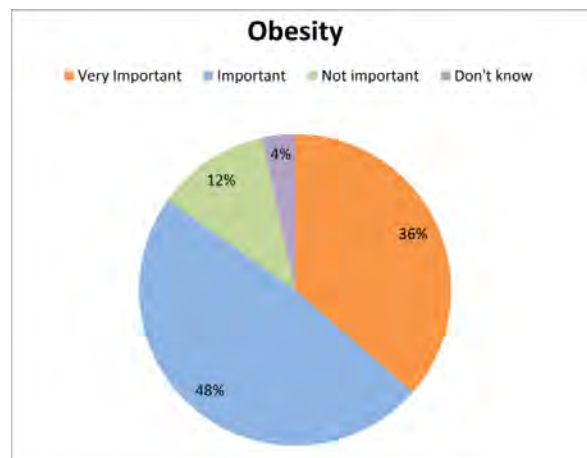
Obesity, Chronic Disease & Mental Health

Alamance County, like much of the country, suffers from an epidemic of obesity. Sedentary lifestyles compounded with unhealthy food options beginning in the early stages of life contributes to the problem. In a poll conducted by Elon University, 84% of Alamance County residents consider obesity to be important or very important to the community. Increasing physical activity options and access to open space, parks and trails, can help reverse this trend among Alamance County citizens.

In addition to reducing obesity and chronic disease rates, access to outdoor recreation can have significant positive impacts on mental health. According to one government estimate, the average American spends about 90% of his or her life indoors (Harvard Medical Letter 2010).

A study commissioned by the Sierra Club and conducted by the University of Michigan's School of Natural Resources and Environment found veterans participating in a multi-day wilderness recreation experience reported "a greater than 10 percent improvement in several measures of psychological well-being, a 9 percent increase in social functioning, and a nearly 8 percent gain in positive life outlook" (University of Michigan 2013).

FIGURE 4: OBESITY

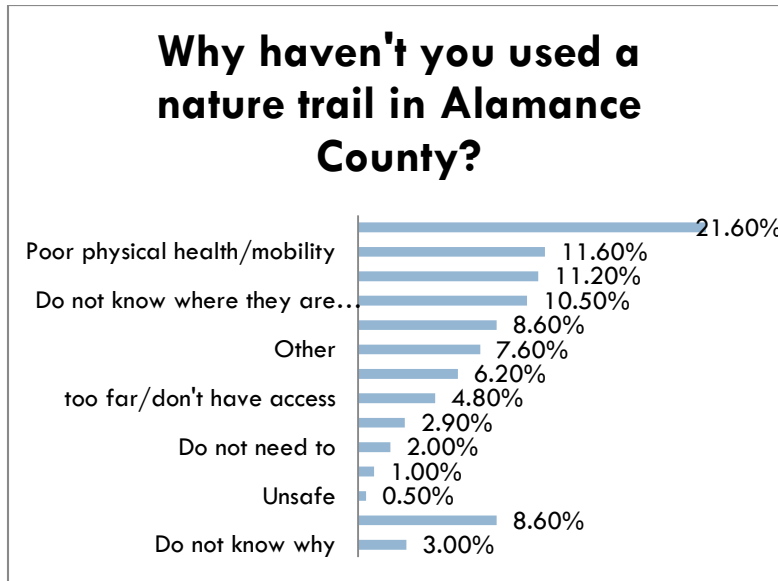


Source: Elon University 2014

34% OF ALAMANCE COUNTY ADULTS ARE OBESE COMPARED WITH 29% FOR NORTH CAROLINA

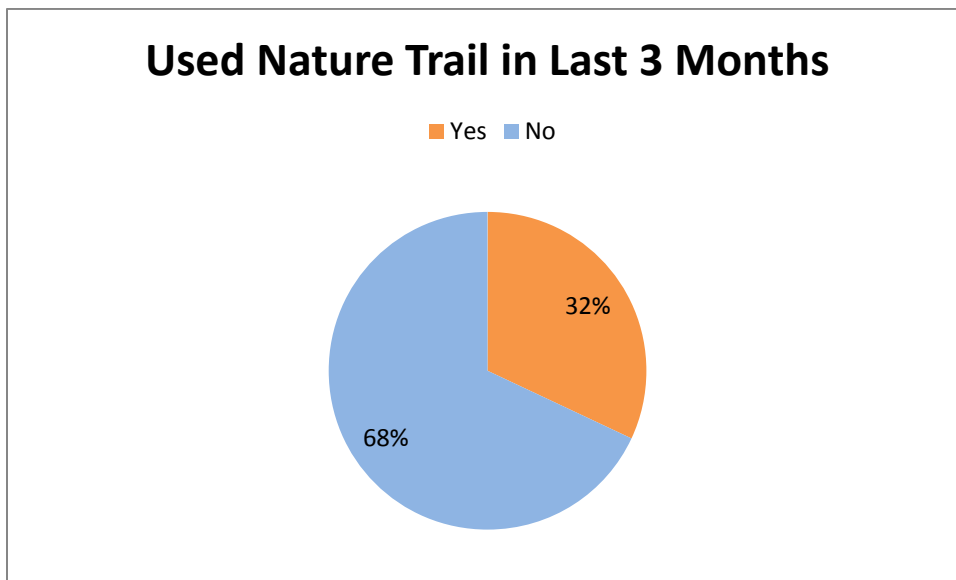
In the Elon University Poll (2014), over 15% percent of residents surveyed did not know where nature trails were located or didn't have access to a nature trail. While the Alamance County Trail Plan cannot change weather conditions (the leading reason citizens did not use a nature trail), the Plan can improve access to trails, including handicap accessible trails and provide tools for educating the public on where trails are located. This will likely entail a partnership between the County and municipalities to further help citizens locate trails that will meet recreational needs as well as provide transportation options.

FIGURE 5: NATURE TRAIL USE IN ALAMANCE COUNTY

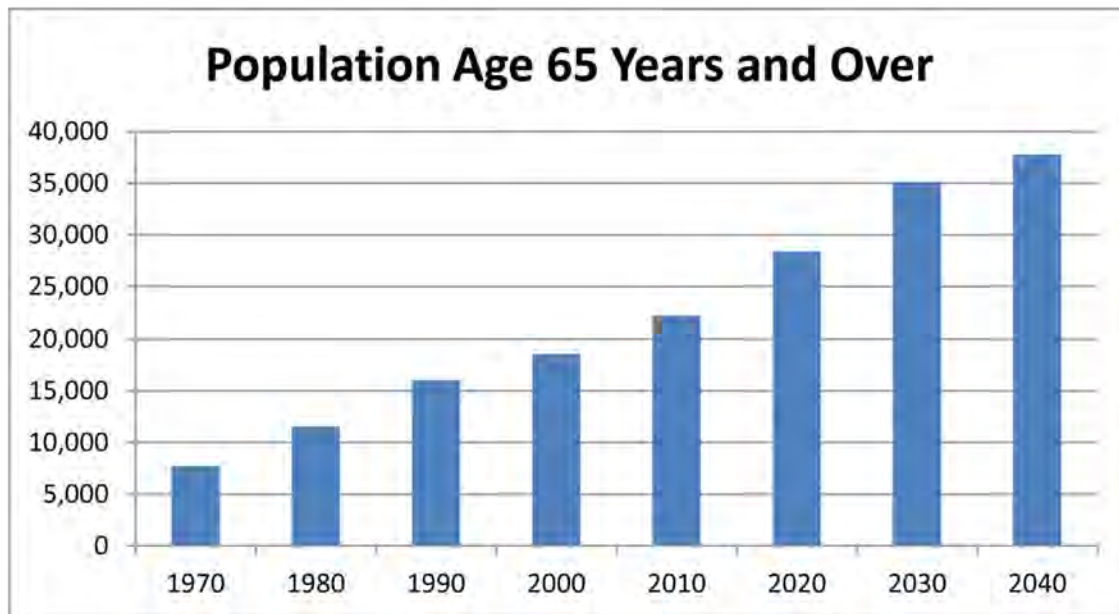


Source: Elon University 2014

FIGURE 6: USED NATURE TRAIL IN LAST 3 MONTHS



Source: Elon University 2014

FIGURE 7: ALAMANCE COUNTY AGING POPULATION 1979-2040*Source: Woods & Poole, 2013*

The aging population in the Piedmont Triad is projected to have more growth than any other region in the state. In Alamance County, data predicts an increase in those age 65 years and older of over 70 percent between 2010 and 2040 (Woods & Poole 2013). Along with an increase in the aging population is the increased prevalence of chronic diseases including depression. Despite advances in antidepressant medication, as many as 30-35 percent of patients do not respond to treatment, and even those who do respond often experience a relapse within one year following treatment termination. The use of exercise as a treatment for depression reported a significant decrease in reoccurrence. In addition to treating depression, exercise has been shown to improve cognitive function, mood and general sense of well-being (Blumenthal, James A., et al. 1999). As Alamance County and its municipalities prepare for growth, planning efforts should allow seniors easy access to trails and open space from senior centers, nursing homes and other care facilities. The Kernodle Senior Center in Burlington is a great example of integrating a senior center into parks and recreation master planning efforts. The Center is integrated into City Park and provides easy access to trails and green space among other recreational opportunities.

FIGURE 8: OUTDOOR RECREATION BENEFICIAL FOR SENIORS

Demographics

The following statistics give a profile of Alamance County's population, where growth is occurring, income levels, percent minority and the population's access to motor vehicles. Drawn primarily from the 2010 Census and the American Community Survey, the analysis also compares Alamance County and its municipalities to other peer counties in the Piedmont Triad. Preparing and planning for the health, transportation and economic needs of an increased population is an important component of this plan.

TABLE 1: ALAMANCE COUNTY DEMOGRAPHICS COMPARISON TO OTHER PEER COUNTIES

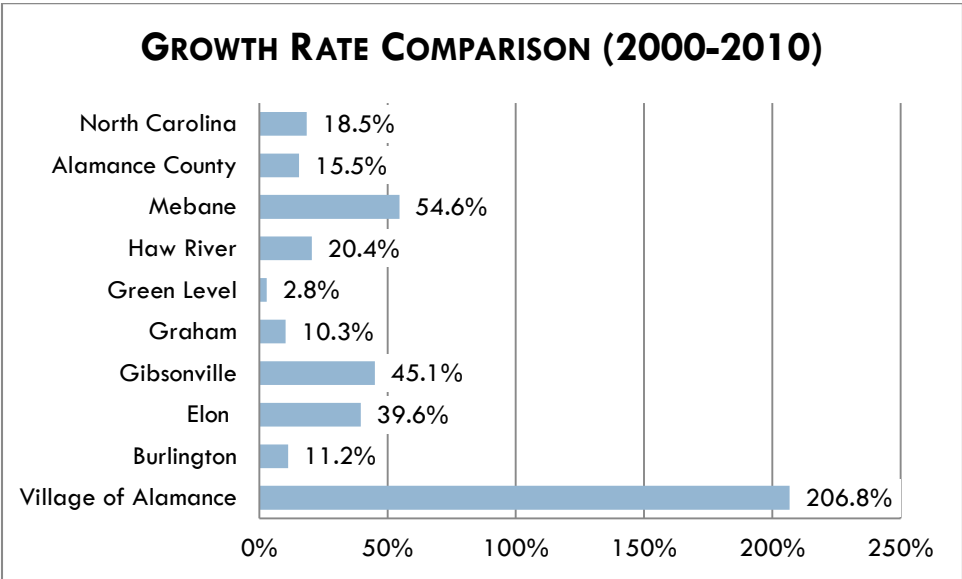
POPULATION CHARACTERISTIC	ALAMANCE COUNTY		DAVIDSON COUNTY		RANDOLPH COUNTY	
	#	%	#	%	#	%
Total Population*	151,131	-	162,878	-	141,752	-
60 and over*	30,826	20.3%	33,785	20.7%	28,500	20.1%
Minority*	48,417	32.0%	26,547	18.7%	25,544	18.0%
Below Poverty**	23,324	15.4%	23,016	14.1%	23,766	16.8%
Unemployed (16+ Years)**	7,292	610.0%			7,194	6.5%
Without HS Diploma (Over 25 Years)**	17,977	18.0%	23,130	20.7%	21,274	22.5%
Language Other than English (Over 5 Years)**	16,487	11.6%	11,642	7.6%	14,174	10.7%
Households without a vehicle**	4,049	6.7%	3,370	5.2%	3,744	6.8%
Households - Single Woman with Child**	5,081	8.4%	4,113	6.4%	4,313	7.8%
*Woods & Poole, 2013						
**US Census Bureau, American Community Survey, 5 year data, 2008-2012						

TABLE 2: POPULATION OF ALAMANCE COUNTY AND MUNICIPALITIES 1970 - 2010

HISTORICAL POPULATIONS					
	2010	2000	1990	1980	1970
Alamance County	151,131	130,800	108,213	99,319	96,362
Village of Alamance	951	310	258	320	452
Burlington	49,963	44,917	39,498	37,266	35,930
Elon	9,419	6,748	4,448	2,873	2,150
Gibsonville	6,410	4,418	3,445	2,865	2,019
Graham	14,153	12,833	10,368	8,674	8,172
Green Level	2,100	2,042	1,548	No data	No data
Haw River	2,298	1,908	1,914	1,858	1,944
Mebane	11,393	7,367	4,754	2,782	2,573

Source: U.S. Census Bureau, Decennial Census 1970-2010

FIGURE 9: GROWTH RATES OF ALAMANCE COUNTY AND MUNICIPALITIES 2000-2010



Source: U.S. Census Bureau, Decennial Census 2000-2010

FIGURE 10: PERCENT GROWTH RATE OF ALAMANCE COUNTY

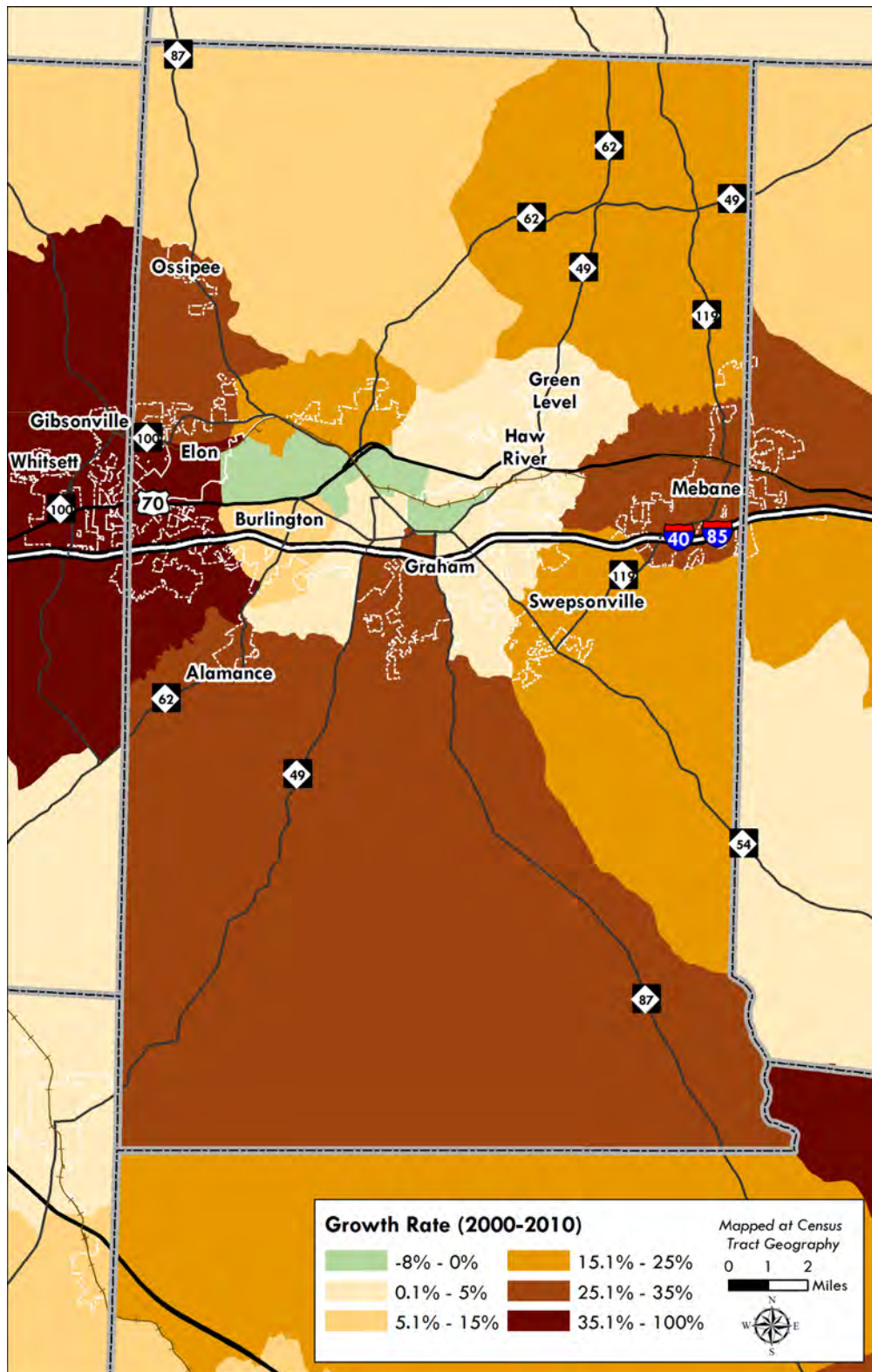


FIGURE 11: POPULATION DENSITY OF ALAMANCE COUNTY

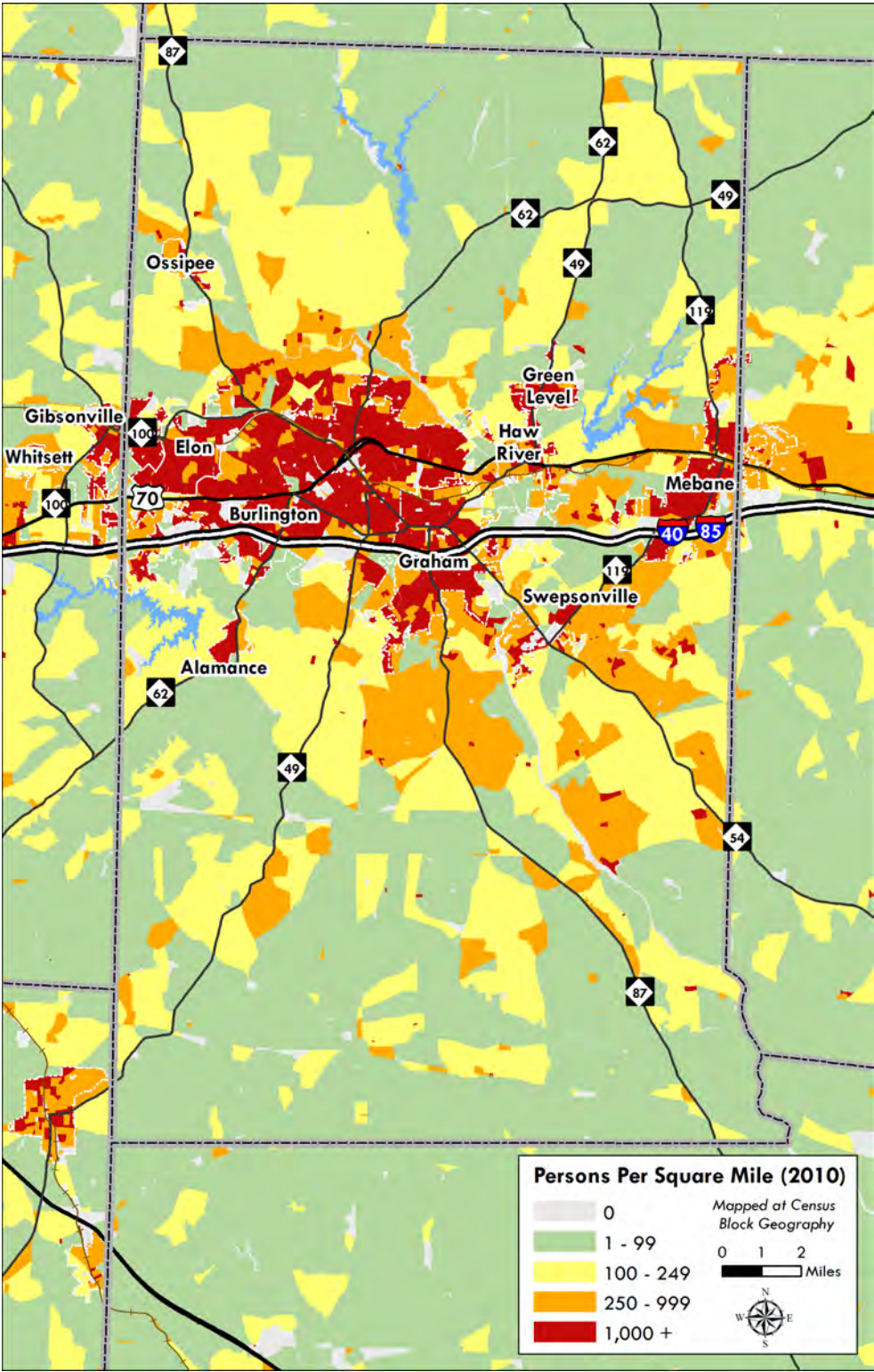


FIGURE 12: PERCENT MINORITY IN ALAMANCE COUNTY

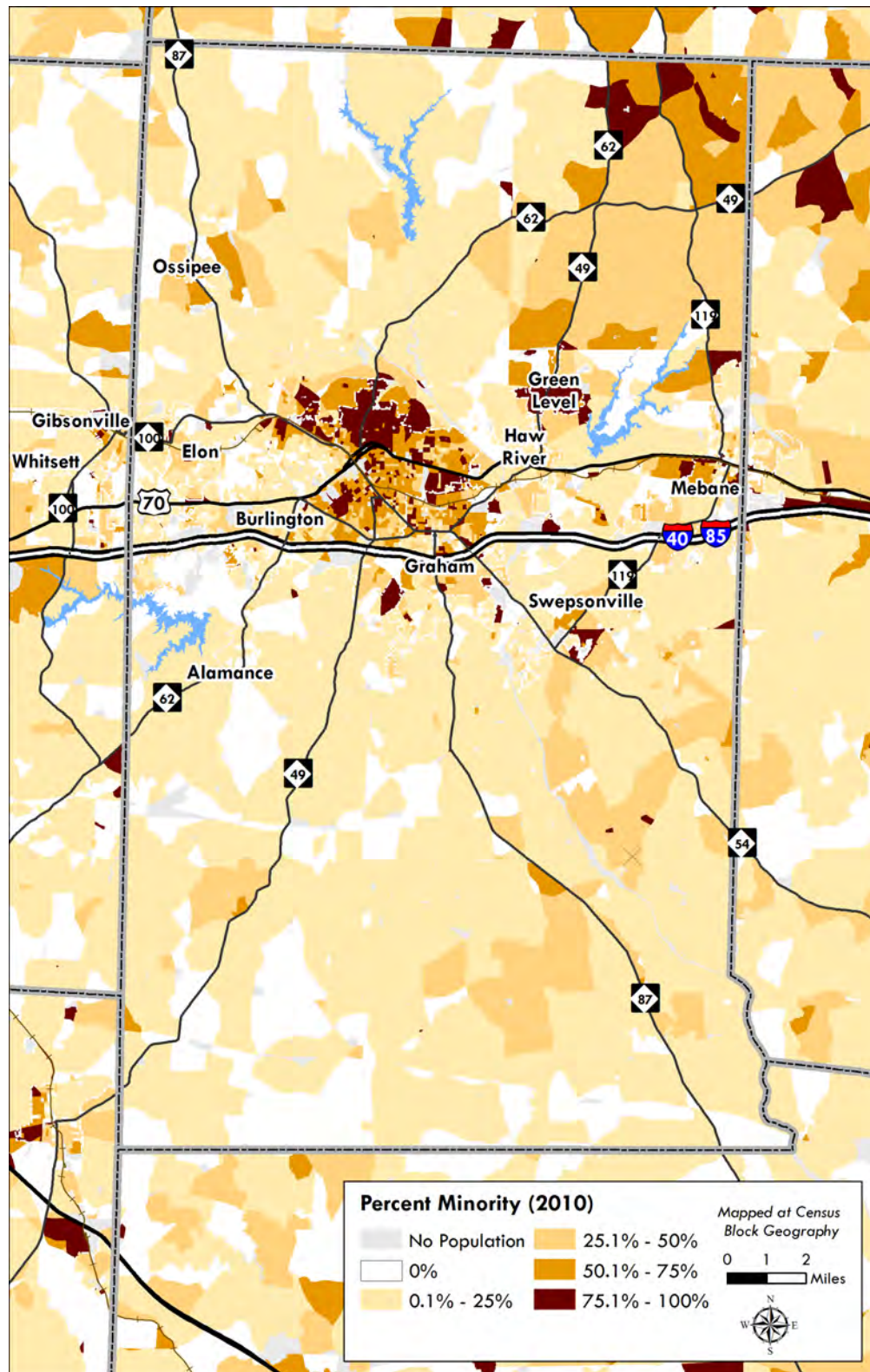


TABLE 3: ALAMANCE COUNTY POPULATION BY RACE AND ETHNICITY

RACE		
White alone	107,420	71.1%
Black or African American alone	28,369	18.8%
American Indian or Alaska Native alone	1,020	0.7%
Asian alone	1,837	1.2%
Native Hawaiian or Pacific Islander alone	58	0.0%
Some other race alone	9,291	6.1%
Multi-racial	3,136	2.1%
ETHNICITY		
Hispanic or Latino origin (of any race)	16,639	11.0%

Source: U.S. Census Bureau, Decennial Census 2010

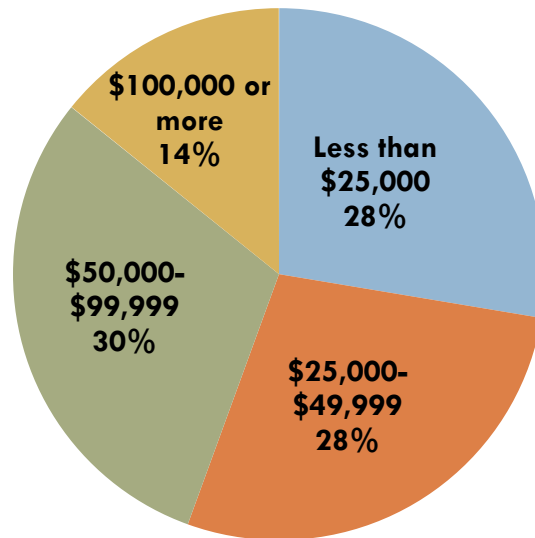
TABLE 4: MEDIAN HOUSEHOLD AND FAMILY INCOME FOR ALAMANCE COUNTY AND MUNICIPALITIES

INCOME, 2008-2012			
	Per Capita	Median Household	Median Family
Alamance County	\$23,517	\$44,155	\$54,335
Burlington	\$23,403	\$38,183	\$47,980
Gibsonville	\$25,902	\$57,841	\$76,182
Elon	\$23,654	\$49,554	\$79,231
Mebane	\$27,328	\$53,369	\$68,214
Graham	\$20,652	\$40,939	\$50,635
Haw River	\$18,954	\$38,188	\$42,974
Green Level	\$13,742	\$26,563	\$34,643
Village of Alamance	\$37,049	\$84,432	\$95,714
Ossipee	\$21,291	\$52,083	\$62,656
Saxapahaw	\$23,576	\$55,893	\$60,972

Source: ACS 2008-2012, DP03

FIGURE 13: ALAMANCE COUNTY HOUSEHOLD INCOME AS A PERCENTAGE OF POPULATION

Alamance County Household Income, 2008-2012



Source: ACS 2008-2012, DP03

TABLE 5: POVERTY RATE FOR ALAMANCE COUNTY AND MUNICIPALITIES

POVERTY RATE, 2008-2012			
	Overall	Children (0-17)	Elderly (65+)
Alamance County	17.30%	27.40%	9.00%
Burlington	21.90%	40.10%	10.40%
Gibsonville	8.80%	1.70%	12.00%
Elon	19.80%	0.80%	1.90%
Mebane	13.40%	16.20%	11.50%
Graham	21.00%	34.70%	20.20%
Haw River	18.80%	25.60%	10.00%
Green Level	30.10%	49.60%	3.60%
Village of Alamance	3.50%	1.70%	21.90%
Ossipee	16.00%	29.60%	3.80%
Saxapahaw	1.40%	0.00%	0.00%

Source: ACS 2008-2012, DP03

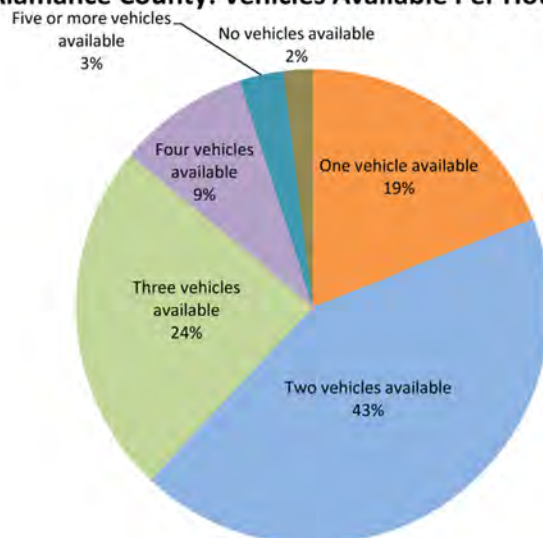
TABLE 6: EDUCATION ATTAINMENT ALAMANCE COUNTY AND MUNICIPALITIES

EDUCATIONAL ATTAINMENT, 2008-2012		
	High School	Bachelors Degree or Higher
Alamance County	82.00%	21.80%
Burlington	80.80%	24.40%
Gibsonville	93.00%	36.50%
Elon	92.10%	39.40%
Mebane	90.10%	31.20%
Graham	77.10%	17.00%
Haw River	78.70%	16.30%
Green Level	75.30%	7.50%
Village of Alamance	91.30%	29.40%
Ossipee	88.00%	17.50%

Source: ACS 2008-2012, BO8014

FIGURE 14: ALAMANCE COUNTY: VEHICLES AVAILABLE PER HOUSEHOLD, 2008-2012

Alamance County: Vehicles Available Per Household



Source: ACS 2008-2012, BO8014

STAKEHOLDER INVOLVEMENT

On January 28th, 2014, project staff met with stakeholders from Alamance County, municipalities and regional and state organizations to establish a vision and goals for the project and ensure mapping efforts reflected current data. The following summarizes open ended questions gathered during the meeting:

Trails will improve health by....

- Increasing physical activity including walking, running, bike riding, etc.
- Increasing accessibility to trails and open space.
- Improving opportunities for active transportation
- Reducing obesity and chronic disease rates
- Providing a distraction from TV and Video Games
- Putting outdoor exercise amenities in safe areas where people will want to be
- Improving mental health through access to nature and exercise.
- Connecting people and place by providing more opportunities to walk/bike within their communities.

Trails will improve recreation opportunities by...

- Providing local venues for active recreation that cover longer distances and are more scenic
- Connecting communities to open space destinations and recreational facilities throughout the county
- Offering more options connecting neighborhoods, parks, and other amenities
- Providing children and others a safe place to run, walk, bike, camp and experience nature
- Linking local food, farms and markets
- Creating low cost, low maintenance, self-directed recreation experiences

Trails will help protect open space, streams and rivers by....

- Preserving critical land
- Bringing awareness of the benefits of nature and open space
- Providing volunteer opportunities
- Protecting wildlife corridors
- Reducing impacts from development
- Preserving green space
- Creating opportunities for education
- Designating space for recreation
- Improving air quality
- providing a buffer from development and corridors for wildlife to use

Trails will help economic development by....

- Creating a more desirable community to live, work and play
- Increasing home values

- Attracting businesses, industries, agriculture, and tourism
- Keeping local dollars in the community
- Bringing outdoor enthusiasts to the County and bolstering those who provide products and services related to outdoor recreation

TABLE 7: SHORT-TERM GOALS

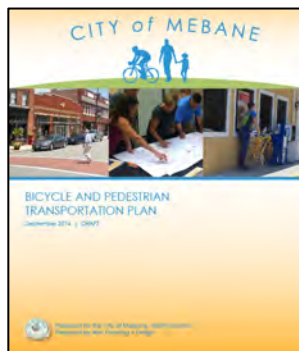
SHORT-TERM GOALS: 0-4 YEARS	
•	Extend the Haw River Trail
•	Aid in the development and/or implementation of Land Development Plans (LDPs) <ul style="list-style-type: none"> ○ Burlington LDP, June 2015, ○ Graham LDP, January 2015, ○ Mebane LDP, June 2015
•	Aid in the development and/or implementation of Bicycle and Pedestrian Plans <ul style="list-style-type: none"> ○ Mebane Bike and Pedestrian Plan, ○ Gibsonville Pedestrian Plan, ○ Burlington Pedestrian Plan, ○ Town of Elon Bicycle and Pedestrian Plan
•	Inventory existing trails
•	Identify connections (parks, sidewalks, green spaces and existing trails) between the communities and the County (inter-connectivity)
•	Acquire land along the designated trail routes for trailheads and anchor points

TABLE 8: LONG-TERM GOALS

LONG-TERM GOALS: 5-10 YEARS	
•	Update Land Development Plans
•	Update Bicycle and Pedestrian Plans
•	Connect Haw River Trail to municipal parks and trails
•	Connect trails with adjacent counties
•	Provide trail access at schools (especially in rural areas)
•	Connect municipal and County green space
•	Connection to Graham-Mebane Lake

RELATED PLANNING EFFORTS

The planning efforts described in this section present a foundation for the Alamance County Trails Plan to build upon. Commitment from local staff and citizens across the County in implementation has yielded a growing list of trails and open space available to the public. This plan builds on these previous efforts. This list is not comprehensive, but identifies several critical planning efforts.



City of Mebane Bicycle and Pedestrian Transportation Plan (in process)

The City of Mebane has produced a draft bicycle and pedestrian transportation plan that looks at enhancing the trail and sidewalk network in Mebane. Currently there are 42 miles of sidewalk, sidepath and trail in the City. This plan recommends a series of improvements and action steps to make Mebane more bikeable and walkable over the next 10 to 20 years. A public draft of the plan was released in the fall of 2014. (City of Mebane, Alta Planning and Design)

The Burlington-Graham MPO Comprehensive Transportation Plan (2014)

The Burlington-Graham MPO Comprehensive Transportation Plan (CTP) study is a long range plan, which identifies major transportation improvement needs and develops long term solutions for the next 25 to 30 years. It is a joint effort between the Burlington-Graham MPO and the NCDOT - Transportation Planning Branch (TPB). The CTP study involves both government officials and the public in an effort to determine the area's future transportation needs based on the best information available including, but not limited to, population, economic conditions, traffic trends and patterns of land development in and around the town. The study will also include alternative modes of transportation (NCDOT, BGMPO 2014).

Town of Gibsonville Pedestrian Master Plan (2014)

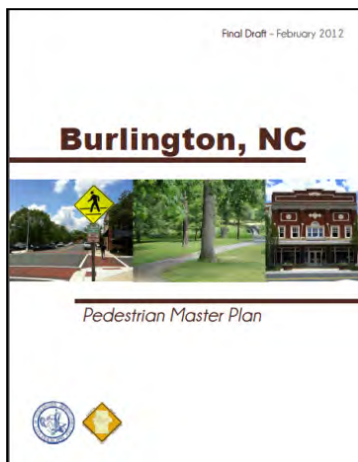
The Town of Gibsonville is currently in the process of developing a Pedestrian Plan. The Plan will guide the Town of Gibsonville, the North Carolina Department of Transportation (NCDOT), and other local and regional partners in improving the existing infrastructure and constructing new facilities for pedestrians in Gibsonville and fostering a more active and pedestrian-friendly culture through the development of related programs and policies. The Plan will utilize a project steering committee, data collection and assessment, and public involvement. The goals of the plan are to: provide a strong, interconnected network of sidewalks, develop and implement educational programming, adopt the pedestrian master plan, identify and prioritize gaps in the pedestrian project, revise development regulations to include a sidewalk ordinance, and increase quality of sidewalks (Town of Gibsonville, Alta Planning and Design 2014).

City of Mebane Recreation and Parks Comprehensive Plan (2013)

The City of Mebane is currently in the process of completing its Recreation Master Plan, a project that will assess the city's current recreation and parks facilities and address how the City should proceed over the next 10 years. The final plan will include an inventory of all Mebane's existing parks and recreational facilities as well as other local and County facilities, public input,

development of standards for parks and recreation facilities, needs assessment, and a plan of action (City of Mebane, Site Solutions 2014).

Burlington Recreation & Parks Comprehensive Master Plan (2012)



The City of Burlington Recreation and Parks Department provides diversified program opportunities at properly designed and strategically located facilities throughout the city. The Department is a critical component in ensuring Burlington citizens have a high quality of life. As the City's population continues to grow, the need for an updated plan became apparent. The updated plan includes an introduction and master plan purpose, review of demographic information, inventory of existing recreation facilities and programs, community needs assessment of recreation and facilities, master plan proposals and recommendations and action plan implementation. The plan is designed to be a usable and accurate tool in guiding actions and decisions in the following areas: future recreation role for the city, park facility development and renovation, cooperative efforts in providing recreation needs, open space and greenway needs and possible land acquisitions (City of Burlington, Woolpert North Carolina, PLLC 2012).

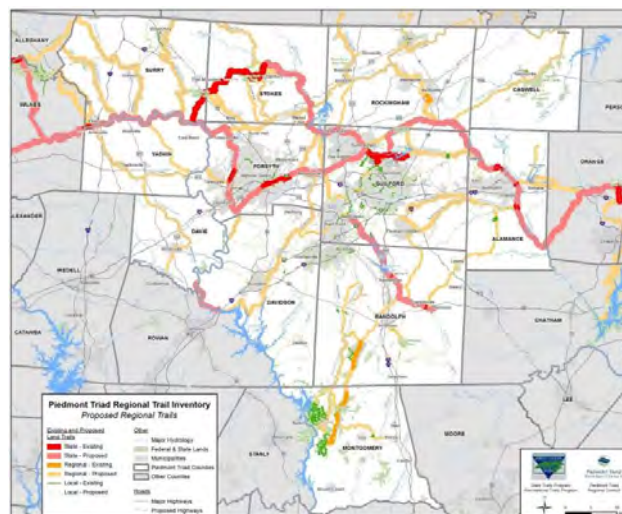
Burlington, NC - Pedestrian Master Plan (2012)

In 2011, the City of Burlington and the Burlington-Graham Metropolitan Planning Organization (MPO) began developing a Pedestrian Master Plan. This plan will provide guidance towards becoming a more walkable community and therefore a more livable, sustainable community with multi-modal transportation improvements. The plan provides clear guidance, tools and programs for improving walkability in the City of Burlington (City of Burlington, Alta Planning and Design 2012).

Piedmont Triad Regional Trail Plan & Inventory (2010)

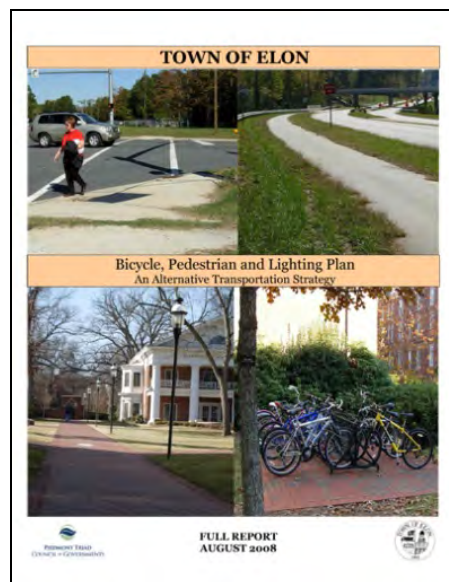
The Piedmont Triad Regional Trail Plan & Inventory identified and catalogued the existing trails in the 12- county Piedmont Triad. The plan also identified top priority locations for new trail development, typically connecting existing hiking, multi-use, equestrian and blueway trail locations. State, Regional and Local trail systems were identified, while State and Regional trails were prioritized for development. (NC Division of Parks and Recreation, PTCOG 2010)

FIGURE 16: PIEDMONT TRIAD REGIONAL TRAIL PLAN



Town of Elon – Bicycle, Pedestrian and Lighting Plan: An Alternative Transportation Strategy (2008)

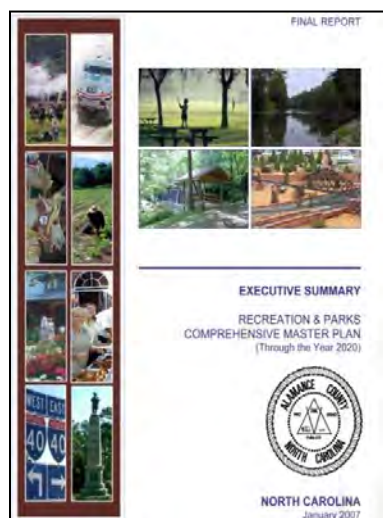
In 2008, the Town of Elon and the PTCOG developed a plan identifying and prioritizing key opportunities for improving Elon's bicycle, pedestrian, and lighting systems over the next 20 years. Key objectives included: improving the health and fitness of Town residents and University students, reducing traffic congestion, improving air quality, improving pedestrian safety, and helping to provide a pedestrian-friendly environment for existing and future residents and visitors. The plan identifies key resources for implementation of projects that support alternative transportation (Town of Elon, PTCOG 2008).



The City of Graham Parks & Recreation Master Plan (2008)

The City of Graham Recreation & Parks Master Plan documents the role parks and recreation play in quality of life, community health and economic development. This plan provides staff, decision makers and the public with a snapshot of community recreation needs; inventories of existing facilities, programs and conditions, priorities for staff, program and facility improvements, and a framework of data and information to support decision-making. The planning process relied heavily on participation from the public, recreation users, local officials and interested group and more than 250 residents participated in the process through workshops, surveys, focus groups and meetings (City of Graham, PTCOG 2008).

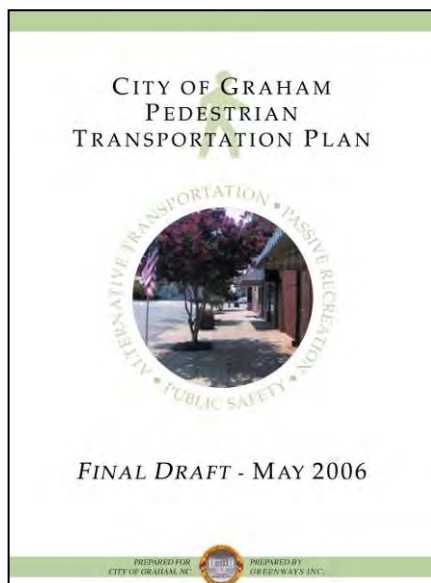
Alamance County Recreation & Parks Comprehensive Master Plan (2007)



The Alamance County Recreation and Parks Comprehensive Master plan was developed to provide Alamance County and the Burlington-Alamance County Convention & Visitors Bureau (CVB) with an accurate, usable plan to guide its action and decisions concerning the park system, and identify challenges and opportunities that exist with developing a tourism action plan. The planning process emphasizes recreation facility needs through the planning period (year 2020). The Alamance County Recreation and Parks Department (ACRPD), Alamance County Visitors Bureau (CVB), and Woolpert Consulting organized a plan around five major components: Introduction and review of demographic information and existing planning efforts, inventory of existing park and recreation facilities, community needs assessment, proposals and recommendations, and action plan implementation (ACRPD, CVB, Woolpert 2007).

City of Graham Pedestrian Transportation Plan (2006)

In March of 2005, the City of Graham contracted with Greenways Incorporated (GWI) to create a Pedestrian Transportation Plan. The project was started and funded through the bicycle and



pedestrian planning grant initiative of the North Carolina Department of Transportation (NCDOT). The project area covers the entire Graham Municipal Boundary, encompassing over nine square miles.

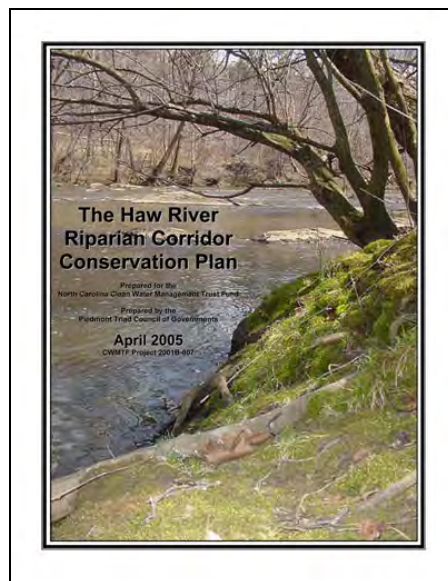
The Pedestrian Transportation Plan offers an improved alternative transportation network that addresses specific pedestrian safety concerns while recommending key pedestrian routes and connections. The Plan recommends both new facilities and enhancements to older facilities in order to best connect pedestrians to their key destinations. The Pedestrian Transportation Plan will be a key resource for the City in securing grants from a growing supply of funds dedicated to pedestrian safety and livable communities (City of Graham, Greenways Incorporated 2006).

Alamance Land Development Plan (2006)

In 2006, Alamance County and the PTCOG developed the Alamance County Land Development as a guide for making strategic decisions about the orderly growth and development of the County. The plan serves as a source of information, a strategic guide to government decision-making, an opportunity for community involvement and outlines strategic actions needed to implement the plans' vision. Most relevant to this plan is documentation of over 300 citizens from 8 "core" townships who voted for "more" or "much more" open space/natural area protection and "more" or "much more" parks, recreation and greenway opportunities (PTCOG, Alamance County Planning Department 2007).

The Haw River Riparian Corridor Conservation Plan (2005)

In April 2003 the Piedmont Triad Council of Governments (PTCOG) received a \$65,000 grant from the Clean Water Management Trust Fund (CWMTF - Project 2001B-807) to organize public and private agencies, interest groups and land owners to create a riparian corridor conservation plan for a 20-mile impaired segment of the Haw River in northern Alamance County between the I-40/85 corridor and the Guilford County line. The purpose of the project was to identify and recommend top-priority conservation and restoration "pilot projects" to restore water quality, conserve river resources, and provide a variety of potential habitat and recreation benefits along the Haw River corridor. The planning process was designed and conducted to build



consensus among multiple state agencies, local governments, non-governmental river advocacy groups, and landowners within the study area. A detailed description of significant site features; pertinent background information and specific strategies are provided for implementing each of the 18 recommended pilot projects (PTCOG 2005).

EXISTING TRAILS

TABLE 10: EXISTING TRAILS AND GREENWAYS

TRAIL NAME	LOCATION	MILES
Haw River Trail (MST)	Shallow Ford Natural Area	1.6
Haw River Trail (MST)	Indian Valley to Stoney Creek Marina	3.7
Haw River Trail (MST)	Red Slide Park	0.5
Haw River Trail (MST)	Swepsonville River Park	1.0
Haw River Trail (MST)	Saxapahaw Mill	0.7
Saxapahaw Mill Trails	Saxapahaw Mill	1.0
Basin Creek Trail	Shallow Ford Natural Area	0.8
Hidden Hill Trail	Shallow Ford Natural Area	1.5
Homestead Trail	Shallow Ford Natural Area	1.8
Shallowford Loop Trail	Shallow Ford Natural Area	0.4
Burlington Park Path	Burlington Park	0.8
Elon Park Trail	Elon Park	0.2
Elon Greenway	Along University Dr & Cook Rd	1.6
Walking Path	North Park	0.1
Walking Path	Robinson Park	0.1
Walking Path	Elmira Park	0.1
Walking Paths	Burlington City Park	1.6
Walking Track	Fairchild Park	0.2
Walking Path	Forest Hills Park	0.1
Walking Path	Graham Park	0.1
Walking Path	Green Level Park	0.6
Walking Path	Graham Municipal Park	0.9
Walking Path	Graham Park	0.3
ADA Trail	Cedarock Park	0.3
Blue Trail	Cedarock Park	0.7
Bridle Trail	Cedarock Park	4.0
Mountain Bike Trail	Cedarock Park	1.3
Red Trail	Cedarock Park	0.2
Yellow Trail	Cedarock Park	1.6
Total Trail Miles		27.8
**5.5 more miles of the Haw River Trail (MST) in development from Stoney Creek Marina to I-40		

FIGURE 17: ALAMANCE COUNTY TRAIL PRIORITIES

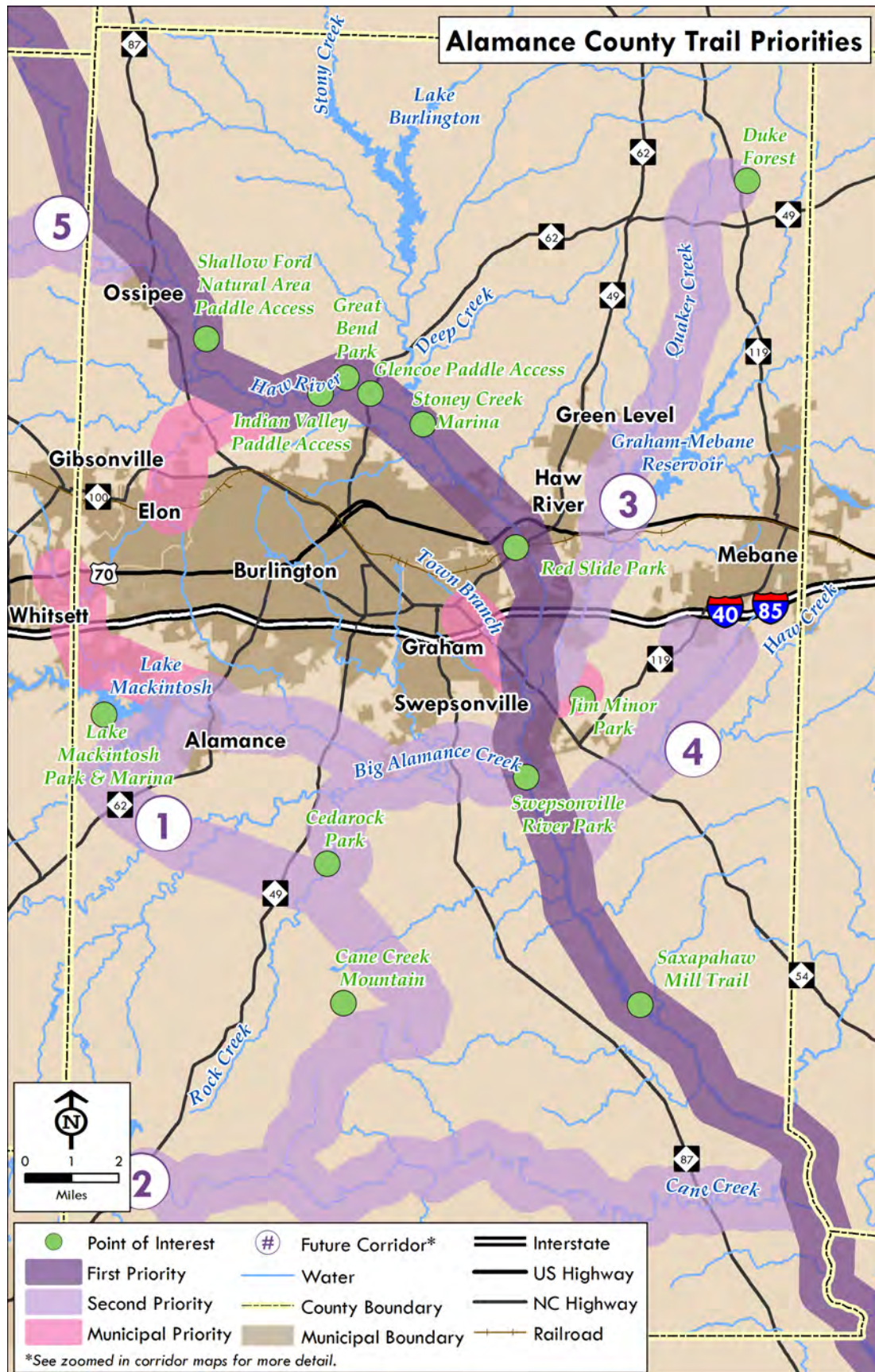


FIGURE 18: GREAT ALAMANCE CREEK TRAIL & ALTERNATE

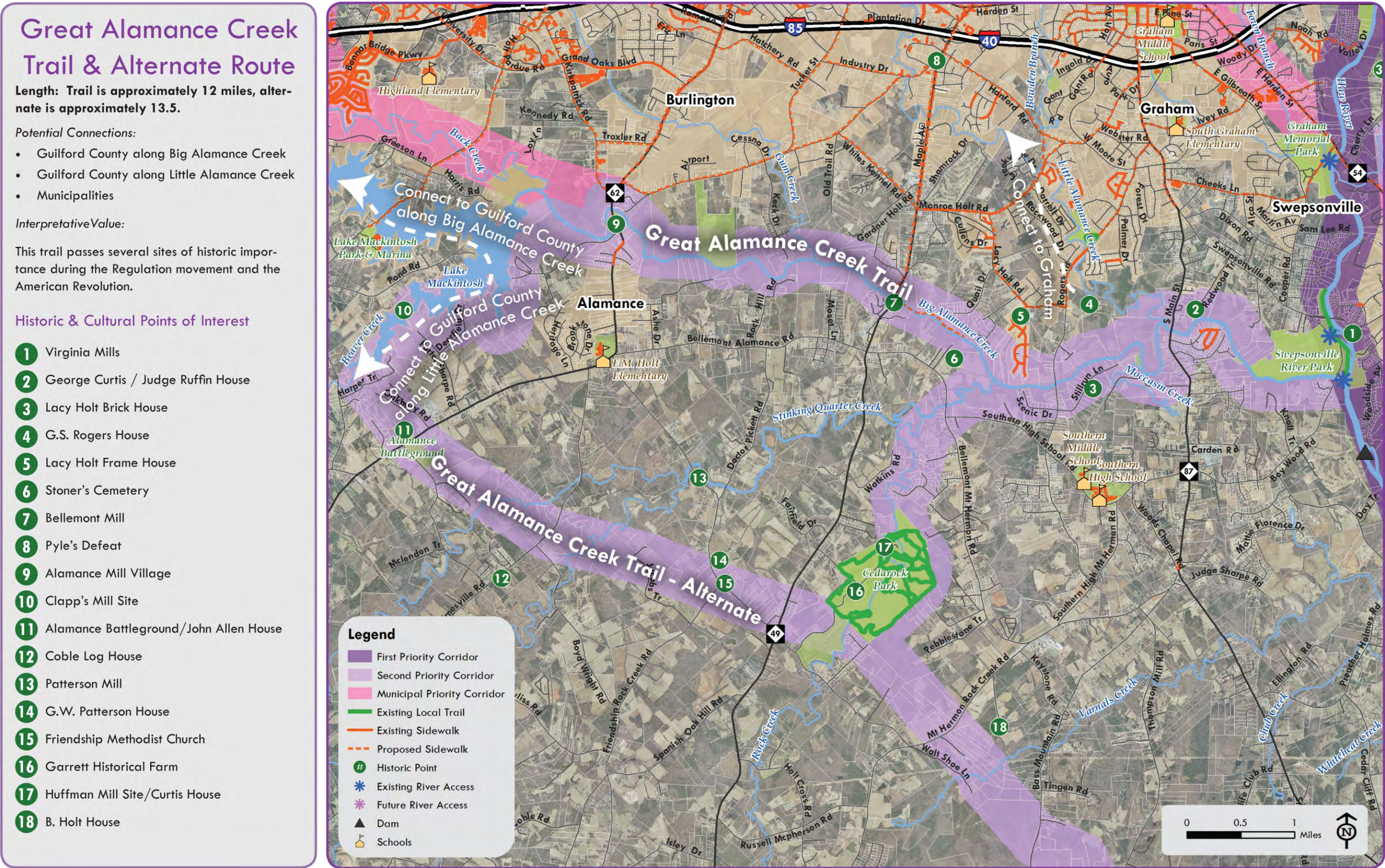


FIGURE 19: CANE CREEK & CANE MOUNTAIN TRAIL

Cane Creek & Cane Mountain Trail

Length: Cane Creek Trail is approximately 19 miles, Cane Mountain Trail is 9 miles.

Potential Connections:

- Haw River Trail
- Cane Creek Reservoir
- Cedarrock Park

Interpretive Value:

This equestrian/hiking/multi-use trail traverses the Cane Mountain Range, the dominant natural feature in southern Alamance County. The trail will showcase the approximately 300 million year old mountains and climb the highest peaks in Alamance County, Cane Mountain (987 feet) and Bass Mountain (902 feet).

Historic & Cultural Points of Interest

- 18 B. Holt House
- 19 Cane Creek Mountains
- 20 Owens House
- 21 Former Oakwood School
- 22 Roxanna Hobson House
- 23 A. McPherson House
- 24 Isley-Pike House
- 25 Hornaday House
- 26 Ward Mill
- 27 Moses Pike House
- 28 Dixon's Mill Ruins
- 29 Snow Camp Dam
- 30 Cane Creek Dam
- 31 Holman House
- 32 Oscar Braxton House
- 33 Lindley Mill
- 34 Guthrie-McBane Mill
- 35 Stafford-Henley Mill

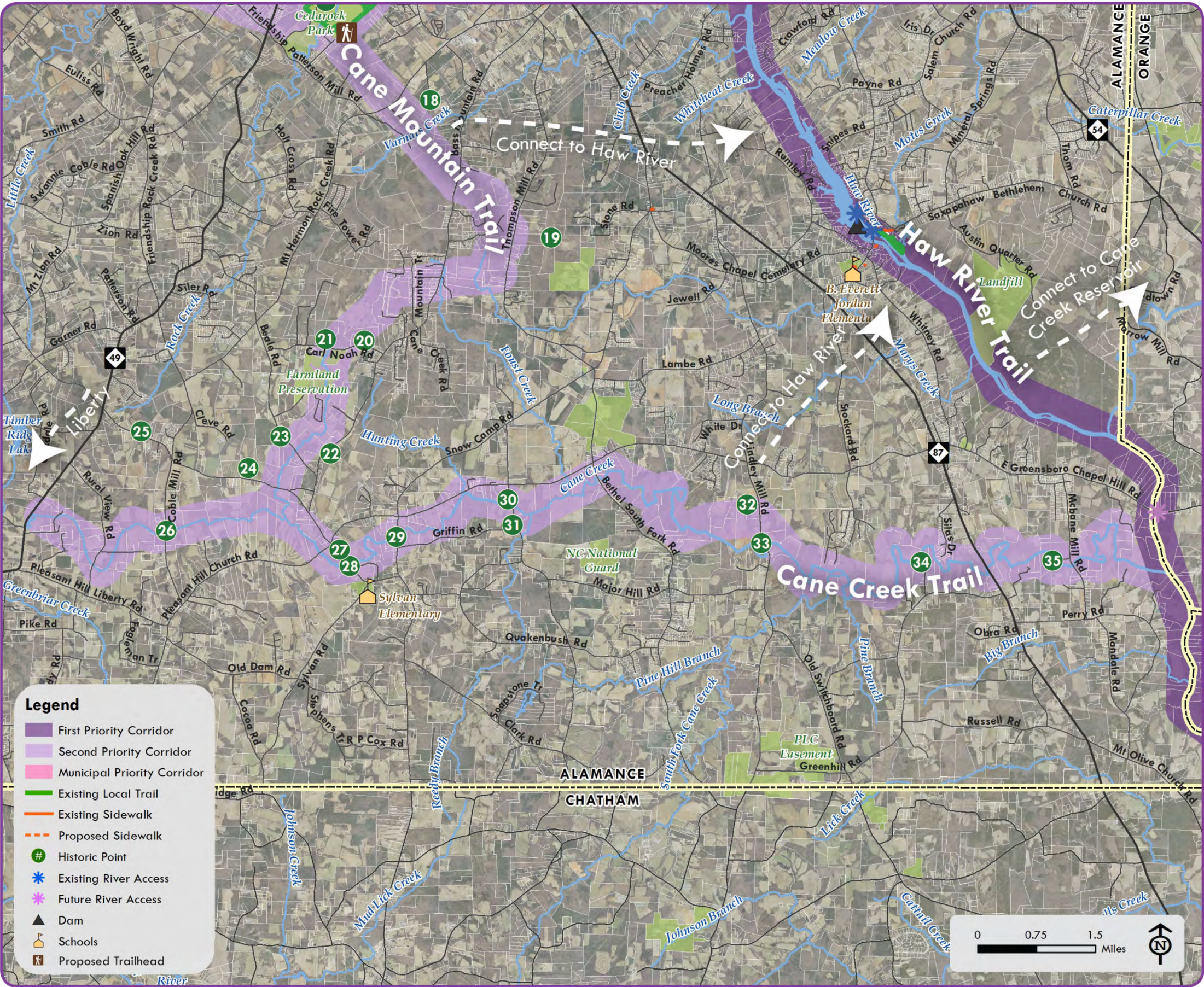


FIGURE 20: BACK CREEK TRAIL

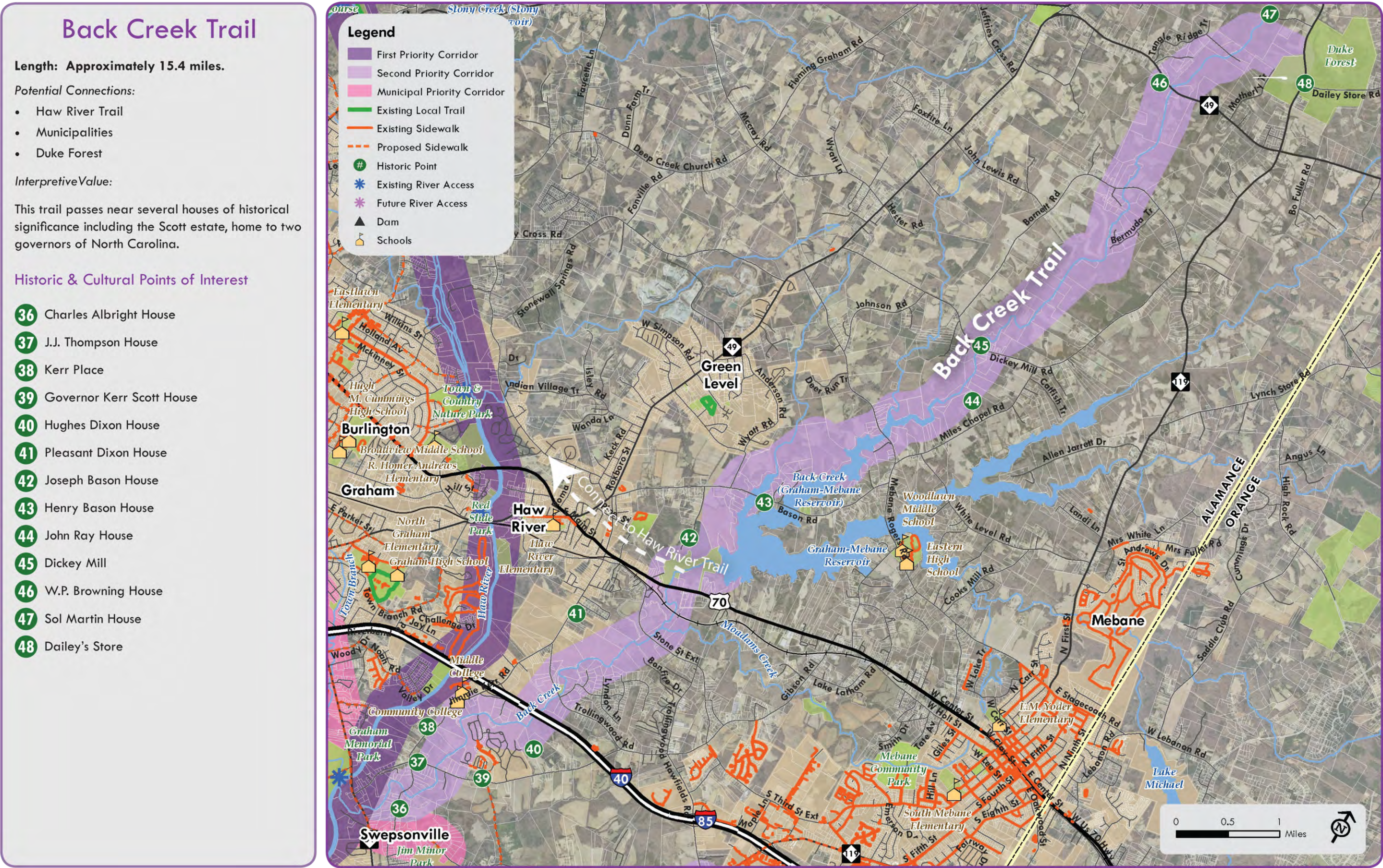


FIGURE 21: HAW CREEK TRAIL

Haw Creek Trail

Length: Approximately 9 miles.

Potential Connections:

- Haw River Trail
- Municipalities
- Triangle

Interpretive; Value:

Following the path of Haw Creek through south-east Alamance County, this trail brings hikers past a historic mill site, church and numerous homes and estates.

Historic & Cultural Points of Interest

- 1 Virginia Mills
- 36 Charles Albright House
- 49 George Thompson House
- 50 Patterson-Thompson House
- 51 Melville Church
- 52 Crawford-Covington House
- 53 S.W. Patton House
- 54 Graham Albright House
- 55 Kirkpatrick-Covington House

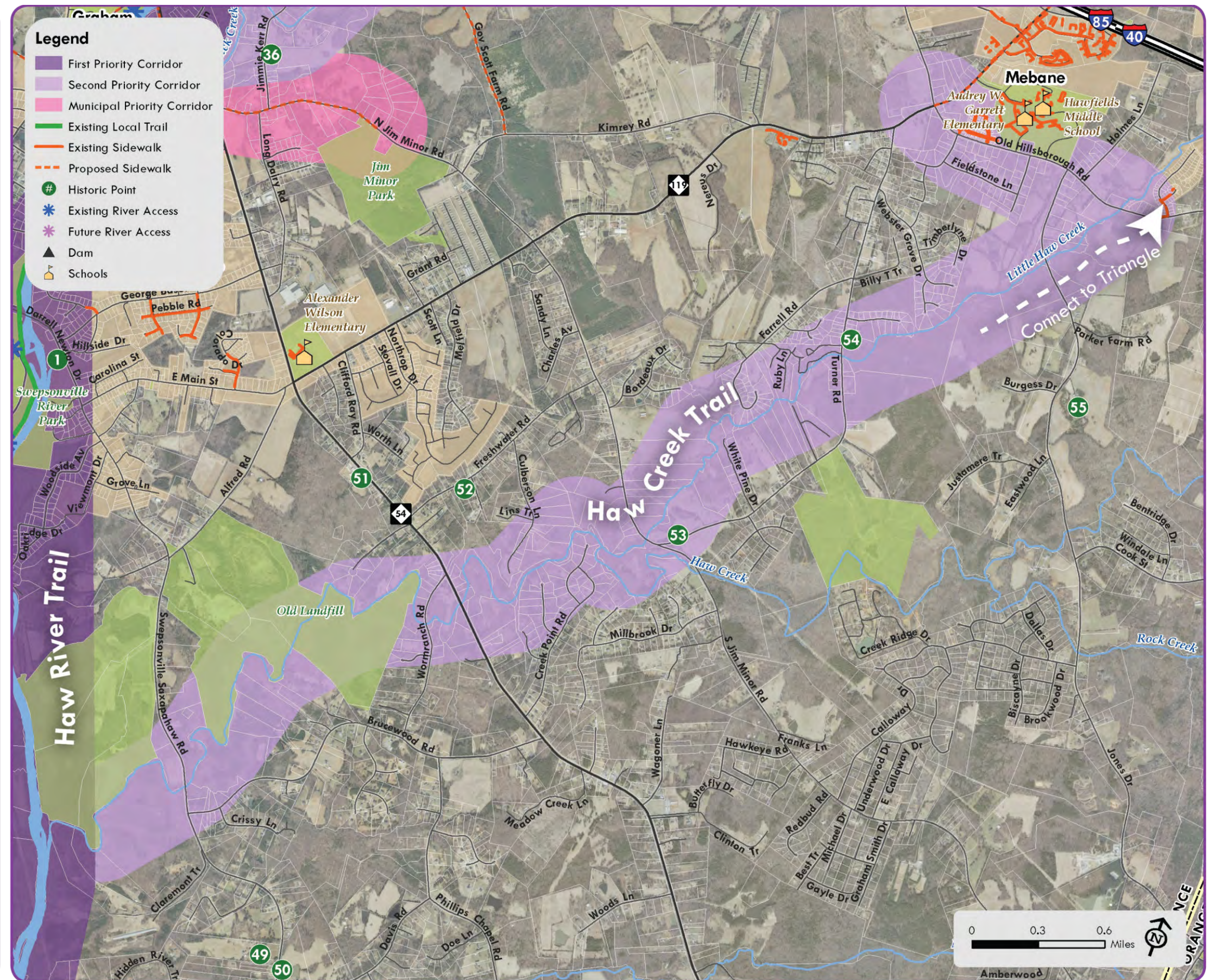


FIGURE 22: REEDY FORK TRAIL

Reedy Fork Trail

Length: Approximately 12 miles.

Potential Connections:

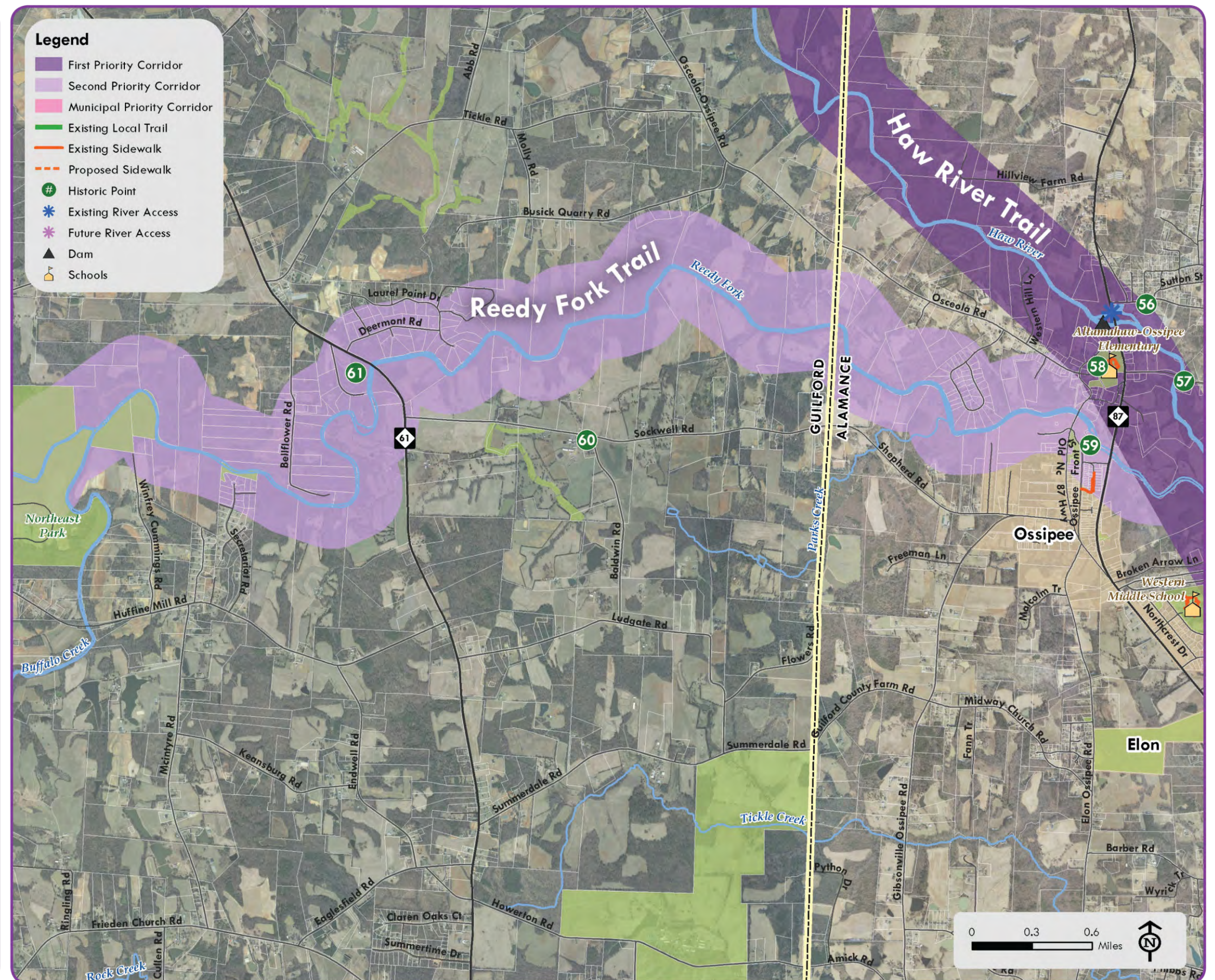
- Haw River Trail
- Municipalities

Interpretive Value:

Following the path of Reedy Fork, this trail brings hikers past historic mills and homesites.

Historic & Cultural Points of Interest

- 56 Altamahaw Mill Office
- 57 Hub Mill
- 58 Altamahaw-Ossipee School
- 59 Ossipee Mill
- 60 George Kernodle Farm House
- 61 Summers House



IMPLEMENTATION

Effective implementation of the plan recommendations outlined require sustained, focused and coordinated efforts by County and Municipal leaders, citizens and advocates. The efforts in this plan, citizen health surveys and municipal efforts have reinforced the interest of citizens in creating more trails, sidewalks, open space and safe road crossings. Continued effort in implementing action items will create the momentum needed to carry out projects over the next 10-20 years. The schedule of action items on the following page outlines how the highest priority action items can be implemented and the entities that could assist in carrying out each action item.

Alamance County and municipalities should capitalize on road projects, municipal projects or other unforeseen opportunities that may present themselves as an opportunity to implement trail projects. The list of action items should be reviewed and evaluated by County staff and reprioritized every 2 years. As projects are completed the County should conduct a periodic audit of trail infrastructure, assets and needs to identify changing issues and re-focus limited capital efficiently.

The step-by-step implementation process detailed for the next 2 years is not necessarily in sequential order. The suggested party or parties who need to complete each action step is also included in an effort to create connections across different entities. As publicly available resources for trail development remain scarce, there is also an increasing demand from citizens for amenities. Effective partnerships on funding, project development and project management will ensure not only more projects, but also develop projects that better link neighborhoods and communities across Alamance County. Opportunities for funding will always change and one source of funding should not be relied upon for implementation.

Funding opportunities from state and federal agencies and non-profits are listed in the Appendix. In many cases, match for grant applications will be necessary. For example, federal Transportation Alternative Programs requires a 20% local match. The Parks and Recreation Trust Fund (PARTF), a State program, requires 50% match. Dedicated funding from local sources will need to be secured to leverage grant funding. Successful applications for funding from the various resources will be integral to implementation of pedestrian transportation goals and objectives.

In five years a broader assessment and evaluation of efforts should be performed to both re-prioritize and check progress on implementing projects, programs and policies. New ideas, challenges and opportunities should also be explored. The 5-year reassessment would serve as a Plan Update and may modify a number of sections of this current Trail Plan.

2 Year Action Items

2015 Action Items	Partners
<ul style="list-style-type: none"> ○ Establish Bike and Pedestrian Transportation Implementation Committee 	Municipal staff, Burlington-Graham MPO, Cone Health, NCDOT, trail advocates
<ul style="list-style-type: none"> ○ Submit and apply for funding of top priority project (e.g. PARTF, Recreational Trails Program, BGMPO) 	Municipal staff, Burlington-Graham MPO, Cone Health, PARTF, Recreational Trails Program
<ul style="list-style-type: none"> ○ Revise sub-division ordinance to require dedication of trail easements for adopted trail corridors 	Alamance County Planning Board, Board of Commissioners
<ul style="list-style-type: none"> ○ Establish a Complete Streets policy that explicitly includes accommodation of pedestrians and bicyclists on new road projects 	Alamance County Board of Commissioners
<ul style="list-style-type: none"> ○ Seek funding sources needed to build top priority projects <ul style="list-style-type: none"> ▪ Establish grant writing schedule and seek grants for specific projects to achieve project building goals ▪ Provide matching money for grant applications ▪ Seek Safe Routes to School Funding 	Alamance County Parks and Recreation, Alamance County Health Department, municipalities, Burlington-Graham MPO, Cone Health, Friends of the MST Trail, Haw River Trail other non-profit partners
2016 Action Items	Partners
<ul style="list-style-type: none"> ○ Submit and apply for funding 2 additional projects based upon funding availability and ongoing projects 	Municipal staff, Burlington-Graham MPO, Cone Health, PARTF, Recreational Trails Program
<ul style="list-style-type: none"> ○ Continue to seek funding sources needed to build trail, bicycle and pedestrian projects <ul style="list-style-type: none"> ▪ Establish grant writing schedule and seek grants for specific projects to achieve project building goals ▪ County and Town to provide matching money for grant applications; ▪ Renew Capital Program funding for sidewalks ▪ Seek other funding sources 	Alamance County Parks and Recreation Municipal staff, Burlington-Graham MPO, Cone Health, Alamance County Health Department, municipalities, Friends of the MST Trail, NCDOT, Haw River Trail, other non-profit partners, trail advocates
<ul style="list-style-type: none"> ○ Receive notice of funding for top priority project 	Alamance County and partner municipality (if applicable)

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LINKS AND RESOURCES

Land Trails

Haw River Trail – www.hawrivertrail.org

Friends of the Mountains to Sea Trail - www.ncmst.org

Haw River State Park - <http://www.ncparks.gov>

Glencoe Textile Heritage Museum - <http://www.textileheritagemuseum.org/>

Partners

Alamance County Recreation and Parks Department - www.alamance-nc.com

All In 4 Health - www.allin4health.com

Alamance County Community Assessment - www.alamancecommunityassessment.com

Elon University – www.elon.edu

City of Burlington Recreation and Parks Department - burlingtonnc.gov

City of Graham Recreation and Parks Department - www.grahamrecreationandparks.com

Piedmont Triad Regional Council – www.ptrc.org

Conservation

The Trust For Public Land – www.tpl.org

Citizens for Haw River State Park - www.citizensforhawriversp.org/

Piedmont Land Conservancy - www.piedmontland.org

Triangle Land Conservancy - www.triangleland.org

River Network - www.rivernetwork.org

Haw River Assembly - www.hawriver.org

APPENDIX A

Funding Sources

FUNDING SOURCES

Local, state, federal, and private funding is available to support the planning, construction, right of way acquisition and maintenance of bicycle and pedestrian facilities. Available funding sources are related to a variety of purposes including transportation, water quality, hazard mitigation, recreation, air quality, wildlife protection, community health, and economic development. This list identifies some of the bicycle and pedestrian facility funding opportunities available through federal, state, local, foundation and corporate sources. An important key to obtaining funding is for local governments to have adopted plans for greenway, bicycle, pedestrian or multi-use path systems in place prior to making an application for funding.

Funding Allocated by State Agencies

Transportation

Bicycle and Pedestrian Independent Projects Funded Through the Transportation Improvement Program (TIP):

In North Carolina, the Department of Transportation, Division of Bicycle and Pedestrian Transportation (DBPT) manages the Transportation Improvement Program (TIP) selection process for bicycle and pedestrian projects in consultation with the Metropolitan and Rural Planning Organizations.

Projects programmed into the TIP are independent projects – those which are not related to a scheduled highway project. Incidental projects – those related to a scheduled highway project – are handled through other funding sources described in this section.

Each year, the DBPT regularly sets aside TIP funding for the department to fund projects such as training workshops, pedestrian safety and research projects, and other pedestrian needs statewide. Those interested in learning about training workshops, research and other opportunities should contact the DBPT for information.

Bicycle and pedestrian projects are eligible for TIP funding, including the construction of multi-use paths, the striping of bicycle lanes, and the construction of paved shoulders, among other facilities. Prospective applicants are encouraged to contact the DBPT regarding funding assistance for bicycle and pedestrian projects. For a detailed description of the TIP project selection process, visit: <http://www.ncdot.gov/performance/reform/prioritization/>

Incidental Projects – Bicycle and pedestrian accommodations such as bike lanes, widened paved shoulders, sidewalks and bicycle-safe bridge design are frequently included as incidental features of highway projects. In addition, bicycle-safe drainage grates are a standard feature of all highway construction. Most bicycle and pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of National Highway System funds and State Highway Trust Funds.

Governor's Highway Safety Program (GHSP) – The mission of the GHSP is to promote highway safety awareness and reduce the number of traffic crashes in the state of North Carolina through the planning and execution of safety programs. GHSP funding is provided through an annual program, upon approval of specific project requests. Amounts of GHSP funds vary from year to year, according to the specific amounts requested. Communities may apply for a GHSP grant to be used as seed money to start a program to enhance highway safety. Once a grant is awarded, funding is provided on a reimbursement basis. Evidence of reductions in

crashes, injuries, and fatalities is required. For information on applying for GHSP funding, visit: www.ncdot.org/programs/ghsp/.

Funding Available Through North Carolina Metropolitan Planning Organizations (MPOs)

MPOs in North Carolina which are located in air quality nonattainment or maintenance areas have the authority to program Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funding is intended for projects that reduce transportation related emissions. Some NC MPOs have chosen to use the CMAQ funding for bicycle and pedestrian projects. Local governments in air quality nonattainment or maintenance areas should contact their MPO or RPO for information on CMAQ funding opportunities for bicycle and pedestrian facilities. Check for MAP-21 detail changes on funding formula amounts.

Bicycle and Pedestrian Planning Grant Initiative, managed by NCDOT, DBPT

To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Division of Bicycle and Pedestrian Transportation (DBPT) and the Transportation Planning Branch (TPB) have created a matching grant program to fund plan development. This program was initiated through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the TPB. The planning grant program was launched in January 2004, and it is currently administered through NCDOT-DBPT and the Institute for Transportation Research and Education (ITRE) at NC State University. Over the span of the initiative, 167 plans have been funded. A total of nearly \$4 million has been allocated. For more information, visit: <https://connect.ncdot.gov/municipalities/PlanningGrant/Pages/default.aspx>

Safe Routes to School Program, managed by NCDOT, DBPT

The NCDOT Safe Routes to School Program is lumped in with Transportation Alternatives. There may be \$20 Million of unobligated funds as of the end of SAFETEA-LU; the last federal transportation appropriation bill. The Division of Bicycle and Pedestrian Transportation at NCDOT is charged with disseminating SRTS funding.

The state of North Carolina has been allocated \$15 million in Safe Routes to School funding for fiscal years 2005 through 2009 for infrastructure or non-infrastructure projects. All proposed projects must relate to increasing walking or biking to and from an elementary or middle school. An example of a non-infrastructure project is an education or encouragement program to improve rates of walking and biking to school. An example of an infrastructure project is construction of sidewalks around a school. Infrastructure improvements under this program must be made within 2 miles of an elementary or middle school. The state requires the completion of a competitive application to apply for funding. For more information, visit: www.ncdot.gov/bikeped/funding/

Small Urban Funds managed by NCDOT Highway Division Offices

Small Urban Funds are available for small improvement projects in urban areas. Each NCDOT Highway Division has \$2 million of small urban funds available annually. Although not commonly used for bicycle facilities, local requests for small bicycle projects can be directed to the NCDOT Highway Division office for funding through this source. A written request should be submitted to the Division Engineer providing technical information, such as location, improvements being requested, timing, etc. for thorough review.

Hazard Elimination Program by NCDOT Highway Division Offices

This program focuses on projects intended for locations that should have a documented history of previous crashes. Bicycle and pedestrian projects are eligible for this program, although the funds are not usually used for this purpose.

This program is administered through the NCDOT Division of Highways. Similar to the Small Urban Funds, it is a significantly limited funding source.

Land and Water Conservation Fund (LWCF)

MAP-21 combined this with Transportation Alternatives. The Land and Water Conservation Fund (LWCF) program is a reimbursable, 50/50 matching grants program to states for conservation and recreation purposes, and through the states to local governments to address "close to home" outdoor recreation needs. LWCF grants can be used by communities to build a trail within one park site, if the local government has fee-simple title to the park site. Grants for a maximum of \$250,000 in LWCF assistance are awarded yearly to county governments, incorporated municipalities, public authorities and federally recognized Indian tribes. The local match may be provided with in-kind services or cash. The program's funding comes primarily from offshore oil and gas drilling receipts, with an authorized expenditure of \$900 million each year. However, Congress generally appropriates only a small fraction of this amount. The allotted money for the year 2007 is \$632,846.

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the US Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. In North Carolina, the program is administered by the Department of Environment and Natural Resources. Since 1965, the LWCF program has built a permanent park legacy for present and future generations. In North Carolina alone, the LWCF program has provided more than \$63 million in matching grants to protect land and support more than 800 state and local park projects. More than 37,000 acres have been acquired with LWCF assistance to establish a park legacy in our state. For more information, visit:

www.ncparks.gov/About/grants/lwcf_grant.php

Recreational Trails Program

The Recreational Trails Program (RTP) is a grant program funded by Congress with money from the federal gas taxes paid on fuel used by off-highway vehicles. This program's intent is to meet the trail and trail-related recreational needs identified by the Statewide Comprehensive Outdoor Recreation Plan. Grant applicants must be able contribute 20% of the project cost with cash or in-kind contributions. The program is managed by the State Trails Program, which is a section of the N.C. Division of Parks and Recreation.

The grant application is available and instruction handbook is available through the State Trails Program website at www.ncparks.gov/About/trails_RTP_project.php Pre-Applications are typically due in November and, if invited, final applications are due January 31st. For more information, call (919) 715-8699.

North Carolina Parks and Recreation Trust Fund (PARTF)

The fund was established in 1994 by the North Carolina General Assembly and is administered by the Parks and Recreation Authority. Through this program, several million dollars each year are available to local governments to fund the acquisition, development and renovation of recreational areas. Applicable projects require a 50/50 match from the local government. Grants for a maximum of \$500,000 are awarded yearly to county governments or incorporated municipalities. . The fund was originally funded by the State's portion of the real estate deed transfer tax, but is now controlled out of the General Fund.

The trust fund is allocated three ways:

- 65 percent to the state parks through the N.C. Division of Parks and Recreation.

- 30 percent as dollar-for dollar matching grants to local governments for park and recreation purposes.
- 5 percent for the Coastal and Estuarine Water Access Program.

For information on how to apply, visit: www.ncparks.gov/About/grants/partf_eligibility.php

Powell Bill Program

Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as provided by statute. This program is a state grant to municipalities for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways. Funding for this program is collected from fuel taxes. Amount of funds are based on population and mileage of City-maintained streets. For more information, visit: <https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx>

Conservation & Environment

North Carolina Conservation Tax Credit Program

North Carolina has a unique incentive program to assist land-owners to protect the environment and the quality of life. A credit is allowed against individual and corporate income taxes when real property is donated for conservation purposes. Interests in property that promote specific public benefits may be donated to a qualified recipient. Such conservation donations qualify for a substantial tax credit. For more information, visit: www.onencnaturally.org/web/cpca/conservation-incentives

Urban and Community Forestry Assistance Program

This program offers small grants that can be used to plant urban trees, establish a community arboretum, or other programs that promote tree canopy in urban areas. The program operates as a cooperative partnership between the NC Division of Forest Resources and the USDA Forest Service, Southern Region. To qualify for this program, a community must pledge to develop a street-tree inventory, a municipal tree ordinance, a tree commission, and an urban forestry-management plan. All of these can be funded through the program. For more information and a grant application, contact the NC Division of Forest Resources and/or visit: http://ncforestservice.gov/Urban/urban_grant_overview.htm

The North Carolina Division of Forest Resources

Urban and Community Forestry Grant can provide funding for a variety of projects that will help toward planning and establishing street trees as well as trees for urban open space. For more information visit: http://ncforestservice.gov/Urban/urban_grant_overview.htm

Ecosystem Enhancement Program

Developed in 2003 as a new mechanism to facilitate improved mitigation projects for NC highways, this program offers funding for restoration projects and for protection projects that serve to enhance water quality and wildlife habitat in NC. Information on the program is available by contacting the Natural Heritage Program in the NC Department of Environment and Natural Resources (NCDENR). For more information, visit: www.nceep.net/pages/partners.html or call 919-715-0476.

Conservation Reserve Enhancement Program (CREP)

This program is a joint effort of the North Carolina Division of Soil and Water Conservation, the NC Clean Water Management Trust Fund, the Ecosystem Enhancement Program (EEP), and the Farm Service Agency - United States Department of Agriculture (USDA) to address water quality problems of the Neuse, Tar-Pamlico and Chowan river basins as well as the Jordan Lake watershed area.

CREP is a voluntary program that seeks to protect land along watercourses that is currently in agricultural production. The objectives of the program include: installing 100,000 acres of forested riparian buffers, grassed filter strips and wetlands; reducing the impacts of sediment and nutrients within the targeted area; and providing substantial ecological benefits for many wildlife species that are declining in part as a result of habitat loss. Program funding will combine the Federal Conservation Reserve Program (CRP) funding with State funding from the Clean Water Management Trust Fund, Agriculture Cost Share Program, and North Carolina Wetlands Restoration Program.

For more information, please visit: www.ncaswcd.org/?page_id=90

Agriculture Cost Share Program

Established in 1984, this program assists farmers with the cost of installing best management practices (BMPs) that benefit water quality. The program covers as much as 75 percent of the costs to implement BMPs. The NC Division of Soil and Water Conservation within the NC Department of Agriculture administers this program through local Soil and Water Conservation Districts (SWCD). For more information, visit:

www.ncagr.gov/SWC/costshareprograms/ACSP/index.html

Water Resources Development Grant Program

The NC Division of Water Resources offers cost-sharing grants to local governments on projects related to water resources. Of the seven project application categories available, the category which relates to the establishment of greenways is “Land Acquisition and Facility Development for Water-Based Recreation Projects.” Applicants may apply for funding for a greenway as long as the greenway is in close proximity to a water body. For more information, see: www.ncwater.org/Financial_Assistance or call 919-733-4064.

Funding Allocated by Federal Agencies

Wetlands Reserve Program

This federal funding source is a voluntary program offering technical and financial assistance to landowners who want to restore and protect wetland areas for water quality and wildlife habitat. The US Department of Agriculture's Natural Resource Conservation Service (USDA-NRCS) administers the program and provides direct payments to private landowners who agree to place sensitive wetlands under permanent easements. This program can be used to fund the protection of open space and greenways within riparian corridors. For more information, visit:

www.nrcs.usda.gov/PROGRAMS/wrp/

The Community Development Block Grant (HUD-CDBG)

The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate income areas. Several communities have used HUD funds to develop greenways, including the Boulding Branch Greenway in High Point, North Carolina. Grants from this program range widely and are either made to municipalities or non-profits. There is no formal application process. For more information, visit:

www.hud.gov/offices/cpd/communitydevelopment/programs/

USDA Rural Business Enterprise Grants

Public and private nonprofit groups in communities with populations under 50,000 are eligible to apply for grant assistance to help their local small business environment. \$1 million is available for North Carolina on an annual basis and may be used for sidewalk and other community facilities. For more information from the local USDA Service Center, visit: www.rurdev.usda.gov/BCP_rbeg.html

Rivers Trails and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program, also known as the Rivers & Trails Program or RTCA, is the community assistance arm of the National Park Service. RTCA staff provide technical assistance to community groups and local, State, and federal government agencies so they can conserve rivers, preserve open space, and develop trails and greenways. The RTCA program implements the natural resource conservation and outdoor recreation mission of the National Park Service in communities across America

Although the program does not provide funding for projects, it does provide valuable on-the-ground technical assistance, from strategic consultation and partnership development to serving as liaison with other government agencies. Communities must apply for assistance. For more information, visit: www.nps.gov/ncrc/programs/rtca/ or contact Deirdre Hewitt, Program Manager deirdre_hewitt@nps.gov (404) 507-5691

Public Lands Highways Discretionary Fund

The Federal Highway Administration administers discretionary funding for projects that will reduce congestion and improve air quality. The FHWA issues a call for projects to disseminate this funding. The FHWA estimates that the PLHD funding for the 2007 call will be \$85 million. In the past, Congress has earmarked a portion of the total available funding for projects. For information on how to apply, visit: www.fhwa.dot.gov/discretionary/

Community Forest Program

The Community Forest Program (CFP) protects forests that are important for people and the places they call home. Community forests provide many benefits such as places to recreate and enjoy nature; they protect habitat, water quality and other environmental benefits, and they can provide economic benefits through timber resources. Community Forests have also long been sites for environmental and cultural education, for more information please visit: www.fs.fed.us/spf/coop/programs/loa/cfp.shtml

Community Facilities Grants

Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public safety, and community and public services; for more information please visit: www.rurdev.usda.gov/HAD-CF_Grants.html

Partners for Fish and Wildlife NC

The Partners for Fish and Wildlife Program is the U.S. Fish and Wildlife Service's primary mechanism for delivering voluntary on-the-ground habitat improvement projects on private lands for the benefit of Federal trust species. Biologists provide technical and financial assistance to landowners who want to restore and enhance fish and wildlife. Partners for Fish and Wildlife works in a diversity of habitat types throughout the state. Some Partners for Fish and Wildlife Projects are educational in nature, providing the necessary materials and opportunities for children and adults to learn the significance of the State's natural resources. Habitat types protected in NC:

- Forested Wetlands (Bottomland Hardwoods, Non-alluvial swamp forest, Pocosins)
- Longleaf Pine
- Piedmont Prairies
- Streams and Riparian Areas

for more information e-mail: JohnAnn_Shearer@fws.gov or call 919/856 4520 ext. 17

Web site: www.fws.gov/raleigh/pfw.html

Division of Water Quality 319 Grant Program

The FY2013 319 Grant RFP is soliciting restoration or implementation projects in impaired watersheds. The purpose of this funding is to restore waters impaired by nonpoint source (NPS) pollution. The 319 grant watershed restoration funds must be used to implement a Watershed Restoration Plan for a waterbody or watershed that is impaired. A list of North Carolina 9-element watershed restoration plans associated with the 319 program that can be used to guide restoration efforts is available at this link: <http://portal.ncdenr.org/web/wq/ps/nps/319program/nc-watershed-plans>

Local Funding Sources

Municipalities often plan for the funding of pedestrian facilities or improvements through development of Capital Improvement Programs (CIP). In Raleigh, for example, the greenways system has been developed over many years through a dedicated source of annual funding that has ranged from \$100,000 to \$500,000, administered through the Recreation and Parks Department. 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. Typical capital funding mechanisms include the following: capital reserve fund, capital protection ordinances, municipal service district, tax increment financing, taxes, fees, and bonds. Each of these categories are described below.

Capital Reserve Fund

Municipalities have statutory authority to create capital reserve funds for any capital purpose, including 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.

Capital Project Ordinances

Municipalities can pass Capital Project Ordinances that are project specific. The ordinance identifies and makes appropriations for the project.

Municipal Service District

Municipalities have statutory authority to establish municipal service districts, to levy a property tax in the district additional to the citywide property tax, and to use the proceeds to provide services in the district. Downtown revitalization projects are one of the eligible uses of service districts.

Tax Increment Financing

Tax increment financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project, such as the construction of a greenway, is carried out, there is an increase in the value of surrounding real estate. Oftentimes, new investment in the area follows such a project. This increase in value and investment creates more taxable property, which increases tax revenues. These increased revenues can be referred to as the “tax increment.” Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities. The large majority of states have enabling legislation for tax increment financing.

Installment Purchase Financing

As an alternative to debt financing of capital improvements, communities can execute installment/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.

Taxes

Many communities have raised money 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. Examples include:

Sales Tax

In North Carolina, the state has authorized a sales tax at the state and county levels. Local governments that choose to exercise the local option sales tax (all counties currently do), use the tax revenues to provide funding for a wide variety of projects and activities. Any increase in the sales tax, even if applying to a single county, must gain approval of the state legislature. In 1998, Mecklenburg County was granted authority to institute a one-half cent sales tax increase for mass transit.

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.

Excise Taxes

Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the 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.

Occupancy Tax

The NC General Assembly may grant towns the authority to levy occupancy tax on hotel and motel rooms. The act granting the taxing authority limits the use of the proceeds, usually for tourism-promotion purposes.

Fees

Three fee options that have been used by local governments to assist in funding pedestriAn and bicycle facilities are listed here:

Stormwater Utility Fees

Greenway sections may be purchased with stormwater fees, if the property in question is used to mitigate floodwater or filter pollutants. Stormwater 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 stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharge into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surface are charged more for stormwater service than users with less impervious surface. The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules.

Streetscape Utility Fees

Streetscape Utility Fees could help support streetscape maintenance of the area between the curb and the property line through a flat monthly fee per residential dwelling unit. Discounts would be available for senior and disabled citizens. Non-residential customers would be charged a per foot fee based on the length of frontage on streetscape improvements. This amount could be capped for non-residential customers with extremely large amounts of street frontage. The revenues raised from Streetscape Utility fees would be limited by ordinance to maintenance (or construction and maintenance) activities in support of the streetscape.

Impact Fees

Developers can be required to provide greenway 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 ("growth pays its own way"). Greenway impact fees are designed to reflect the costs incurred to provide sufficient capacity in the system to meet the additional needs of a growing community. These charges are set in a fee schedule applied uniformly to all new development. 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. If Holly Springs is interested in pursuing open space impact fees, it will require enabling legislation to authorize the collection of the fees.

Exactions

Exactions are similar to impact fees in that they both provide facilities to growing communities. The difference is that through exactions it can be established that it is the responsibility of the developer to build the greenway or pedestrian facility that crosses through the property, or adjacent to the property being developed.

In-Lieu-Of Fees

As an alternative to requiring developers to dedicate on-site greenway sections 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 a bit 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 their bicycle and trail system.

Revenue Bonds

Revenue bonds are bonds that are secured by a pledge of the revenues from a certain 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. In this case, 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. A general obligation pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond. 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. G.O. bonds distribute the costs

of land acquisition and greenway development and make funds available for immediate purchases and projects. Voter approval is required.

Special Assessment Bonds

Special assessment bonds are secured by a lien on the property that benefits by 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 (SRF) 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).

Other Local Options

Facility Maintenance Districts

Facility Maintenance Districts (FMDs) can be created to pay for the costs of on-going maintenance of public facilities and landscaping within the areas of the Town where improvements have been concentrated and where their benefits most directly benefit business and institutional property owners. An FMD is needed in order to assure a sustainable maintenance program. Fees may be based upon the length of lot frontage along streets where improvements have been installed, or upon other factors such as the size of the parcel. The program supported by the FMD should include regular maintenance of streetscape of off road trail improvements. The municipality can initiate public outreach efforts to merchants, the Chamber of Commerce, and property owners. In these meetings, Town staff will discuss the proposed apportionment and allocation methodology and will explore implementation strategies.

The municipality can manage maintenance responsibilities either through its own staff or through private contractors.

Partnerships

Another method of funding pedestrian systems and greenways is to partner with public agencies and private companies and organizations. Partnerships engender a spirit of cooperation, civic pride and community participation. The key to the involvement of private partners is to make a compelling argument for their participation. Major employers and developers should be identified and provided with a “Benefits of Walking”-type handout for themselves and their employees. Very specific routes that make critical connections to place of business would be targeted for private partners’ monetary support following a successful master planning effort. Potential partners include major employers which are located along or accessible to pedestrian facilities such as shared-use paths or greenways. Name recognition for corporate partnerships would be accomplished through signage trail heads or interpretive signage along greenway systems. Utilities often make good partners and many trails now share corridors with them. Money raised from providing an easement to utilities can help defray the costs of maintenance. It is important to have a lawyer review the legal agreement and verify ownership of the subsurface, surface or air rights in order to enter into an agreement.

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. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

Volunteer Work

It is expected that many citizens will be excited about the development of a greenway corridor. 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 work days. Volunteers can also be used for fund-raising, maintenance, and programming needs.

Private Foundations and Organizations

Many communities have solicited greenway funding assistance from private foundations and other conservation-minded benefactors. Below are a few examples of private funding opportunities available in North Carolina.

Bikes Belong

The Bikes Belong Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.

Since 1999, Bikes Belong has awarded over 175 grants to municipalities and grassroots groups in 44 states and the District of Columbia, investing over \$1.5 million in community bicycling projects and leveraging more than \$500 million in federal, state, and private funding; for more information please visit:

www.bikesbelong.org/bikes-belong-foundation/

Blue Cross Blue Shield Foundation

The foundation has provided support for a number of projects ranging from local community equipment grants to collaboration on large statewide initiatives that work to improve health and lower obesity rates through healthy eating and active living; for more information please visit: www.bcbsncfoundation.org/

Creating New Economies Fund

Small grant program supports innovative triple bottom line (Environmental Stewardship, Economic Development and Social justice) projects, providing communities with resources to address multiple issues simultaneously. Grants average \$8,000 to \$12,000, with the maximum award being \$15,000. Pre-Proposals due in December; for more information please visit: www.conservationfund.org/our-conservation-strategy/major-programs/resourceful-communities-program/investing-in-communities/

Kate B. Reynolds Foundation

The Winston-Salem based Foundation has funded Community Transformation Catalyst positions in 4 Tier I counties, including Rockingham County. The Community Transformation Catalyst program is funded under the Health Care Division of the foundation. Grant deadlines are February and August. Check the website here for updated information: <http://kbr.org/content/health-care-division>

Land for Tomorrow Campaign

Land for Tomorrow is a diverse partnership of businesses, conservationists, farmers, environmental groups, health professionals and community groups committed to securing support from the public and General Assembly for protecting land, water and historic places. The campaign is asking the North Carolina General Assembly to support

issuance of a bond for \$200 million a year for five years to preserve and protect its special land and water resources. Land for Tomorrow will enable North Carolina to reach a goal of ensuring that working farms and forests; sanctuaries for wildlife; land bordering streams, parks and greenways; land that helps strengthen communities and promotes job growth; historic downtowns and neighborhoods; and more, will be there to enhance the quality of life for generations to come. For more information, visit: www.land4tomorrow.org/

National Trails Fund

In 1998, the American Hiking Society created the National Trails Fund, the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. Each year, 73 million people enjoy foot trails, yet many of our favorite

trails need major repairs due to a \$200 million in badly needed maintenance. National Trails Fund grants give local organizations the resources they need to secure access, volunteers, tools and materials to protect America's cherished public trails. For 2005, American Hiking distributed over \$40,000 in grants thanks to the generous support of Cascade Designs and L.L.Bean, the program's Charter Sponsors. 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.

What types of projects will American Hiking Society consider? Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements. Building and maintaining trails which 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. For more information please visit: www.americanhiking.org/gear-resources/grant-opportunities/

North Carolina Community Foundation

The North Carolina Community Foundation, established in 1988, is a statewide foundation seeking gifts from individuals, corporations, and other foundations to build endowments and ensure financial security for nonprofit organizations and institutions throughout the state. Based in Raleigh, North Carolina, the foundation also manages a number of community affiliates throughout North Carolina that make grants in the areas of human services, education, health, arts, religion, civic affairs, and the conservation and preservation of historical, cultural, and environmental resources. In addition, the foundation manages various scholarship programs statewide. For more information please visit: www.nccommunityfoundation.org

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. TPL's legal and real estate specialists work with landowners, government agencies, and community groups to:

- Create urban parks, gardens, greenways, and riverways
- Build livable communities by setting aside open space in the path of growth

- Conserve land for watershed protection, scenic beauty, and close-to home recreation safeguard the character of communities by preserving historic landmarks and landscapes.

The following are TPL's Conservation Services:

- Conservation Vision: TPL helps agencies and communities define conservation priorities, identify lands to be protected, and plan networks of conserved land that meet public need.
- Conservation Finance: TPL helps agencies and communities identify and raise funds for conservation from federal, state, local, and philanthropic sources.
- Conservation Transactions: TPL helps structure, negotiate, and complete land transactions that create parks, playgrounds, and protected natural areas.
- Research & Education: TPL acquires and shares knowledge of conservation issues and techniques to improve the practice of conservation and promote its public benefits.

Since 1972, TPL has worked with willing landowners, community groups, and national, state, and local agencies to complete more than 3,000 land conservation projects in 46 states, protecting more than 2 million acres. Since 1994, TPL has helped states and communities craft and pass over 330 ballot measures, generating almost \$25 billion in new conservation-related funding. For more information, visit: www.tpl.org/

Z. Smith Reynolds Foundation

This Winston-Salem based foundation has been assisting the environmental projects of local governments and non-profits in North Carolina for many years. The foundation has two grant cycles per year and generally does not fund land acquisition. However, the foundation may be able to support municipalities in other areas of greenways development. More information is available at: www.zsr.org .