

Appendix E: Funding Sources



Appendix E

Funding Sources

This appendix is intended to guide those who must secure funding for the development of the Morris Canal Greenway. The scope of this collaborative effort is broad, encompassing planning, design, and construction of the bicycle and walking facilities, wayfinding and signing, historic preservation, and educational and interpretive programs. Jurisdictions implementing segments of the greenway will have short- and long- term funding needs that are specific to the context, type and scale of their greenway projects.

The proposed alignment represents a starting point for the implementing jurisdictions. They will confirm and refine the proposed alignment during planning, preliminary and final design, and construction. Funding requirements will be determined accordingly. This funding guide describes a number of funding programs that may be applicable to the development phases of each segment.

The following is a compilation and brief description of potential sources of funding that have been, or could be used to fund capital projects associated with both on-road and off-road bicycle and pedestrian related facilities for the Morris Canal Greenway as listed in the Implementation Matrix and described in Appendix A – Design Guidelines. The list focuses on funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction.

Other sources used to fund programmatic activities related to the advancement of the greenway such as safety, enforcement, education, promotion, marketing, and land acquisition are also listed and eligible activities often overlap.

For each source, links are provided to individual websites that contain additional information related to:

- How to apply for funding
- Typical grant amounts
- Application deadlines; and
- Details on eligible activities

Both public and private funding sources typically change over time, and others not included here may become available. It is anticipated that implementing jurisdictions and supporting organizations will continue to research and identify funding opportunities appropriate to their refined alignment and specific needs.

For complex multijurisdictional projects like the Morris Canal Greenway, diverse funding sources are both common and necessary.

A list of potential funding sources is included in the following table of contents (with associated page numbers indicating where brief narrative descriptions and link to available websites can be found). A funding matrix is also provided and outlines the types of projects that each source described in this guide might fund.

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Funding Sources

Sources of Funding for Greenway Development

<i>Funding Source</i>	<i>Types of Facilities or Activities</i>		
	Capital Projects		Programmatic
Federal Funding Opportunities	<i>On-Road</i>	<i>Off-Road</i>	
The FAST Act	●	●	●
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	●		●
Transportation Alternatives Set-Aside	●	●	●
Highway Safety Improvement Program (HSIP)	●		●
Land and Water Conservation Fund (National Park Service)			●
Rivers, Trails, and Conservation Assistance Program (National Park Service)			●
Safe Routes to School Program (SRTS)	●	●	●
State Funding Opportunities			
NJDOT – Municipal Aid	●		
NJDOT – County Aid	●		
NJDOT – Bikeway Grant Program	●	●	
NJDOT – Safe Streets to Transit	●		
NJDOT – Local Bridges, Future Needs	●		
NJDOT Transit Villages	●		●
NJ Division of Highway Traffic Safety Grants (HTS Grants)			●
NJDEP - Green Acres Program			●
Recreational Trails Program (Administered by NJDEP)			●
Private or NonProfit Funding Sources			
Sustainable Jersey			●
PeopleforBikes Community Grants	●	●	●
Association of New Jersey Environmental Commissions (ANJEC) Grant Program			●
New Jersey Healthy Communities Network			●
New Jersey Prevention Network			●
Robert Wood Johnson Foundation			●
The Geraldine R. Dodge Foundation			●
Other			
Municipal Allocations	●	●	
Morris County Open Space & Farmland Preservation Trust Fund		●	●
Passaic County Open Space, Farmland & Historic Preservation Trust Fund		●	●
New Jersey Highlands Coalition			●
Impact Fees	●	●	
Local Private-Sector Funding	●	●	●

Note:

1. Capital Projects relate to on- or off-road facility design and construction activities. On/off-road facilities are detailed and described in Appendix A – Design Guidelines. Project elements associated with on-road typically include: striped bicycle lanes, signage, sidewalks, signals, and protected on-road bicycle lanes, etc. Project elements associated with off-road facilities typically include paved paths, signage, road crossings, bridges, boardwalks, wayside exhibits, etc.
2. Programmatic Activities relate to project elements such as technical assistance, education, enforcement, safety, Safe Routes to School, promotion, and marketing.

Funding Sources

FEDERAL FUNDING OPPORTUNITIES

Fixing America's Surface Transportation (FAST) Act

www.fhwa.dot.gov/fastact/

Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) provides federal transportation policy and funding for five years, authorizing \$226.3 billion in Federal funding for fiscal years 2016 through 2020 for road, bridge, bicycling, and walking improvements. Funding programs under the FAST Act are summarized below.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

<https://www.fhwa.dot.gov/fastact/factsheets/cmaq/fs.cfm>

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The construction of bicycle and pedestrian facilities that are not exclusively recreational (as they must reduce vehicle trips and therefore vehicle emissions), outreach promoting safe bicycle use, and other bicycle and pedestrian programs are eligible for funding. CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and facilities serving electric or natural gas-fueled vehicles.

Transportation Alternatives Set-Aside

https://www.fhwa.dot.gov/environment/transportation_alternatives/

The Transportation Alternatives Set-Aside (TA Set-Aside, or TA) authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-

driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Highway Safety Improvement Program (HSIP)

<https://safety.fhwa.dot.gov/hsip/>

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. This source may be used for the segments where the greenway will share public roadways, should the roadway segment meet crash analysis requirements.

Land and Water Conservation Fund (National Park Service)

<https://www.nps.gov/subjects/lwcf/index.htm>

The Land and Water Conservation Fund focuses on protecting natural areas, water resources and cultural heritage, and recreational opportunities to all Americans.

Rivers, Trails, and Conservation Assistance Program (National Park Service)

<https://www.nps.gov/orgs/rtca/apply.htm>

The National Park Service Rivers, Trails, and Conservation Assistance program supports community-led natural resource conservation and outdoor recreation. Funding is provided to design trails and parks, conserve and improve access to rivers, protect special places, and create recreational opportunities.

Funding Sources

Safe Routes to School (SRTS) Program

<http://www.state.nj.us/transportation/business/localaid/srts.shtm>

<http://www.njtpa.org/project-programs/project-development/safe-routes-to-school.aspx>

The Safe Routes to School Program (SRTS) is a federally funded program administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA).

Projects must be located within two miles of a school that serves students in grades K-8 and involve the school commute. Infrastructure projects may include the installation of sidewalks, crosswalks, bike lanes, multi-use paths, traffic calming measures, and other means to ensure the ease and safety of children walking or biking to school.

STATE FUNDING OPPORTUNITIES

NJDOT – Municipal Aid

<http://www.state.nj.us/transportation/business/localaid/municipaid.shtm>

The Municipal Aid program applies to municipalities in each county. Municipalities may apply for funding related to road improvement projects such as resurfacing, rehabilitation or reconstruction and signalization.

NJDOT – County Aid

<http://www.state.nj.us/transportation/business/localaid/countyaid.shtm>

Similar to the Municipal Aid Program, County Aid funds are appropriated by the Legislature for the improvement of public roads and bridges, public transportation, and other transportation related projects under county jurisdiction, as identified within the county's Annual Transportation Program (ATP)

NJDOT – Bikeway Grant Program

<http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>

The New Jersey Department of Transportation's (NJDOT) Bikeway Grant Program provides funds to counties and municipalities to construct new miles of dedicated bike paths.

NJDOT – Safe Streets to Transit

<http://www.state.nj.us/transportation/business/localaid/safe.shtm>

The Safe Streets to Transit (SSTT) program provides funding to counties and municipalities in improving access to transit facilities and all nodes of public transportation.

Projects and activities that will improve safety in the vicinity of transit facilities (approximately one-half mile for pedestrian improvements) qualify for funding.

Funding Sources

NJDOT – Local Bridges, Future Needs

<http://www.state.nj.us/transportation/business/localaid/localbridges.shtm>

The New Jersey Department of Transportation (NJDOT), Local Bridges, Future Needs program provides funds for the improvement of county jurisdiction bridges. NJDOT is focusing on preventive maintenance, rehabilitation and selective replacement of bridges. This could include Morris Canal Greenway On-Road Facilities that utilize County bridges.

NJDOT Transit Villages

<http://www.state.nj.us/transportation/business/localaid/transitvillagef.shtm>

The Division of Local Aid and Economic Development's Transit Village Grant program will award grants for non-traditional transportation-related projects to New Jersey municipalities designated as Transit Villages. Once designated, a municipality is eligible to plan for both bicycle and pedestrian improvements and programmatic activities such as events and place-making efforts. There are two (2) designated Transit Villages located along the Morris Canal Greenway, Netcong and Bloomfield.

NJ Division of Highway Traffic Safety (HTS) Grants

http://www.nj.gov/oag/hts/grants/index_south.html

The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce motor vehicle crashes, injuries, and fatalities on the roads of New Jersey. Municipal, county, state government and law enforcement agencies, as well as non-profit organizations, are encouraged to apply for NJDHTS grant funding to address specific, local traffic safety issues. This could be used to fund safety enhancement along On-Road Facility segments such as traffic calming or other Complete Streets concepts.

Comprehensive Traffic Safety Program (CTSP)

Comprehensive Traffic Safety Program grants address multiple traffic safety concerns within a

county or region. CTSP grants include numerous tasks and strategies involving enforcement, education and engineering.

Pedestrian Safety

The grant includes funding for overtime enforcement at pedestrian safety hot spots in the community and educational outreach throughout the community. This supports pedestrian safety and can be prioritized along Morris Canal Greenway On-Road Facility segments.

NJDEP – Green Acres Program

Green Acres provides low interest (2%) loans and grants to municipal and county governments to acquire open space and develop outdoor recreation facilities

Green Acres also provides matching grants to nonprofit organizations to acquire land for public recreation and conservation purposes. These funds may be considered particularly for MCG segments that may be long-term and require row acquisition.

Recreational Trails Program (Administered by NJDEP)

<http://www.state.nj.us/dep/greenacres/trails/grants.html>

The Federal Highway Administration's Recreational Trails Program (RTP) provides financial assistance to states for developing and maintaining trails and trail facilities. The New Jersey Department of Environmental Protection Green Acres Program administers the program in New Jersey.

Permissible uses and projects include:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for trails (e.g., parking, signage, shelters, sanitary facilities);
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails in existing parks or in new right of way.

Funding Sources

PRIVATE OR NONPROFIT FUNDING SOURCES

Sustainable Jersey

www.sustainablejersey.com/grants-resources/

Sustainable Jersey is a nonprofit organization that provides tools, training and financial incentives for sustainable community initiatives.

Several Sustainable Jersey action items help provide sustainable transportation options. Safe Routes to School, Complete Streets Programs, Bicycle and/or Pedestrian Audits, and Bicycle and/or Pedestrian Plans can be funded. Sustainable Jersey for Schools actions related to active transportation include Pedestrian and Bicycle Safety Promotion Initiatives, Safe Routes to School District Policy, and School Travel Plan for Walking and Bicycling.

PeopleforBikes Community Grants

[https://peopleforbikes.org/grant-guidelines/The PeopleForBikes \(formerly “Bikes Belong”\)](https://peopleforbikes.org/grant-guidelines/ThePeopleForBikes(formerly%20BikesBelong))

Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Association of New Jersey Environmental Commissions (ANJEC) Grant Program

www.anjec.org/index.htm

ANJEC is a statewide, nonprofit organization that provides leadership, education, grants and other support to environmental commissions and others to advocate for strong state and regional environmental policy. Grants are available for open space/greenways and trails assessments, including trail building, multitown efforts to link open spaces or trails, and programs to engage stakeholders.

New Jersey Healthy Communities Network

www.njhcn.org/

The New Jersey Healthy Communities Network (NJHCN) brings together local, regional and

statewide leaders to support communities in developing healthy environments for people to live, work, learn and play. Grants are provided to communities to enhance the built environment and advance policy to support healthy eating and active living. Grantees include health departments, nonprofit organizations, parks and recreation departments, school boards, and more.

New Jersey Prevention Network

<http://www.njpn.org/>

Through funding from the New Jersey Department of Health, New Jersey Prevention Network’s “GET ACTIVE NJ” program provides technical assistance, training and incentives to assist municipalities to find ways to educate stakeholders on different policies that can help promote walking and the many benefits that this can have on their communities.

Robert Wood Johnson Foundation

www.rwjf.org/

The Robert Wood Johnson Foundation (RWJF) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area “walking and biking” include greenway plans, trail projects, advocacy initiatives, and policy development.

Municipalities and other eligible organizations along the Morris Canal Greenway may submit for funding related to a wide range of technical assistance and programmatic activities such as planning, educational programs, and coalition-building.

The Geraldine R. Dodge Foundation

<http://www.grdodge.org/what-we-fund/>

The Dodge Foundation funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making.

Nonprofit, community, government, and business leaders are eligible to apply for funding assistance to advance programmatic activities associated with promoting the Morris Canal Greenway.

Funding Sources

OTHER FUNDING SOURCES

Municipal Allocations

The most common sources of funding at the municipal and county level include allocations from a specific department, such as the parks and recreation department or public works department. Incorporating funding for maintenance of bicycle and pedestrian facilities into the annual budget guarantees funds are available to cover maintenance.

Morris County Open Space & Farmland Preservation Trust Fund

<https://planning.morriscountynj.gov/divisions/pretrust/>

The Preservation Trust Fund is divided into five program areas as follows:

- County Park Improvement Program
- Historic Preservation Program
- Morris County Agriculture Development Board
- Open Space Preservation
- Trail Construction Grant Program

Passaic County Open Space, Farmland & Historic Preservation Trust Fund

<http://www.passaiccountynj.org/openspace>

The Open Space, Farmland & Historic Preservation Trust Fund provides grant funding to preserve open space, historical sites, and farmland and improve the park system / facilities in Passaic County.

Any of Passaic County's sixteen municipalities and qualified charitable conservancies are eligible to submit applications to the Open Space Trust Fund.

New Jersey Highlands Coalition

<http://njhighlandscoalition.org/small-grants/>

Each year the New Jersey Highlands Coalition awards a number of grants to assist grassroots organizations working on projects located within the New Jersey Highlands or associated with protecting New Jersey Highlands resources.

Grants will be awarded up to a maximum of \$5,000 and projects may relate to protection of natural and cultural resources as well as capacity building, education, and strategic planning. Grassroots organizations are eligible to apply.

Impact Fees

Regulated by subdivision policies, impact fees require residential, industrial and commercial development project leaders to provide sites, improvements and/or funds to support public amenities such as open space and trails. Impact fees may be allocated to a particular trail or greenway from land development projects if the fund is a dedicated set-aside account established to help develop a county- or city-wide system of trail or greenway projects.

Local Private-Sector Funding

Local industries and private businesses may agree to provide support for greenway development through one or more of the following methods:

- Donations of cash to a specific greenway segment
- Donations of services by large corporations to reduce the cost of greenway implementation, including equipment and labor to construct and install elements of a specific greenway
- Reductions in the cost of materials purchased from local businesses that support greenway implementation and can supply essential products for facility development