

APPENDIX F

FUNDING

There are a variety of potential funding sources for the Willamette Greenway Trail. The following is a partial list of potential funding opportunities. This should not be considered an exhaustive list, merely a starting point for npGreenway to begin funding research. This funding report is categorized into the following funding pools; federal, state, local and other.

FEDERAL FUNDING SOURCES

Bicycle facilities are eligible for funding from several FHWA-administered programs like National Highway Systems (NHS), Federal Lands Highways, National Scenic Byways, and Recreational Trails. A principal funding source are Transportation Enhancements and Congestion Mitigation and Air Quality Programs (CMAQ). To be eligible for federal funds, transportation projects must be part of a federally certified transportation planning process. For TE or CMAQ, the transportation project must be included in a Transportation Improvement Plan (TIP). An application must first be submitted to the state Department of Transportation (DOT) to determine eligibility for TE or CMAQ programs.

TIGER Grants

<http://www.dot.gov/tiger>

TIGER Grants, or Transportation Investment Generating Economic Recovery Grants, are federal grants through the U.S. DOT with a small portion allocated to active transportation. These are very competitive and highly sought after funds that are best packaged with larger projects. While grant request must be greater than \$10 million dollars, \$500 million was available in 2015 round.

Transportation Enhancement

http://www.fhwa.dot.gov/environment/transportation_enhancements/

Transportation Enhancement (TE) were established under ISTEA, and funds can be applied to “non-traditional” projects like bicycle facilities. Those facilities primarily designed for transportation, rather than recreational trips, are eligible for TE funds. TEA-21 of 1998 set aside 10% from the Surface Transportation Program (STP) to be used to fund TE projects. Each state’s Department of Transportation (DOT) is responsible for determining which projects are eligible for these funds. Most states require matching from the project sponsor of at least 20%.

Congestion Mitigation and Air Quality Programs (CMAQ)

http://www.fhwa.dot.gov/environment/air_quality/cmaq/

ISTEA also created the CMAQ program, which was reauthorized under TEA-21, and provides \$1.3 billion per year to state DOTs, Metropolitan Planning Organizations (MPO), and Regional Transit Authorities (RTA) to invest in projects that reduce pollutants from transportation polluters. CMAQ funds must be spent in areas that are non-attainment or maintenance areas. A non-attainment area is designated by the EPA, and an area that doesn’t meet national ambient air quality standards (NAAQS). A maintenance area is one that was a non-attainment area at one point, but currently meets NAAQS standards. Designated areas can be found in the Code of Federal Regulations.

Note: The City of Portland is classified as an “attainment” area by the Environmental Protection Agency (EPA) for ground level ozone, meaning that ground level ozone levels are within the acceptable levels of the National Ambient Air Quality Standard (NAAQS). However, Portland is on the EPA’s “maintenance plan”, meaning that the city has a history of nonattainment, but is now consistently meeting the NAAQS. Maintenance areas have been re-designated by the EPA from “nonattainment” to “attainment with a maintenance plan.” Therefore, it is a priority of the city to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation.

Land and Water Conservation Fund (LWCF), Department of Interior

<http://www.nps.gov/lwcf/index.htm>

LWCF “provides matching grants to states and local governments for the acquisition and development of public outdoor recreation area and facilities, including bicycle facilities,” with \$160 million in 2004 provided to States. States receive individual allocations of funds based on a national formula, and states create a statewide competition over this annual amount.

Federal Planning Funds

<http://www.fhwa.dot.gov/planning/>

FHWA planning funds (3CPL) and State Planning and Research (SPR) are two alternative ways to secure funding for planning studies. 3C PL funds are distributed to MPOs, which program the funds through the Unified Planning Work Program (UPWP). SPR funds are distributed at the state level. Project costs and benefits are useful pieces of information to include in these applications.

Transportation Alternatives Program (TAP)

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

Under this program, non-profits not eligible but can partner with agencies on projects/funding. Eligible activities include construction, planning, and design of off-road trail facilities for pedestrians and bicyclists, particularly those that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. These funds can also be used to convert abandoned railroad corridors to trails and for construction of overlooks and viewing areas. The recreational trails program is under part 23 USC 206, with specific state set aside.

Railway-Highway Crossings Program

<http://safety.fhwa.dot.gov/xings/>

Through this program, funding is available for eligible projects at public crossings including roadways, bike trails and pedestrian paths. Fifty percent of the funding is dedicated for the installation of protective devices at crossings and the remainder can be used for any hazard elimination project, including protective devices.

Environmental Protection Agency (EPA) Brownfields Program

http://www.epa.gov/brownfields/grant_info/

The EPA offers a number of brownfields mitigation programs, a few of which are applicable to sites along the proposed trail corridor. EPA funding can be used for site cleanup and ongoing projects related to sustainability. Sites that are potentially eligible are:

- St. John’s Landfill (Segment 1)
- East side of N Greeley Avenue (Segment 5)
- Portland Harbor Superfund:
- Willamette Cove (Segment 3)
- Lampros Steel (Segment 3)
- UPRR Albina Yard (Segment 5)

STATE FUNDING SOURCES

Recreational Trails Program (RTP)

<http://www.oregon.gov/oprd/grants/pages/trails.aspx>

These federal funds are administered through the Oregon Parks and Recreation Department for multi-use trails. Eligible activities include construction of new recreation trails and restoration of existing trails, including building trail bridges and installing wayfinding signs. These funds can also be used for developing and rehabilitating trailhead facilities and acquiring land and permanent easements. Non-profits are eligible to apply, with the project sponsor required to provide a 20% match in funds.

Oregon Local Government Grant Program

<http://www.oregon.gov/oprd/grants/pages/local.aspx>

This grant program is funded through Oregon Lottery money and is administered through the Oregon Parks and Recreation Department to local governments, like cities, counties, parks departments and port districts. The program awards \$4 million annually and must be applied to outdoor park and recreation facilities, such as trail construction or trail amenities. This program requires a 50% match from the local government and recently was used to construct a riverfront trail in The Dalles.

Land and Water Conservation Fund

<http://www.oregon.gov/oprd/grants/pages/lwcf.aspx>

This fund is also administered through the Oregon Parks and Recreation Department to local governments, like cities, counties, parks departments and port districts. Funds can be used for the acquisition and development of public outdoor recreation areas and facilities and requires a 50% match from the local government.

LOCAL FUNDING SOURCES

Urban Renewal Area, Community Livability Grants

<http://www.pdc.us/for-residents/community-livability-grant.aspx>

The proposed trail crosses through three Urban Renewal Areas (URA), as designated by the Portland Development Commission (PDC): Interstate Corridor, Willamette Industrial and Oregon Convention Center. The URA Community Livability Grants are awarded to projects with the URAs that “add, expand or improve physical space that benefits the broader community”. Grant range from \$5,000 to \$50,000 and can be used for recreational space, open space and community gardens.

Portland Parks and Recreation Friend Technical Assistance Fund

https://www.nonprofitoregon.org/consulting/technical_assistance_funds/portland_parks_recreation

This funding source provides organizations and businesses in strengthening and building their capacity through membership in the Nonprofit Association of Oregon. For eligibility, npGreenway must become a Friends of partner organization and register with Portland Parks and Recreation.

System Development Charges

<https://www.portlandoregon.gov/bds/34186>

System Development Charges are fees charged to developers of new development. Residential and commercial development adjacent to the trail can be charged, with the funds allocated to PP&R and PBOT. This funding could be used to pay for portions of the trail adjacent to new development in the following areas: Lampros Steel, Swan Island, University of Portland, St. John's, Rose Quarter, Parks SDC fund and PBOT SDC fund.

OTHER FUNDING SOURCES

People for Bikes Grants (formerly Bikes Belong Coalition Grants)

<http://www.peopleforbikes.org/pages/community-grants>

People for Bikes grants that can total as much as \$10,000. Funding goals include "increased bicycle ridership, leveraging additional funds, building political support, and promoting cycling." Non-profit agencies and public agencies are eligible to apply.

Clif Bar Small Grants Program

<http://clifbarfamilyfoundation.org/Grants-Programs>

Clif Bar awards grants of \$8,000 are awarded quarterly to applicants who are aligned with the company's mission, which includes protecting the earth through increasing opportunities for outdoor recreation reducing environmental health hazards and building stronger communities. Non-profits are eligible to apply, however funding cannot be used for capital construction.

REI Foundation Trails Grants

<http://www.rei.com/stewardship/community.html>

Over the past decade, REI has awarded over \$37 million in grants to non-profits that work to enhance parks, trails and waterways across the country. A recent recipient was the Atlanta Beltline project (for more information on the Atlanta Beltline, see the Case Studies Report). To be eligible for this grant, a non-profit must establish a relationship with a local REI store and team with the store employees, who then recommend grant application submittals around projects. There are two REI stores in Portland who could be engaged for this project, at Clackamas Town Center and in the Pearl District.

Portland Timbers Community Grants

<http://www.timbers.com/stand-together/2015/04/portland-timbers-award-55000-community-fund-grants>

The Portland Timbers award grants to family, youth and environment-focused nonprofit organizations in the greater-Portland area. Grant-seeking organizations must fall under one of the following areas of focus: youth education; youth activity; environmental awareness and activism with youth and families.

Portland Trail Blazers In-Kind Donations

http://www.nba.com/blazers/makeitbetter/Trail_Blazers_InKind_Donation-316417-1218.html

The Portland Trail Blazers support thousands of events and organizations every year. The community investment efforts are directed primarily on providing resources related to sports and fitness to children and their families to help them live, learn and play.

Nike Employee Grant Fund

<http://www.oregoncf.org/grants-scholarships/grants/ocf-funds/nike>

This grant program was established to benefit communities where Nike employees live, work and play. The purpose of the grant is to assist in creating communities where physical activity, play and sports are a highly valued part of everyday life. Grants are one-year awards totaling between \$5,000 and \$20,000 each, with a focus on Portland area non-profits and schools. 75% of grant awards support projects that deliver impact through the lens of sports and physical activity (about 37 grants per year).

Philanthropic Donors

There are individuals and families in Oregon who are known for their generosity and philanthropic donations. The following are individuals who could be reached out to:

- Phil and Penelope Knight, Nike
- Paul Allen, Portland Trail Blazers
- Lorry Lokey
- Arlene and Jordan Schnitzer
- Fred Fields

