



Chapter Sections:

C.1 Overview

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C.1 Overview

Implementing the recommendations of this plan will require a combination of funding sources that include local, state, federal, and private money. This Appendix provides a listing of the most commonly used funds for bicycle and greenway facility projects in North Carolina. Fortunately, the benefits of protected greenways and alternative transportation are many and varied. Also, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA) funds a large number of federal sources listed in Table C.1 to protect the environment. This allows programs in Durham to access money earmarked for a variety of purposes including water quality, hazard mitigation, recreation, air quality, alternate transportation, wildlife protection, community health, and economic development. Competition is almost always stiff for state and federal funds, so it becomes imperative that local governments work together to create multi-jurisdictional partnerships and to develop their own local sources of funding. These sources can then be used to leverage outside assistance. The long term success of this plan will almost certainly depend on the dedication of a local revenue stream for bicycle and greenway projects.

It is important that Durham fully evaluate its available options and develop a funding strategy that can meet community needs, maximize local resources, and leverage outside funding. Financing will be needed to administer the continued planning and implementation process, acquire parcels or easements, and manage and maintain facilities.

Creative planning and consistent monitoring of funding options will likely turn up new opportunities not listed here. Durham should approach organizations and development groups that are engaged in the redevelopment of Downtown Durham. Significant opportunity exists in seeking funding assistance from the private sector for projects that will benefit the redevelopment of areas such as West Village and American Tobacco Campus. The proposed Downtown Rail Loop Trail will link many neighborhoods with these areas of redevelopment. This connection will bring customers to the commercial establishments, while providing an excellent amenity to residents of West Village and American Tobacco Campus.

Table C.1 provides a synopsis of different Federal, State and Local funding sources available for implementing bicycle projects in Durham. To be eligible and successful in getting these funds, Durham would need to provide a local match in many cases.

In pursuing these funding sources, Durham should follow the ‘rolling thunder’ strategy as opposed to ‘big bang’ so that the City/County can implement the low-cost projects first to show local commitment and to build the momentum from the ground up. In addition, Durham would need to set project priority based on five basic principles:

1. Piggyback with roadway, transit and pedestrian projects
2. Encourage work, non-work and school bicycle travel
3. Focus on Urban Core Area and University Areas
4. Provide geographic coverage and connectivity
5. Seek modal balance of investments

C.2 Funding Sources

A number of programs, agencies, websites, and resources provide access to funding and project development opportunities. These opportunities should be utilized in addition to the funding sources outlined in Table C.1. These include:

North Carolina Division of Bicycle and Pedestrian Transportation

<http://www.ncdot.org/transit/bicycle/>

Bikes Belong Coalition

<http://bikesbelong.org/>

Safe Routes to School

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

National Center for Bicycling and Walking

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

Pedestrian and Bicycle Information Center

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

Table C.1 continues on the following four pages.