

EXISTING RESOURCES

Michigan currently has a tremendous set of financial, institutional, and stakeholder resources that have helped make us a national leader in rail-trail development. Building on the resources outlined below and adding innovative new tools will enable us to reach the goals identified in this coordinated state wide trails vision.

Financial

Funds for land acquisition and trail development are available through a number of different sources both public and private. While each funding source has its own set of limitations and requirements it is possible to leverage many different funding sources to complete different phases of the a Statewide, interconnected network of trails. Some of the more commonly utilized sources of trail funding are identified below, while other funding opportunities are identified in the Appendix.

Public

Federal

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is a six-year transportation authorization, which included hundreds of specifically-authorized high priority projects. Among these were \$52 million in high priority trails projects in Michigan. Additionally, the Federal Highway Administration administers a number of different programs authorized by the SAFETEA-LU legislation in which funding can be used for trail development. The Appendix provides a summary of these programs.

The Transportation Enhancement (TE) Grant Program administered by the Michigan Department of Transportation (MDOT) is another source available for trail acquisition and development. Since the Transportation Enhancement program began in 1992, MDOT has awarded an average of \$8 million per year for the three non-motorized enhancement categories:

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicycles.
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).

The Recreational Trails Fund is comprised of federal gas taxes that MDOT receives from the Federal Highway Administration and passes on to the DNR for administration and distribution. These funds are for the maintenance and development of recreational trails and related facilities. Annual appropriation by the Michigan Legislature varies, Fiscal Year 2005 Appropriation was \$1,800,000 – approximately \$1,500,000 available for grants.

State

The Michigan Natural Resources Trust Fund (MNRTF) administered by the Department of Natural Resources provides grants for trail acquisition and development. Since its inception in 1976, the MNRTF has provided more than \$62 million in grants for 184 rail acquisition and development projects in 44 counties.

Recreation Improvement Fund

This program is for the operation, maintenance and development of recreation trails, restoration of lands damaged by off-road vehicles, and inland lake cleanup. There is no open application process and most of the money is used on DNR projects, a DNR Division can sponsor local projects.

Michigan Transportation Fund - Section 10k of Public Act 51 of 1951

Administered by the Michigan Department of Transportation, Section 10k of Act 51 of 1951, as amended, (Michigan's transportation law (MCLA 247.660k)) reserves 1% of state transportation funds for non-motorized transportation. These funds can be used for on-road facilities such as paved road shoulders and bicycle lanes or off-road facilities such as shared use trails and sidewalks. However, many of the improvements on a road, street, or highway, which facilitates non-motorized transportation, can be considered qualified non-motorized expenditures for the purposes of this section.

Local

Transportation Improvements Program (TIP) and Capital Improvements Program (CIP)

Local units of government can include and fund non-motorized improvements, within road rights-of-ways, as incidental parts of larger transportation projects, and thus these improvements qualify for the same transportation funds as the rest of the roadway construction or improvement project.

Millages, Bonds and Assessments

Local, county, or state millages and bond issues may be passed by voters or governing bodies. A number of Michigan communities have millages for park operations, maintenance, development, and land acquisition. This can be one of the most effective approaches for funding a local trail system initiative.

Private

Foundations and Organized Trails Groups have the ability to raise capital and generate local support for trail acquisition and development projects. Notable examples include:

- *The Southeast Michigan Community Foundations Greenways Initiative*, which recently completed a \$25 million matching funds grant campaign.
- *The West Michigan Trails and Greenways Coalition (WMTGC)*, which has been actively raising money to meet their goal of \$6 million to leverage state and federal grants for the construction of nearly 140 miles of new trails.
- *The Kalamazoo River Valley Trailway Coalition*, which began a \$8 million fundraising campaign in 2006 with the goal of supporting the construction of the 30 mile Kalamazoo River Valley Trailway.

Businesses

Local businesses are frequent partners in the promotion of non-motorized transportation and trail projects. Public-spirited companies provide meeting rooms, provide small grants, donate copying or printing services on company equipment, or free or reduced-fee use of the company's special services.

Friends Groups and Other Organizations

The long-term success of many trail projects and non-motorized initiatives have been due to "friends" groups and advocacy organizations that follow a project from inception to implementation. Friends groups can also provide a number of services including, physical labor as through "Adopt-a-Trail" maintenance or construction activities, fundraising, user education, promotion, and actual surveillance of the facility.

Civic groups and school groups can play an important role in supports of non-motorized projects through advocacy, promotion, and hosting events. Local organizations often best understand local needs.

Appendix

Summary of Funding Sources

Federal Sources

Transportation Enhancement Activities (TEA)

“Provision of facilities for pedestrians and bicycles, pedestrian and bicycle safety education activities,” and the “conversion of abandoned railway corridors to trails,” are explicitly listed among the eligible activities under this category of funding. The Michigan Department of Transportation is responsible for administering the funds.

Anyone can sponsor a project, but they must apply through an eligible applicant. Eligible applicants include all governmental entities that receive fuel tax revenues. These include city and village road agencies, all county road commissions, public transit agencies, the Michigan Department of Transportation, and the Michigan Department of Natural Resources for qualifying rail/trail projects.

Applications are accepted year-round and the projects require a 20% match. The average match in Michigan has been more than 30%.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as “non-attainment” areas for air quality, meaning the air is more polluted than federal standards allow. Pedestrian and bicycle projects are eligible projects for CMAQ funding.

Scenic Byways Program

Grant money can be used for the construction along (scenic) highways of facilities for the use of pedestrians and bicyclists. TEA-21 authorizes the use of federal funds to identify and designate federal, state, and local scenic byways. These byways, typically back roads, are intended to showcase areas of great beauty and rich history. Funds may be spent on the construction of facilities for pedestrians and bicyclists along these designated highways.

National Recreational Trails Fund

Money can be used to create trails for use by motorized and/or non-motorized users. The Recreational Trails Program provides funds for both motorized and non-motorized trail development. The Act provides for the transfer from the Highway Trust Fund of federal gasoline taxes paid on non-highway recreation fuel for off-road vehicles and camping equipments.

States can grant these funds to private individuals, organizations, city and county governments, and other government entities. Grant recipients are required to provide 20% of the total project cost. In Michigan, the Department of Natural Resources (MDNR) administers the program. There is no open application process and most of the money is used on DNR projects but a DNR Division can sponsor local projects.

Recreational Trails Program

The Recreational Trails Program is administered by the Michigan Department of Natural Resources and funds are used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Local unit of government sponsored projects can be considered for funding if they contribute to DNR program goals and they are located on DNR land. Applications must be developed as a joint application with a DNR division/bureau.

FHWA and FTA Funds That May be Used for Bicycle and Pedestrian Activities

<i>Federal Highway Administration Programs</i>	
Program/Primary Purpose	Eligible Pedestrian and Bicycle Activities
<i>Metropolitan Planning (23 USC 104(f))</i>	
Transportation planning in urbanized areas in accordance with 23 USC 134 and 49 USC 5303.	Bicycle and pedestrian planning as part of the metropolitan planning process.
<i>Statewide Planning (23 USC 505)</i>	
Statewide transportation planning in accordance with 23 USC 135 and 49 USC 5304.	Bicycle and pedestrian planning as part of the statewide planning process.
<i>National Highway System (NHS) (23 USC 103)</i>	
Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Construction of pedestrian walkways and bicycle transportation facilities on land adjacent to any highway on the NHS.
<i>Surface Transportation Program (STP) (23 USC 133)</i>	
Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Construction of pedestrian walkways and bicycle transportation facilities; nonconstruction projects for safe bicycle use; modify public sidewalks to comply with the Americans with Disabilities Act. Projects do not have to be within the right-of-way of a Federal-aid highway.
<i>Surface Transportation Program Transportation Enhancements Set-aside (TE) (23 USC 133(d)(2))</i>	
12 specific activities included in the definition of Transportation Enhancement Activities in 23 USC 101(a)(35).	3 of the 12 eligible categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.
<i>Interstate Maintenance (IM) (23 USC 119)</i>	
Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate system.	No specific eligibility, but funds may be used to resurface, restore, rehabilitate, and reconstruct pedestrian and bicycle facilities over, under, or along Interstate routes.
<i>Highway Bridge Replacement and Rehabilitation (HBRRP) (23 USC 144)</i>	

Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	Pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost). (23 USC 217(e))
Highway Safety Improvement Program (HSIP) (23 USC 148)	
To achieve a significant reduction in traffic fatalities and serious injuries on public roads.	Improvements for pedestrian or bicyclist safety. Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones. Identification of and correction of hazardous locations, sections, and elements (including roadside obstacles, railway-highway crossing needs, and unmarked or poorly marked roads) that constitute a danger to bicyclists and pedestrians. Highway safety improvement projects on publicly owned bicycle or pedestrian pathways or trails.
Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 USC 149)	
Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.	Construction of pedestrian walkways and bicycle transportation facilities; nonconstruction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit.
National Scenic Byways Program (NSBP) (23 USC 162)	
8 specific activities for roads designated as National Scenic Byways, All-American Roads, State scenic byways, or Indian tribe scenic byways. The activities are described in 23 USC 162(c). This is a discretionary program; all projects are selected by the US Secretary of Transportation.	Construction along a scenic byway of a facility for pedestrians and bicyclists and improvements to a scenic byway that will enhance access to an area for the purpose of recreation. 23 USC 162(c)(4-5). Construction includes the development of the environmental documents, design, engineering, purchase of right-of-way, land, or property, as well as supervising, inspecting, and actual construction. [Note: Construction of the recreation facility is not eligible.]
Federal Lands Highways Program (FLHP) (23 USC 204)	
Coordinated program of public roads and transit facilities serving Federal and Indian lands. Funding is broken into 4 discrete sources: <ul style="list-style-type: none"> • Indian Reservation Roads (IRR) • Public Lands Highway - Discretionary & Forest Highways • Parkways & Park Roads • Refuge Roads 	Construction of pedestrian walkways and bicycle transportation facilities.
Recreational Trails Program (23 USC 206)	
Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Non-motorized or mixed use (motorized and non-motorized) trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment,

	trail construction, trail assessments, and trail safety and environmental protection education.
Transportation, Community, and System Preservation Program (TCSP) (S-LU Sec. 1117, formerly TEA-21 Sec. 1221)	
Provides funding for a comprehensive program including planning grants, implementation grants, and research to investigate and address the relationships among transportation and community and system preservation plans and practices and examine private sector based initiatives	Pedestrian and bicycle projects meet several TCSP goals, are generally eligible for the TCSP program and are included in many TCSP projects.
Coordinated Border Infrastructure Program (S-LU Section 1303)	
To improve the safe movement of motor vehicles at or across the border between the United States and Canada and the border between the United States and Mexico.	Eligible as part of an overall project.
Safe Routes to School (SRTS) (S-LU Sec. 1404)	
<ol style="list-style-type: none"> 1. To enable and encourage children, including those with disabilities, to walk and bicycle to school; 2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools 	<p>Eligible Infrastructure Projects are planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including</p> <ul style="list-style-type: none"> • sidewalk improvements, • traffic calming and speed reduction improvements, • pedestrian and bicycle crossing improvements, • on-street bicycle facilities, • off-street bicycle and pedestrian facilities, • secure bicycle parking facilities, and • traffic diversion improvements in the vicinity of schools. <p>Eligible Non-infrastructure activities to encourage walking & bicycling to school, including</p> <ul style="list-style-type: none"> • public awareness campaigns and outreach to press and community leaders, • traffic education and enforcement in the vicinity of schools, • student sessions on bicycle and pedestrian safety, health, and environment, and • funding for training, volunteers, and managers of safe routes to school programs
Non-motorized Transportation Pilot Program (NTPP) (S-LU Sec. 1807)	
To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major	Construction of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect

portion of the transportation solution, within 4 identified communities (Marin County, CA; Sheboygan County, WI; Columbia, MO; and Minneapolis-St Paul, MN).	directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers. Educational programs; promotion; network and project planning; data collection, analysis, evaluation, and reporting of results
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Federal Transit Administration Programs

Program/Primary Purpose	Eligible Pedestrian and Bicycle Activities
Metropolitan Planning Program (MPP) (49 USC 5305(d))	
To carry out the metropolitan transportation planning process under 49 USC 5303.	Bicycle and pedestrian planning as part of the metropolitan planning process.
Statewide Planning & Research (SPR) (49 USC 5305(e))	
To carry out the provisions of 49 USC sections 5304, 5306, 5315, and 5322.	Bicycle and pedestrian planning as part of the statewide planning process.
Urbanized Area Formula Grants (49 USC 5307)	
Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.
Urbanized Area Formula Grants Transportation Enhancements Set-aside (49 USC 5307(k))	
1% setaside of section 5307 funds for areas with population over 200,000 population for 9 specific activities included in the definition of Transit Enhancement Activities in 49 USC 5302(a)(15).	Pedestrian and bicycle access, bicycle storage facilities, and installing equipment to transport bicycles on mass transportation vehicles.
Job Access and Reverse Commute Program (49 USC 5316)	
To provide transportation to connect welfare recipients and low income persons to jobs and employment support services such as child care and training.	To provide transportation to connect welfare recipients and low income persons to jobs and employment support services such as child care and training.
Alternative Transportation in Parks and Public Lands (49 USC 5320)	
To enhance the protection of national parks and public lands and increase the enjoyment of those visiting the parks and public lands.	Definition of "Alternative Transportation" includes "a non-motorized transportation system (including the provision of facilities for pedestrians, bicycles, and non-motorized watercraft)".

Current as of April 18, 2006

State Funding

Roadside Program, Non-motorized Template

Non-motorized Template funding is made available through the Michigan Department of Transportation Roadside Program. The FY 2006 budget for the Non-motorized Template was \$500,000. These Non-motorized Template program provides funding for planning, and construction of non-motorized facilities across the state.

Local Funding Sources

Parks and Recreation Budgets

Many communities have trail development and maintenance funds that come from the budgets of willing agencies. These funds may include local and county parks and recreation departments, the HCMA, or the MDNR Parks and Recreation Division. Many communities use these funds as a source of matching funds for various state grants.

Downtown Development Authorities

Downtown Development Authorities are formed to promote and fund investment in downtown development districts. These districts often expand beyond the traditional central business district, along major corridor to other designated commercial areas. The districts qualify for TIF (Tax Increment Financing) and other special funding formulas. Local businesses both benefit from and contribute to these authorities. The public infrastructure improvements that are part of downtown revitalization often include pedestrian facilities and amenities. Bicycle facilities, including bicycle parking and bikeway implementation could also be accomplished within these infrastructure improvements.

Utility Leases (aka Co-location)

Public greenway/trail corridors can obtain lease revenue from compatible uses, such as buried pipelines or communication lines. There can be one-time payments for acquisition or development or annual payments for operation and maintenance.

Private Funding Sources

DALMAC Fund

Established in 1975 to promote bicycling in Michigan, the DALMAC Fund is administered by the Tri-County Bicycle Association and supported by proceeds from the DALMAC (Dick Allen Lansing to Mackinaw) bicycle tour. The Fund has supported safety and education programs, bicycle trail development, statewide bicycle organizations and route mapping projects. Applications must be submitted between January 1st and April 1st. Grants are awarded between June and August.

Land Trusts

National, state, regional, county, and local private land trusts (or conservancies) can purchase land for resale to public agencies, buy options to protect land temporarily, receive land donations, put together land deals, and provide technical assistance. As private entities, land trusts can often act more quickly than public agencies.

Southeast Michigan GreenWays Initiative

The GreenWays Initiative will help connect the communities of southeastern Michigan through the creation of a connected green infrastructure, including biking and hiking paths, conservation corridors and habitats among and between communities. The GreenWays Initiative was

developed to create opportunities for collaboration and shared environmental awareness and appreciation by the residents of Wayne, Oakland, Macomb, Washtenaw, Livingston, Monroe and Saint Clair Counties. A five-year program of the [Community Foundation for Southeastern Michigan](#), the GreenWays Initiative is a comprehensive effort that will expand and enhance the region's natural landscape. Two types of grants are available: GreenWays Predevelopment Grants for predevelopment activities and GreenWays Land Grants for the physical construction of greenways and trails. For further information contact:

Community and Other Foundations

Private Foundations are non-governmental, nonprofit organizations managed by trustees and directors, and established to maintain or aid charitable, educational, religious, or other activities serving the public good, primarily by making grants to other nonprofit organizations. The overwhelming majority of foundation grants are awarded to nonprofit organizations that qualify for “public charity” status under Section 501(c)(3) of the Internal Revenue Code.

The following directories might identify sources of funding to support the efforts of organizations wishing to promote nonmotorized transportation and trail projects.

Directories of Foundation Funding Sources

- *Guide to Foundation Grants for Rivers, Trails, and Open Space Conservation*, 2nd edition. Prepared by National Center for Recreation and Conservation, National Park Service. June 1996. Available from NPS (330) 657-2378
- *Michigan Foundation Directory*. Prepared by Council of Michigan Foundations and Michigan League for Human Services. Available from libraries and the Council of Michigan Foundations, (616) 842-7080. www.cmif.org
- *The Foundation Directory, & The Foundation Directory Part 2*. Prepared by the Foundation Center. Available from libraries and the Foundation Center (212) 620-4230. www.fdncenter.org

APPENDICES

This “Michigan Trailways, At the Junction: Vision for Connecting Michigan” report was created on a good foundation of past initiatives and facts. Some of which include:

Michigan Trailways

The Michigan Statewide Trails Initiative created the trailways in 1992. Trailways are defined by Michigan law as a land corridor passing through the community or countryside that features a broad trail accommodating a variety of public recreation uses; trailways are a type of linear park that links neighborhoods, communities, or recreation resources, or connects to other trailways. Common settings for trailways include inactive railroad rights-of-way and river shorelines. The Initiative also unveiled Michigan’s vision to create a statewide interconnected network of multi-purpose trailways.

In 1993 the Michigan legislature passed a three-bill package called the Michigan Trailways Initiative, declaring that a statewide system of trailways will provide for public enjoyment, health, and fitness; encourage constructive leisure-time activities; protect open space, cultural and historical resources, and habitat for wildlife and plants; enhance the local and state economies; link communities, parks, and natural resources; create opportunities for rural-urban exchange, agricultural education, and the marketing of farm products; and preserve corridors for possible future use for other public purposes. The legislature further stated that the planning, acquisition, development, operation, and maintenance of Michigan trailways is in the best interest of the state and is declared to be a public purpose.

Michigan Rail Lines

At the zenith of Michigan’s railroad era, more than 9,000 miles of track spanned the landscape connecting hundreds of communities. Approximately 5,100 miles of railway have been abandoned during the past century.