

Appendix F

| Directory of Potential Funding Sources | | |
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| Program | Program Description | Administering Agency/Internet Address |
| Community Planning, Development, and Conservation Funding Sources | | |
| Community Development Block Grant (CDBG) | Offers grants for a wide variety of activities, provided the applicant proves by survey or census that the project will benefit 51% low and moderate income persons or handicapped persons or eliminate "blighted" conditions in officially designated areas. Funds can be used for water and sewage improvements, storm drainage, handicapped accessibility, housing rehabilitation, parks and recreation, street and sidewalk improvements, code enforcement, community planning, and historic rehabilitation. | U.S. HUD funds implemented by DCED www.dced.state.pa.us www.hud.gov/ |
| CDBG Section 108 | Program offers loan guarantees to municipalities to allow financing of large loans for major physical projects. | Same as CDBG |
| Community Facilities Loan Program (Federal) | Offers low-interest loans to construct, enlarge, or improve essential community facilities for public use in rural areas and towns with population less than 50,000. Offers guarantees of loans by private lenders. | U.S. Department of Agriculture Rural Housing Service (formerly Farmers Home Administration) www.rurdev.usda.gov/ |
| Historic Preservation Tax Credits | Offers Federal income tax credits for a percentage of the qualified capital costs to rehabilitate a certified historic building, provided the exterior is restored. The program is generally limited to income-producing properties. | National Park Service www.nps.gov/ |
| Historic Preservation – Certified Local Government Grants | Provide modest-sized matching grants to provide technical assistance to municipalities that have official historic districts and meet other criteria to be "certified" | Federal program administered by PHMC www.phmc.state.pa.us/ |
| Historic Preservation Survey and Planning Grants | Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and non-profit organizations. Cannot be used for construction. | PHMC |
| Growing Greener Acquisition and Development Grant Program – Community Grants | Provides funding for the purchase of land for park, recreation, or conservation purposes and the rehabilitation and development of park and recreation areas and facilities, including greenways and trails. Municipalities, COGs and some authorities are the only eligible applicants. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Growing Greener Acquisition Development Grant Program – Rails-to-Trails Grants | Provide for acquisition of abandoned railroad right-of-way and adjacent land, and to develop them for recreational trail use. Open to municipalities and non-profit organizations. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Growing Greener Acquisition and Development Grant Program – Rivers Conservation Grants | Available to both municipalities and appropriate organizations for acquisition and development projects recommended in an approved Rivers Conservation Plan (such as those created under the PITA Program, see below). To be eligible for acquisition or development funding the Rivers Conservation Plan must be listed in the Pennsylvania Rivers Registry. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Growing Greener Historic Preservation Funds | Provides 50% matching grants to fund analysis, acquisition, or rehabilitation of historic sites. The site must be on the National Register of Historic Places, or officially determined to be eligible for listing. The site must be accessible to the public after funding. The grants can be made to public agencies or non-profit organizations. | PHMC www.phmc.state.pa.us/ |
| Growing Greener Land Trust Program | Provides grants to non-profit land trusts, conservancies, and organizations for acquisition and planning of open space and critical natural areas that face imminent loss. Although these funds are targeted to protecting critical habitat with threatened species, many of these lands also provide key open space, greenway, bikeway, trail, and heritage corridor opportunities and connections in greenway systems. Lands must be open to public use and acquisition must be coordinated with the communities or counties in which the property is located. Funds require a 50% match. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Growing Greener Planning, Implementation and Technical Assistance (PITA) Program – Community Grants | Provides 50% matching grants to municipalities to fund overall planning for park and recreation master plans for individual parks, acquisition of parkland and nature preserves, countywide natural inventories, and rehabilitation and improvements to public recreation areas. Grants up to \$20,000, without local match, are available for material and design costs in small municipalities. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Growing Greener Planning, Implementation, and Technical Assistance (PITA) Program – Rails-to-Trails | Available for feasibility studies, master site plans, acquisition, and improvement of former railroad lines for recreation trails. A 50% local match is required. Open to municipalities, authorities and non-profit organizations. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |

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| Growing Greener Planning Implementation and Technical "assistance (PITA) program –river Conservation Grants | Available to municipalities and appropriate non-profit organizations for conducting watershed and river corridor studies and plans, many of which include greenway and trail elements. A 50% local match is required. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| Recreational Trails Program (Symms National Recreational Trails Act) | Grants are available to federal and state agencies, municipal government, organizations, and even private individuals. Money may be used for a variety of purposes, including work on trails to mitigate or minimize the impact on the natural environment, provide urban trail linkages, and develop trail-side and trail-head facilities. A 50% local match is required. | DCNR Southcentral Regional Office www.dcnr.state.pa.us/ |
| State Planning Assistance Grant Program (SPAG) | Assists local governments and counties to prepare comprehensive plans, downtown plans, special community development studies, and development regulations. Typically provides 50% of the eligible costs. | DCED www.dced.state.pa.us/ |
| Stream Improvement Program | Provides design and construction assistance to eliminate imminent threats to flooding and streambank erosion. | DEP Bureau of Waterways Engineering. www.dep.state.pa.us/ |
| Urban Forestry Grants | Provides grant for tree planting projects. Is also a Federal "America the Beautiful" grant program for tree planting. | DCNR www.dcnr.state.pa.us/ |
| Transportation Funding Sources | | |
| Impact Fees | <p>Acts 203 and 209 of 1990 provide legal justification for the assessment of impact fees. The Township and adjacent municipalities could give some consideration to implementing such a system to supplement state and other local sources; although the initial costs of establishing impact fees will likely prove too expensive for the individual municipalities.</p> <p>The laws authorize the use of impact fees for costs incurred for improvements designated in the municipalities' transportation capital improvement program attributable to new development, including the acquisition of land and rights of way; engineering, legal and planning costs; and all other costs directly related to road improvements within the service area(s), including debt service.</p> <p>Municipalities are expressly prohibited under the impact fee law from using impact fees for: (1) the construction, acquisition or expansion of municipal facilities that have not been identified in the Township's Transportation Capital Improvement Program; (2) the repair, operation or maintenance of existing or new capital improvements; (3) the upgrade, update, expansion or replacement of existing capital improvements to serve existing developments to meet stricter safety, efficiency, environmental or regulatory standards that are not attributable to new development; and, (4) the preparation and development of land use assumptions and the Capital Improvements Plan.</p> <p>As a prerequisite to proceeding with plan for an impact fee ordinance, a municipality must have adopted a municipal or County Comprehensive Plan, a subdivision and land development ordinance, and a zoning ordinance. In addition, municipalities must meet a number of specific requirements before adopting an impact fee ordinance, including:</p> <ul style="list-style-type: none"> ▪ Appoint an impact fee advisory committee ▪ Develop future land use assumptions ▪ Conduct a roadway sufficiency analysis ▪ Develop a Capital Improvements Plan ▪ Prepare an Impact Fee Ordinance <p>Official Map – A municipality could prepare an Official Map in accordance with Article IV of the Pennsylvania Municipalities Planning Code as amended. The Official Map would be used to delineate areas for future land acquisition or easements for future roadway and infrastructure needs.</p> | PennDOT District 8 Office www.dot.state.pa.us/ |
| Highway Transfer or Road Turnback Program | Under this program, PennDOT will bring a road up to current specifications and then dedicate it to the participating municipality. Annual maintenance fees are also included by PennDOT. In most instances, the municipality gets a new roadway and funding for maintenance. | PennDOT District 8 Office www.dop.state.pa.us/ |
| Local Share of Liquid Fuels Tax | This provides for a permanent allocation of part of the liquid fuels taxes collected by the state for municipalities. Liquid fuels allocations may be used for any road-related activity including maintenance, repair, construction, or reconstruction of public roads or streets. In any given year at least a portion of the money could be used for transportation facility projects. | PennDOT District 8 Office www.dot.state.pa.us/ |

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| SAMI: Safety and Mobility Improvements Program | This program is aimed at improving highway safety and reducing congestion. The source of the funding is the Center for Program Development and Management at PennDOT. | PennDOT District 8 Office www.dot.state.pa.us.gov/ |
| Transportation Equity Act for the 21 st Century (TEA-21) | Provides money for highway, highway safety, transit and other surface transportation programs through Fiscal Year 2003. TEA-21 builds on the initiatives established during Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Significant features of TEA-21 are assurance of a guaranteed level of Federal funding for surface transportation; extension of the DBE Program; strengthening of safety programs; and continuation of the program structure established under ISTEA. These elements include: scenic beautification along highways, historic preservation, restoration of historic transportation facilities (such as canals), preservation of rail corridors (particularly for bicycle/walking routes), control and removal of outdoor advertising, archeological research, and mitigation of water pollution due to highway runoff. All projects must have a direct relationship to transportation. | USDOT/FHWA funds administered by PennDOT. Typically prioritized through regional or county transportation planning organizations. |
| Transportation Partnerships | Under Act 47 of 1985, as amended, it provided for the formation of "partnerships" between municipalities and, in most cases, local developers and business. A formal partnership requires the designation of a transportation development district in which all improvements will take place and in which assessments may be charged. | PennDOT District 8 Office www.dot.state.pa.us.gov/ |

Sources: Publications and Internet sites of various agencies, in addition to January 1997 issue of *Pennsylvanian* magazine, 1997 Pennsylvania Planning Association Statewide Conference, URDC (1997) and YSM (2000).

Abbreviations:

- DCED – Pennsylvania Department of Community and Economic Development
- DCNR – Pennsylvania Department of Conservation and Natural Resources
- DEP – Pennsylvania Department of Environmental Protection
- FHAW – Federal Highway Administration
- HUD – U.S. Department of Housing and Urban Development
- NRCS – U.S. Natural Resource Conservation Service
- PennDOT – Pennsylvania Department of Transportation
- PHMC – Pennsylvania Historical and Museum Commission
- USDOT – U.S. Department of Transportation