



Section 8. Partnerships and Funding

8.1. Introduction

It is important to identify both funding sources and potential partners for recommendations in order to maximize the funding opportunities available to the community. This section provides recommended partnerships and suggested funding sources that the Town should consider to assist with implementing the recommendations in this plan. Finally, this section provides a vision of the future for what Cary should look like with the implementation of this plan.

8.2. Funding and Partnerships

For project recommendations, the Town already has several established funding sources and mechanisms, as well as strong partnerships with the North Carolina Department of Transportation. However, for program recommendations, the Town should consider more non-traditional partnerships and funding sources. The following paragraphs discuss these partnerships and funding sources.

Pedestrian-related physical improvement projects can often be the result of a variety of partnerships and coordinated efforts, with multiple funding sources. Generally, when one thinks of engineering construction projects, one usually thinks of the Town's Public Works Department or the North Carolina Department of Transportation as potential partners and funding sources. However, there are other team members that could be considered when a pedestrian project is needed. If a project is a greenway or greenway crossing, or located near a park or community center, the Town's Parks, Recreation and Cultural Resources Department should be incorporated into the planning and funding process. For maintenance of greenways and sidewalks, the Town could partner with neighborhood and community groups, or establish trail volunteers. Near schools, the Town should work with the Wake County School System when constructing greenways, pedestrian crossings (mid-block or at intersections), and sidewalk access. Improvements near bus stops, such as pedestrian crossings or sidewalk connections, should be coordinated with C-Tran and the Triangle Transit Authority. For long-term projects, the town should coordinate with the Capital Area Metropolitan Planning Organization (CAMPO), of which they are a part, in order to make future plans and identify funding sources.

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For pedestrian-related programs, often funding and partnerships must come from “outside the box” sources, and require the partnering of multiple organizations. For example, a Safe Routes to School Program will necessitate partnerships between, at the least, the Wake County School System, the Town of Cary, Parent-Teacher Associations, North Carolina Department of Transportation, the Police Department, and the Wake County Health Department. Although the Town can spear-head tasks such as town-specific educational materials, it should also consider coordinating with the Capital Area Metropolitan Planning Organization, which may have materials that can be tailored to the Town’s needs. For events such as walk-to-work week, the Town should again work with the Capital Area Metropolitan Organization, as well as organizations such as Triangle SmartCommute and the Triangle Transit Authority.

Funding Sources

The Town already has an excellent, well-funded sidewalk request program which received \$1 million in the 2007 Town Budget. In addition to this, projects can also be funded as incidental projects to other roadway construction projects or improvements. These are often funded by either NCDOT, the Town, or a joint effort. In addition to these sources, there are other sources of funding which target more specific types of projects. NCDOT’s Division 5, which includes the Town of Cary, receives \$100,000 annually for small pedestrian projects such as sidewalk links. Funding sources for program recommendations can range from NCDOT Safe Routes to School grants to Blue Cross Blue Shield Fit Together Grants. The following is a discussion of some of the potential funding sources the town should consider.

- ◆ **State Transportation Improvement Program (TIP)** - Bicycle and pedestrian projects are broadly eligible for funding from most of the major federal-aid transportation sources. One of the most cost-effective ways of providing bicycle and pedestrian facilities is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodation as is used for the larger highway improvement if the bicycle and pedestrian facility is “incidental” in scope and cost to the overall project. In addition, many times a cost-sharing approach with local municipalities will be used to fund pedestrian facilities. Overall, most bicycle and pedestrian accommodations within the state are made as incidental improvements. The other type of specific bicycle project is termed “independent” because it is not connected to a specific roadway improvement funded by NCDOT, which sets aside \$6 million annually through the Bicycle & Pedestrian Transportation Division for the construction of bicycle and pedestrian improvements across the State. Eighty

percent of these funds are from STP-Enhancement funds, while state funds provide the remaining 20 percent. For more information on the TIP process, see:

http://www.ncdot.org/transit/bicycle/funding/funding_TIP.html.

For NCDOT's Pedestrian Policy Guidelines, please see:

http://www.ncdot.org/transit/bicycle/laws/laws_pedpolicy.html.

For NCDOT's Greenway Policy, please see the following link at the Division of Bicycle and Pedestrian Transportation's website:

http://www.ncdot.org/transit/bicycle/laws/laws_greenways_admin.html.

- ◆ **Transportation Enhancement Program** - Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The transportation enhancements program provides for the implementation of non-roadway capacity improvement projects, including bike and pedestrian facilities; landscaping; and similar aesthetic improvements. Various forms of pedestrian facilities such as sidewalks, pedestrian tunnels and bridges, and crossing improvements are eligible for funding.
- ◆ **Spot Improvement Program** - The NCDOT Bicycle and Pedestrian Transportation Division budgets \$500,000/year for "spot" safety improvements throughout the State. These improvements might include signing, grate replacement, bike rack installations, hazard remediation at skewed RR crossings, and other small-scale improvements. The Spot Improvement Program is used only for bicycle and pedestrian projects; however, it should not be viewed as a priority source for funding identified projects. It is typically used for small-scale and special situation projects that are not of a significantly large enough scale to merit being a TIP project. Taking these requirements into consideration, proposals should be submitted directly to the Bicycle & Pedestrian Transportation Division.
- ◆ **Small Urban Funds** - Each NCDOT Highway Division has \$2 million of small urban funds available annually. Although not commonly used for bicycle and pedestrian projects, local requests for small bicycle and pedestrian projects can be directed to the NCDOT Highway Division office for funding through this source. A written request should be submitted to the Division Engineer providing technical information such as location, improvements being requested, timing, etc. for thorough review.
- ◆ **Hazard Elimination Program** - Although not commonly used for bicycle and pedestrian projects, they are eligible for this program, which is administered through

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the NCDOT Division of Highways. This program focuses on projects intended for locations that should have a documented history of previous crashes. Similar to the Small Urban Funds, it is a significantly limited funding source.

- ◆ **Governor's Highway Safety Program (GHSP)** - Substantial progress in reducing crashes, injuries and fatalities is required as a condition of receiving funding through the annual GHSP program. All funding is considered to be "seed money" to get programs started – the grantee is expected to provide a portion of the project costs and to continue the program after GHSP funding ends. Projects are only approved for one full or partial federal fiscal year at a time; however, projects may be funded for up to three consecutive years. Amounts of GHSP funds vary from year to year, according to the specific amounts requested.
- ◆ **Statewide Discretionary Funding** - The Statewide Discretionary Fund consists of \$10 million and is administered by the Secretary of the Department of Transportation. This fund can be used on any project at any location within the State. Primary, urban, secondary, industrial access, and spot safety projects are eligible for this funding. To request funding, an agency must submit a written request to the NCDOT Highway Division office with a clear description of project and project justification.
- ◆ **Safe-Routes-to-School Program** – The federal Safe Routes to School Program is intended to create and promote safe walking and cycling in order to improve safety near schools, promote active lifestyles, and reduce pollution and congestion caused by school traffic. In North Carolina, NCDOT, in conjunction with the Federal Highway Administration, has established the North Carolina Safe Routes to School program, which is a state-wide program to promote safe walking and bicycling to elementary and middle schools in North Carolina. The North Carolina Safe Routes to School program provide opportunities for schools to apply for funding for both programs and capital improvements projects to encourage walking and cycling to school. For more information about the Safe Routes to School Program, please see the North Carolina Safe Routes to School's webpage at : <http://www.ncdot.org/programs/saferoutes>.
- ◆ **Blue Cross Blue Shield Fit Together Grants** – The FitCommunity Program is one of the programs established by the Fit Together partnership of Blue Cross Blue Shield and the NC Health and Wellness Trust Fund. The Fit Together partnership was created to promote physical activity and healthy eating in an effort to combat the recent dramatic increase of obesity in North Carolina. The FitCommunity Program is a

designation and grant program to recognize and reward municipality and county efforts to promote physical activity, healthy eating and tobacco-free programs, policies, environments and lifestyles. A municipality or county is eligible for grant money once it has received a FitCommunity designation. Cary's strong bicycle program, greenway system, and parks facilities, make it a likely candidate for the FitCommunity designation. Potential grant money could be used for starting a Safe-Routes-to-School program, Walk-to-Work week, or another community event to promote walking.

- ◆ **Coordination with CAMPO for CMAQ Funds** – As part of the Capital Area Metropolitan Planning Organization, Cary is eligible for assistance in receiving funding through the FHWA's Congestion Management and Air Quality (CMAQ) Improvement Program. Through this program, projects which may help to reduce traffic congestion and improve air pollution, such as pedestrian-related improvements, are eligible for funding.

8.3. The Future

With the implementation of this Plan, the Town of Cary should be on its way to becoming the vision of a walkable, pedestrian-friendly place that was discussed in Section 1. In this future Cary, the Town will provide its residents with an enjoyable, and safe, walking experience. The improvements that will have been implemented as a result of the Plan will have made walking a convenient and comfortable transportation alternative. In return, the Town should see a healthier, happier citizenry. Increasing walking as a form of transportation will have reduced traffic congestion and therefore air pollution, while boosting pedestrian traffic along the Town's major shopping streets. Because of its popularity as a destination for window-shopping, the Town will be an economically vibrant location attractive to new employers and future residents. In general, the implementation of this Plan will put Cary on the path to maintaining its status as a popular location to live, improving its transportation alternatives, and creating an even better quality of life for its residents.