

Armentrout Preserve

OPEN SPACE PROTECTED FOR PUBLIC USE

*Funded by the Montgomery County
Open Space Program
and Whitpain Township*

PRESERVE OPEN SUNRISE TO SUNSET
Whitpain Township Park System



Implementation

5.1 Action Plan

The Action Plan provides a program for Whitpain Township and other stakeholders to utilize toward achieving the vision and goals of the Comprehensive Plan. The action plan is organized into 4 implementation tables with priorities, and responsibilities for action. Some recommendations can be achieved easily with little cost while others require extensive coordination, planning, and funding. It is expected that over time, priorities will change and some recommendations may become more important while others will become less important.

The Implementation Table includes a 'Time Frame' that can be used as a guide to assist the Township in making decisions about the prioritizing capital investments for the implementation of these recommendations.

'Potential Funding Sources' are also identified in the Implementation Table. These sources include numerous county, state, and federal programs, which are competitive and require careful planning for success. The Township and other potential applicants should become familiar with each program's requirements. Each program is summarized in this chapter. In many cases, the Township's consultants will have experience applying for these programs and can be of assistance. The Implementation Table suggests utilizing several different funding sources for a project, where appropriate.

General 'Costs' (minimal, low, medium, high) for each recommenda-

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tion are estimated. These cost estimates are intended to serve as an order-of-magnitude cost estimate guideline for planning purposes. More detailed cost estimates should be prepared when the township is prepared to schedule a project. Some recommendations can be implemented using existing Township staff time and resources. Costs noted as 'minimal' might also be accomplished through a private sector land development at a particular site.

5.1. Transportation

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.1.1	Implement traffic safety, operational, and capacity improvements throughout the Township.	On going	Whitpain Township, PennDOT, Private Sector	Whitpain Township, FHWA, DVRPC, PennDOT	High
5.1.2	North Wales Road/Skipack Pike	Short Term	Whitpain Township, PennDOT	Funded	Medium
5.1.3	Centre Square Development	Short Term	Private Sector	Funded	High
5.1.4	Skipack Pike/Butler Pike	Short Term	Whitpain Township	Funded	High
5.1.5	Township Line Road, west of Swedesford Road	Short Term	Whitpain Township	Funded	Medium
5.1.6	Township Line Road and Union Meeting/Jolly Road	Medium Term	Whitpain Township, Private Sector	Act 209 Impact Fee, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	Medium
5.1.7	Skipack Pike and Union Meeting Road/School Road	Medium Term	Whitpain Township, Private Sector	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.8	Jolly Road and Arch Street Road	Long Term	Whitpain Township, Private Sector	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	Medium
5.1.9	5-Points: Township Line Road (South)/Walton Road/Norristown Road	Long Term	Whitpain Township, Private Sector, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.10	6-Points: Norristown Road/Stenton Avenue/Narcissa Road	Long Term	Whitpain Township, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality, Transportation Alternatives Program	High

5.1. Transportation

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.1.11	Township Line Road South	Long Term	Whitpain Township, Private Sector	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.12	Walton Road and Stenton Avenue	Long Term	Whitpain Township, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.13	Skippack Pike Corridor from Center Square Shopping Center to Union Meeting Road/School Road	Long Term	Whitpain Township, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.14	Union Meeting and Jolly Roads	Medium	Whitpain Township, Private Sector	Private Sector	Medium
5.1.15	Morris Road/Lewis Lane/Mt. Pleasant Avenue	Long Term	Whitpain Township, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	High
5.1.16	Morris Road and Plymouth Road/School Road	Medium Term	Whitpain Township, PennDOT	Act 209 Impact Fees, Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	Medium
5.1.17	Meadowlands Areas	Long Term	Whitpain Township, Private Sector	Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality	Medium
5.1.18	Montgomery County Community College Access on Morris Road	Short Term	Whitpain Township, Private Sector	ARLE Grant by MCCC	Medium
5.1.19	West Ambler Revitalization Project	On going	Whitpain Township, Private Sector	Multi-Modal Transportation Fund, Congestion Mitigation and Air Quality, Community Conservation Partnerships Program	Medium
5.1.20	Pulaski Drive Bridge (over central branch of Stony Creek)	Short & Medium Term	Whitpain Township, PennDOT	Whitpain Township, PennDOT	High
5.1.21	Yost Road Bridge (over central branch of Stony Creek)	Short & Medium Term	Whitpain Township	Whitpain Township, PennDOT	High
5.1.22	Jolly Road Bridge (over Mermaid Run)	Short & Medium Term	Whitpain Township, PennDOT	Whitpain Township, PennDOT	High
5.1.23	Enhance pedestrian and bicycle mobility and connectivity throughout the Township	Short & Medium Term	Whitpain Township, DCNR, DVRPC	Whitpain Township, DCNR, DVRPC-TCDI, CFA, PennDOT, SEPTA, CFA	Medium
5.1.24	Encourage the use of alternative means of transportation	Medium Term	Whitpain Township, Local Employers	Whitpain Township, DCNR, DVRPC-TCDI, CFA, PennDOT, SEPTA, CFA	Medium
5.1.25	Improve access to and use of public transportation	Medium Term	Whitpain Township, SEPTA, Local Employers	Whitpain Township, DVRPC-TCDI, Private Sector, SEPTA, CFA	High
5.1.26	Minimize vehicular access points on major roadways	On going	Whitpain Township, PennDOT, Private Sector	Whitpain Township, Private Sector	High

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5.1. Transportation

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.1.27	Pursue private, municipal, state, and federal funding opportunities to implement required transportation improvement projects.	On going	Whitpain Township	Whitpain Township, FHWA, DVRPC, PennDOT	High
5.1.28	Continue to coordinate regional improvements with PennDOT, DVRPC, Montgomery County, and surrounding municipalities and update residents to the status of these projects.	Short, Medium, & Long Term	Whitpain Township, PennDOT, DVRPC, Montgomery County, neighboring municipalities	Whitpain Township, FHWA, DVRPC, PennDOT	Low

5.2. Land Use

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.2.1	Promote and enhance the Township's four village areas through a program of thoughtful redevelopment that includes performance and design standards.	On going	Whitpain Township	Whitpain Township, Private Sector	NA
5.2.2	Review zoning ordinances to ensure they accommodate development scenarios desired in Village areas.	Short Term	Whitpain Township	Whitpain Township	Low
5.2.3	Coordinate and plan with adjacent municipalities and regional planning agencies.	On going	Whitpain Township, DVRPC, Montgomery County, neighboring municipalities	Whitpain Township	Low
5.2.4	Create guidelines / design plan for future development in village areas and other potential redevelopment areas.	Short Term	Whitpain Township	Whitpain Township, DVRPC - TCDI	Low
5.2.5	Redevelop vacant or underutilized properties near village areas.	Medium Term	Whitpain Township, Private Sector	Whitpain Township, Private Sector	High
5.2.6	Permit efficient and environmentally friendly mixed-use development.	Short Term	Whitpain Township	Whitpain Township	Low
5.2.7	Consider development strategies that reduce curb cuts and promote shared parking.	Short Term	Whitpain Township	Whitpain Township	Low

5.3. Parks and Open Space

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.3.1	Protect and enhance Whitpain's natural resources.	On going	Whitpain Township, Private Sector	Whitpain Township	NA
5.3.2	Continue to expand / enhance the Township park and open space system to meet the recreational needs of residents.	On going	Whitpain Township	Whitpain Township, DCNR, PECO, DVRPC	High
5.3.3	Continue to monitor the status of at-risk open space parcels and develop strategies for acquisition and/or preservation.	On going	Whitpain Township	Whitpain Township, DCNR, PECO	High

5.3. Parks and Open Space

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.3.4	Promote park, open space and trail facilities to inform residents of recreational opportunities in the Township.	Short Term	Whitpain Township	Whitpain Township	Low
5.3.5	Township should also encourage the development of small civic spaces in villages and throughout the Township where residents are not being served by public parks.	Ongoing	Whitpain Township	Whitpain Township	High
5.3.6	Whitpain should enhance public outreach to inform and educate the community about the importance of open space and recreation.	Short Term	Whitpain Township	Whitpain Township	Low

5.4. Energy and Resource Conservation / Sustainability

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.4.1	Develop a Township-wide sustainability program.	Short Term	Whitpain Township	Whitpain Township	Low
5.4.2	Promote and implement alternative means of transportation and other Transportation Demand Management (TDM) strategies where possible.	On going	Whitpain Township, PennDOT, SEPTA	Whitpain Township, FHWA, DVRPC, PennDOT, PennVEST	Medium
5.4.3	Promote utilization of energy conservation strategies and sustainable practices.	Medium Term	Whitpain Township, Private Sector	Whitpain Township, PECO, PennVEST	Low
5.4.4	Promote water conservation strategies and best management practices.	On going	Whitpain Township	Whitpain Township, PennVEST	High
5.4.5	Continue Township infrastructure upgrades that conserve energy and valuable Township resources.	On going	Whitpain Township	Whitpain Township, PennVEST	High
5.4.6	Educate residents about sustainability and energy saving opportunities and strategies.	Short Term	Whitpain Township	Whitpain Township	Low
5.4.7	Work with MCCC to develop joint sustainability initiatives.	Short Term	Whitpain Township, Montgomery County Community College	Whitpain Township, Montgomery County Community College	Medium
5.4.8	Examine opportunities to promote shared parking with associated stormwater management facilities and other environmentally friendly infrastructure.	On going	Whitpain Township	Whitpain Township	Medium
5.4.9	Develop a riparian buffer ordinance and tree protection / replacement ordinance to help protect Township watersheds.	Short Term	Whitpain Township	Whitpain Township	Low

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5.5. Economic Development

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.5.1	Maintain a high quality of life in the Township to attract visitors and retain employees and residents.	On going	Whitpain Township	Whitpain Township	NA
5.5.2	Continue to enhance and maintain the Township's four village areas.	On going	Whitpain Township, Private Sector	Whitpain Township, Private Sector	High
5.5.3	Seek to diversify the Township's economy to provide to provide a wide range of businesses, retail, and entertainment opportunities for residents and visitors.	Short Term	Whitpain Township, Private Sector	Whitpain Township, Private Sector	High
5.5.4	Promote and encourage development of retail and entertainment uses that capture local and regional market gaps.	On going	Whitpain Township, Private Sector	Whitpain Township, Private Sector	High
5.5.5	Develop a marketing plan for the Township's four villages.	Short Term	Whitpain Township	Whitpain Township	Medium
5.5.6	Create gateway improvements at Broad Axe Village and West Ambler Village.	Medium Term	Whitpain Township, Private Sector	Whitpain Township, Private Sector, DVRPC-TCDI	Medium

5.6. Community Facilities and Services

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.6.1	Continue to expand and enhance the mix of services and facilities to meet the current and future needs of residents.	On going	Whitpain Township	Whitpain Township	High
5.6.2	Continue to monitor and upgrade infrastructure systems to ensure they do no negatively impact the community.	On going	Whitpain Township	Whitpain Township, PennVEST	High
5.6.3	Provide a wide variety recreational opportunities and facilities to residents.	On going	Whitpain Township	Whitpain Township	High
5.6.4	Offer high quality public safety and emergency services to meet and exceed the demand of the community.	On going	Whitpain Township	Whitpain Township, Second Alarmers	High
5.6.5	Increase public safety as needed to account for increased pedestrian activity in areas of new development.	On going	Whitpain Township	Whitpain Township	Medium
5.6.6	Enhance public outreach of the Township's emergency services to further strengthen their relationship with the community.	On going	Whitpain Township	Whitpain Township	Low
5.6.7	Examine the opportunities to reduce the number of trash haulers in the Township to improve efficiency and help reduce pollution and noise in residential neighborhoods.	Short Term	Whitpain Township	Whitpain Township	Low

5.7. Historic Preservation

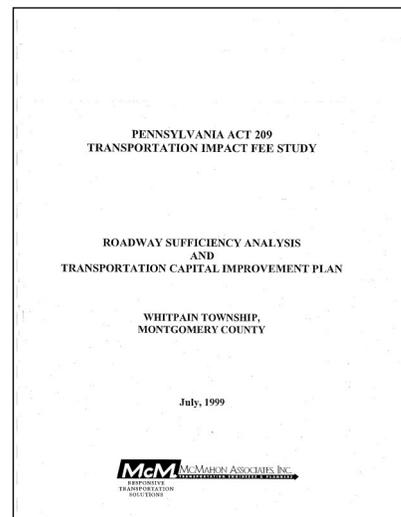
Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.7.1	Embrace the future of the Township while cherishing its heritage.	On going	Whitpain Township, Wissahickon Valley Historical Society, Private Sector	Whitpain Township	NA
5.7.2	Preserve historic character of Whitpain's village areas.	On going	Whitpain Township, Wissahickon Valley Historical Society, Private Sector	Whitpain Township	NA
5.7.3	Protect and preserve important historic structures and facilities throughout the Township.	On going	Whitpain Township, Wissahickon Valley Historical Society, Private Sector	Whitpain Township	High
5.7.4	Promote redevelopment that is compatible with Whitpain's historic and cultural resources.	On going	Whitpain Township, Wissahickon Valley Historical Society, Private Sector	Whitpain Township	Low
5.7.5	Develop an on-site and web based interpretive signage system highlighting the Township's historic resources and sites.	Medium Term	Whitpain Township, Wissahickon Valley Historical Society	Whitpain Township	Low
5.7.6	Partner with local schools to educate students about Whitpain's rich local history.	Short Term	Whitpain Township, Wissahickon Valley Historical Society	Whitpain Township	Low
5.7.7	Examine standards to preserve existing neighborhood character to enhance their desirability.	Short Term	Whitpain Township	Whitpain Township	Low

5.8. Compatibility with Adjacent Municipalities

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.8.1	Work closely with adjacent municipalities to consistently plan transportation improvements including both roadways infrastructure and pedestrian / bicycle trails.	On going	Whitpain Township, PennDOT, neighboring municipalities	Whitpain Township, FHWA, DVRPC, PennDOT	Low
5.8.2	Work with adjacent municipalities to ensure any development in adjacent communities does not negatively impact Whitpain.	On going	Whitpain Township, PennDOT, neighboring municipalities	Whitpain Township, PennDOT, Private Sector, neighboring municipalities	Low
5.8.3	Work closely with adjacent municipalities to promote and enhance Whitpain's villages, specifically the West Ambler and Broad Axe Villages that lie in multiple municipalities.	Short Term	Whitpain Township, PennDOT, neighboring municipalities	Whitpain Township, Ambler Borough, Whitiemars Township, Upper Dublin Township	Low
5.8.4	Coordinate the Township's efforts with the Montgomery County Comprehensive Plan—Montco 2040: A Shared Vision.	On going	Whitpain Township, Montgomery County Planning Commission	Whitpain Township	Low

5.2 Implementation Strategies

Whitpain Township will not fund all recommended improvements and action items with local funds only. Some of the recommended improvements may be accomplished via the land development processes where improvements funded are by the private sector as off site improvements. Recommendations can be also funded through grants to the Township and its partners, leveraging funds to maximize Township improvements. State agencies such as DCNR and DCED will be important sources for design/engineering and construction funding. PennDOT should be involved with the improvement projects on state roadways.



Act 209 Transportation Impact Fee Study

Whitpain Township has conducted an Act 209 Study in the past, which complies with the requirements of the Pennsylvania Municipalities Planning Code. The Act 209 allows the Township to equitably allocate the costs associated with transportation capital improvements to provide for necessary capacity improvements between developers, the Township, and PennDOT. The Act 209 Study consists of the following three components:

- *Land Use Assumptions Report (LUAR)* that identifies areas of the Township where development can occur along with the type and size of potential development projects based on zoning districts and regulations;
- *Roadway Sufficiency Analyses Report (RSAR)* that determines the operational capacity of selected roadway segments and intersections within the Township both without and with the potential development anticipated from the LUAR along with recommendations to meet capacity thresholds; and
- *Transportation Capital Improvement Plan (TCIP)* that summarizes the anticipated construction costs for the projects identified within the RSAR to improve capacity.

The Act 209 Study was completed in July of 1999. Since then, the Township has been working to complete various improvement projects based on a combination of fees collected by development projects along with available grants to provide for the contributions associated with the fair-share of the projects attributed to the Township and PennDOT. It is recommended that the Township update the existing study to document completed projects, modify the analyses to reflect current guidelines and regulations, and to identify new projects that would benefit the Township in the future at new intersections, which are currently not incorporated within the study, or recommendations that were not available when the study was originally conducted, such as roundabouts.

5.3 Potential Funding Sources

The Township will need to seek project partners and review opportunities for outside funding of proposed comprehensive plan projects. There are multiple funding sources from State, County, Federal, and local sources that provide grants for improvements like those identified in this plan. Examples of such sources are as follows.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a Federal highway and transit funds set-aside under the Surface Transportation Program (STP) for community-based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. The Transportation Enhancements (TE) funding category, which has historically funded many pedestrian and bicycle supportive projects such as streetscape improvements, was originally established by Congress in 1991 under the IS-TEA transportation authorization legislation, and was most recently affirmed as TAP under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

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The program seeks to provide funding for projects such as construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

The application period for the most recent round of funding closed in April 2014. The next round of TAP funding has not yet been determined. The Township should continue to monitor the program as future rounds of funding are anticipated. For more information on the PA Transportation Alternative Program, visit the DVRPC website at <http://www.dvrpc.org/TA/>

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The DVRPC Congestion Mitigation and Air Quality Improvement Program (CMAQ) is another potential source for funding. Eligible projects must produce a reduction of harmful emissions related to transportation. Some examples of eligible projects for this program include congestion reduction and traffic flow improvements, bicycle and pedestrian facilities and programs, travel demand management, carpooling and vanpooling, and public education and outreach activities. Ineligible projects include highway or transit maintenance and reconstruction projects and the construction of Single Occupancy Vehicle capacity. DVRPC has recently set aside CMAQ funds available to select counties in New Jersey starting in 2016. The Township should continue to monitor the program for future funding rounds in Pennsylvania. For more information please visit: http://www.dvrpc.org/CMAQ/pdf/DVRPC_2015_CMAQ_Program_Guidance.pdf

Delaware Valley Regional Planning Commission (DVRPC)

The DVRPC Regional Trails program with funding from the William Penn Foundation aims to capitalize upon opportunities for trail development by providing funding for targeted, priority trail design, construction, and planning projects that will promote a truly connected, regional network of multi-use trails with Philadelphia and Camden as its hub. Any Whitpain Township trail segments that are added to the Circuit would receive a priority in funding. Previous grants administered through this program required a 20% match. For information contact the DVRPC grant administrator or visit the program's website at: <http://www.dvrpc.org/RegionalTrailsProgram/>

The DVRPC Transportation and Community Development Initiative (TCDI) is intended to support growth in individual municipalities through initiatives that promote the region's long range plan, *Connections 2040 Plan for Greater Philadelphia*. The program's goals include:

- Supporting local planning projects that will lead to more residential, employment or commercial opportunities in areas designated for growth or redevelopment;
- Improving the overall character and quality of life within the region to retain and attract business and residents;
- Enhancing and utilizing the existing transportation infrastructure capacity to reduce demands on the region's transportation network;
- Reducing congestion and improving the transportation system's efficiency by promoting the use of transit, bike, and pedestrian transportation modes;
- Building capacity in our older suburbs and neighborhoods;
- Reinforcing and implementing improvements in designated Centers; and;
- Protecting our environment through growth management and

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land preservation.

Through fiscal years 2002-2015, DVRPC has distributed \$14.6 million to over 120 different municipalities, county governments, and nonprofits throughout the region for TCDI planning grants. The Township should continue to monitor the program for future funding rounds. For more information please visit: <http://www.dvrpc.org/TCDI/>

Pennsylvania Department of Conservation and Natural Resources (PA DCNR) - Community Conservation Partnership Program (C2P2)

The Community Recreation and Conservation Program through the PA DCNR Community Conservation Partnership Program (C2P2) provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. These include planning for feasibility studies, trail studies, conservation plans, master site development plans, and comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation purposes; and construction and rehabilitation of parks, trails, and recreation facilities. Most of these projects require a 50% match, which can include a combination of cash and/or non-cash values.

The Pennsylvania Recreational Trails Program, also through the C2P2 Program, awards grants to federal and state agencies, local governments, non-profit and for-profit organizations to assist with the construction, renovation and maintenance of trails and related facilities for both motorized and non-motorized recreational trail use, the purchase or lease of equipment for trail maintenance and construction and the development of educational materials and programs. These grants require a minimum 20% match, which can include a combination of cash and/or non-cash values.

Grant applications for the C2P2 program are accepted annually—usually in April. More information on this program can be found at the DCNR website: <http://www.dcnr.state.pa.us/brc/grants/indexgrantsinstruct.aspx>

Commonwealth Financing Agency (CFA) - Greenways, Trails and Recreation Program (GTRP)

Administered through the PA Department of Community and Economic Development (DCED), the Greenways, Trails and Recreation Program (GTRP) provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and required a local match of 15% of the total project cost. Additional information on the Greenways, Trails, and Recreation Program can be found at <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/greenways-trails-and-recreation-program-gtrp>

Department of Community and Economic Development (DCED) Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more and grants shall not exceed \$3,000,000 for any project. For more information please visit <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/multimodal-transportation-fund>

PennDOT Multimodal Fund

PennDOT's multimodal program seeks to improve freight and passenger mobility options, maximize benefits of capital investment in all modes of transportation, promote safety on all modes of transportation, use transportation improvements to spur economic development, and improve the effectiveness and efficiency of the transportation network. Projects eligible for funding include:

- projects that coordinate local land use with transportation assets to enhance existing communities including but not limited to: sidewalk/crosswalk safety improvements, bicycle lanes/route designation, greenways, etc.
- projects related to streetscape, sidewalk enhancement, pedestrian safety
- transit oriented development projects
- projects related to connectivity improvements

The PennDOT Multimodal fund is separate from the Multimodal Transportation Fund administered by the Pennsylvania DCED. A local match of at least 30% of the non-federal project costs is required. Upcoming deadlines and more information on the program can be found at <http://www.dot.state.pa.us/internet/web.nsf/Multimodal?OpenFrameSet>

The PennDOT Multimodal fund is separate from the Multimodal Transportation Fund administered by the Pennsylvania DCED.

Safe Routes To School (SRTS)

Administered through PennDOT, Pennsylvania's Safe Routes to School (SRTS) program makes federal-aid highway funds available to school districts, schools, municipalities, county government, and planning partners to address infrastructure projects that provide safer

walking and bicycling routes. These funds are intended to benefit elementary and middle school children in kindergarten through the eighth grade.

SRTS funding is only available to municipalities, school districts, individual schools county government, and planning partners. Funding may only be used for infrastructure projects that physically exist within the public right-of-way.

Eligible projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- 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
- traffic diversion improvements in the vicinity of schools

The next round of SRTS funding has not yet been determined. For projects that may qualify for this type of funding, the Township should coordinate with the Wissahickon School District and other private schools as needed. For more information on the PA SRTS program, please visit <http://www.saferoutespa.org/Funding/Infrastructure-Funding/>

PECO Green Region Grants (PECO)

PECO's environmental grants support organizations and initiatives whose mission is to improve the quality of our environment by

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promoting environmental education and conservation; preserving open spaces; protecting endangered species; and encouraging individual and organizational energy efficient efforts. Green Region grants are available to municipalities in amounts up to \$10,000. The grants can be used with other funding sources to cover a wide variety of planning and direct expenses associated with developing and implementing open space programs, including consulting fees, surveys, environmental assessments, habitat improvement, and capital improvements for passive recreation, including trails.

For additional information contact Holly Harper, Green Region program administrator, at 610-353-5587 or visit <https://www.peco.com/Community/CharitableGiving/GreenRegion/Pages/GrantDetails.aspx>.

PennVEST (Pennsylvania Infrastructure Investment Authority)

PennVEST offers both grants and low interest loans for projects that help to manage stormwater and improve water quality. Trails and bicycle routes may also be of interest to PennVEST if they include associated stormwater infiltration areas / BMPs.

Legislative Funding

State and federal elected officials can often include items into legislation for worthy projects in their districts. A conversation between municipal officials and legislators is the way to begin this process. This type of funding should be targeted toward capital improvement projects.

Local Schools and Institutions

Local schools and institutions could also be potential funding sources. Trails on or near school property, trails that improve transportation alternatives for students, or trails that provide a recreational amenity to the institution could be excellent candidates for this kind of funding. Partnerships with local schools and institutions could al-

so result in funding opportunities for maintenance or cleanup of facilities as part of an educational program or volunteer groups. While the amount of funds raised may be relatively small, these partnerships are valuable and create a feeling of “ownership” of these facilities which is an important part of their long-term success.