

11.0 Resource and Financial Sustainability Plan

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Bethel: Green infrastructure grant addresses flooding, storm-water runoff

Sussex County Post

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BETHEL – The Town of Bethel in Sussex County is getting help to reduce flooding, manage storm-water runoff and improve the water quality of Broad Creek, a tributary of the Chesapeake Bay.

The town is receiving \$100,000 in grant funds from the U.S. Environmental Protection Agency through the Green Streets, Green Jobs, Green Towns (G3) program that will help the community implement innovative green infrastructure and green street practices.

The G3 Program is administered by the Chesapeake Bay Trust.

Bethel's grant supports projects that meet the state's goals of the Chesapeake Bay Watershed Implementation Plan (WIP), by helping the town implement green infrastructure that improves water quality of the Broad Creek, a tributary of the Nanticoke River and ultimately the Chesapeake Bay. The WIP calls for projects that reduce pollution from stormwater runoff and stabilize stream banks.

Governor Jack Markell was among the region's Governors who last month signed the Chesapeake Bay Agreement that will guide and accelerate restoration and conservation efforts of the Bay's six-state watershed.

"By federal, state and local partners working together, we are securing the resources necessary to improve water quality of our Chesapeake Bay tributaries," said Gov. Markell. "This grant advances Bethel's Chesapeake Bay Watershed protection efforts and the local economy through projects that reduce stormwater pollution, create green jobs and enhance the town's quality of life. I congratulate Bethel on their innovative projects and commitment to greening their community and restoring clean water."

Located on the banks of Broad Creek west of Laurel, Bethel has an important historic connection to the Chesapeake Bay, as a center of shipbuilding and maritime repairs. The tiny town of fewer

than 200 residents offers views of waterways and green open spaces, while Bethel's natural, historic, and cultural qualities on the Western Sussex Scenic and Historic Highway make it a haven for biking, hiking, pleasure driving and other recreational activities. The entire municipality, which is only 0.4 square miles, was added to the National Register of Historic Places in 1975.

"This grant will help fund projects that ultimately improve the water quality of the Chesapeake Bay Watershed, bringing us another step closer to our goal of clean water," Sen. Tom Carper said. "Improving the environment by preventing stormwater runoff is critically important to the watershed. These investments in green infrastructure are also vital for our local economies. I am proud to see local, state and federal partners once again working together to improve water quality."

"Protecting the Chesapeake Bay and its tributaries is imperative to our quality of life and our precious natural resources," said Sen. Chris Coons. "It's fantastic news that the town of Bethel was awarded this \$100,000 grant from the Green Streets, Green Jobs, Green Towns program in order to reduce nutrients and sediment from entering the bay's tributaries and help continue to improve water quality of our local waterways."

"This grant is a great investment in the future of our state, with two equally important outcomes – enhancing infrastructure in Bethel, and improving the water quality of Broad Creek and the Chesapeake Bay. I congratulate Bethel's residents, and look forward to following this project's development," said Congressman John Carney.

Currently, Bethel lacks sufficient storm-water controls. The few existing storm-water catch basins simply capture runoff that would otherwise impinge against bridge abutments and discharge it directly into Broad Creek without the benefit of treatment. The G3 grant supports the installation of drainage and storm-water controls that will reduce flooding and pollution, while helping to make the community greener.

"Investing in green infrastructure and green street practices is a cost effective, environmentally-sound solution that will not only reduce flooding and help restore water quality, but foster healthy communities by greening streetscapes, improving air quality and providing other quality of life benefits," said DNREC Secretary David Small. "I salute the Town of Bethel and its leadership for proactively working, along with its state legislators, Sen. Bob Venables and Rep. Tim Dukes, to improve water quality."

"EPA is encouraged to see the Town of Bethel taking these innovative actions that our changing climate demands," said EPA Mid-Atlantic Regional Administrator Shawn M. Garvin.

"Investments in green infrastructure are critical in efforts to help our economy, protect the environment and reduce carbon pollution."

The G3 Program is managed and funded in part by the Chesapeake Bay Trust, with both EPA and Maryland's Department of Natural Resources serving as funding partners. "Through our G3 grant program partnership, the Chesapeake Bay Trust works with cities and towns throughout the watershed that are looking for solutions to manage stormwater runoff while enhancing their

community's livability," said Jana Davis, executive director of the Chesapeake Bay Trust. "We applaud the Town of Bethel for undertaking this project and we look forward to working with them as implementation begins."

"Bethel, with its shipbuilding heritage and its current active agricultural community, has always been a diligent custodian of our historic and natural assets. Our town council and residents have been actively engaged in every aspect of the planning and design of the green infrastructure and green street projects," said Town Council President Jeff Hastings. "The Town of Bethel would like to thank the Environmental Protection Agency and the Chesapeake Bay Trust for this funding that will help our town install stormwater controls, reduce flooding and improve water quality of Broad Creek."

Bethel's G3 grant complements the town's 2012 National Fish and Wildlife Foundation's (NFWF) Local Government Capacity Building Initiative grant that was used to develop green infrastructure design and construction plans for projects that address the flooding and stormwater runoff problems in the town. The NFWF grant funded the survey and design of Phase 1 in Historic Bethel. Additional funding was provided through the State of Delaware Surface Water Matching Planning Grant program for the survey and design of Phase 2 projects. Prioritizing the areas to be targeted for retrofits included extensive public outreach by community officials, residents and property owners through several town meetings and "sidewalk" discussions.

The G3 grant will be used to help Bethel construct and install several projects in two phases. Total cost of the projects is expected to be more than \$450,000. The town is seeking additional funding to complete both phases.

Phase I:

A series of bioretention areas, or rain gardens, will be installed that will reduce stormwater runoff and drainage concerns. Filterra trees boxes, which collect and treat stormwater runoff, will be placed throughout the town, including the intersection of Main and Vine Streets, which floods regularly. The tree box will pipe the overflow of flood waters to the bioretention gardens. In addition, curbed streetscape islands will be installed with native plantings and stone borders to prevent water and sediment from draining into Broad Creek.

Bioretention gardens will also be constructed along Vine Street where water naturally collects. Property owners along the street have committed to maintaining the gardens, which will feature a combination of plantings, including a flowering aster found in several existing gardens and yards throughout the town.

Phase II:

A living shoreline is proposed along Broad Creek where the existing shoreline has eroded over the years due to stormwater runoff. This 325-foot shoreline will replace an existing shoreline and may include reinforcing concrete riprap and selectively removing invasive plants, such as multiflora rose, while keeping fallen trees as habitat for wildlife, including turtles, fish, eagles

and ospreys. A vegetative buffer including wildlife-friendly plants, such as blue flag iris and jewelweed, may be planted.

For the construction phase, this project will employ local contractors and landscapers. The construction is estimated to take place over a 4-month period, beginning in late winter or early spring 2015.

Information on Delaware's Chesapeake Bay Watershed Plan, can be found on DNREC's website by clicking [here](#). For information on the Green Streets, Green Jobs, Green Towns grant program, please visit www.cbtrust.org.

The Lincoln Heritage Scenic Highway will need to seek funding in an effort to achieve many of its implementation goals and strategies. Funding is available from a multitude of sources and sorting through these funding opportunities can be daunting and time consuming. As a State and/or Nationally designated Scenic Highway/Byway the Lincoln Heritage Scenic Highway will be eligible for several funding and financing options. Three (3) main sources of funding opportunities exist for Scenic Highways: 1) Federal Government; 2) State and Local Government; and 3) private sources. The majority of funding will be found at the Federal and State/Local levels through government grants, trusts, and assistance programs.

Each funding and financing program has specific requirements for applicants and stipulations on how monies can be used. Some require National Scenic Highway/Byway designation as a prerequisite to application and other grantors do not.

Although not exhaustive, many potential funding opportunities are outlined in [Table X](#) and discussed in the Federal Grant Programs section below (Section 10.1). There are numerous grant funding opportunities available and many of them change frequently. It will be imperative that a funding sub-group is established to help the Lincoln Heritage Scenic Highway in seeking specific funding to meet their goals and strategies. The following is a list of abbreviations that you may find referenced within this [Table X](#).

BLM	Bureau of Land Management
DOT	Department of Transportation
FHWA	Federal Highways Administration
FS	Forest Service
KTC	Kentucky Transportation Cabinet (Kentucky DOT)
NPS	National Park Service
NSB	National Scenic Byways Program
RTPA	Regional Transportation Planning Agency
SHPO	State Historic Preservation Office
TEA	Transportation Enhancement Activities
USDA	United States Department of Agriculture
USDI	United States Department of Interior
EPA	Environmental Protection Agency

10.1 Federal Grant Programs

National Scenic Byways Grants

The Federal share shall be 80 percent reimbursable with a matching 20 percent coming from State funds. In Florida, the matching 20 percent will originate through local general purpose government funds or private funds which have been donated to the Florida Department of Transportation for general transportation purposes.

These grant funds include projects associated with the development of Corridor Management Plans involving the following specific work activities:

- Safety improvements to a highway designated as a scenic byway
- Construction along the scenic byway of facilities for the use by pedestrians and bicyclists (for example: rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks and interpretive facilities)
- Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation
- Protection of historical, archeological, and cultural resources in the area adjacent to the highway
- Development and provision of tourist information to the public, including interpretive information about the scenic byway

U.S. Department of the Interior – National Park Foundation

Working on its own and with partners, the National Park Foundation funds grants and programs that meet priorities and critical needs across our National Park System in the areas of youth, community outreach, conservation and professional engagement. The Foundation actively supports the National Park Service in its goal to prepare national parks for another century of conservation, preservation and enjoyment by its 100th anniversary in 2016.

Forest Highway Funds

The Eastern Federal Lands Highway Division (EFLHD) operates as part of the Federal Lands Highway Program, serving the transportation engineering needs of Federal Land Management agencies in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Ohio, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Puerto Rico, Rhode Island, South Carolina, Tennessee, Vermont, Virgin Islands, Virginia, West Virginia, and Wisconsin. EFLHD actively administers the surveying, designing, and constructing of Forest Highway system roads, National Park Service roads, defense access roads, and other Federal Lands roads. In addition, EFLHD provides funding, traffic monitoring services, the road inventory program, asset management, pavement management systems, and bridge inspection services throughout the United States and Territories.

USDA – United States Department of Agriculture

The USDA provides leadership on food, agriculture, natural resources, and related issues based on sound public policy, the best available science, and efficient management. The USDA does

this by expanding markets for agricultural products and support international economic development, further developing alternative markets for agricultural products and activities. They provide financing needed to help expand job opportunities and improve housing, utilities and infrastructure in rural America. Food safety is also enhanced by taking steps to reduce the prevalence of food borne hazards from farm to table, improving nutrition and health by providing food assistance and nutrition education and promotion. Efficient management is shown by managing and protecting America's public and private lands while working cooperatively with other levels of government and the private sector.

BLM – Bureau of Land Management

To ensure the best balance of uses and resource protections for America's public lands, the BLM undertakes extensive land use planning through a collaborative approach with local, State and Tribal governments; the public; stakeholder groups. The result is a set of land use plans – called Resource Management Plans – that provide the framework to guide decisions for every action and approved use on the Nation's 258 million acres of surface lands and 700 million acres of mineral estate. Ensuring these plans are up-to-date is critical because so many Americans look to the public lands for a wide variety of resources, including energy, rights-of-way that support communications and energy delivery, a variety of recreational uses, and crucial habitat for species associated with the Western landscape, such as the sage grouse & pronghorn antelope.

National Park Service Funding

The National Park Service cares for national parks, a network of nearly 400 natural, cultural and recreational sites across the nation. The treasures in this system – the first of its kind in the world – have been set aside by the American people to preserve, protect, and share, the legacies of this land. People from all around the world visit national parks to experience America's story, marvel at the natural wonders, and have fun. Places like the Grand Canyon, the Statue of Liberty, and Gettysburg are popular destinations, but so too are the hundreds of lesser known yet equally meaningful gems like Rosie the Riveter in California, Boston Harbor Islands in Massachusetts, and Russell Cave in Alabama.

The American system of national parks was the first of its kind in the world, and provides a living model for other nations wishing to establish and manage their own protected areas. The park service actively consults with these Nations, sharing what we've learned, and gaining knowledge from the experience of others.

Beyond national parks, the National Park Service helps communities across America preserve and enhance important local heritage and close-to-home recreational opportunities. Grants and assistance are offered to register, record and save historic places; create community parks and local recreation facilities; conserve rivers and streams, and develop trails and greenways.

Federal Transit Authority

FTA supports transportation planners and the transportation planning practice in a number of ways. FTA administers metropolitan planning (49 USC §5303) and statewide planning (49 USC §5304) grant programs to help fund the multimodal transportation planning efforts of metropolitan planning organizations and state departments of transportation. FTA formula funding (49 USC §5307) may also be used by grantees to support their planning needs. FTA

also provides technical assistance on a broad range of planning topics including regional and statewide planning and programming; corridor planning for major capital investments; environmental project reviews under the *National Environmental Policy Act* of 1969 (NEPA) and related laws; travel demand forecasting and analysis; capital costing; operations planning and costing; financial planning and analysis; land use planning; and public involvement.

In cooperation with the Federal Highway Administration, FTA provides a variety of assistance and resources on planning and environmental procedures and methods, including the joint Transportation Planning Capacity Building Program; support of the transportation planning certification review process; implementation of the conformity provisions of the *Clean Air Act* as amended in 1990; and travel demand forecasting through the Travel Model Improvement Program.

National Highway Traffic Safety Administration

NHTSA provides leadership to the motor vehicle and highway safety community through the development of innovative approaches to reducing motor vehicle crashes and injuries. NHTSA spearheads innovative research and data analysis critical to motor vehicle and highway safety. The NHTSA leads the Nation by setting the motor vehicle and highway safety agenda. They also serve as the catalyst for addressing critical safety issues that affect the motor vehicle and highway safety communities. They provide Innovative and Incentive Grant funding to improve safety along all highways across the nation.

Institute of Museum and Library Services

The Institute of Museum and Library Services is the primary source of federal support for the nation's 122,000 libraries and 17,500 museums. The Institute's mission is to create strong libraries and museums that connect people to information and ideas. The Institute works at the national level and in coordination with state and local organizations to sustain heritage, culture, and knowledge; enhance learning and innovation; and support professional development. The role of the Institute is to provide leadership and funding for the nation's museums and libraries. And to provide funding for the resources these institutions need to fulfill their mission of becoming centers of learning for life crucial to achieving personal fulfillment, a productive workforce and an engaged citizenry.

Environmental Protection Agency

When Congress writes an environmental law, the EPA implements it by writing regulations. Often, the EPA sets national standards that states and tribes enforce through their own regulations. If they fail to meet the national standards, the EPA can help them. The agency also enforces their regulations, and help companies understand the requirements. Nearly half of the EPA's budget goes into grants to state environmental programs, non-profits, educational institutions, and others. The grantees use the money for a wide variety of projects, from scientific studies that help us make decisions to community cleanups. Overall, grants help the Environmental Protection Agency achieve their overall mission: protect human health and the environment.

National Science Foundation

The National Science Foundation funds research and education in most fields of science and engineering. It does this through grants, and cooperative agreements to more than 2,000 colleges, universities, K-12 school systems, businesses, informal science organizations and other research organizations throughout the United States. The Foundation accounts for about one-fourth of federal support to academic institutions for basic research.

The agency operates no laboratories itself but does support National Research Centers, user facilities, certain oceanographic vessels and Antarctic research stations. The Foundation also supports cooperative research between universities and industry, US participation in international scientific and engineering efforts, and educational activities at every academic level.

Farmland Protection Program

The Farm and Ranch Land Protection Program (FRPP) provides matching funds to help purchase development rights to keep productive farm and rangeland in agricultural uses. Working through existing programs, USDA partners with State, tribal, or local governments and non-governmental organizations to acquire conservation easements or other interests in land from landowners. USDA provides up to 50 percent of the fair market easement value of the conservation easement.

To qualify, farmland must: be part of a pending offer from a State, tribe, or local farmland protection program; be privately owned; have a conservation plan for highly erodible land; be large enough to sustain agricultural production; be accessible to markets for what the land produces; have adequate infrastructure and agricultural support services; and have surrounding parcels of land that can support long-term agricultural production. Depending on funding availability, proposals must be submitted by the eligible entities to the appropriate NRCS State Office during the application window.

Discretionary Grant Programs

The FHWA administers the following discretionary programs through its various offices. These discretionary programs represent special funding categories where FHWA solicits for candidates and selects projects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively. More information on each of these programs is available under the FHWA Discretionary Program Information. Information is also available on Current Solicitations for Projects and Recent Awards.

- Bridge
- Corridor Planning and Development and Border Infrastructure (Corridors & Borders)
- Delta Region Transportation Development Program
- Ferry Boats
- Highways for LIFE
- Innovative Bridge Research and Construction
- Innovative Bridge Research and Deployment Program
- National Historic Covered Bridge Program
- Interstate Maintenance
- Public Lands Highways
- Scenic Byways

- Transportation and Community and System Preservation Program
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Truck Parking
- Value Pricing Pilot Program

Table X – Potential Funding and Financing

GRANT MANAGING ORGANIZATION	TYPE OF PROPOSAL	APPLICANT ELIGIBILITY
FEDERAL FUNDING		
National Scenic Byways Program (NSB) www.bywaysonline.org	Interpretive information, Implementation, Safety Improvements, Facilities, Marketing	Byway sponsors
USDI-National Park Foundation www.nps.gov/partnerships/NPF_grants_and_prgrs.htm	Outdoor recreation , conservation, development and planning	For State Agencies and Partners
Forest Highway Funds www.epl.fhwa.dot.gov/	Access to and within state and national forests.	For state and USDA, Forest (FS).
USDA, Forest Service www.fs.fed.us	Share of receipts from national forest locally generated revenue, national grasslands, and land utilization	States, territories, and counties
USDA, Rural Utilities Service www.rurdev.usda.gov	Installation, repair, improvements of rural water facility	Rural communities
BLM, Cultural and Recreation Group www.blm.gov	Promotion of heritage management, education, interpretive signs, training	BLM lands
BLM www.blm.gov/nhp/index.htm	Manage or upgrade recreational resources/facilities	BLM land
National Park Service www.nps.gov/	Develop new trails and greenways; access and views, conserve open space; Public education, tourism efforts, Kiosk information; Technical information/ provision of specialized services	Non profit, federal, state, and local governments, individuals, federal agencies
National Park Service - Technical Preservation Services www.cr.nps.gov/nr/	Preservation of historic properties	Any private, state, or federal property that qualifies <i>State Historic Preservation Office (SHPO) makes official determinations of historic property.</i>
National Park Service – National Register of Historic Places (NRHP) www.cr.nps.gov/nr/	Kiosk and interpretive funds for historic places	Any tribal, state, or federal property that qualifies <i>SHPO makes official determinations of historic property.</i>
National Park Service - Rivers, Trailers, and Conversation www.nps.gov/rtca	Development of trails and greenways	Non-profit, federal, state, and local agencies and communities
Federal Transit Authority www.fta.dot.gov/	Assessing and improving local transportation conditions, such as bus routes	State and local governments, transit agencies, private organizations, universities

GRANT MANAGING ORGANIZATION	TYPE OF PROPOSAL	APPLICANT ELIGIBILITY
National Highway Traffic Safety Administration www.nhtsa.dot.gov/	Pedestrian and Bicycle Safety	States, federally recognized Indian tribes
Institute of Museum and Library Services Office of Museum Services www.imls.gov/	Efforts to conserve the Nation's historic, scientific, and cultural heritage	Museums established a minimum of 2 years prior to application
Environmental Protection Agency www.epa.gov/owow/wetlands	Protect, manage, restore lands and resources	State, tribal, government agencies, non-profit organizations
National Science Foundation www.nsf.gov/funding/	Research between Universities and Industry, scientific and engineering efforts	Colleges, Universities, businesses, organizations
Farmland Protection Program www.nrcs.usda.gov/programs/frpp/	Purchase rights to keep productive farm and ranch land in agricultural uses	State, tribal, local governments, and non-government organizations
Federal Highways Admin., Dept. of Transportation www.fhwa.dot.gov/environment/rectrails/index.htm	Maintenance & restoration of existing trails; development & rehabilitation of trailhead facilities and trail linkages	Private organizations, county, state or federal agencies
FHWA Discretionary Funds www.fhwa.dot.gov/discretionary/	Bridges, Corridor Planning, Transportation Development, Highways for LIFE, Interstate Maintenance, Scenic Byways	State, local, private organizations
State and Local Funding		
Kentucky Small Cities Community Development Block Grant (CDBG) Program (Funded through the Kentucky Department for Local Government) www.gold.ky.gov/grants/federal/cdbg.htm	Provide assistance to communities for use in revitalizing neighborhoods, expanding affordable housing and economic opportunities, providing infrastructure and/or improving community facilities and services.	All cities and counties are eligible to apply for the funds with the exception of Ashland, Bowling Green, Covington, Elizabethtown, Henderson, Hopkinsville, Lexington-Fayette County, Louisville/Jefferson County Metro Government, and Owensboro.
Area Development Funds (ADF)	Infrastructure needs including building construction; property and major equipment purchases; and water, gas sewer, electrical and solid waste management.	Governmental entities
Kentucky Cemetery Preservation Fund	Funds may be used to encourage and support maintenance and preservation projects for gravesites and cemeteries.	Non-for-profits and others (see rules)

GRANT MANAGING ORGANIZATION	TYPE OF PROPOSAL	APPLICANT ELIGIBILITY
Renaissance on Main	Reserved for cities with downtown development initiatives and designated as Renaissance on Main cities by the Kentucky Heritage Council.	Non-for-profits and governmental entities or those affiliated with either