



## 5 ACTION PLAN

THE OAKLAND COUNTY TRAILS MASTER PLAN SETS FORTH A LONG-TERM VISION FOR A COUNTY-WIDE NON-MOTORIZED NETWORK. WORKING TOWARD THIS END, THIS CHAPTER SUMMARIZES NON-MOTORIZED NETWORK PRIORITIES, RECOMMENDED ACTIONS, COST ESTIMATES FOR IMPLEMENTATION AND POTENTIAL FUNDING SOURCES.

Implementation of this vision will require extensive effort on the part of multiple agencies, departments and organizations, as the development of trails and greenways is not a quick and easy process. This Master Plan, however, is intended to provide a foundation and vision for the County, local communities, and trail organizations to reference as they continually work toward the creation of a connected, non-motorized system.

It is likely that over time the particulars and details of this plan, the proposed corridors, and the types of systems may change due to development patterns, funding opportunities, public opinion, etc. Because of this fact, this chapter of the Master Plan, in particular, should be reviewed and updated on a regular basis as priorities shift, segments are implemented, and funding opportunities and sources change.

### 5.1 OAKLAND COUNTY AND OTAC PRIORITIES

A series of non-motorized network priorities have been introduced to provide focus and guide the overarching activities of the Oakland County Parks and Recreation Department, Oakland County Planning and Economic Development Services and the Oakland Trails Advisory Council. These priorities are listed in the table on the following page. Each priority is given an estimated timeline of completion, being designated as either short-term (0-2 years), intermediate (3-5 years), long-term (5+ years) or on-going.

### 5.2 GAP ANALYSIS IMPLEMENTATION STRATEGY

The “Gap Analysis Suggested Next Steps and Timeline” table on the following pages outlines the necessary tasks identified during the development of the Master Plan to bridge the three critical gaps in the County’s non-motorized trail network. Each task includes a listing of the agencies that would likely be involved or would need to review and approve the particular task. Additionally, an estimated timeline of completion is provided that classifies each task as short-term, intermediate, long-term or ongoing. In its role as a coordinating agency, the Oakland Trails Advisory Council should continually monitor the status of the implementation tasks and provide assistance to the state agencies, local municipalities and trail groups with jurisdiction.

These are not the only “gaps” or priorities within the Oakland County system, however, these were the portions of the trail system gaps considered and evaluated during the development of the Master Plan.

## Oakland County and OTAC Priorities

### Estimated Timeline of Completion

Priority	Short-Term (0-2 yrs)	Intermediate (3-5 yrs)	Long-Term (5 yrs+)	On-Going
Place framed Oak Routes maps at public areas throughout the County.	○			
Explore the possibility of a service grant program to assist in trail development activities	○			
Develop "Fact Sheet" series regarding non-motorized issues that get sent out on a regular schedule to local staff and local officials to assist with education and awareness process. Include talking points that can easily be referenced during public meetings and discussions.	○			○
Develop an Annual Award to be given to extraordinary non-motorized efforts in the County	○			○
Outline process for local communities/activists to develop a trail master plan and trail implementation process. Different steps for rail trails vs. urban trails.	○	○		
Implement a state-of-the-art trail demonstration project to set a standard for non-motorized facilities.	○	○		
Develop a Marketing Plan for the Oakland County Trail Network (Oak Routes) to promote and advocate the mission and benefits of the trail network. Include promotional materials such as brochures, videos, template letters to the editor, template press releases, template powerpoint for local community use, media kit with current trail information for distribution at events.	○	○		
Develop a Branding and Wayfinding Manual for the Oak Routes trail network including signage for bike routes and bike lanes. Also include branding, logo, etc. for OTAC. (OTAC sign committee)	○	○		
Develop greenways endowment fund for acquisition and trail development			○	
Review Master Plan in 5 years and consider update and/or addendum to reflect current happenings, standards, and priorities.			○	○
Encourage, coordinate, support and promote trail programs, agencies, and events in Oakland County.				○
Organize and hold Annual or Bi-Annual Oakland County Trail Summit.				○
Be a resource for technical information on design, development and maintenance. Create toolkit for local communities regarding trail design standards/recommendations, funding, and maintenance				○
Develop Annual Report to summarize accomplishments and set goals for upcoming year.				○
Maintain up-to-date information on trail network facilities and track progress.				○
Coordinate with adjacent counties in order to establish and improve cross-jurisdictional links.				○
Continue to facilitate and encourage collaboration between communities and agencies.				○
Maintain Oak Routes Map and reprint every 2 years.				○

## Gap Analysis Suggested Next Steps and Timeline

Estimated Timeline of Completion

Task	Approximate Length	Coordinating Agencies	Estimated Timeline of Completion			
			Short-Term (0-2 yrs)	Intermediate (3-5 yrs)	Long-Term (5 yrs+)	On-Going
<b>Clinton River Trail Connections [see page 62]</b>						
Construct Non-Motorized Trail from Bagley north through Pontiac to Huron Street (MDOT Enhancement project)		City of Pontiac MDOT Friends of Clinton River Trail	○			
Incorporate proposed connections into local Master Plans and identify as priorities		City of Pontiac	○			
Design and Construct Segment of Purple Route from Huron Street east to former Silverdome property	1.78 miles	City of Pontiac Oakland County Drain Comm. MDOT Friends of Clinton River Trail	○	○		
Design and install Wayfinding Signage along Blue Route and Purple Route to direct trail users to various destinations and amenities	N/A	City of Pontiac Friends of Clinton River Trail	○	○	○	
Design and Construct final section of Purple Route between M-59 and existing Clinton River Trail (using the Northern Spur RR or along Clinton River to Opdyke)	Along River - 0.82 mi Along RR - 1.63 mi	City of Pontiac Oakland County Drain Comm. MDOT CN Railroad Auburn Hills Friends of Clinton River Trail		○	○	
Design and Construct Murphy Park Spur	1.95 miles	City of Pontiac CN Railroad Friends of Clinton River Trail			○	
Continue discussions and negotiations with Railroad regarding interest in purchase of Northern Spur for use as non-motorized trail	1.63 miles	City of Pontiac Oakland Trails Advisory Council CN Railroad Legislators Friends of Clinton River Trail				○
<b>Paint Creek to Polly Ann Trail Connections [see page 67]</b>						
Design and Construct connector trail between Paint Creek Trail and M-24 (Glanworth) and implement road crossing improvements/ markings along "Yellow Route"	Glanworth Connection ~ 200 feet	Orion Township Paint Creek Trailways Commission MDOT	○			
Develop and Install Wayfinding signage system to direct trail users along the "Yellow Route" to connect between the Paint Creek and Polly Ann Trails		Orion Township Paint Creek Trailways Commission Polly Ann Trail Mgt. Council MDOT Orion Township	○			
Construct Trail from M-24 to Kern Road within the Bald Mountain State Recreation Area (Purple Route)		MDNR Orion Township Oakland Township	○			

Gap Analysis Suggested Next Steps and Timeline (cont.)

Estimated Timeline of Completion

Task	Approximate Length	Coordinating Agencies	Short-Term (0-2 yrs)	Intermediate (3-5 yrs)	Long-Term (5 yrs+)	On-Going
<b>Paint Creek to Polly Ann Trail Connections (cont.)</b>						
Incorporate proposed connections into local Master Plans and identify as priorities		Orion Township Oakland Township Addison Township Oxford Township Paint Creek Trailways Commission Polly Ann Trail Mgt. Council	○			
Design and Construct remaining Safety Path along M-24 and former railroad corridor between Atwater and Polly Ann Trail (Blue Route)	Village and Orion Twp - 0.3 mi Oxford Twp - 1.68 mi	Village of Lake Orion Orion Township Oxford Township MDOT Paint Creek Trailways Commission Polly Ann Trail Mgt. Council	○	○		
Coordinate with property owners to design and construct trail connection from Kern Road east to the Paint Creek Trail (Purple Route)	~0.6 miles plus creek crossing	MDNR MDEQ Oakland Township Paint Creek Trailways Commission		○		
Develop and Install Wayfinding signage system to direct trail users along the "Purple Route" to connect between the Paint Creek and Polly Ann Trails		MDNR Orion Township Oakland Township Paint Creek Trailways Commission		○		
Develop and Install Wayfinding signage system to direct trail users along the "Blue Route" to connect between the Paint Creek and Polly Ann Trails		Village of Lake Orion Orion Township Oxford Township Village of Oxford MDOT Paint Creek Trailways Commission Polly Ann Trail Mgt. Council		○		
Design and Construct connector trail between Paint Creek and Polly Ann Trails along Orion and Clarkston Roads, within Marshview Park, and along Stoney Creek, Predmore and Lake George Roads (Green Route)	Oakland Twp - 4.0 mi Addison Twp - 2.81 mi	Oakland Township Addison Township Polly Ann Trail Mgt. Council Paint Creek Trailways Commission MDNR Oakland Trails Advisory Council		○	○	
Develop and Install Wayfinding signage system to direct trail users along the "Green Route" to connect between the Paint Creek and Polly Ann Trails		Oakland Township Addison Township Paint Creek Trailways Commission Polly Ann Trail Mgt. Council MDNR Oakland Trails Advisory Council			○	

Gap Analysis Suggested Next Steps and Timeline (cont.)

Task	Approximate Length	Coordinating Agencies	Estimated Timeline of Completion			
			Short-Term (0-2 yrs)	Intermediate (3-5 yrs)	Long-Term (5 yrs+)	On-Going
<b>West Bloomfield, Lakes Community, Huron Valley Trails Connections [see page 73]</b>						
Design and Construct trail connection from existing West Bloomfield Trail, through Nature Preserve property and complete Pontiac Trail and Haggerty Safety Path segments	0.7 miles	West Bloomfield	○			
Develop and Install coordinated Wayfinding signage system to direct trail users along the "Blue Route" to connect between the West Bloomfield, Lakes Community, and Huron Valley Trails	N/A	Oakland Trails Advisory Council West Bloomfield Township Commerce Township Wolverine Lake Wixom	○			
Coordinate proposed trails in and around the Martin Road Parkway development to ensure connections to Oakley Park Road, Haggerty Road, Pontiac Trail and the proposed M-5 trail.	N/A	Oakland Trails Advisory Council MDOT Commerce Township	○			
Incorporate proposed connections into local Master Plans and identify as priorities		West Bloomfield Township Commerce Township Walled Lake Wixom	○			
Design and Construct remaining Safety Path segments along Haggerty, Oakley Park, Glengary, and Wixom Roads	2.43 miles	Commerce Township	○	○		
Design and Construct trail within railroad corridor from existing West Bloomfield Trail southwest to the Huron Valley Trail	W Bloomfield - 2.5 mi Commerce - 2.56 mi Walled Lake - 1.62 mi Wixom - 3.71 mi Bridge Over M-5 - 550 ft	Oakland Trails Advisory Council MDOT West Bloomfield Township Commerce Township Walled Lake Wixom			○	
Continue efforts and discussions with the current railroad property owner(s) to evaluate options for use of the corridor as a non-motorized trail.	N/A	Oakland Trails Advisory Council Legislators Trust for Public Land West Bloomfield Township Commerce Township Walled Lake Wixom				○

### 5.3 COSTS

The implementation of the envisioned Oakland County non-motorized trail network will require extensive resources and a multi-year planning effort. A major consideration for the trail implementation effort will be cost, which will undoubtedly influence the phasing of the improvements and examination into potential funding sources. This section of the Master Plan provides a summary of probable costs for implementation. The costs are derived from a variety of sources and are intended to illustrate magnitude of costs and estimates for the purpose of capital expenditure planning. However, the costs indicated are a starting point in planning for the cost of implementation, as more detailed engineering design, analyses and site-specific design data must be collected as part of a more detailed design phase and prior to funding requests being submitted.



#### ESTIMATED COST FOR NON-MOTORIZED TRAIL DEVELOPMENT

Surface Material	Cost Per Mile	Longevity
Granular Stone	\$60-100K	7-10 Years
Asphalt	\$210-270K	7-15 Years
Concrete	\$300-500K	20+ Years
Boardwalk	\$1.5-2 Million	7-15 Years
Resin Stabilized	Varies based on application	7-15 Years
Wood Chips	\$65-85K	Short-term 1-3 Years
<b>Miscellaneous</b>		<b>Cost</b>
Pre-Fab Pedestrian Bridge (15 ft wide, 45 ft long, steel truss)		\$70,000 ea

--- "Trails for the 21st Century", Rails-to-Trails Conservancy, 2001; PEDSAFE Manual and Wade Trim



#### COST ESTIMATES FOR RETROFITTING EXISTING ROAD SECTIONS FOR BIKE PATHS

Type	Cost
Paved Shoulder Per Mile 4 feet each side	\$70,000
Bike Lanes Per Mile (Added) 5 feet each side with curb and gutter	\$281,000
Wide Curb Lane Per Mile 2 feet each side	\$50,000
Painted Bike Lanes Per Mile	\$5,000 - 30,000
Painted Shoulders to Reduce Lane Width Per Mile	\$1,000

--- Adapted from Virginia Department of Transportation, 2000; PEDSAFE Manual and Wade Trim.



#### TYPICAL ANNUAL MAINTENANCE COSTS FOR ONE-MILE PAVED TRAIL

Task	Cost
Drainage and storm channel maintenance	\$500
Sweeping/blowing debris off trail	\$1,200
Pick-up/removal of trash	\$1,200
Weed control and vegetation management	\$1,000
Mowing of grass shoulder	\$1,200
Minor repair to trail furniture/safety features	\$500
Maintenance supplies for work crews	\$300
Equipment fuel and repairs	\$600
<b>Total Estimated Cost Per Mile</b>	<b>\$6,500</b>

--- "Trails for the 21st Century", Rails-to-Trails Conservancy, 2001.

## 5.4 FUNDING

Non-motorized trail funding opportunities and sources have continually evolved over the past number of years. While some funding programs have been reduced or discontinued, new initiatives have been introduced. Similarly, the priorities of funding programs continually change over time based on a variety of factors. This section provides a synopsis of potential funding sources from outside entities for non-motorized trail projects. Understanding available funding programs, their requirements, priorities and deadlines requires continuous monitoring. A few of the more common funding sources have been detailed here as a reference and resource for local municipalities and trail organizations within Oakland County. These are in addition to traditional funding methods such as the general tax revenues, dedicated millages, bond issues, etc.

### TRANSPORTATION ENHANCEMENT FUNDS (MDOT)

Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. To be eligible, a project must fall into one of the 12 TE activities and relate to surface transportation. Activities that relate to the implementation of this Master Plan include:

- Provision of facilities for pedestrians and bicycles. Includes new or reconstructed sidewalks, walkways, curb ramps, bike lane striping, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges and underpasses.
  - Paved shoulders (4) four or more feet wide
  - Curb lane width greater than 12 feet
- Bike lanes
- Pedestrian crosswalks, sidewalks
- Shared use paths 10 feet wide or greater
- Path/trail user amenities
- Grade separations
- Bicycle parking facilities
- Bicycle accommodations on public transportation
- Provision of safety and educational activities for pedestrians and bicyclists.
- Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets and signage.
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).
- Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse.

A minimum 20% local match is required for proposed projects and applications are accepted online on an on-going basis.

### MICHIGAN NATURAL RESOURCES TRUST FUND

The MNRTF provides funding for both the purchase of land (or interests in land) for recreation or protection of land because of its environmental importance or scenic beauty and the appropriate development of land for public outdoor recreation use. Goals of the program are to:

1. Protect Michigan's natural resources and provide for their access, public use and enjoyment;
2. Provide public access to Michigan's water bodies, particularly the Great Lakes, and facilitate their recreation use;

3. Meet regional, county and community needs for outdoor recreation opportunities;
4. Improve the opportunities for outdoor recreation in Michigan's urban areas; and,
5. Stimulate Michigan's economy through recreation-related tourism and community revitalization.

Any individual, group, organization, or unit of government may submit a land acquisition proposal. However, only state and local units of government can submit development proposals. All proposals for grants must include a local match of at least 25% of the total project cost. There is no minimum or maximum for acquisition projects. For development projects, the minimum funding request is \$15,000 and the maximum is \$500,000. Applications are due in April and August for acquisition projects and April (only) for development projects. A recent focus for the MNRTF has been the implementation of non-motorized trails as well as universally designed facilities.

#### **LAND AND WATER CONSERVATION FUND**

The Land and Water Conservation Fund (LWCF) is a federal appropriation to the National Park Service, who distributes funds to the Michigan Department of Natural Resources for development of outdoor recreation facilities. The focus of the program in recent years is on trailway systems, community recreation, green technology, coordination and communication, and universal design. Minimum grant requests were \$30,000 and maximum grant requests were \$75,000. The match percentage must be 50% of the total project cost. In 2008, applications were due in March.

#### **BIKES BELONG COALITION**

The Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. Their mission is to put more people on bikes more often by funding projects that leverage federal funding and build momentum for bicycling in communities across the U.S. Requests for funding can be up to \$10,000. Applications are reviewed on a quarterly basis. More information can be found at [www.bikesbelong.org](http://www.bikesbelong.org).

#### **DTE ENERGY TREE PLANTING**

The DTE Energy Tree Planting program is conducted in partnership with the MDNR. The program began as DTE Energy joined the US Department of Energy's voluntary Climate Challenge Program to address greenhouse gas emissions.

Cost-share funds are available to municipalities in DTE Energy's service area on a competitive basis. In 2008, a total of up to \$3,000 was granted to selected tree planting projects on public and school property with a 100% local match. Applications are typically due in the Fall and could be sought for landscaping along trail routes.

#### **MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY: NON-POINT SOURCE POLLUTION CONTROL GRANTS – CLEAN MICHIGAN INITIATIVE AND 319 PROGRAM**

The mission of the Department of Environmental Quality (DEQ), Non-point Source (NPS) Program is to:

1. Proactively reduce and prevent non-point sources of pollution in order to provide for healthy and diverse aquatic ecosystems, protect public health, and enhance environmentally compatible recreation opportunities;

2. Develop public recognition of the value of Michigan's lakes, streams, wetlands and groundwater; and,
3. Encourage stewardship of these resources.

The CMI and 319 programs are water quality grants offered by the Environmental Science and Services Division (ESSD) of the MDEQ utilizing funding from Section 319(h) of the federal Clean Water Act, and from the Clean Michigan Initiative Non-point Source Pollution Control Grants and Clean Water Fund. Completed proposals for funding are typically due to the MDEQ in October. Many Watershed Management Plans include restoration and water quality improvements along, near, or within public greenways and parks and may be able to be coordinated with trail projects.

### **ACCESS TO RECREATION**

Launched in 2006, Access to Recreation is a three-year initiative to strengthen communities by unifying community foundations, parks and recreation departments at the local, regional and state level, and other recreation organizations in common actions to achieve its mission. Access to Recreation projects will provide universal access for people of all abilities to a wide variety of recreation opportunities, such as nature viewing and photography areas, hiking trails, scenic outlooks, waterfalls and water activities of all kinds, beaches, fishing and boating, playgrounds, picnic areas, campgrounds, and much more. For up to date information regarding the program and funding availability go to [www.accesstorecreation.org](http://www.accesstorecreation.org).

### **SAFE ROUTES TO SCHOOL PROGRAM**

The Safe Routes To School Program is a national movement to make it safe, convenient and fun for children to bicycle and walk to school.

When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need to succeed. In Michigan, the program is sponsored by the Michigan Governor's Council on Physical Fitness and has gained momentum over the past few years. With the passage of the federal transportation legislation in 2005, Michigan's SR2S program makes schools eligible for transportation enhancement funds, providing for infrastructure improvements and education campaigns. The purpose of the program as defined in the federal legislation is:

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.

The program authorized \$612 million over the 5 fiscal years beginning with 2005. The Michigan Department of Transportation estimates that Michigan's total apportionment over the 5 years will be roughly \$19 million. Schools must be registered, attend a day long training session, and develop a Walking Audit in order to be eligible to apply. SR2S funding is 100 percent federal; no match is required. 70% of the funding must be used for infrastructure projects, 10% for non-infrastructure projects, and 20% for either. [www.saferoutesmichigan.org](http://www.saferoutesmichigan.org)

### **RECREATIONAL TRAILS PROGRAM/ RECREATION IMPROVEMENT FUND**

The Recreational Trails Program/Recreation Improvement Fund is administered by the MDNR for trails on DNR land or linked to a trail on DNR land. The DNR division must always be the applicant, but can be developed as a joint application with a local unit of government. Applications are typically due in June of each year. Additional information can be found on the MDNR-Grants website.

### **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. Pedestrian and bicycle projects are eligible for CMAQ funding. In this region, CMAQ funding and applications are managed by SEMCOG.

### **ACT 51 FUNDS**

Act 51 creates a fund into which specific transportation taxes in Michigan are deposited, and prescribes how these revenues are to be distributed and the purposes for which they can be spent. Act 51 establishes jurisdictional road networks, sets priorities for the use of transportation revenues, and allows bonded indebtedness for transportation improvements and guarantees repayment of debt.

Of the funds allocated from the Michigan Transportation Fund to the State Trunk Line Fund and to the counties, cities, and villages, the law states that “a reasonable amount, but not less than 1% of those funds” must be expended for “construction or improvement of non-motorized transportation services and

facilities”. An improvement in a road, street, or highway that facilitates non-motorized transportation by “the paving of unpaved road shoulders, widening of lanes, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure shall be considered to be a qualified non-motorized facility”.

### **ZONING REQUIREMENTS/DEVELOPMENT FEES**

The opportunity may exist to require developers to contribute through construction or the escrowing of monies for non-motorized connections that benefit their project but also provide a community-wide benefit. For example, if a development is occurring in close proximity to the communities planned non-motorized system, the developer may be required to assist in the implementation of that portion of the non-motorized system that directly abuts their development.

Development Design Standards or Overlay Districts may be tools to consider within a zoning ordinance requiring the construction of non-motorized facilities that are part of your local non-motorized plan or vision. Language could detail construction, width, material and specifications per local community desires.

### **TAX INCREMENT REVENUES**

Special district authorities, such as Downtown Development Authorities, Brownfield Redevelopment Authorities, and Business Improvement Districts, may consider supporting non-motorized trail connections and projects located within their boundaries through the expenditure of tax increment revenues. Such non-motorized projects must provide a direct benefit and promote economic development within the district. Throughout Michigan, these au-

thorities have used tax increment revenues to construct sidewalks, pedestrian improvements, trails and trail amenities, wayfinding signage and other similar projects.

### **CDBG FUNDS**

Community Development Block Grant (CDBG) funds are provided to communities from the U.S. Department of Housing and Urban Development (HUD) for a range of eligible activities that benefit low and moderate income citizens and/or promote community and economic development. Eligible activities must meet one of the following national objectives of the program:

1. Benefit low and moderate income persons;
2. Prevent or eliminate slums or blight; and,
3. Address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Started in 1974, this program provides annual grants on a formula basis to 1,180 general units of local government and the States. The annual grants are allocated between the States and local jurisdictions called “non-entitlement” and “entitlement” communities. Entitlement communities each receive an annual grant allocation and are comprised of central cities, metropolitan cities (with populations of at least 50,000) and qualified urban counties (with a population of 200,000 or more). Non-entitlement communities do not receive an annual grant allocation but may receive CDBG funds through the States.

Oakland County is an entitlement county and receives annual CDBG funds. Administered by

the Oakland County Community and Home Improvement Division, the County’s CDBG funds are utilized for a variety of community development purposes including revitalization projects within the local municipalities of the County. Additionally, the Cities of Farmington Hills, Pontiac, Royal Oak, and Southfield and Waterford Township each qualify as entitlement communities and receive their own CDBG allotment.

As long as projects meet eligibility criteria as determined by HUD, CDBG funds could be used for non-motorized trail projects. For example, a sidewalk improvement project within a predominantly low to moderate income neighborhood within Oakland County would likely qualify as CDBG eligible. More information can be found on HUD’s website at [www.hud.gov](http://www.hud.gov).

### **CONVENTIONAL FUNDING SOURCES**

Even with the plethora of programs outlined above, conventional financing methods such as general tax revenues, bonds and private donations form the core source of funding for non-motorized trail projects. For most of the grant programs outlined above, some amount of local match, in the form of general funds or private donations, is required. In the absence of grants or alternative funding options, conventional funding sources are the only option to implement trail improvements.

A more detailed description of the types of conventional funding sources is provided below:

- General tax revenues - the funds received by municipalities from ad valorem property taxes to support general operations. Ad valorem taxes are levied based on the local property tax rate or millage rate. At the

municipality's discretion, these funds may be used for recreational purposes.

- Dedicated millages - some local municipalities levy a dedicated tax for recreation purposes. Because the levying of a new or increased millage typically requires a popular vote, a community marketing campaign is often necessary to demonstrate the benefits to the community.
- Special assessments - a unique tax local municipalities may levy for certain public projects to be completed within special assessment districts. These taxes may only be levied against properties that will receive a direct benefit from the particular project.
- General obligation bonds - bonds issued by a municipality or other public body that are backed by the "full faith and credit" of that body. The municipality usually pledges its taxing ability, and therefore future tax revenues, to repay the bonds over time. A general obligation bond could be issued for non-motorized trail improvements.
- Private donations - obtained from local citizens, businesses, philanthropic foundations, and other groups and may be in the form of cash donations, material donations, technical services, advertising, etc.

#### **5.4 POTENTIAL FUNDING PROGRAMS**

The Oakland Trails Advisory Council and/or Oakland County departments should consider developing their own funding and/or technical assistance programs to facilitate the improvement of the non-motorized trail network. As a regional recreation facilitator with an extensive base of contacts, staff knowledge and technical resources, Oakland County is well suited to provide enhanced assistance to local municipalities and trail groups. Potential programs are outlined below:

#### **OAKLAND COUNTY GREENWAYS ENDOWMENT FUND**

The OTAC should consider establishing a greenways or trail endowment fund, which would implement the Business Roundtable recommendation to "explore options to establish a greenways fund that would provide seed monies to secure available grants for greenway implementation". The grant application process can be costly for local municipalities and trail groups, as most applications require background research, field work, lengthy project narratives, and detailed cost estimates. In the absence of a staff person with available time and grant writing expertise, many local municipalities and trail organizations pass on potential grant opportunities. Such a program would facilitate trail development within Oakland County by offsetting the costs of staff time spent preparing a grant application or the hiring of a grant writing professional.

#### **OAKLAND COUNTY PLANNING/PARKS AND RECREATION SERVICE GRANT PROGRAM**

The staff of the Oakland County Planning and Economic Development Services and Parks and Recreation Department can lend their professional and technical expertise and partner with local groups in various trail initiatives. The process could be similar to a traditional grant program, where local municipalities and/or trail groups would apply to Oakland County for assistance with a particular project. Oakland County staff would pick one or two projects a year to focus on and provide assistance.







# A

## APPENDIX: CONTACTS

### **OAKLAND COUNTY PARKS AND RECREATION**

Daniel J. Stencil, Executive Director  
Melissa J. Prowse, Trails Coordinator  
Joe Figa, Chief of Design & Development  
888.627.2757  
[www.oakgov.com/parksrec](http://www.oakgov.com/parksrec)

### **OAKLAND COUNTY PLANNING & ECONOMIC DEVELOPMENT SERVICES**

Bret Rasegan, Planning Supervisor  
248.858.5445  
[www.oakgov.com/peds](http://www.oakgov.com/peds)

### **OAKLAND COUNTY ENVIRONMENTAL STEWARDSHIP PROGRAM**

Larry S. Falardeau, Program Coordinator  
248.858.5438  
[www.oakgov.com/peds](http://www.oakgov.com/peds)

### **OAKLAND COUNTY BOARD OF COMMISSIONERS**

Bill Bullard, Jr., Chairperson  
248.858.0100  
[www.oakgov.com/boc](http://www.oakgov.com/boc)

### **OAKLAND COUNTY BUSINESS ROUNDTABLE**

248.858.1248  
[www.oakgov.com/brt](http://www.oakgov.com/brt)

### **OAKLAND COUNTY DRAIN COMMISSION**

John P. McCulloch, Drain Commissioner  
248.858.0958  
[www.oakgov.com/drain](http://www.oakgov.com/drain)

### **ROAD COMMISSION FOR OAKLAND COUNTY**

Brent O. Bair, Managing Director  
David Evancoe, Director of Planning and Development  
248.858.4804  
[www.rcocweb.org](http://www.rcocweb.org)

### **MICHIGAN DEPARTMENT OF NATURAL RESOURCES**

Southfield Operations Service Center  
248.359.9040  
[www.michigan.gov/dnr](http://www.michigan.gov/dnr)

### **MICHIGAN DEPARTMENT OF TRANSPORTATION**

Jeff Edwards, Metro Region Office  
248.483.5100  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot)

### **HURON-CLINTON METROPOLITAN AUTHORITY**

Susan Nyquist, Chief Park Planner  
800.477.2757  
[www.metroparks.com](http://www.metroparks.com)

### **COMMUNITY FOUNDATION FOR SOUTHEASTERN MICHIGAN**

Mariam C. Noland, President  
313.961.6675  
[www.cfsem.org](http://www.cfsem.org)

### **MICHIGAN TRAILS AND GREENWAYS ALLIANCE**

Nancy Krupiarz, Executive Director  
517.485.6022  
[www.michigantrails.org](http://www.michigantrails.org)

### **MICHIGAN RECREATION AND PARK ASSOCIATION TRAILS, GREENWAYS, BLUEWAYS AND OPEN SPACE COMMITTEE**

Anita Twardesky, Committee Chair  
734.285.2925  
[www.mrpaonline.org](http://www.mrpaonline.org)

**CLINTON RIVER TRAIL ALLIANCE (CLINTON RIVER TRAIL)**

Brian Marzolf, Parks & Recreation Director,  
City of Auburn Hills, OTAC Member

City of Auburn Hills - 248.370.9353  
City of Sylvan Lake - 248.682.1440  
City of Pontiac - 248.758.3000  
City of Rochester - 248.651.9061  
City of Rochester Hills - 248.656.4600

**FRIENDS OF THE CLINTON RIVER TRAIL  
(CLINTON RIVER TRAIL)**

Dan Keifer  
248.652.1434  
[www.clintonrivertrail.org](http://www.clintonrivertrail.org)

**PAINT CREEK TRAILWAYS COMMISSION (PAINT CREEK TRAIL)**

Kristen Myers, Trail Manager  
248.651.9260  
[www.paintcreektrail.org](http://www.paintcreektrail.org)

**HEADWATERS TRAILS INC. (HEADWATERS TRAIL)**

Sue Julian, President  
248.634.3513  
[www.headwaterstrailsinc.org](http://www.headwaterstrailsinc.org)

**HURON VALLEY TRAIL**

Chris Doozan,  
Lyon Township Planning Consultant  
248.437.2240  
[www.oakgov.com/parksrec/program\\_service/trails\\_huron.html](http://www.oakgov.com/parksrec/program_service/trails_huron.html)

**LAKES COMMUNITY TRAIL**

Deanna MaGee, Community Services Director,  
City of Wixom  
248.624.2850  
[www.oakgov.com/parksrec/program\\_service/trails\\_intro.html](http://www.oakgov.com/parksrec/program_service/trails_intro.html)

**POLLY ANN TRAILWAY MANAGEMENT COUNCIL, INC. (POLLY ANN TRAIL)**

Linda Gierak, Interim Trail Manager  
248.969.8660  
[www.pollyanntrailway.org](http://www.pollyanntrailway.org)

**WEST BLOOMFIELD PARKS AND RECREATION (WEST BLOOMFIELD TRAIL)**

Dave Burley, Deputy Director  
248.451.1900  
[www.westbloomfieldparks.org](http://www.westbloomfieldparks.org)

**WOODWARD CORRIDOR TRAIL**

Todd Scott,  
Michigan Trails and Greenways Alliance  
[todd@michigantrails.org](mailto:todd@michigantrails.org)

**MICHIGAN MOUNTAIN BIKING ASSOCIATION**

Marne Smiley, Executive Director  
[info@mmba.org](mailto:info@mmba.org) (e-mail)  
[www.mmba.org](http://www.mmba.org) (website)

**LEAGUE OF MICHIGAN BICYCLISTS**

Rich Moeller, Executive Director  
888.642.4537  
[www.lmb.org](http://www.lmb.org)

**OAKLAND EQUESTRIAN COALITION**

Merle Richmond, Coordinator  
248.624.1409  
[www.oaklandequestrians.org](http://www.oaklandequestrians.org)

**HIGHLAND EQUESTRIAN CONSERVANCY**

Sharon Greene, Coordinator  
248.887.3970  
[www.highlandequestrians.org](http://www.highlandequestrians.org)

**HIKING MICHIGAN**

[rgolda@hikingmichigan.com](mailto:rgolda@hikingmichigan.com) (e-mail)  
[www.hikingmichigan.com](http://www.hikingmichigan.com) (website)

