



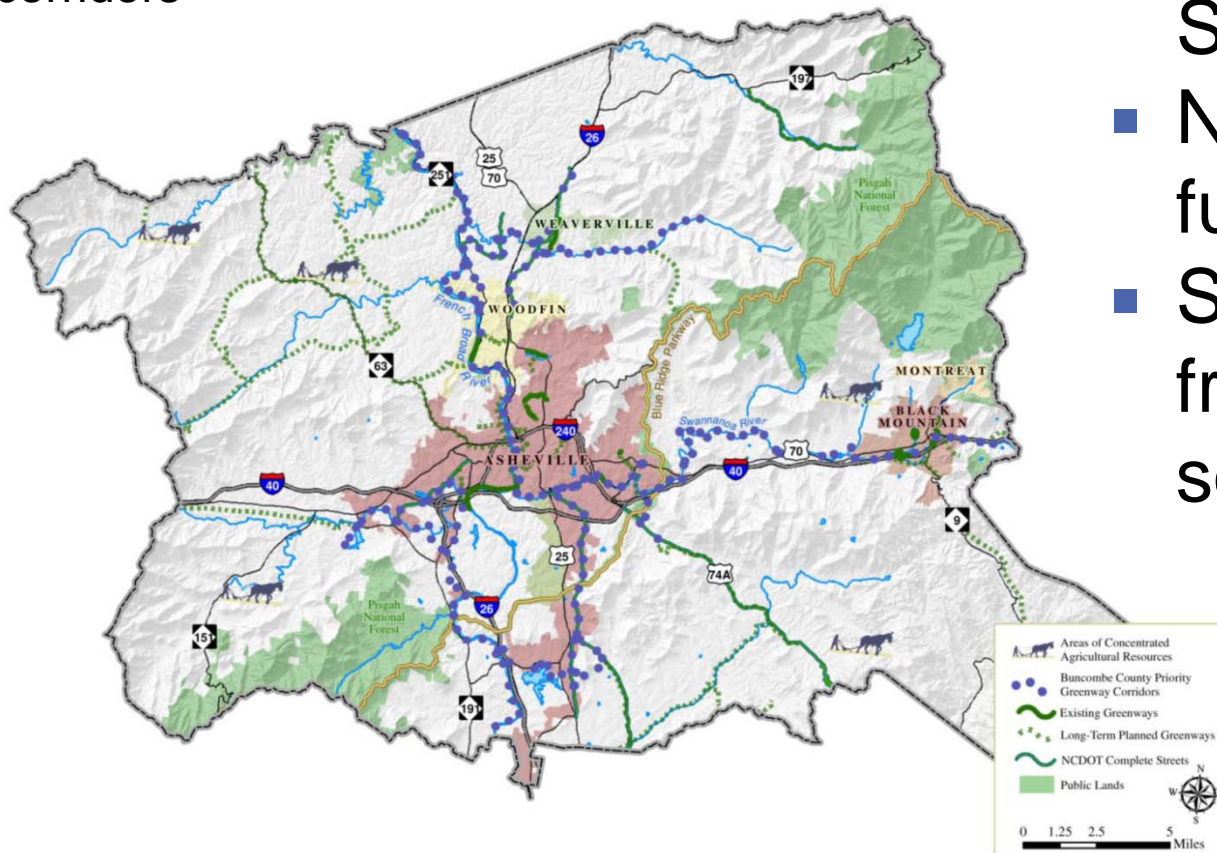
**BUNCOMBE COUNTY
RECREATION
SERVICES**

**Buncombe County Greenway
Connections**

Greenways Master Plan

102 miles of collective corridors

- Adopted September 2012
- No dedicated funding
- Seeks funding from a variety of sources



Current Greenway Development

Construction

- Lake Julian Park Extension

Feasibility Studies

- US 70 / Swannanoa River Greenway
- French Broad River / Highway 251 Greenway
- Bent Creek — Lake Julian Greenway

Current Projects

- Bent Creek/191 Greenway (Feasibility)
- NC 251 Greenway (Preliminary Engineering)



Greenways Conceptually

- Studies are critical for
 - Gaining financial leverage and
 - “Piggy backing” onto other projects
 - Competing for external funding sources
- Generally speaking, progression follows
 - Plan
 - Feasibility
 - Preliminary Engineering
 - Land Acquisitions
 - Construction



Plan



'Gone Fishin' by Tess Fields.

- Vision for the future
- Potential strategy and beginning to the conversation
- Does not detail alignments or property impacts accurately
- Allows for coordination of efforts



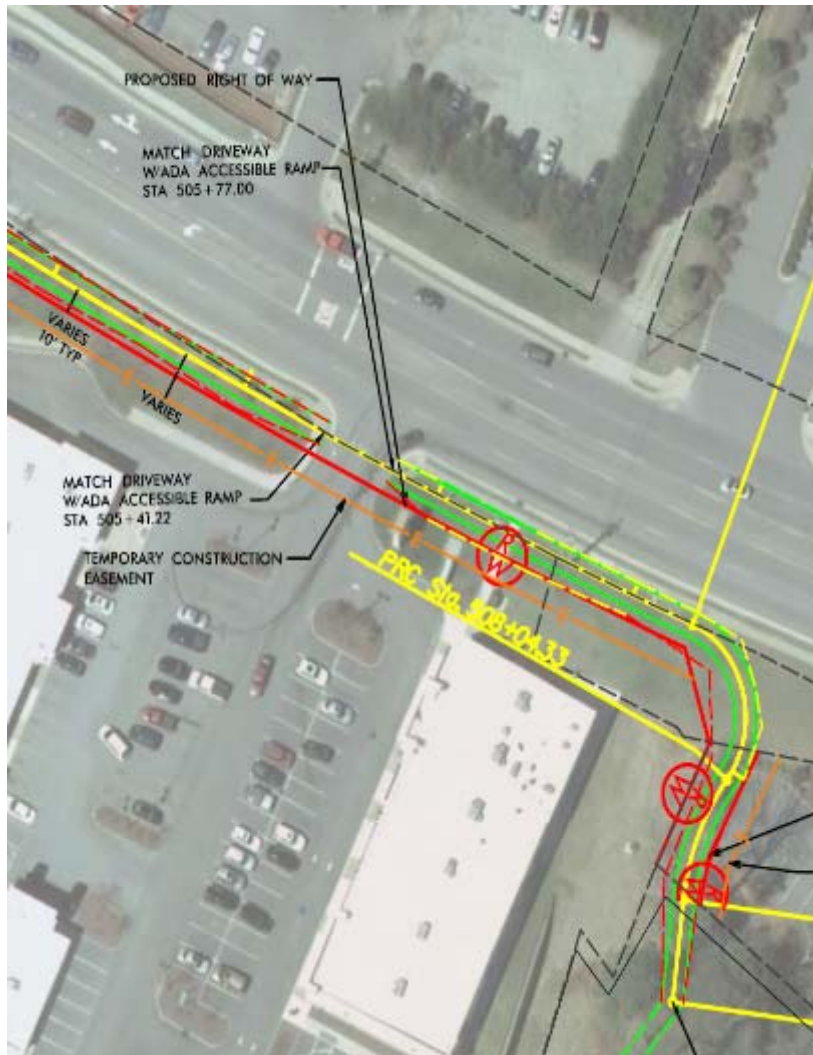
Feasibility Studies



- Clarify ambiguity
- Provide tentative alignments
- Produce initial estimates
- Eliminate dead ends

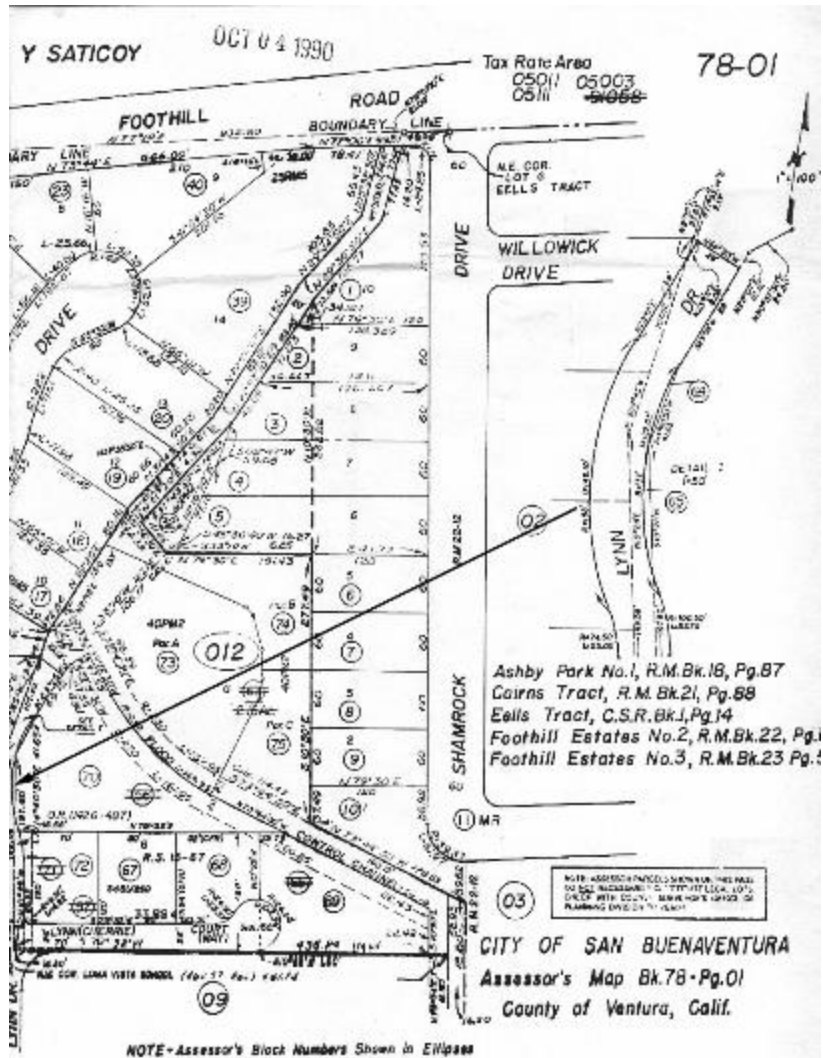


Preliminary Engineering/Design



- Provides detailed greenway alignments
- Accounts for issues such as handrails, retaining walls, utilities, etc.
- Documents environmental issues
- Begins permitting process

Land Acquisition



- Drafting of legal documents necessary to secure easements and right-of-ways
- Obtaining signatures, recording necessary documents for perpetuity
- Paying costs associated with access to the land

Construction



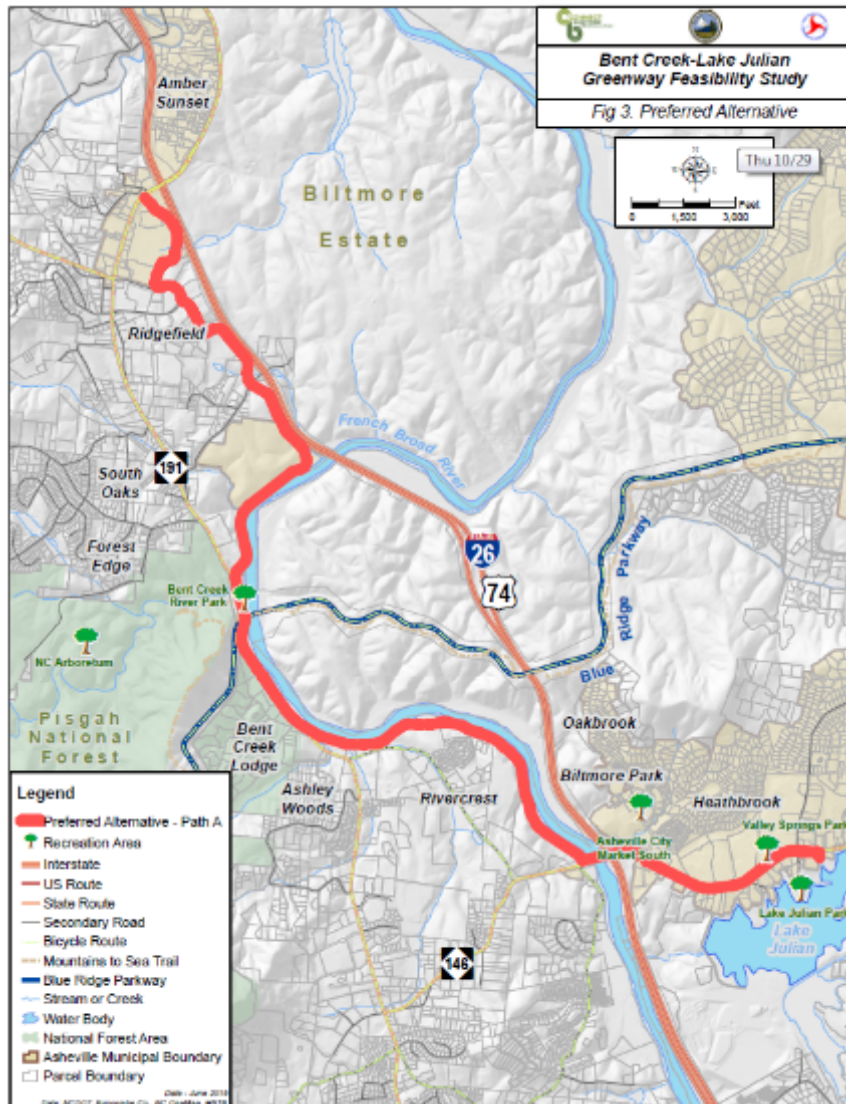
- Construction represent includes earth moving operations, compaction, surface treatments, and land stabilization
- Also represents an intensive phase of stakeholder management and engagement
- Cost increases during construction are the norm rather than the exception

Key Difficulties

- Greenway construction is complex
 - Unique regional topography
 - ADA requirements
 - Environmentally sensitive areas
- Greenway construction is time consuming
- Financial management of the process limits how much we can take on at one time
- Public process and legal requirements set the pace at which we can progress through each phase
- Public interest in greenways is not necessarily cohesive



191/Bent Creek Corridor



- Utilized stakeholder knowledge to narrow down alternatives
- Created a “preferred” alternative
- Approximately 10-12 miles
- Initial estimates are coming in at \$1.2 million a mile
- Currently completing second study phase



Support for Greenways

- Independent 501(c)3 charity, no County influence or oversight
- Received County funding for
 - \$4,565 in seed/startup
 - \$8,507 through Community Recreation Grant program

FRIENDS OF 
CONNECT BUNCOMBE



Current Grants and Funding

- 191/Bent Creek Feasibility studies cost \$50,000 each (total \$100,000).
 - FoCB provided 20% match of \$20,000
 - NCDOT provided \$80,000
- French Broad/251 project has a \$660,000 grant.
 - County is responsible for 20% match of \$132,000



Historical Funding of Greenways

Project Name	Fiscal Year	Grant Funds	County Funds	Other Match	Total
NCDENR - Recreation Trails Program Alexander Greenway Extension	2010/2011	\$39,065	\$0	\$10,000	\$49,065
French Broad River MPO Swannanoa/US 70 Greenway Feasibility Study	2010/2011	\$24,000	\$2,000	\$4,000	\$30,000
French Broad River MPO Highway 251 French Broad River Feasibility Study	2010/2011	\$24,000	\$2,000	\$4,000	\$30,000
French Broach River MPO Greenway & Trails Master Plan Update	2011/2012	\$50,000	\$48,498	\$15,000	\$113,498
French Broach River MPO Greenways Master Plan RHIA Supplemental Report	2012	\$16,000	\$4,000	\$0	\$20,000
Greenway & Trails Masterplan Update Public Relations & Marketing	2012	\$0	\$17,580	\$0	\$17,580
Wild Wing/Lake Julian Park Extension Trail	2014/2015/2016	\$0	\$99,092	\$150,000	\$249,092
Current Contingency Greenway funding	2016	\$0	\$168,000	\$0	\$168,000
Total Greenway Funding		\$153,065	\$341,170	\$183,000	\$677,235



SPOT Submittal

Strategic Prioritization Office of Transportation

Total construction cost	Segment	Construction Cost		Construction plus 15% for LAP fees plus 10% for inflation	ROW* see notes below	PE funds - enviro doc, final design, ROW plans	Local contribution
\$9,532,795	4	\$2,693,665					
	6	\$808,750					
	7	\$317,620					
		\$3,820,035	Phase 1	\$4,775,044	\$575,850	\$1,070,179	\$1,284,215
	8	\$912,100					
	13	\$4,357,605					
	16	\$443,055					
		\$5,712,760	Phase 2	\$7,140,950	\$1,074,150	\$1,643,020	\$1,971,624
	ROW	%	ROW calcs				
	Phase 1	34.9	\$575,850	Per Eric Seckinger and Josh O'Conner: \$40K/acre average. 33 acres.			
	Phase 2	65.1	\$1,074,150	\$1.32 M - round up to \$1.5 M plus 10% per Lauren Blackburn for acquisition costs.			
				So \$1.65 M ROW cost for total project.			
				\$1,650,000			

- The previous feasibility study for Bent Creek/191 has been submitted for SPOT scoring
- If added to the State Transportation Improvement Program, the County would manage the project with an 80% State/20% County cost share



Grants – Approach and Limitations

Approach

- Aggressive grant pursuit strategy
- Understanding cost of capital and evaluating ROI
- Balancing the amount our risk
- Strategically engaging projects

Limitations

- Differences funding cycles
- Granting agencies do not want to be sole source of investment
- Grants in and of themselves are not a funding strategy



Grants - TDA

- TDA funds bricks and mortar projects
- We do not have any greenways designed to the level required by the TDA
- Grants, require 50% match (as presented)
 1. The funding must be for capital expenses, meaning bricks and mortar (excludes design and operational costs), and
 3. The TPDF will only fund projects that have a minimum of a one-to-one funding match to the TPDF funding requested (excluding in-kind goods and services). Design fees already expended will be considered as counting towards the match.



Potential Issues with Sales Tax

Option "A"

Article 43.

Local Government Sales and Use Taxes for Public Transportation.

Part 1. General.

§ 105-506. Short title; purpose.

This Article is the Local Government Public Transportation Sales Tax Act and may be cited by that name. This Article gives the counties and transportation authorities of this State an opportunity to obtain an additional source of revenue with which to meet their needs for financing local public transportation systems. It provides them with authority to levy sales and use taxes. All such taxes must be approved in a referendum. (1997-417, s. 1; 2009-527, s. 2(a), (b).)

§ 105-506.1. Definitions.

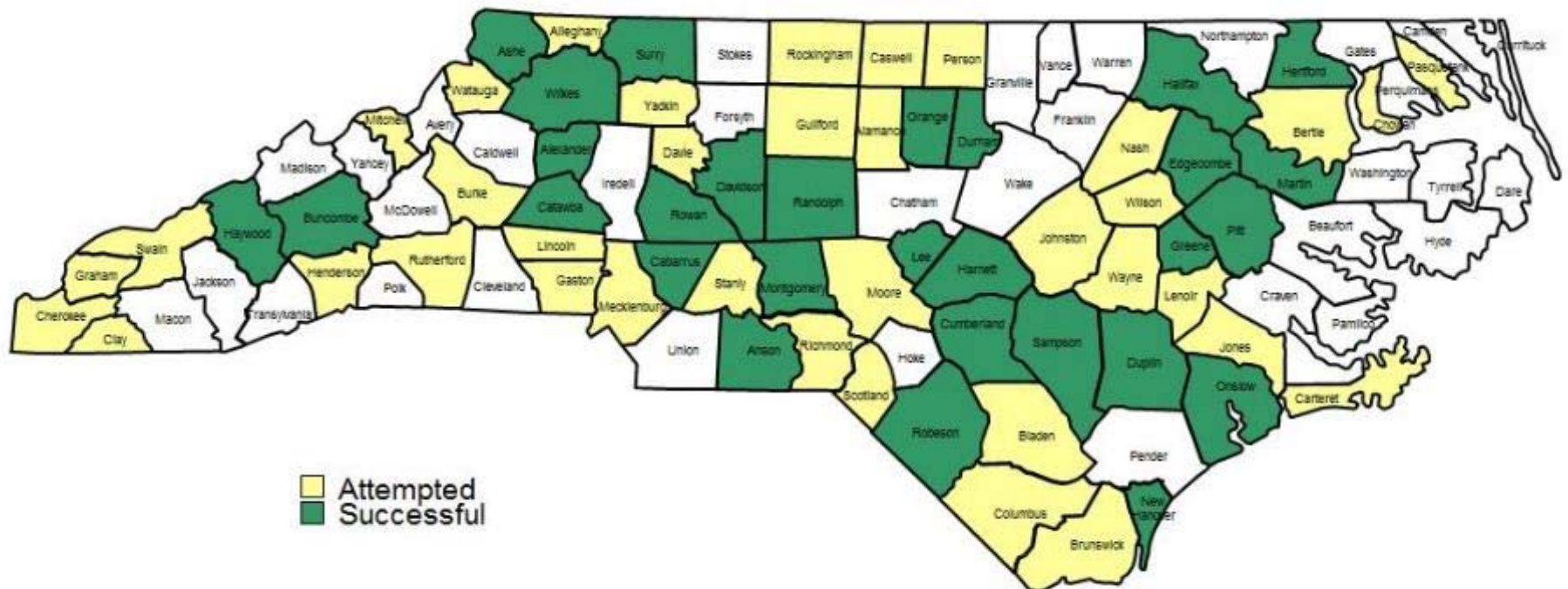
The definitions in G.S. 105-164.3 and the following definitions apply in this Article:

- (1) Board of trustees. - The governing body of a transportation authority.
- (2) Net proceeds. - Gross proceeds less the cost of administering and collecting the tax.
- (3) Public transportation system. - Any combination of real and personal property established for purposes of public transportation. The systems may include one or more of the following: structures, improvements, buildings, equipment, vehicle parking or passenger transfer facilities, railroads and railroad rights-of-way, rights-of-way, bus services, shared-ride services, high-occupancy vehicle facilities, car-pool and vanpool programs, voucher programs, telecommunications and information systems, integrated fare systems, and the interconnected bicycle and pedestrian infrastructure that supports public transportation, bus lanes, and busways. The term does not include, however, streets, roads, or highways except to the extent they are dedicated to public transportation vehicles or to the extent they are necessary for access to vehicle parking or passenger transfer facilities.
- (4) Transportation authority. - For the purposes of Parts 3 and 4 of this Article, a regional public transportation authority created pursuant to Article 26 of Chapter 160A of the General Statutes; and for the purposes of Parts 3 and 5 of this Article, a regional transportation authority created pursuant to Article 27 of Chapter 160A of the General Statutes. (1997-417, s. 1; 2009-527, s. 2(a), (b).)

- Ambiguous support for greenway projects
- Utilized in Mecklenberg, Durham, and Orange County
- Designed for public transportation systems which are operated regionally
- Not designed for specific projects



Article 46 Sales Tax Referendum



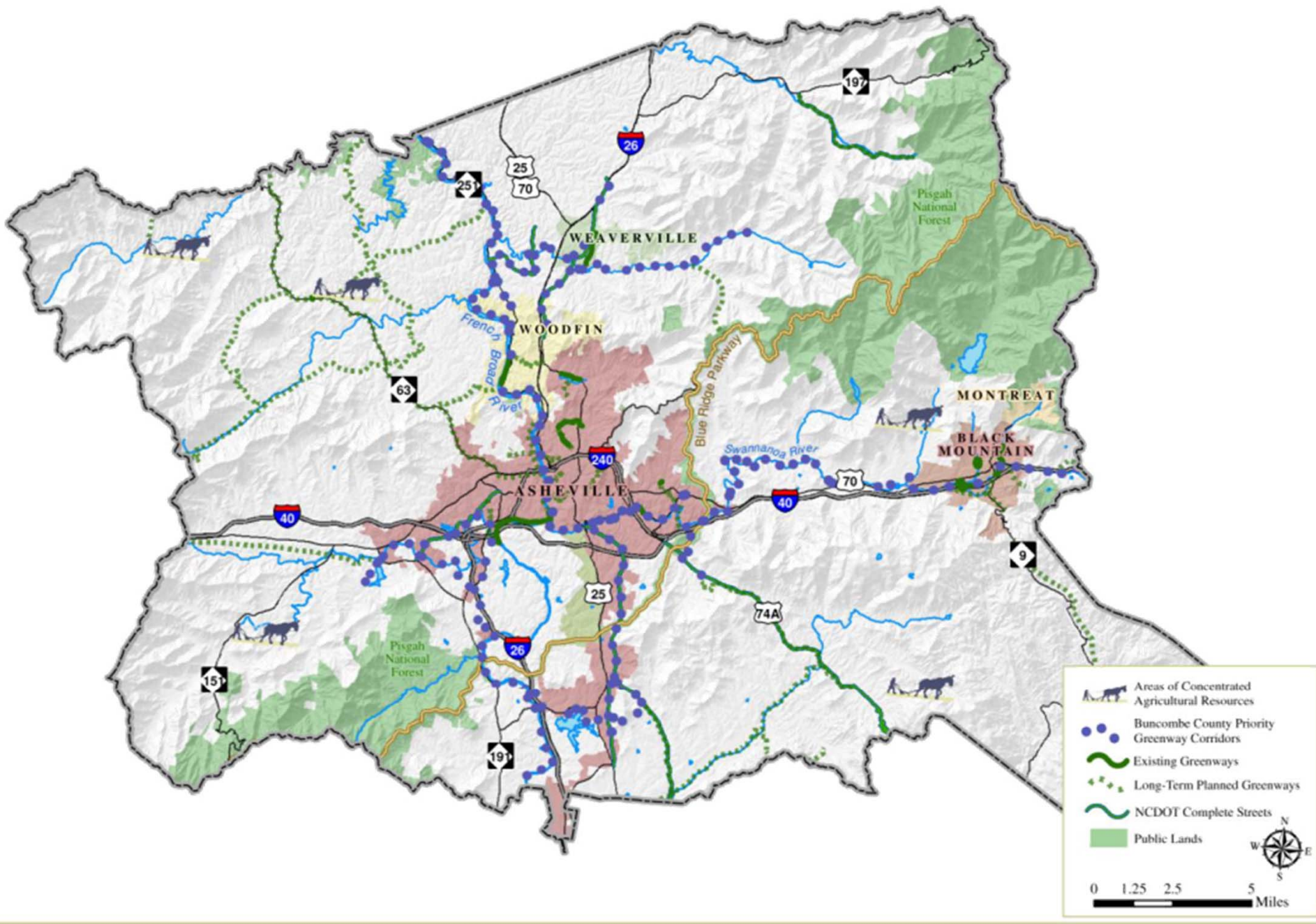
For the period November 7, 2007, through November 4, 2014, 106 referendums on the quarter-cent sales tax were held in 66 counties. Of those 106, 29 were approved.







Bond Referendum

Option "B"

- Bond referendum allows voters to decide whether to incur additional debt for greenways
- May include several projects within bond referendum
- Must specify categories of projects but do not have to provide project specific data
- Projects can change as information emerges, but category must remain the same





-  Areas of Concentrated Agricultural Resources
 -  Buncombe County Priority Greenway Corridors
 -  Existing Greenways
 -  Long-Term Planned Greenways
 -  NCDOT Complete Streets
 -  Public Lands
- 0 1.25 2.5 5 Miles

General Fund Allocation

Option "C"

- General fund allocations have advanced the greenway plan to date
- Provide an accessible means of funding that makes us more competitive for grants
- Demonstrates the level of County commitment



General Fund Allocation

Option "C"

A fund allocation \$500,000 annually could be used for 1 mile of strategically placed greenway at 50%. 2.5 miles at 20% match.

