

Breakdown of State and/or Federal Funding Sources that can support new public access and if maintenance can be funded. \*

Funding Source	Is maintenance an eligible expense?
<a href="#">Land and Water Conservation Fund (LWCF) All states</a>	No
<a href="#">Community Development Block Program (CDBG)</a>	No
<a href="#">Chesapeake Bay Gateways (federal funding all states in watershed)</a>	No
<a href="#">VA Land Conservation Foundation Funding</a>	No
<a href="#">Recreational Trails Program (VA and NY both mentioned this for new access on designated watertrails)</a>	Only for restoration or renovation under guidance criteria.
<a href="#">Maryland Program Open Space</a>	No
<a href="#">PA Community Conservation Partnership Program</a>	No
<a href="#">PA Boating Facility Grant Program</a>	No
<a href="#">Boating Infrastructure Grant Program (BIG) federal funding to all states - Grant program only for facilities for transient vessels greater than 26 feet</a>	Yes

\*It should be noted that when a few of the states responded they stated that current budget issues related to the COVID-19 issue have cancelled their funding for any discretionary projects which has included development of new public access sites. Not known when they will have the funding again to restore these programs.

As can be seen on the chart, the majority of these programs do not allow maintenance as an eligible expense. The Public Access Work Group believes that adding maintenance as an eligible expense would be helpful in keeping existing public access sites open and potentially updating these sites with newer amenities. Work Group members contributed to the development of this list and as noted above, many expect to have limited or no available discretionary dollars in the coming year to build new sites making maintaining existing sites that more critical.