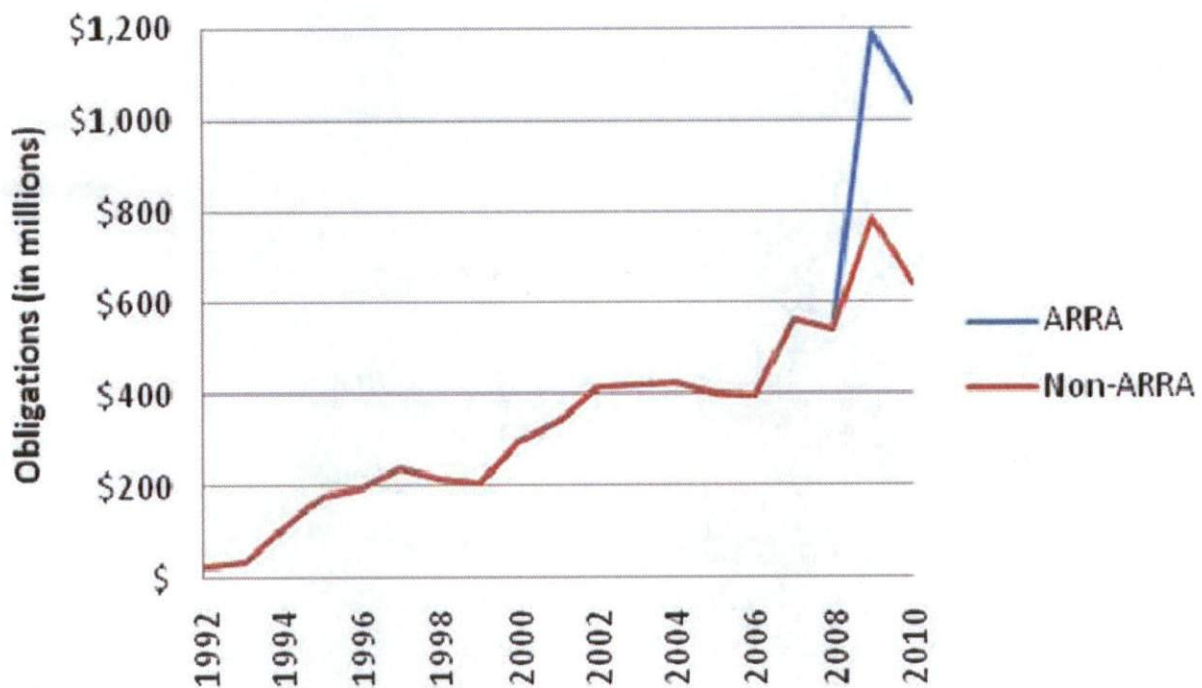


A primer on federal funding for bicycle and pedestrian projects

Funding overview

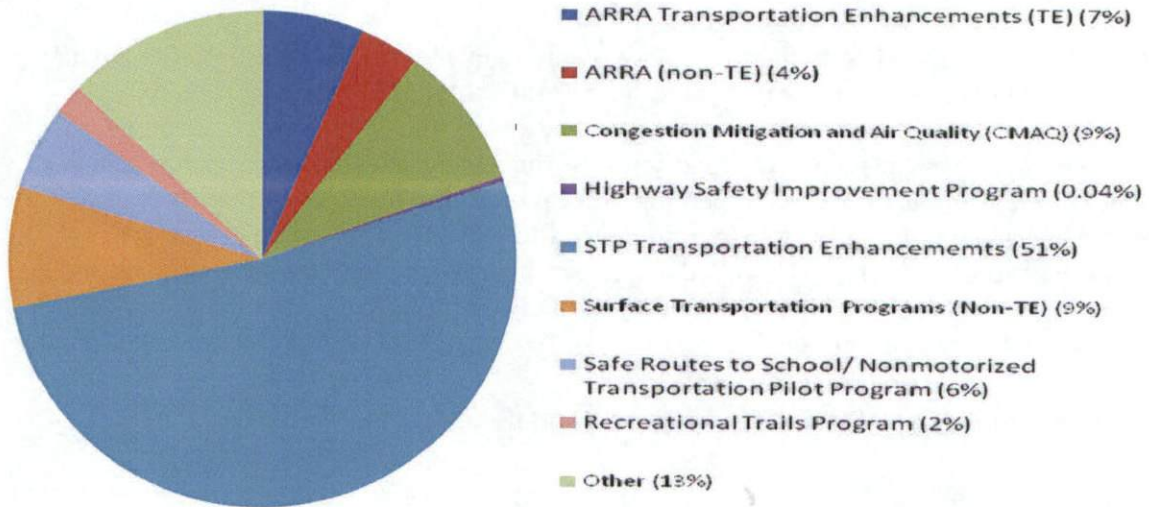
Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. During that nearly twenty year period states have spent a total of \$7.2 billion on 22,000 dedicated bicycle and pedestrian projects, with many dollars and projects going uncounted because they were included in larger road projects. The two decades saw annual growth in the number of projects and total dollars spent, with occasional dips during years that Congress debated the re-authorization of transportation bill. This was a result of increases in the size of the transportation bills, which also added bicycle and pedestrian programs and eligibility, and the states responding to local demand for projects and developing bicycling-friendly project selection practices and other policies.

Federal-aid funds used for dedicated bicycle and pedestrian projects, 1992 – 2010.

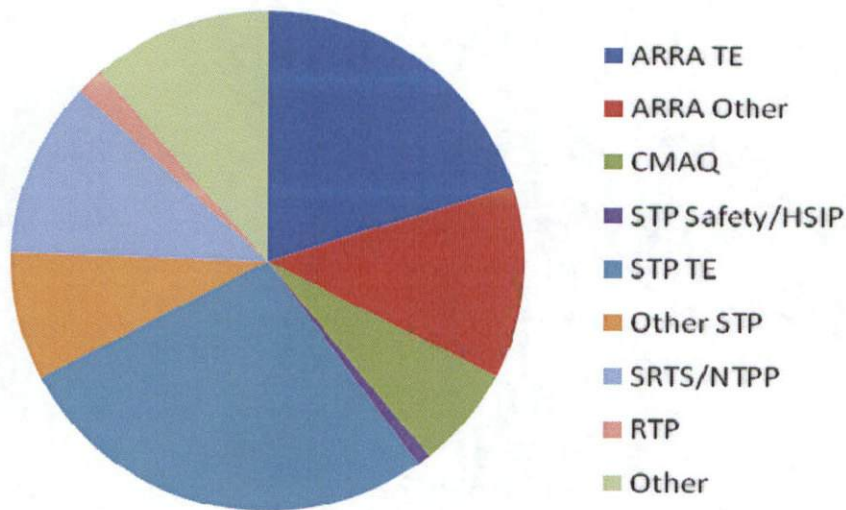


The blue line, labeled ARRA, represents the spending for the American Reinvestment and Recovery Act, known as the stimulus bill.

Federal-Aid Bike/Ped Spending, 1992 - 2010



Federal bike/ped spending, 2010



Key questions to ask and things to know

Who do you need to work with? Identify key advocates, agency staff, elected officials that you will be working with.

State & local Bicycle and pedestrian coordinators	Who are your bicycle coordinators? State coordinators make sure bicycling and walking projects in regional planning and programming. Local coordinators can facilitate submission of projects to the MPO.
State & local Bicycle and pedestrian committee	Who is on your bicycle and pedestrian advisory committee? Committees establish bicycling and walking as priorities and give input on regional and local planning.
State and local bicycling and walking advocates	Which are the active advocacy groups in the area? Strong advocacy groups are critical to building support and providing information on bicycling and walking needs.
State program staff	Who coordinates the funding program? Each federal-aid program typically has a contact person on the state level with expertise on program details. This person can make sure you stay abreast of key deadline, project criteria, and other details.
Other agency staff	Which other transportation agency staff are involved and influential? With the growth of Complete Streets policies and increased attention to bike/ped needs, the whole range of agency staff should be invested in advancing bike/ped projects.
Elected officials	Who influences the agency? Governors, state representatives, and city council members can ensure that transportation agencies prioritize bicycling and walking projects. Bike/ped projects provide good ribbon cutting opportunities.
The public	Is there public support? Elected officials want to know that there is public demand and support for bicycle and pedestrian projects.

What makes a good project proposal?

Federal requirements & project eligibility	What is eligible for funding? Different funding sources fund different types of projects and for different purposes (e.g. to reduce congestion or increase safety). Knowing these details can help you secure funding.
Project selection criteria	What makes a strong, fundable project? Criteria vary by state/MPO. Knowing what is required and prioritized will help you select and describe a project more likely to get funded.
Examples	Have bicycle and pedestrian projects been funded before? Showing a precedent for funding bicycle and pedestrian projects (locally, nearby, or elsewhere) can help counter arguments that bike/ped projects can't or shouldn't be funded.

When do you need to act? What are the internal and external timelines and benchmarks?

Funding cycles	When are funding decisions made and how often?
Project selection timeline and/or application deadlines	When does project selection take place? When are applications due?
Long-range plan and TIP schedule	When are long-range plans and transportation improvement plans written and updated?

Why is your project needed and why is it a transportation priority?

The need	Why is your project needed? Whether it's safety, congestion, air quality, connecting networks, improving efficiency, expanding transit capacity, or addressing community health concerns, you need to be able to show why the proposed project fills a need.
The benefits	How does your project help the community? Projects need to have documented transportation, safety, air quality, congestion, or other benefits. Be prepared to explain why the proposed project is beneficial. Many programs require benefits to be quantified.

How do other federal, state, and local policies impact the funding process?

TE match requirement	What is the local share of the project cost?
Complete streets or routine accommodation policies	Does your community have a Complete Streets or routine accommodation policy that requires the safe accommodation of all road users?
Policy on federal funding	What are the federal minimum requirements (e.g. 10 percent TE set aside) and limitations on funding?
Sub-allocation	Does your state sub-allocate funds (especially CMAQ)? Sub-allocation is when states allow MPOs to control federal spending decisions. Small units of government are often more open to bicycle and pedestrian projects.
Long-range plan	Is your proposed project on a long-range plan? Bicycle projects on long range plans are more likely to be funded because it shows they are part of the long term transportation strategy and often buy-in has already been established.
Bicycle Master Plan	Does your bicycle master plan call for the project? Having your project in a local planning documents helps show that it is well thought out, important, and part of an integrated transportation network.



BIKING AND WALKING IN TEXAS



National Bike Summit
MARCH 8-10, 2011

Will you support continuing dedicated funding for vital bicycling and walking programs such as Transportation Enhancements and Safe Routes to School?

Here is a small sample of the benefits these programs have brought to your state.

Federal Investment

Transportation Enhancement
Funds Invested in State (FY92-09)

\$677,894,789

Safe Routes to School Funds
Invested in State (FY05-09)

\$71,090,013

Business Impact

Gross Revenue of Bicycle
Retail Stores in State (2009)

\$366,000,000

Number of Bicycle
Retail Stores in State (2009)

992

Local Support

Local Advocacy

State Advocacy Groups:

Bike Texas

Bicycle Friendly Communities:

Austin, San Antonio

Discover more
bicycling resources
in your state by
visiting

www.bikeleague.org



Click on FIND IT! to locate local
bicycle shops, recreational riding
clubs, safety instructors, rides,
events, and advocacy groups.

For more information contact Caron Whitaker at (202) 215-3908 or caron@americabikes.org



Which Federal Program is Right for My Project?

	Transportation Enhancements (TE)	High-Priority Projects (HPPs)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Non- TE Surface Transportation Program (STP)	Safe Routes to Schools (SRTS)	Recreational Trails Program (RTP)	Highway Safety Improvement Program (HSIP)	Section 402-- State and Community Highway Safety Grant Program
Percent of Federal Bike/Ped Funding¹	41.0%	20.8%	16.0%	9.9%	6.8%	3.0%	0.8%	n/a
Program Purpose	To expand travel choice and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.	To fund key transportation projects deemed important by elected officials.	To fund transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To provide flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.	To enable and encourage children to walk and bicycle to school; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	To provide funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	To fund highway safety projects aimed at reducing highway fatalities and serious injuries.	To create safety programs aimed at reducing crashes, deaths, injuries, and property damage.
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure	Most bike/ped infrastructure including bike paths, lanes, racks, lockers, bike sharing programs	All bike/ped infrastructure	Bike/ped infrastructure within a 2 mile radius of the school	Bike trails, trailside and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks and signage	None
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists are also eligible	None	Most bike/ped programs and "outreach related to safe bicycle use," and "establishing and funding State bicycle/pedestrian coordinator positions..."	All bike/ped programs	Encouragement, Enforcement and Education activities, for children in grades K-8	Trail construction and maintenance equipment; land and easement acquisition; safety and environmental education; assessment of trail conditions; state program administration	States can spend 10 percent of their HSIP funds on public awareness campaigns, education programs and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information
Key Project Requirements	Must relate to surface transportation, and must comply with all federal administrative laws that apply to highway projects	No official requirements, but offices need to know how the project will help their community and that local officials endorse the project	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions	n/a	Focus is on making it safer for more children (grades K-8) to walk and bicycle to school	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc. (categories may overlap); projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan (SHSP)	Project must address goals written in State Highway Safety Plan (SHSP)
Process Timing	Different in every state; see www.enhancements.org/Stateprofile.asp to learn about your state	HPPs are decided every 6 years with the transportation bill; Appropriations projects are similar to HPPs, but are decided annually with the appropriations bill	Different in every state and MPO	n/a	Different in every state	Varies by state	HSIP Projects decided every year. SHSP updated every year as well.	n/a
Local Match Required	Varies, usually 20%	No match requirement, but projects with a local match are generally prioritized	Typically 20%	20%	None	Typically 20%; some 50%	10%	n/a
Who Should I Talk to About This?	State TE Coordinator	Congressional Office	MPO to find out who runs your CMAQ Program	Bike/Ped Coordinator	DOT SRTS Coordinator	State Trail Administrator	Bike/Ped Coordinator, HSIP Manager	DOT Traffic Safety Office
For More Info:²	National Transportation Enhancements Clearinghouse	Congressional Office	"Congestion Mitigation and Air Quality Improvement Program," Advocacy Advance Report	n/a	Safe Routes to School National Partnership	FHWA Web site: www.fhwa.dot.gov/environment/recreails/index.htm	"Highway Safety Improvement Program," Advocacy Advance Report	"Section 402," Advocacy Advance Report

¹ FY2009. Does not include Recovery Act funds.

² All Advocacy Advance Reports can be found at www.bikeleague.org/resources/reports

What Program Is My Project Eligible For?



Transportation Enhancements
Congestion Mitigation and Air Quality Improvement (CMAQ)
Surface Transportation Program
Safe Routes to Schools
Recreational Trails Program
Highway Safety Program (HSIP)
State and Community Highway Safety Grant Program (Section 402)
National Highway System
Scenic Byways
Federal Lands Highway Program
Highway Bridge Program
Trans. and Community and System Preservation
State/Metropolitan Planning Funds
Access to Jobs/ Reverse Commute (JARC)
Federal Transit Capital
Transit Enhancements

	<i>Transportation Enhancements</i>	<i>Congestion Mitigation and Air Quality Improvement (CMAQ)</i>	<i>Surface Transportation Program</i>	<i>Safe Routes to Schools</i>	<i>Recreational Trails Program</i>	<i>Highway Safety Program (HSIP)</i>	<i>State and Community Highway Safety Grant Program (Section 402)</i>	<i>National Highway System</i>	<i>Scenic Byways</i>	<i>Federal Lands Highway Program</i>	<i>Highway Bridge Program</i>	<i>Trans. and Community and System Preservation</i>	<i>State/Metropolitan Planning Funds</i>	<i>Access to Jobs/ Reverse Commute (JARC)</i>	<i>Federal Transit Capital</i>	<i>Transit Enhancements</i>
Bicycle and pedestrian plan		*	*								*	*				
Bicycle lanes on roadway	*	*	*	*		*		*	*	*				*	*	
Paved shoulders	*	*	*	*		*		*	*	*						
Signed bike route	*	*	*	*				*	*	*						
Shared use path/trail	*	*	*	*	*			*	*	*						
Single track hike/bike trail					*											
Spot improvement program	*	*	*	*		*										
Maps		*	*	*			*									
Bike racks on buses	*	*	*											*	*	
Bicycle parking facilities	*	*	*	*				*						*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*						
Bicycle storage/service center	*	*	*	*							*		*	*	*	
Sidewalks, new or retrofit	*	*	*	*				*	*	*				*	*	
Crosswalks, new or retrofit	*	*	*	*				*	*	*				*	*	
Signal improvements	*	*	*	*				*								
Curb cuts and ramps	*	*	*	*				*								
Traffic calming			*	*							*					
Coordinator position		*	*	*							*					
Safety/education position		*	*	*												*
Police patrol			*	*												*
Helmet promotion	*		*	*												*
Safety brochure/book	*	*	*	*	*											*
Training	*	*	*	*	*											*

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/ENVIRONMENT/bikeped/bp-guid.htm#bp4> (Last Accessed 9/3/2010)

Advocacy Advance Bicycle and Pedestrian Federal Funding Resources List

Advocacy organizations

Advocacy Advance Partnership: <http://www.advocacyadvance.org/>

Advocacy Advance reports and resources: <http://www.advocacyadvance.org/resources/reports>

Alliance for Biking & Walking: <http://www.peoplepoweredmovement.org/site/>

America Bikes: <http://americabikes.org/>

League of American Bicyclists: <http://www.bikeleague.org/>

Federal funding sources

Which Federal Program is Right for My Project? (America Bikes):
<http://americabikes.org/Documents/AB-Federal-Program-Factsheet.pdf>

Bicycle and Pedestrian Provisions of Federal Transportation Legislation (FHWA):
<http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm#bp4>

Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs (FHWA):
<http://www.fhwa.dot.gov/environment/bikeped/bipedfund.htm>

Congestion Mitigation and Air Quality (CMAQ)

CMAQ report (Advocacy Advance): http://www.advocacyadvance.org/docs/lab_cmaq.pdf

CMAQ overview (FHWA): http://www.fhwa.dot.gov/environment/air_quality/cmaq/

CMAQ Public Access System (FHWA Project database):
https://fhwaapps.fhwa.dot.gov/cmaq_pub/Reports/default.aspx

Guidance on CMAQ bike/ped eligibility (FHWA):
<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

Highway Safety Improvement Program (HSIP)

HSIP case study report (Advocacy Advance):

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

HSIP report (Advocacy Advance):

http://www.advocacyadvance.org/docs/highway_safety_improvement_program.pdf

Strategic Highway Safety Plan emphasis areas (Advocacy Advance):

http://www.bikeleague.org/resources/reports/pdfs/shsp_emphasis_areas.pdf

HSIP program overview (FHWA): <http://safety.fhwa.dot.gov/hsip/>

Section 402 - State and Community Highway Safety Grant Program

Section 402 report (Advocacy Advance): http://www.advocacyadvance.org/docs/section_402.pdf

Section 402 overview (FHWA): <http://safety.fhwa.dot.gov/policy/section402/>

Transportation Enhancements (TE)

Transportation Enhancements Clearinghouse: <http://www.enhancements.org/>

Safe Routes to School (SRTS)

National Center for Safe Routes to School: <http://www.saferoutesinfo.org/>

Safe Routes to School National Partnership: <http://www.saferoutespartnership.org/>

Recreational Trails (Rec Trails)

Recreational Trails Program (FHWA): <http://www.fhwa.dot.gov/environment/rectrails/>

Additional Resources

A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency (Project for Public Spaces): [http://www.pps.org/pdf/bookstore/How to Engage Your Transportation Agency AARP.pdf](http://www.pps.org/pdf/bookstore/How_to_Engage_Your_Transportation_Agency_AARP.pdf)

American Recovery and Reinvestment Act (ARRA) Funding of Bicycle and Pedestrian Projects (America Bikes): http://www.americabikes.org/Documents/AB_ARRA_Research_Summary.pdf

Bicycling & Walking Benchmarking Report (Alliance for Biking & Walking):
<http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/C529>

Complete Streets Policy Analysis 2010: A Picture of Growing Strength (Complete Streets Coalition):
<http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>

Effective Delivery of Small-Scale Federal-Aid Projects (NCHRP):
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_414.pdf

Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law (FTA): <http://www.gpo.gov/fdsys/pkg/FR-2011-08-19/pdf/2011-21273.pdf>

Financing Federal-Aid Highways (USDOT/FHWA): <http://www.fhwa.dot.gov/reports/finfedhy.htm>

Fueling Transportation Finance: A Primer on the Gas Tax (Brookings):
http://www.brookings.edu/reports/2003/03transportation_puentes.aspx

Guide for Reviewing Public Road Design and Bicycling Accommodations for Virginia Bicycling Advocates (Fairfax Advocates for Better Bicycling): <http://www.fabb-bikes.org/guide/FABBGuide-LowRes.pdf>

Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts (PERI):
http://americabikes.org/Documents/PERI_Natl_Study_June2011.pdf

Policy Statement on Bicycle and Pedestrian Accommodation (USDOT/FHWA):
http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

Primer on Federal Surface Transportation Authorization and the Highway Trust Fund (Pew):
<http://www.pewclimate.org/docUploads/Reauthorization-and-HTF-Primer.pdf>

Regional Response to Federal Funding for Bicycle and Pedestrian Projects (Handy, McCann):
<http://www.rwjf.org/files/research/20091112mccannexecutivesummary.pdf>

Transportation 101: An Introduction to Federal Transportation Policy (T4America):
<http://t4america.org/docs/Transportation%20101.pdf>

Transportation Governance and Finance: A 50-State Review of State Legislatures and Departments of transportation (AASHTO): [http://www.transportation-finance.org/pdf/50 State Review State Legislatures Departments Transportation.pdf](http://www.transportation-finance.org/pdf/50_State_Review_State_Legislatures_Departments_Transportation.pdf)