

APPENDIX F – BICYCLE FACILITY FUNDING SOURCES

**FEDERAL LANDS HIGHWAY PROGRAM (FLHP)**

Provisions for pedestrians and bicyclists are eligible under the following categories of the Federal Lands Highway Program (FLHP) in conjunction with roads, highways, and parkways. There are three Federal Lands Highway Division Offices (Eastern, Central and Western) who may assist agencies with project planning, environmental, design, engineering and construction services. As of 2008, the Central Federal Lands office was the only one of the three to employ an alternative transportation planner with a focus on non-motorized and transit on Federal lands. Priority for funding projects is determined by the appropriate Federal land management agency. Reference: 23 USC Section 204. FLHP funds can also be used as the State or local match for most types of Federal-aid highway funded projects (<http://www.fhwa.dot.gov/flh/flhpp.htm>). Park Roads and Parkways, Refuge Roads, Public Lands Highways-Discretionary and Forest Highways programs are described below. Figure 36 shows SAFETEA-LU funding from 2005 through 2009 for each of these programs.

**Park Roads and Parkways (PRP)**—This program includes approximately 8,000 miles of NPS roads. Funds may only be used on public roads under NPS jurisdiction. NPS develops a priority program of projects; and program is jointly administered by NPS and the FHWA. NPS is responsible for planning, environment and protection of park values <http://flh.fhwa.dot.gov/parkroad.htm>. *\$1.050 billion dollars PRP funds available from 2005-2009.*

**Refuge Roads Program (RRP)**—This program includes approximately 4,800 miles of public use refuge roads and 1,400 miles of public use trails. Funding may be used by the FWS and FHWA for maintenance and improvement of public roads that provide access to or within a unit of the National Wildlife Refuge System. Refuge roads are public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Up to five percent of Refuge Roads program funds can be used for maintenance and improvement of public use trails. *\$145 million dollars RRP funds available from 2005-2009.*

**Public Lands Highways Discretionary (PLH-D)**—Any public road providing access to and within Federal lands is eligible for PLH-D funding. Section 202(b) of 23 U.S.C. provides for States to submit applications for funding in response to FHWA request for PLH-D projects. State Transportation Agencies coordinate their application with a Federal land management agency or a Tribal government. *\$479.4 million dollars PLH-D funds available from 2005-2009.*

**Public Lands Highways -Forest Highways Program (FH)**—Approximately 29,000 miles of State and local roads providing access to and within the National Forest System are designated as FH. Funds are allocated by administrative formula, with FH receiving two-thirds of the PLH funding. The "tri-agencies", composed of a State, the USFS, and FHWA mutually develop a program of projects within available funding. The FH Program is administered in accordance with 23 CFR, PART 660 and individual agreements with State Transportation Agencies. *\$930.9 million dollars FH funds available from 2005-2009.*

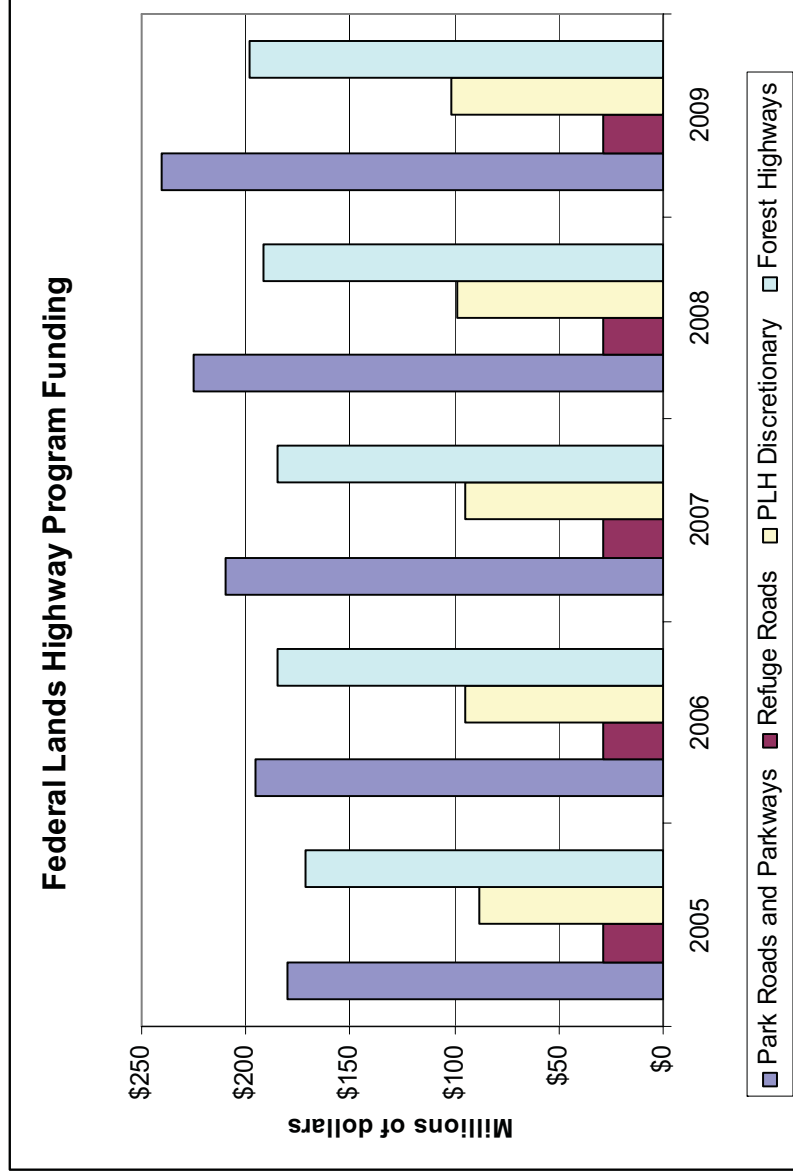


Figure 37: Federal Lands Highway Program Funding 2005-2009.

### SURFACE TRANSPORTATION PROGRAM (STP) FUNDING

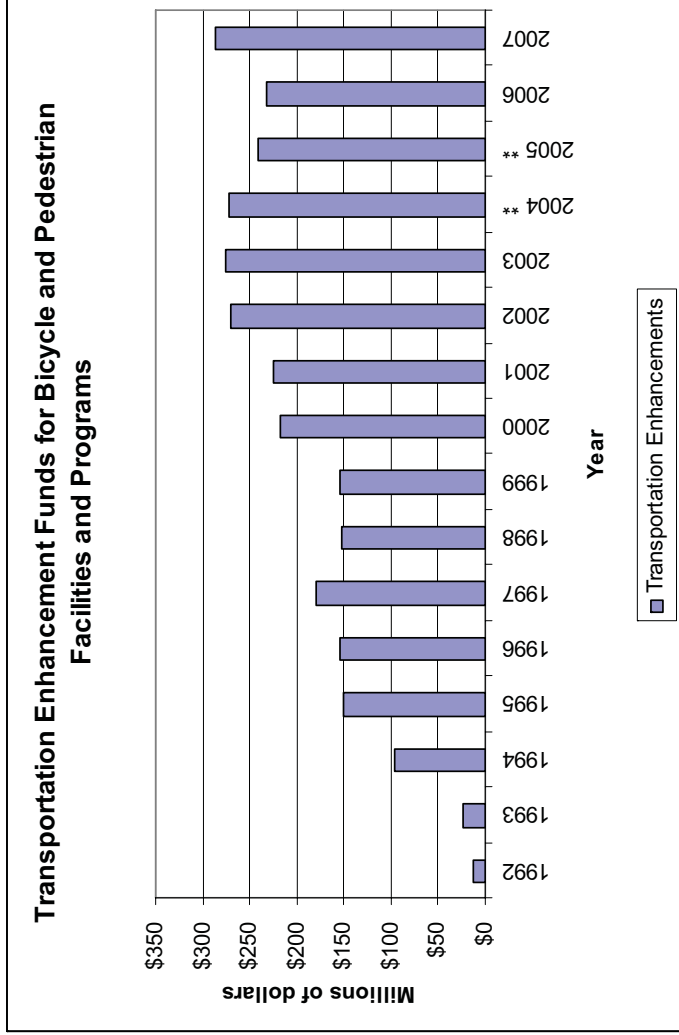
The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities <http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or for non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 added "...the modification of public sidewalks to comply with the Americans with Disabilities Act..." as an activity that is specifically eligible for the use of these funds. Reference: 23 USC Section 217 (a).

**Transportation Enhancements (TE)**—Each State must set aside a portion of their STP funds (10 percent or the amount set aside in 2005, whichever is greater) for TE activities. The set-aside of 10 percent previously required for safety construction activities (i.e., hazard elimination and rail-highway crossing improvements) is eliminated beginning in 2006, as these activities are funded separately under the new Highway Safety Improvement Program <http://www.fhwa.dot.gov/safetealu/summary.htm>. TE funds typically make up over half of all bicycle/pedestrian obligations <http://www.fhwa.dot.gov/environment/bikeped/bipedfund.htm>. The purpose of the TE Program is to expand travel choices and strengthen the cultural, aesthetic, and environmental aspects of our intermodal transportation system. Three of the twelve eligible TE activities focus on bicycle and pedestrian projects:

- Facilities for pedestrians and bicycles.
- Safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors. (including the conversion and use thereof for pedestrian and bicycle trails). 23 USC Section 109 (a)(35)

See the following online clearinghouse on TE activities for activities, including project descriptions, projects in each state, photos, history, eligibility, funding requirements, and other useful information —<http://www.enhancements.org/contacts.asp>

Figure shows TE funding for bicycle and pedestrian facilities. This figure shows projects coded as bicycle and pedestrian projects based on the FHWA Fiscal Management Information System. Note this system does not have separate codes for pedestrian-only or bicycle-only projects.



**Figure 38: Transportation Enhancement Funds for Bicycle and Pedestrian Programs.**

**Hazard Elimination and Railway-Highway Crossing Programs**—Another ten percent of each State's STP funds is set-aside for Hazard Elimination and Railway-Highway Crossing programs, which address bicycle and pedestrian safety issues. Each State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists and pedestrians. Funds may be used for activities, including: a survey of hazardous locations: for projects on any publicly owned bicycle or pedestrian pathway or trail: or any safety-related traffic calming measure. Improvements to railway-highway crossings "shall take into account bicycle safety." Reference: 23 USC Section 152

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)**

CMAQ is the second largest source of funding for bike/ped projects, accounting for nine percent of project funds (Thunderhead 2007). CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or for non-

construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Reference: 23 USC Section 217 (a)

### **RECREATIONAL TRAILS PROGRAM (RTP)**

RTP funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). 23 USC Section 206. FHWA has a list of Recreational Trails Program State Administrators on the following link. <http://www.fhwa.dot.gov/environment/rectrails/rtpstate.htm> (Accessed November 2007).

### **NATIONAL SCENIC BYWAYS PROGRAM**

Scenic Byway funds may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists." Reference: 23 USC Section 162 (c)(4)

### **NATIONAL HIGHWAY SYSTEM (NHS) FUNDING**

NHS funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate Highways. Reference: 23 USC Section 217 (b)

### **FEDERAL TRANSIT PROGRAM FUNDING**

Title 49 U.S.C. (as amended by TEA-21) allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass transportation facility" that establishes or enhances coordination between mass transportation and other transportation. Reference: 49 USC Section 5307. TEA-21 also created a **Transit Enhancement Activity program** with a one percent set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways, and "bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles". Reference: 49 USC Section 5307(k)

### **HIGHWAY SAFETY PROGRAMS**

Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the Section 402 formula grant program. A State is eligible for these grants by submitting a Performance plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). 23 USC Section 402

Research, development, demonstrations and training to improve highway safety (including bicycle and pedestrian safety) is carried out under the Highway Safety Research and Development (Section 403) program. 23 USC Section 403

### **PLANNING FOR FEDERAL FUNDING**

The following sections briefly describe federal funding matching requirements, tips to improve project funding success and available funding resources.

**Federal/State Matching Requirements**—In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule.

- Federal Lands Highway projects and Section 402 Highway Safety funds are 100 percent Federally funded.
- Bicycle-related Transit Enhancement Activities are 95 percent federally funded.
- Hazard elimination projects are 90 percent federally funded.
- Bicycle-related transit projects (other than Transit Enhancement Activities) may be up to 90 percent Federally funded.

Individual Transportation Enhancement Activity projects under the STP can have a match higher or lower than 80 percent. However, the overall Federal share of each State's Transportation Enhancement Program must be 80 percent.

States with higher percentages of Federal Lands have higher Federal shares calculated in proportion to their percentage of Federal lands. The State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). Funds from other Federal programs may also be used to match Transportation Enhancement, Scenic Byways, and Recreational Trails program's funds. A Federal agency project sponsor may provide matching funds to Recreational Trails' funds provided the Federal share does not exceed 95 percent.

### STATEWIDE AND METROPOLITAN TRANSPORTATION PLANNING PROCESSES

Statewide planning is the foundation of all transportation planning. All other transportation planning, including BLM, FWS, USFS, and NPS, is a subset of the overall transportation planning for a State. Most FHWA and FTA surface transportation program funding is provided directly to the State for their use and distribution. States develop a long range transportation plan and a State Transportation Improvement Program (STIP) which is a priority list of proposed FHWA/FTA funded projects. If a project is not included in the STIP, FHWA and FTA funds cannot be used to fund the project. “Federal Surface Transportation Programs and Transportation Planning for Federal Land Management Agencies- A Guidebook.” USDA Forest Service, October 2007 describes how agencies must participate in the State’s and/or region’s transportation planning process. It is a valuable resource for funding eligibility, where to find funding, how federal land managers can access and benefit from funds, and how to integrate federal land management objectives with State and local objectives. This is an updated version of the Forest Service’s December 2001 document . It can be found online at <http://www.fs.fed.us/eng/pubs/pdf/07771814.pdf> (Accessed November 2007). Contact Ed Gilliland at [egilliland@fs.fed.us](mailto:egilliland@fs.fed.us) for more information on this resource.

Each state has a bicycle and pedestrian coordinator who should be used as a resource for bicycle project planning. The American Association of State Highway and Transportation Officials (AASHTO) website contains a link listing each State’s Bicycle and Pedestrian Coordinators. <http://design.transportation.org/?siteid=59&pageid=852>.

### ON-LINE FUNDING RESOURCES

A couple of web-based tutorials are available for learning how to tap into SAFETEA-LU funds. For Federal Lands Highways projects go to: <mms://ocbmtcwmp.usda.gov/content/fs/safetealu72.wmv>

For funds from other transportation and recreation-related programs go to the web-based video self-study training modules at: [www.fs.fed.us/eng/transp/safetea-lu/](http://www.fs.fed.us/eng/transp/safetea-lu/)

A few funding resources are provided in the table below.

Washington State DOT has grant and funding for bicycle facilities at <http://www.wsdot.wa.gov/bike/Funding.htm>

Table 18: Funding Resources for Bicycle Projects.

Funding Source	Comment
<p><b>Federal</b></p> <p>FHWA and FTA funds  <a href="http://www.fhwa.dot.gov/hep/bkepedtbl.htm">www.fhwa.dot.gov/hep/bkepedtbl.htm</a></p>	<p>This table lists 16 FHWA funding programs and 6 FTA funding programs and briefly describes each program, its purpose and eligible pedestrian and bicycle activities.</p>
<p>FHWA Guidance - (Updated April 4, 2007) Bicycle and Pedestrian Provisions of Federal Transportation Legislation  <a href="http://www.fhwa.dot.gov/environment/bikeped/BP-Guid.htm">http://www.fhwa.dot.gov/environment/bikeped/BP-Guid.htm</a></p>	<p>Section 4 contains a table with federal funding for bicycle projects. Appendix 2 contains funding program detail such as eligibility, matching funds, transferability and discussion.</p>
<p>National Transportation Enhancements (TE) Clearinghouse.  <a href="http://www.enhancements.org/">http://www.enhancements.org/</a></p>	<p>Transportation Enhancement funds are part of STP, one of the FHWA funding programs. This website provides more detailed Information on TE programs. 3 of the 12 eligible categories are pedestrian and bicycle facilities.</p>
<p>FTA  <a href="http://www.fta.dot.gov/funding/grants_financing_263.html">http://www.fta.dot.gov/funding/grants_financing_263.html</a></p>	<p>This website provides details of FTA grant programs providing funds to bicycle facilities. Programs under United States Code USC 5305 (d), 5305(e), 5307, 5307(k), 5316, and 5320 have provisions for bicycle facility planning, facilities or access to transit.</p>
<p>Alternative Transportation for Parks and Public Lands (ATPPL)  <a href="http://www.fta.dot.gov/funding/grants/grants_financing_6106.html">http://www.fta.dot.gov/funding/grants/grants_financing_6106.html</a></p>	<p>This FTA program is to enhance to protection of national parks and public lands and increase visitors' enjoyment. Grants for ATPPL funds must demonstrate they will be used for <i>transportation</i>, <i>NOT recreation</i>.</p>



**APPENDIX F – BICYCLING FACILITY FUNDING SOURCES**

<b>Funding Source</b>	<b>Comment</b>
<p>Department of Interior- Land and Water Conservation Fund (LWCF)</p>	<p>Provides park and recreation opportunities to U.S. residents. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50-percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity.</p>
<p>Rails to trails funding database  <a href="http://www.railtrails.org/whatwedo/trailadvocacy/trailfunding.html">http://www.railtrails.org/whatwedo/trailadvocacy/trailfunding.html</a> or  <a href="http://www.enhancements.org/trailfunding.htm">http://www.enhancements.org/trailfunding.htm</a></p>	<p>Compiled by Rails to Trails with information on various trail funding programs organized by Federal, State and private funding sources. Although may be somewhat outdated, provides useful and brief descriptions of many funding sources. Can be queried by state.</p>
<p><b>Other funding</b></p>	
<p>Bikes Belong Coalition Grants  <a href="http://www.bikesbelong.org">http://www.bikesbelong.org</a></p>	<p>Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century. Bikes Belong Coalition will accept applications for grants of up to \$10,000 each, and will consider successor grants for continuing projects. Funding decisions are made on a rolling basis.</p>
<p>Kodak American Greenways Awards  <a href="http://www.conservationfund.org/node/245">http://www.conservationfund.org/node/245</a></p>	<p>Small grants to stimulate planning and design of greenways in communities. The program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways.</p>
<p>User fees</p>	<p>A fee charged to facility user to cover or defray cost of providing the facility or a specific services (e.g., tools, fares, parking fees, license fees or user permits). For example, the recreational fee demonstration program permits participating Federal lands sites to retain 80 percent of fees charged for internal use.</p>

**APPENDIX F – BICYCLING FACILITY FUNDING SOURCES**

<b>Funding Source</b>	<b>Comment</b>
Private Sponsorships	Generally used for funding recreational facilities. Range from large corporate sponsorships to individual contributions.
Fund raising and contributions	Local businesses and well organized bicycle clubs may contribute. Many Federal lands have "friends" organizations. Many states are authorized to make loans and provide assistance to surface transportation projects. The program gives States the capacity to leverage Federal resources by attracting non-federal public and private investment. (FHWA 2001, pg 53)
State Infrastructure Banks  See Innovative Approaches to Transportation- A Guidebook pg 53-54 for more ideas.	This table describes financing tools such as public-private partnerships, bonds, Certificates of participation, Leasing, Federal credit, and grants