

Bicycle and Pedestrian Funding Sources

Transportation Enhancement Program (TEP)

In 1991, Congress initiated a number of reimbursable grant programs, including the TEP, designed to enhance America's "Livable Communities" through the Intermodal Surface Transportation Efficiency Act (ISTEA) and continued by the Transportation Equity Act for the 21st Century (TEA-21). In West Virginia, eligible applicants are governmental bodies. To be eligible, a project must: (1) have a relationship to surface transportation; and (2) must be one of twelve qualifying activities set by law. Each year, in the Fall, the DOH solicits "Intent-to-Apply" forms from eligible applicants. Only after evaluating these forms (due by November 15th each year) are Application forms (due January 15th each year) distributed. For more information on eligible projects, "match" requirements and program deadlines, please read our brochure, the above "Intent-to-Apply" form and the TEP Manual.

This highly successful program has been continued and expanded through the passage of the Transportation Equity Act for the 21st Century (TEA21) and the passage, in 2005, of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). TE funds are made available to the DOH, which administers the TE program, by the Federal Highways Administration.

Transportation Enhancement Program

http://www.wvdot.com/3_ROADWAYS/RP/transportationenhancement.htm

Phone: 304 558-3165

Fax: 304 558-3783

West Virginia State Trails Program

The West Virginia State Trails Program is overseen by the State Trail Coordinator who also serves as the Chairman of the West Virginia Recreational Trails Advisory Board. The program provides guidance on design, development, training, funding, user conflict, accessibility, resource allocation and statewide infrastructure strategy to interested individuals and organizations.

For more information visit:

http://www.wvdot.com/3_roadways/rp/3d5_trails.htm

William C. Robinson

State Trails Coordinator

Phone: 304 558-9615

Fax: 304 558-3783

Email: [Bill C. Robinson](mailto:Bill.C.Robinson@wvdot.com)oadways/rp/3d5_trails.htm

National Highway System (NHS)

The NHS is comprised of the 42,000-mile Interstate system and another 113,000 miles of roads identified by the states based on their importance to the national and regional economy, and their connectivity. NHS funding for projects on NHS roadways can be used for bicycle and pedestrian improvements on NHS systems highways, or on land adjacent to any NHS system highway, including interstate highways. This includes incidental improvements within larger projects which enable bicycle compatibility such as paved shoulders and bicycle safe drainage grates, designated bicycle facilities such as bikeways, signed routes, bike lanes and paths, and pedestrian accommodations such as sidewalks, signals, overpasses and crosswalks. It also includes funding of independent bicycle and pedestrian projects (projects that are initiated primarily to benefit bicycle and pedestrian travel) along or in the vicinity of NHS roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses.

Surface Transportation Program (STP) Funds

The program is broadly defined and gives states flexibility to invest in a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. As with NHS, pedestrian and bicycle improvements maybe incidental improvements within larger projects which establish bicycle compatibility or designated bicycle and pedestrian accommodations. The funds can also be used for independent bicycle and pedestrian projects along or in the vicinity of roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses. Under SAFETEA-LU, it is specified that these funds may be used for the modification of sidewalks to comply with the Americans with Disabilities Act.

Safe Routes to School

Safe Routes to School (SRTS) is a Federal-Aid program created in SAFETEA-LU and administered by State Departments of Transportation. The program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to enable and encourage children to walk and bicycle to school, 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 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 (approximately 2 miles) of primary and middle schools (Grades K-8). The program encompasses a comprehensive approach that includes the five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Counties and municipalities, school districts, and non-profit organizations will be eligible to apply.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Authorized by SAFETEA-LU, The Congestion Mitigation and Air Quality Improvement Program provides funds for surface transportation and other projects that help to reduce congestion and improve air quality. The funds are mainly used to help communities in nonattainment areas and maintenance areas to reduce emissions. Non-attainment areas are those areas designated by the Environmental Protection Agency as not meeting the National Ambient Air Quality Standards (NAAQS). A maintenance area was once a non-attainment area but has now reached NAAQS. The SAFETEA-LU CMAQ program provides more than \$8.6 billion in funds to State Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and transit agencies to invest in emissions-reducing projects. Pedestrian and Bicycle Programs are two kinds of many programs that can be funded using CMAQ funds. Bicycle and pedestrian programs that can be funded under this program can come in one of many forms. Some include creating trails or storage facilities or marketing efforts designed to encourage bike riding and walking as forms of transportation. Education and outreach programs are also eligible for CMAQ funds and could be used to increase public knowledge about the benefits of biking and walking. The funds are made available through the MPOs and NJDOT to local governments and nonprofit organizations, as well as to private organizations as part of a public-private partnership. CMAQ funds are only released as reimbursement payments for completed work. CMAQ funds require a state or local match. Usually, this breaks to 80% federal funding and 20% state or local funding.

National Recreational Trails Fund (Symms Trails System Act)

An annual sum is apportioned to the states for use in developing trails related projects, many of which benefit bicyclists and pedestrians. Funding is from federal motor fuels taxes collected on sale of fuel for motorized recreational vehicles (ATVs, off road motorcycles, snowmobiles) and is administered through the Federal Highway Administration.

Scenic Byways

The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. Funds for this program can also be used in the development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state.

Section 402 Safety Funds

These funds are administered by the National Highway Traffic Safety Administration (NHTSA) to be spent on non-construction activities to improve

the safety of the traveling public. Pedestrian and bicycle projects are on the NHTSA priority list. In each state, the program is administered by a designated Highway Safety representative.

Federal Transit Administration Funds

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. SAFETEA-LU continues the Transit Enhancement Activity program with a 1% set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways and bicycle access, including storage equipment and installing equipment for transporting bicycles on mass transit vehicles.

Federal Community Development Block Grant (CDBG) Program

Community Development Block Grants (CDBG) are for the use of local communities serving low- to moderate-income people. The grants are most often used for projects such as rehabilitating or constructing affordable housing or for job-creating economic development, but they can also be used for projects that would benefit low- and moderate- income pedestrians and bicyclists. Several of the types of projects that can be funded with these grants could be used for pedestrian and bicycle activities. These include acquisition of land for some public purpose, building public improvements or facilities, including sidewalks and recreational facilities, and also the costs associated with administering or planning these projects. Not all local governments are eligible to apply for CDBG. The local government must have at least 50,000 residents or be designated a central city of a metropolitan area. Urban counties with at least 200,000 residents may also apply (these local governments are called entitlement communities). The local governments can spend the money themselves or distribute it to local non-profit or for-profit organizations or entities. Additionally, a portion of the funds is distributed to states, which can then distribute the funds as they see fit, including to nonentitlement communities. The most central restriction on the use of CDBG funds is that at least 70% of the money must be used for activities that primarily benefit low- to moderate-income people. In the case of building sidewalks or other pedestrian facilities, this usually means that these funds can only be used in areas where at least 70% of the residents have low to moderate incomes. Importantly, a community must also prepare a Consolidated Plan in order to be eligible for the funds. This plan contains an action plan, which specifies how the community will use the funds, as well as fulfills the reporting and application requirements for entitlement communities. These grants are funded through the U.S. Department of Housing and Urban Development and administered by the Office of Block Grant Assistance in HUD's Office of Community Planning and Development (CPD).

Bicycles Belong

The Bicycles Belong Coalition is sponsored by member companies of the American bicycle industry. The Coalition's stated goal is to put more people on bikes more often through the implementation of TEA-21. One of the Coalition's primary activities is the funding of local bicycle advocacy organizations that are trying to ensure that TEA-21-funded bicycle or trail facilities get built. Grants are awarded for up to \$10,000 on a rolling basis. By June 2000, almost \$200,000 has been awarded to advocacy organizations in the District of Columbia, Marin County, CA, Milwaukee, WI, Dallas, TX, Los Angeles, New York City, Portland, Maine, and others. Information about the Coalition, including grant applications and related information, is on the web at www.bikesbelong.org.

They can also be contacted at:

Bikes Belong

1368 Beacon Street, Suite 102

Brookline, MA 02446-2800

617-734-2800 Fax: 617-734-2810

The National Institutes of Health

The National Institutes of Health funds projects that "study primary and secondary prevention approaches targeting environmental factors that contribute to inappropriate weight gain in children, adolescents, and adults." Applications may be submitted by for-profit and non-profit organizations (e.g., universities, colleges, hospitals, laboratories, units of state and local governments, and eligible agencies of the federal government).

Approximately \$4,000,000 is committed to fund successful applications and NIH anticipates making 5 to 12 awards. The application guidelines that apply to pedestrian and bicycle programs are listed below:

- Promoting walking or bicycling to school or to worksites
- Increasing physical activity during before and after school care
- Decreasing sedentary behaviors in children and adolescents
- Promoting physical activity at worksites
- Increasing family participation in physical activity

For more information, visit:

<http://www.grants.nih.gov/grants/guide/rfa-files/RFA-DK-02-021.html>.

General Mills Foundation

The foundation provides grants through the Champions Youth Nutrition and Fitness program. In 2003, the foundation will award 50 grants, each for up to \$10,000. Applicants must be a nonprofit organization. The American Dietetic Association will assist in evaluating the proposals. The application is available at:

<http://www.generalmills.com/corporate/commitment/2006ChampionsApplicationOverview.pdf>.