

Appendix H

Funding Sources

Federal Funding Sources

Non-motorized transportation facility projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Non-motorized projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) was signed into law August 10, 2005. SAFTEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It replaces TEA-21, its legislative predecessor.

Stay tuned to developments regarding the next surface transportation authorization bill to confirm continuations of many of these programs and potential new funding sources for bicycle and pedestrian projects. As of this writing, the bill is being worked on by the House Transportation and Infrastructure Committee. The Committee Print version of the legislation is available online at http://t4america.org/docs/062209_STAA_fulltext.pdf.

Federal-aid Highway Program

National Highway System 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. A map of National Highway System roads in the Nashville region can be found at http://www.fhwa.dot.gov/planning/nhs/maps/tn/nashville_tn.pdf.

Surface Transportation Program (STP) funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Other non-construction projects related to safe bicycle use and walking such as maps, brochures, and public service announcements are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act are also covered.

Ten (10) percent of each State's annual STP funds are set aside for Transportation Enhancements (TE). The law provides a specific list of activities (twelve) that are eligible for TE projects. This list includes "provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)."

Another ten (10) percent of each State's STP funds are set aside for the Highway Enhancement and Railway-Highway Crossing programs, which can be used to 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 and 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."

Highway Bridge Replacement and Rehabilitation (HBRRP) funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost). Bridge projects must be incorporated into the RTIP. The selection process for these funds, which do not require a local match, is based partly on bridge deficiency ratings.

Recreational Trails Program (Section 1109) 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). Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program, established in 1991 and reauthorized by SAFETEA-LU, is intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems. A major source of funding for many bicycle-related construction and safety projects, CMAQ is administered locally by the Kentuckiana Regional Planning and Development Agency (KIPDA). Agencies in the Louisville Region, including Louisville Metro, have a positive track record of acquiring CMAQ funding for bicycle and pedestrian improvement projects. As specified in the MPO's May 2006 Title VI Report, "Each time a new Transportation Improvement Program is developed, each local government submits a list of requested projects for STP and CMAQ funds. First priority is typically given to projects which are already underway, to ensure that they can be completed. All other projects are scored according to the adopted set of criteria described in the next section. These criteria emphasize the following regional goals: managing congestion, maintaining air quality, improving safety, and providing better transit, bicycle, and pedestrian facilities."

Federal Lands Highway Program (FLHP) funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. FLHP funds, which are discretionary, generally total about \$800 million per year. Recreation interests often benefit from FLHP funds. Job Access and Reverse Commute Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

Federal Transit Program

Title 49 USC 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.

The Suburban Mobility Initiatives Program was established in response to a need to develop solutions to suburban mobility challenges. The objective of the program is to provide assistance to suburban public agencies in their efforts to reduce dependence on the single occupant vehicle.

The Regional Mobility Program provides technical assistance, develops planning methods and conducts outreach, research, demonstration, and project evaluations that assist local communities in improving regional transportation mobility.

Highway Safety Programs

Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the federal 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).

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

Federal/State Matching Requirements of the above Funds/Sources

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 Program 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 funds. A Federal agency project sponsor may provide matching funds to Recreational Trails funds provided the Federal share does not exceed 95 percent.

Safe Routes to School Program

The Safe Routes to Schools, which is included in the Federal Reauthorization bill – Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century – A Legacy for Users (SAFETEA-LU), is designed to enable and encourage children to walk and bicycle to school, 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 of schools.” Safe Routes to school projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities.

The funds are apportioned to each state based on their relative share of enrollment in primary and middle schools. Not less than 10% or more than 30% of the funds are for non-infrastructure related activities to encourage walking and bicycling to school. Not less than 70% or more than 90% are for infrastructure related projects that will substantially improve the ability to safely walk and bicycle to school.

In 2009, KYTC awarded funds for 23 Safe Routes to School projects and programs, totaling more than \$3.5 million in funding that year. KYTC's website has more information available at <http://www.saferoutes.ky.gov/>.

Other Federal Sources

National Park Service Land and Water Conservation Fund (LWCF) Grants: This federal funding source was established in 1965 to provide "close-to-home" parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. 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. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan. More than 70 LWCF grants have been awarded within Jefferson County over the past several decades, including one for the Floyd's Fork Trail in 2005.

<http://www.nps.gov/lwcf/>

Community Development Block Grants (CDBG)

U.S. Department of Housing and Urban Development (HUD): CDBG provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. Several communities have used HUD funds to develop greenways.

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

Private Funding Sources

Bikes Belong Coalition

"The Bikes Belong Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S." Most of the Bikes Belong grants awarded to government agencies are for trail projects, and two such trail projects in Tennessee have been partially funded through a Bikes Belong grant. The program encourages government agencies to team with a local bicycle advocacy group for the application. Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21 or its subsequent programs. Bikes Belong Coalition will accept applications for grants of up to \$10,000 each (with potential local matches), and will consider successor grants for continuing projects. Grant applications are accepted quarterly.

<http://www.bikesbelong.org/grants>

AmeriCorps' National Civilian Community Corps (NCCC)

The AmeriCorps National Civilian Community Corps is a full-time residential program for men and women, ages 18-24, that strengthens communities while developing leaders through direct, team-based national and community service." Local governments can apply to host an NCCC team. One project that NCCC members work on is the building or improving of trails. AmeriCorps' NCCC members have created or improved more than 200 miles of hiking trails in 25 states nationwide. Teams have cleared trees and brush, leveled trails to comply with federal guidelines on Americans with Disabilities Act (ADA) access,

implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

http://www.americorps.gov/for_organizations/apply/nccc.asp and http://www.americorps.gov/about/role_impact/state_profiles_detail.asp?tbl_profiles_state=KY (information for the State of Kentucky)

Kodak American Greenways Awards Program

The American Greenways Awards program is a program started by the Conservation Fund. Among its activities, the program provides grants to organizations, including local governments, to create or enhance greenways in their communities. Beyond specific greenway facilities, goals of the program include assisting greenway organizations and encouraging the use and enjoyment of greenways. The maximum grant is \$2,500 and applications are due on June 30 annually.

http://www.conservationfund.org/kodak_awards

Fish America Foundation

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided 620 grants totaling more than \$4.9 million to improve the fisheries resource in all 50 states and Canada. The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.

<http://www.fishamerica.org/grants/>

American Hiking Society National Trails Fund

The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted nearly \$200,000 to 42 different organizations across the US. Applications are accepted annually with a summer deadline.

<http://www.americanhiking.org/NTF.aspx>

The Global ReLeaf Program

The Global ReLeaf Forest Program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way. Proposals are due January 15 and July 1 annually.

http://www.americanforests.org/global_releaf/grants/

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Specifically, the Foundation has an ongoing "Active Living by Design" grant program that promotes the principles of active living, including non-motorized transportation. Other related calls for grant proposals

are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

<http://www.rwjf.org/grants/>