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## APPENDIX E – FUNDING

Funding and staffing are the key elements of implementation. This includes not only identifying dedicated funding and appointing staff persons; it also includes ongoing cooperation within and among City and County departments, other public agencies, and bicycle stakeholders to leverage resources that will strengthen implementation efforts.

### Funding Sources

Funding for bicycle facilities and programs come from a variety of sources, including local resources such as tax revenue and voter-approved bonds as well as federal funds and grants related to transportation and even non-transportation programs. Current best practices in cities which experience a high bicycle modal split for the commute to work spend approximately 1% to 5% of their annual city budget on bicycle plan implementation, and set minimum funding amounts per year for plan implementation. Below is a description of available funding sources for bicycle planning and plan implementation.

### Local Funding

The General Fund of counties and cities typically funds general city services such as public safety, parks and recreation, and regular transportation maintenance, including bicycle facilities.

### Clean Water, Safe Parks and Community Trails Initiative

The St. Louis region has an added advantage when it comes to the planning and implementation of the bicycle network. The Great Rivers Greenway District (GRG), which funded this Regional Bicycle Plan, was established in November 2000 by the successful passage of the Clean Water, Safe Parks and Community Trails Initiative ("Proposition C") in St. Louis City, St. Louis County and St. Charles County, Missouri. The District is funded by a 1/10th of 1 cent sales tax. The GRG has planned a 600-mile network of greenways through the two-state region and has implemented a significant portion of this network. Given that it has a steady funding stream, and wide support among citizens, the GRG may be in the position to fund on-street facilities, as such facilities provide critical linkages between and among the greenways that are being developed. The GRG may also be in the position to support trainings, educational programs and materials, and to be a co-sponsor of promotional events.

### Federal and State Funds

There are several grants and funding opportunities from federal and state transportation and non-transportation programs. Section 217 of Title 23 of the U.S. Code calls for the integration of bicycling and walking into the transportation mainstream. A series of transportation legislation passed by U.S. Congress has recognized the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system, and has provided funding sources to create more walkable and bike-friendly communities. The most current legislation is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or "SAFETEA-LU".

The act, which was signed into law in August 2005, authorized \$244.1 billion in Federal gas-tax revenue and other federal funds for all modes of surface transportation – highways, bus, rail, bicycling, and walking. None of the funds are dedicated solely for bicycle or pedestrian facilities or programs, but these programs are eligible for the funds.

According to the FHWA, bicycle projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety and other programs. Bicycle projects must be “principally for transportation, rather than recreation, purposes” and must be designed and located pursuant to the transportation plans required of the State of Missouri and the East-West Gateway MPO.

Generally, the local government or State must share the cost with the Federal aid, and must match 20% of the cost while the Federal aid covers 80% of the cost. However, some federal programs such as Safe Routes to Schools and Section 402 are 100% federally funded.

### Federal-aid Highway Program

- National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkway on land adjacent to any highway on the National Highway System
- Surface Transportation Program funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use and walking.
  - Ten percent of each State’s annual Surface Transportation Program funds is set aside for Transportation Enhancement Activities, which include facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors.
  - Ten percent of each State’s annual Surface Transportation Program funds are set aside for the Hazard Elimination and Railway-Highway Crossing Programs, which addresses bicycle and pedestrian safety at hazardous locations.
- Funds from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program may be used to construct bicycle facilities, pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use.
- Funds from the Recreational Trails Program may be used for all kinds of trail projects. Of the funds apportioned to States, 30% must be used for motorized trail uses, 30% for non-motorized trail uses, and 40% for combination trail uses.
- National Scenic Byways Program funds may be used for construction of a bicycle and pedestrian facility along scenic byways.
- Job Access and Reverse Commute (JARC) Grants are available from the Federal Transit Administration to support bicycle-related services and other projects that are designed to transport welfare recipients and eligible low-income individual to and from employment.
- High Priority Projects and Designated Transportation Enhancement Activities include numerous bicycle, pedestrian, trail, and traffic calming projects in communities.

### Federal Transit Program

- Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds may be used for improving bicycle and pedestrian access to transit facilities and vehicles.



- The Transit Enhancement Activity Program sets aside 1% of Urbanized Area Formula Grant funds specifically for pedestrian access and walkway and bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles.

## Highway Safety Programs

- State and Community Highway Safety Grant Program (Section 402) supports State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. Funds may be used for a wide variety of highway safety activities and programs including those that improve pedestrian and bicycle safety. States have funded a wide variety of enforcement and educational activities with Section 402 funds including safety brochures; “Share the Road” materials; bicycle training courses for children, adults, and police departments; training courses for traffic engineers; helmet promotions; and safety-related events.

## Other Federal Programs

- Transportation and Community and System Preservation (TCSP) program is a competitive grant program designed to support projects that show how transportation projects and plans, community development, and preservation activities can be integrated to create communities with a higher quality of life. Bicycling, walking, and traffic calming projects are eligible activities and may well feature as an integral part of many proposed projects that address larger land use and transportation issues.
- Safe Routes to School (SRTS) provides funds to States to improve the ability of primary and middle school students to walk and bicycle school safely. The program fund two distinct types of projects: infrastructure projects (engineering improvements) and non-infrastructure related activities (such as education, enforcement, and encouragement programs). Infrastructure funds can be utilized for on and off-street bicycle and pedestrian facilities on any public right-of-way within a two-mile radius of an eligible school.
- Highway Bridge Replacement and Rehabilitation Program (HBP) or (BRR) funds the replacement or rehabilitation of highway bridges. If a highway bridge or deck is being replaced, and bicyclists are permitted at each end, then the bridge must include safe bicycle accommodations (at reasonable cost).

More information on many of the programs listed above can be found at the Federal Highway Administration’s Bicycle and Pedestrian Program website;

<http://www.fhwa.dot.gov/environment/bikeped/>

## Funding Partnerships

Leveraging funds with those of other agencies and departments will strengthen implementation efforts. As appropriate, public-private partnerships with private organizations should be pursued as a way to leverage funds.

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