

# APPENDIX H

## FUNDING SOURCES



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There are multiple potential funding sources at the local, regional, state and federal level available for bicycle and pedestrian projects. Below is a list of these funding sources.

### Local Funding

#### Routine Accommodation

One of the most cost effective ways to build bicycle infrastructure is to adopt a policy that ensures future roadway and other infrastructure projects include bicycle infrastructure improvements where feasible (see Chapter 4, Strategy 20). There are several common strategies for routine accommodation of planned bicycle facilities. Implement bicycle facilities during new construction and reconstruction of roadways. When repainting/stripping projects are scheduled, there is opportunity to stripe in bicycle facilities. Utility projects are also an opportunity to incorporate bicycle facilities. Coordinating with other project types can be a lower cost solution for bicycle projects when compared to stand alone bicycle infrastructure projects.

## **CIP**

The City of Wichita funds the majority of its transportation infrastructure projects through its Capital Improvement Program (CIP). The CIP is a budget document that provides a 10 year plan for financing of capital assets (i.e. buildings, roads, large equipment, etc.). The CIP identifies how much, what funding type, and when capital asset improvements/purchases will be undertaken.

## **Maintenance**

Funding for the maintenance of bicycle facilities is provided through the City of Wichita operating budget. The responsibilities for maintenance of the City maintained bicycle facilities are generally split between the Park and Recreation Department, and the Public Works and Utilities Department. The Park and Recreation Department is generally responsible for the maintenance of the landscaping, while Public Works Street Maintenance is responsible for the paved surfaces. The maintenance of the paved surfaces comes from the same funding as maintenance of City streets.

## **State Funding Sources**

The State of Kansas is important to the implementation of the City of Wichita Bicycle Master Plan (Plan), because infrastructure investments by the State could help to speed up implementation of the Plan. At the state-level, some Plan recommendations may be more quickly implemented by allocating additional monies in KDOT's annual budget to provide additional staffing and support for bicycle related programs. In addition, funds from federal Comprehensive Transportation Program (CTP) for spending on the construction of shared-use pathways could be pursued by incorporating bicycle infrastructure improvements into KDOT's Statewide Transportation Improvement Program (STIP).

## **Federal Funding Sources**

Federal transportation funding is an important source of funding for states and municipalities. With the passing of the most recent Federal transportation funding Act – the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) funding programs that were established under ISTEA and carried over into subsequent transportation bills (e.g. Transportation Enhancements, Safe Routes to Schools, Recreational Trails, and redevelopment of underused highways to boulevards) have been consolidated into the Transportation Alternatives Program (TAP). The Transportation Alternatives program builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment.

### **How MAP-21 Works**

The MAP-21 bill gives states more flexibility in how they allocate federal monies. States have the option to increase funding that supports walking and bicycling, keep funding levels the same, or decrease funding. Under the new bill state DOTs are to distribute 50% of TAP funding to defined Transportation Management Areas, which consist of cities or metro areas with populations greater than 200,000. The other 50% of TAP funding may also be directed by DOTs to local or regional control, or DOTs have the option to redirect this funding to other state highway programs. Governors are given the authority to opt-in or out of the Recreational Trails program on an annual basis. If they choose to opt-out, funding set aside for the Recreational Trails program automatically goes into the TAP.

The funding for each State's Transportation Alternatives program includes the nine TA eligibilities (see below); the Recreational Trails Program; the Safe Routes to School program; and "planning, designing,

or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways”.

The Transportation Alternatives program is a part of the Federal-aid Highway Program. Although the program is a “grant” program under Federal regulation, it is not an “up-front” grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the State Department of Transportation or Metropolitan Planning Organization and the FHWA division office can costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Costs must be incurred after FHWA division office project approval or they are not eligible for reimbursement.

### **Eligible Activities for Transportation Alternatives Program:**

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non- motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Inventory, control, or removal of outdoor advertising.
6. Historic preservation and rehabilitation of historic transportation facilities.
7. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
8. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
9. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to the eligibilities listed above from section 101 of MAP-21, eligible Transportation Alternatives projects also include any projects eligible under the Recreational Trails Program or Safe Routes to School Program (SRTS). Major changes to SRTS funding include elimination of the requirement that states spend between 10 and 30 percent of SRTS funds on non-infrastructure activities (e.g. public awareness campaigns and outreach to press and community leaders, traffic education and enforcement, student training, and funding for training, volunteers, and managers of SRTS programs), and state SRTS coordinators are no longer mandated, but are an eligible use of funds. Law enforcement activities within 2 miles of a K-8 school remain eligible for funding as SRTS projects. SRTS-related law enforcement activities can also be funded by HSIP funds, if SRTS is identified in the Strategic Highway Safety Plan. Eligible Transportation Alternatives projects also include the “planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways” as stated in Section 213(b)(4) of title 23 U.S.C. Lastly, although the language for the

national Scenic Byways program will stay intact, funding for projects has not been included in the new transportation bill. There will be no national Scenic Byways funding program.

Final rulemaking on MAP-21 is expected no later than October 1, 2012 and it is expected that some guidance issued at that time may be interim. More information, including updates, on MAP-21 and final rulemaking can be found at Advocacy Advance <http://www.advocacyadvance.org/MAP21> and from the FHWA at <http://www.fhwa.dot.gov/map21/>.

### **Other Relevant Funding Programs**

The Transportation Alternatives program is one component of the total federal transportation funding apportionment states receive. Other programs that are part of the federal apportionment to states, and which could be important for supporting this Plan's recommendations include the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program (HSIP). The Section 402 State and Community Highway Safety Grant Program is another potential source of funding for certain types of projects that may benefit bicyclists. The following are some details for each of these funding sources:

#### ***Surface Transportation Program (STP)***

The Surface Transportation Program 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. Among the eligible activities under STP are projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway.

#### ***Highway Safety Improvement Program (HSIP)***

The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results. A highway safety improvement project corrects or improves a hazardous road location, or addresses a highway safety problem. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have a Strategic Highway Safety Plan (SHSP) to be eligible to use up to 10 percent of its HSIP funds for other safety projects under 23 USC (including education, enforcement and emergency medical services).

#### ***State and Community Highway Safety Grant Program***

Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways. In each State, funds are administered by the Governor's Representative for Highway Safety. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. Section 402 funds can be used for a variety of safety initiatives including conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects. A State is eligible for these formula grants by submitting a Performance Plan, which establishes goals and performance measures to improve highway safety in the State, and a Highway Safety Plan, which describes activities to achieve those goals.

Additional information is available from the following web sites:

- [NHTSA 402 Programs and Grants](#)
- [Traffic Safety Fact Sheets for Section 402 and Related Programs](#)

- [Uniform Guidelines for State Highway Safety Programs](#)
- [Traffic Safety Fact Sheets—Links to laws](#)

### ***National Highway Performance Program***

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.

### **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 nonmotorized 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 one percent 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.

NOTE: FTA’s Final Policy State on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law (docket number FTA-2009-0052) issued 8/19/11 simplifies the process for determining whether a pedestrian or bicycle improvement qualifies for FTA funding. For the reasons outlined in this Policy Statement, and for purposes of determining whether a pedestrian or bicycle improvement has a physical or functional relationship to public transportation, all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto physical and functional relationship to public transportation.

### **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/>