

# Appendix G: Bikeway Funding Sources

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The primary federal source of surface transportation funding—including bicycle facilities—is SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the fourth in a series of federal transportation funding bills. The \$286.5 billion SAFETEA-LU bill, passed in 2005, authorizes federal surface transportation programs for the five-year period between 2005 and 2009.

SAFETEA-LU information can be found at: [www.fhwa.dot.gov/safetealu/index.htm](http://www.fhwa.dot.gov/safetealu/index.htm)

Federal funding is administered through the Ohio Department of Transportation (ODOT) and the Mid Ohio Regional Planning Commission (MORPC). Most, but not all, of the funding programs are transportation (versus recreation) oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Funding criteria often requires quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, and commitment of some local resources. In most cases, SAFETEA-LU provides matching grants of 80 to 90 percent – but prefers to leverage other funds at a lower rate. Specific grants available from SAFETEA-LU are described more in the regional sections because MORPC screens the applications and provides the funds.

MORPC's Transportation Improvement Package (TIP) is a list of projects eligible for federal aid. Bikeway projects must be listed on MORPC's Regional Bikeway Plan in order to receive federal SAFETEA funds.

Specific programs funded under SAFETEA-LU include: Congestion Mitigation and Air Quality, Recreational Trails Program, Safe Routes to School Program, Transportation, Community and System Preservation Program and Federal Lands Highway Funds. These funding sources are described below.

In addition to these standard funding sources, federal transportation funding includes "Demonstration Projects." These are the line-item projects added by members of Congress. Columbus may be a candidate for this type of funding during the SAFETEA re-authorization process in 2009-10. During the last reauthorization process, a \$100 million Model Communities Program was established to demonstrate how bicycle and pedestrian infrastructure, and education and encouragement programs can be used to increase biking and walking. Four communities, Columbia, Missouri; Marin County, California; Sheboygan, Wisconsin and Minneapolis, Minnesota each received \$25 million to implement bicycle and pedestrian projects. This program may be expanded in the future and would be a great opportunity for Columbus.

## *Statewide Funding Sources*

The State of Ohio uses both federal sources and its own budget to fund bicycle projects and programs. In some cases, project sponsors apply directly to the State for funding. In others, sponsors apply to the regional agency MORPC.

### Recreational Trails Program (RTP)

Eligible projects for the Recreational Trails Program include trail linkages, facilities; maintenance, restoration, ADA improvements, acquisition, and construction. The Recreational Trails Program is up to 80 percent reimbursable and in the 2007 fiscal year, the State of Ohio was apportioned \$1,740,801. The deadline for the application is February 1.

[www.fhwa.dot.gov/environment/rectrails/index.htm](http://www.fhwa.dot.gov/environment/rectrails/index.htm)

### Clean Ohio Trails Fund

In Ohio, the Clean Ohio Trails Fund was available for four rounds of funding and ended in 2006. At this time, there is no funding available, however there is a considerable push to have the fund put on the ballot again for reauthorization. The grants were administered by the Ohio Department of Natural Resources and totaled \$25 million in grants over the four cycles.

<http://www.dnr.state.oh.us/default/tabid/10771/Default.aspx>

### NatureWorks Grants

The NatureWorks grant program is administered by the Ohio Department of Natural Resources. The grants provide up to 75 percent reimbursement assistance for local governments, including cities and park districts. Grants are for acquiring, developing, and rehabilitating recreational areas and are applicable to bicycle trails. The program started in 1993 and since then, it has funded over \$63 million in projects. Over the last several years, the NatureWorks grants have funded approximately \$2 million in projects per year. The deadline is February 1.

<http://www.dnr.state.oh.us/default/tabid/11089/Default.aspx>

### Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the Ohio Department of Natural Resources. Congress has yet to determine whether this program will be funded in 2008.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. The grant process for local agencies is competitive and if funding levels are like the previous years, there will be a \$50,000 maximum grant request.

<http://www.dnr.state.oh.us/default/tabid/11089/Default.aspx>

### Safe Routes to School (SR2S)

Recent SAFETEA-LU legislation, which requires each state's Department of Transportation to designate a Safe Routes to School Coordinator, also contains a SR2S program. This program is meant to improve the safety of walking and bicycling to school and to encourage students to walk and bicycle to school through identifying existing and new routes to school and constructing bicycle

safety and traffic calming projects. ODOT requires a Comprehensive Safe Routes to school Plan to be eligible for funding. The next round of funding will likely take place in January 2008.

<http://www.dot.state.oh.us/SafeRoutes/Default.htm>

## ***Regional Funding Sources***

Regional transportation funds are administered by MORPC. To be eligible for MORPC administered funds, all projects must comply with MORPC's Routine Accommodations Policy - project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. Sponsors using local, state, or other federal funds are encouraged but not required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects.

### **Transportation Improvement Program**

In 2007, the State of Ohio awarded approximately \$1.5 billion in funds for highway, transit, and bicycle/pedestrian projects for FY 2008-2011. Projects programmed in the Transportation Improvement Program must provide for public comment to the funding list, provide specific project information, be consistent with planning documents, provide a financial plan, establish priorities, and conform to air quality standards. Therefore, when funding becomes available, the project will be ready for implementation.

### **Transportation Enhancements**

Transportation Enhancements are designated SAFETEA-LU funds. MORPC solicits applications and funds regional projects and programs with these dollars. In 2007, MORPC awarded approximately \$1.6 million per year or approximately \$10.1 million total for FY 2008-2013. Bicycle facilities are eligible for these funds as well as bicycle education programs.

<http://www.morpc.org/web/transportation/tip/MORPCFunds.html>

[http://www.fhwa.dot.gov/environment/te/principles\\_pt1.htm](http://www.fhwa.dot.gov/environment/te/principles_pt1.htm)

### **Congestion Mitigation and Air Quality (CMAQ)**

CMAQ funds are allocated as part of SAFETEA-LU and MORPC is the regional agency that solicits applications and uses these dollars to fund projects. In 2007, MORPC awarded funding for FY 2008-2013. Approximately \$8.1 million per year or \$49.1 million are allocated for 2008-2013. Bicycle and pedestrian facilities are eligible for these funds if they provide air quality benefits.

<http://www.morpc.org/web/transportation/tip/MORPCFunds.html>

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

## Non-Traditional Funding Sources

### *Integration into Larger Projects*

One of the most effective ways of getting bicycle facilities constructed quickly is to ensure that proposed facilities are constructed as part of larger transportation projects. MORPC's "complete streets" policy requires agencies using MORPC funds to design, construct, operate, and maintain transportation facilities using best practices for pedestrians and bicyclists. Some portion of proposed bicycle facilities will be built as MORPC funds are used in projects throughout the City. If Columbus adopts the complete streets policy outlined in this plan, bicycle facility construction in Columbus should increase significantly.

<http://www.morpc.org/web/transportation/bikeped/bikepedplan.html>

### Community Development Block Grants

The Community Development Block Grant (CDBG) program provides money for streetscape revitalization, which may be largely comprised of bicycle and pedestrian improvements. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated Plan and managing CDBG funds.

CDBG funds totaling \$50 million were distributed statewide in 2007.

[www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm](http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm)

### Requirements for New Development

Due to MORPC's routine accommodation policy and its active role in funding new developments, and road widening, there is more opportunity to construct bicycle facilities more efficiently. As a requirement for new developments, bicycle projects can be included in larger, more expensive projects.

### Impact Fees

One potential local source of funding is developer impact fees. These one time costs associated with new developments are typically tied to trip generation rates and traffic impacts produced by a project. These fees can be directed to bicycle projects to help alleviate negative traffic impacts of new developments.

### Dedicated Transportation Division Funding

Columbus should consider dedicating a portion of Transportation Division funds to the bicycle program.

### RTC 2010 Campaign

Columbus is planning on participating in this funding, which may provide up to \$50 million in bicycle facility funding.