



Funding Bicycle and Pedestrian Infrastructure

Mayor's Bike & Walk Summit

Columbia, South Carolina

Friday, May 5, 2017, 1:15 pm – 3:00 pm

Darren Flusche, Senior Planner, Toole Design Group

Ernie Boughman, Toole Design, Spartanburg

Keith R. Brockington, Greenville County Department of Planning and Code Compliance

Agenda



- 8:00 *Introductions*
- 8:10 **Background on Federal Funding & the FAST Act**
- 8:25 *Discussion: Project Priorities*
- 8:35 **Federal Funding Programs**
- 9:20 *5 Minute Break*
- 9:25 **How the Process Works:** Keith R. Brockington, Transportation Planning Manager, Greenville County Department of Planning and Code Compliance
- 9:45 *Discussion: How can we help each other*
- 10:15 **Overview of Local and State Funding Sources**
- 10:30 *Discussion: Challenges and Opportunities*
- 11:00 Close

Introductions



- Name, Organization
- What is your *vision* for Bicycling and Walking in your community



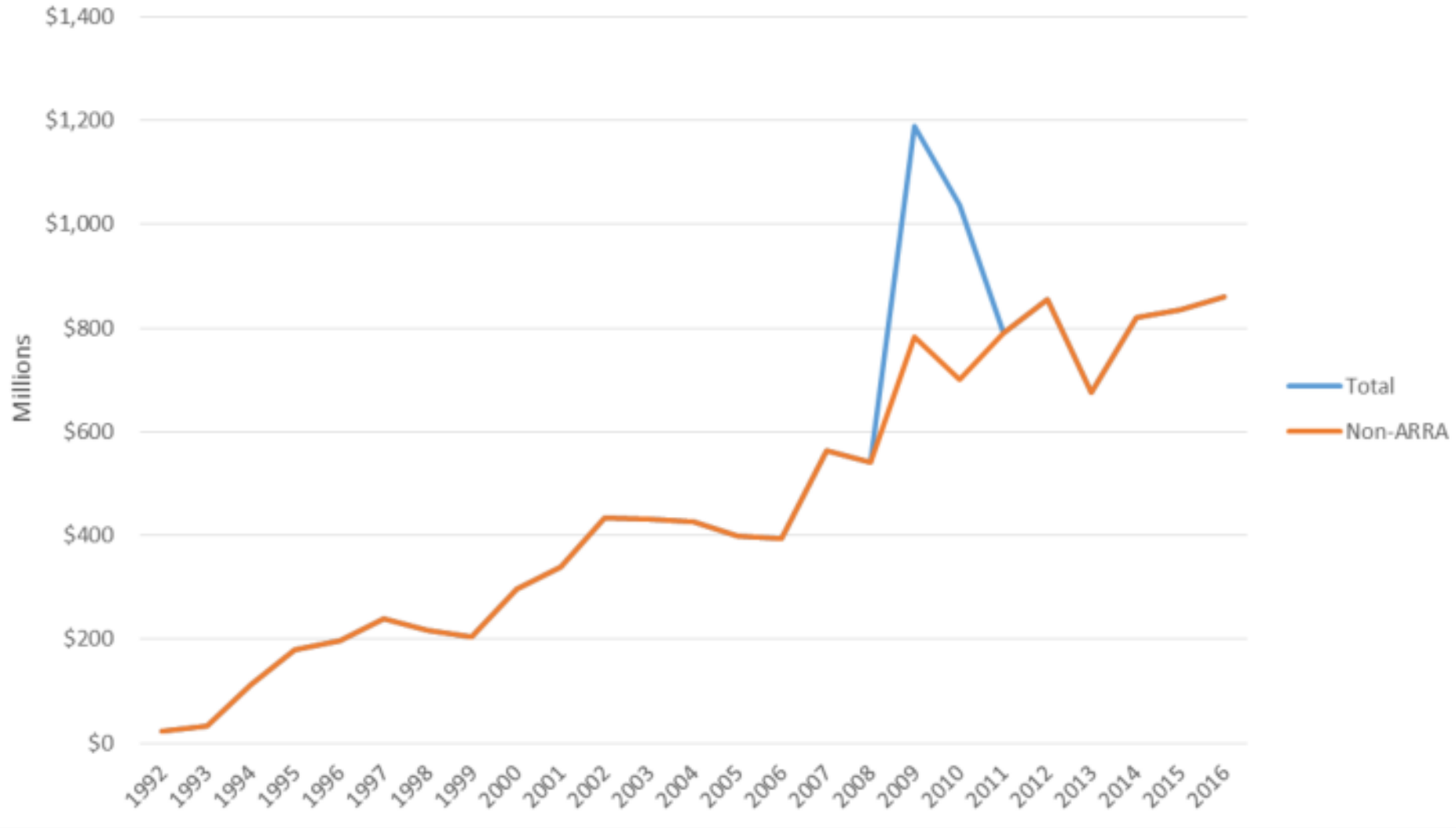
Background on Federal Funding



Bike/Ped Spending

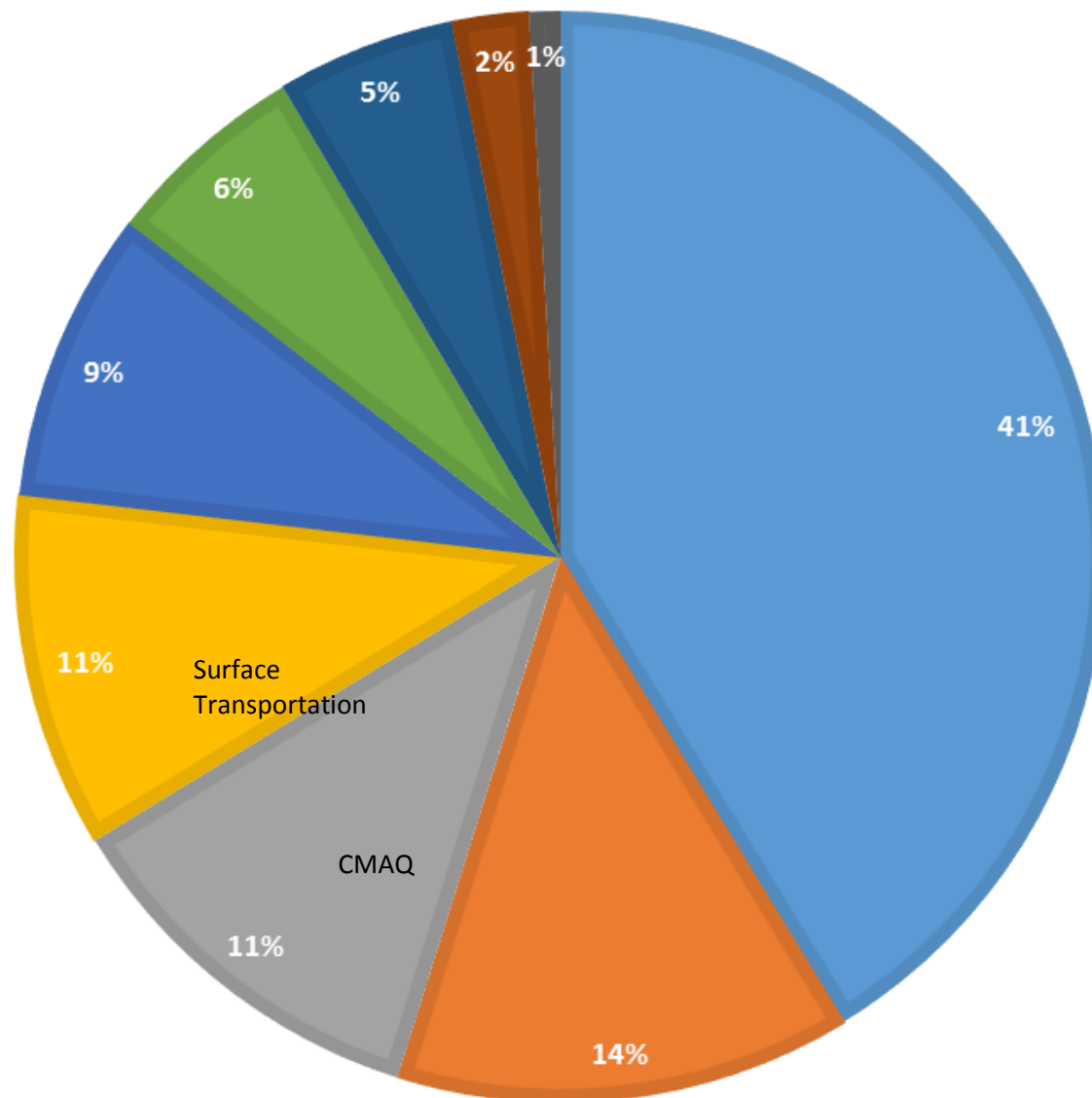


Federal Funds Obligated by States to Bicycle and Pedestrian Projects
1992 - 2016

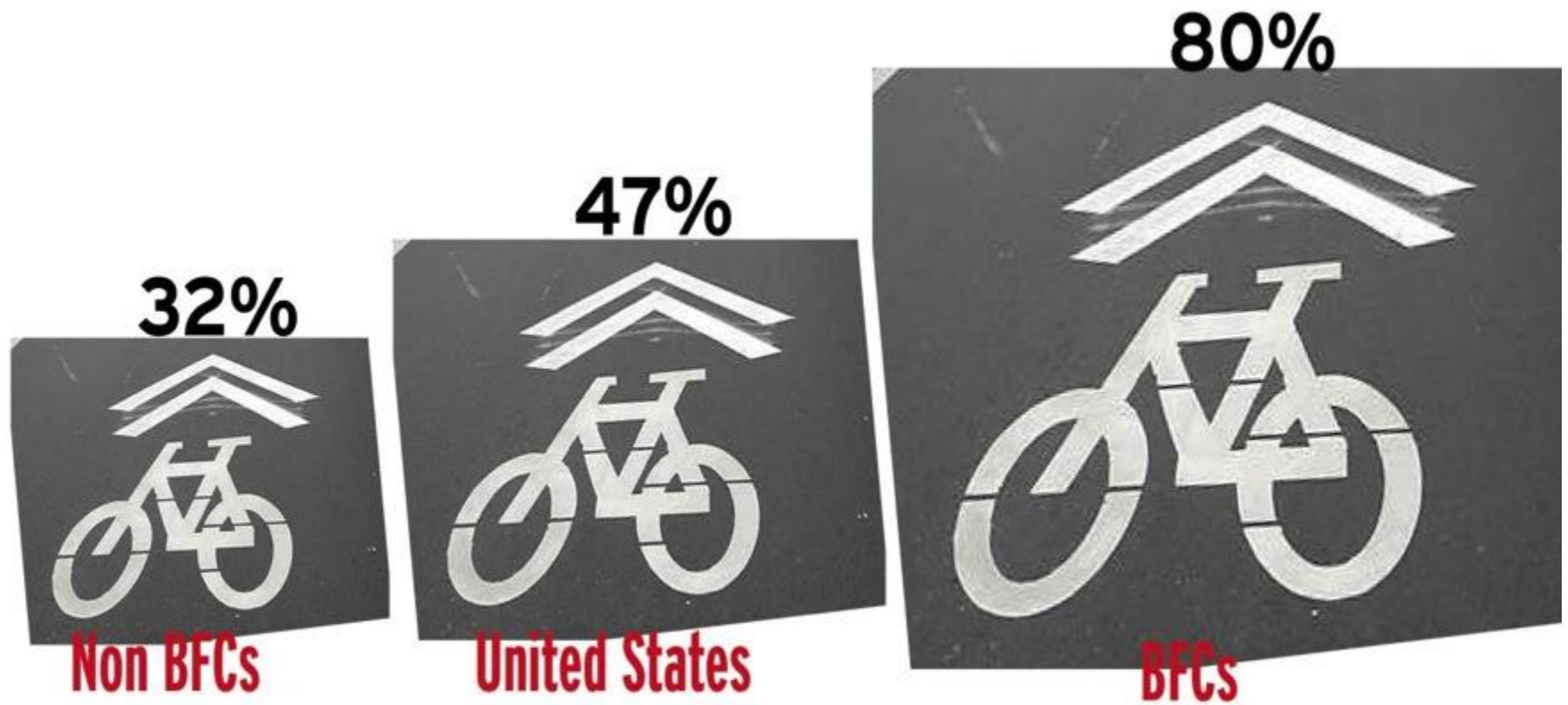


SPENDING BY FUNDING PROGRAM 1992 - 2016

■ TE ■ Other ■ CMAQ ■ STBG/STP ■ SRTS ■ ARRA ■ TA/TAP ■ RTP ■ HSIP



Growth in Bicycle Commuting Since 2000



Source: 2011 American Community Survey, 70 largest U.S. Cities

THE ECONOMIC BENEFITS OF BICYCLING

By Darren Flusche

All eyes were on the economy in 2009 when we released our report, *The Economic Benefits of Bicycle Infrastructure Investments*. In the three years since, the struggling economy has continued to dominate national and local agendas. During that same period, we have seen a steady stream of research confirming the positive impact bicycling has on business districts, jobs, and household savings. As you can see in the map, the benefits touch every corner of the country, boosting the economic vitality of states and communities. To capture this growing body of evidence, we've updated the report with a wealth of new data and information: visit www.bikeleague.org/reports.

NEIGHBORHOOD/DISTRICT SAN FRANCISCO, CA [Valencia Street]

2/3 of merchants say new bike lanes have improved business and supported more traffic calming measures on the street (2004).

REGIONAL/CITY BOULDER, CO

In 2011, Boulder's bicycle industry exceeded \$52 million in economic activity, supporting 330 jobs.

BIKE TRAIL MONON TRAIL [Indianapolis, IN]

11% A home's value increases 11% just for being a half mile closer to the trail.

NEIGHBORHOOD/DISTRICT MEMPHIS, TN [Broad Avenue]

Since the Arts District and bike lanes programs started in 2012, 16 new businesses have opened and 29 properties have been renovated.

REGIONAL/CITY WASHINGTON, D.C.

83% of bikeshare users are more likely to patronize a business if it is located near a Capital Bikeshare station.

REGIONAL/CITY NORTH CAROLINA'S OUTER BANKS

Bicycle tourism generates \$60 million in economic activity per year. The region sees an annual nine-to-one return on its one-time \$6.7 million investment in bicycle infrastructure.

BIKE TRAIL SCHUYLKILL RIVER TRAIL [Follows the Schuylkill River from Pottsville to Philadelphia, PA]

78% of trail users purchase hard goods, like bikes, accessories, and clothing to use on the trail, averaging \$406 per trail user.

NEIGHBORHOOD/DISTRICT TORONTO, ONTARIO [Bloor Street]

People who bike spend more money per month than those who drive (2009).

STATE WISCONSIN

Bike recreation and tourism contribute \$924 million annually to the economy. Annual health benefits total \$409 million (2010).

STATE IOWA

Commuter and recreational bicycling generates more than \$400 million in economic activity and health savings of \$87 million each year (2011).

STATE VERMONT

\$400 million

In 2009, biking and walking generated 1,400 jobs, \$41 million in wages, and \$83 million in revenue. Including health and property value benefits brought the total to \$400 million in economic impact.

Economic Impacts



Broad Avenue Bike Lanes
Memphis, TN



Federal Policy Update



Two budgets in play this week

- Fiscal Year 2017 (through Sept 2017)
 - White House wanted cuts to TIGER Grants reduce transit funding
 - The House was already deep in negotiations
 - TIGER is funded at \$500 million in the budget; Transit New Starts is funded; AMTRAK funded
- Fiscal Year 2018 (Oct. 1, 2017 – Sept. 30, 2018)
 - White House's "skinny budget"
 - Increases funding to Defense, Homeland Security, Veterans Affairs. Cuts to everything else. Proposed 13% Transportation
 - TIGER likely to be cut; Most transpo funds are from the Trust Fund

Beginnings of conversations on Infrastructure Package

- No agreement on timing

FAST Act



FAST Act



- Fixing America's Surface Transportation (FAST)
- December 4, 2015
- FY 2016 – FY 2020





- 5 year transportation bill
- 15% increase in highway funding
- 18% increase in transit funding

Key words: Certainty, Jobs, Economy,

Key themes: Freight, Streamlining, Basics

Key Messages from FAST



- Core Bike/Ped funding continues – renamed Surface Transportation Block Grant Set-Aside
- Bike/Ped remains broadly eligible for all programs (e.g. CMAQ, HSIP)
- New dedicated safety funding for high-crash states (Section 405)
- TIFIA made easier for smaller [bike/ped] projects
- TIGER & other elements continue unless explicitly changed by FAST

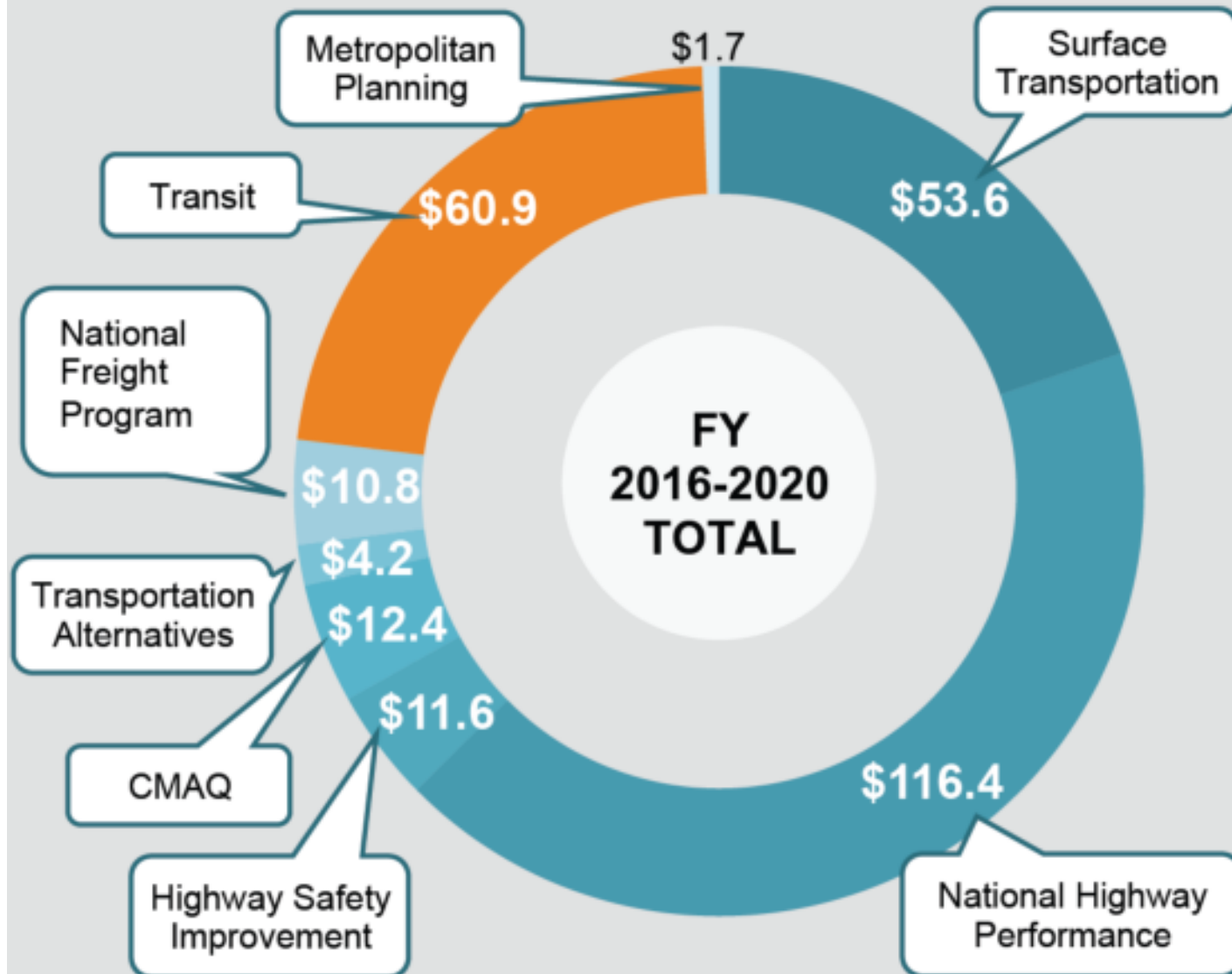
FAST Act Authorizations



Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg
HIGHWAYS								
National Highway Performance Program	21,908	22,332 1.9%	22,828 2.2%	23,262 1.9%	23,741 2.1%	24,236 2.1%	116,399	23,280
Surface Transportation Block Grant Program	10,077	10,328 1.1%	10,589 2.5%	10,818 2.2%	11,026 1.9%	11,287 2.4%	11,668	11,876
Highway Safety Improvement Program	2,192	2,226 1.5%	2,275 2.2%	2,318 1.9%	2,360 1.8%	2,407 2.0%	11,585	2,317
Railway-Highway Grade Crossings Program	220	225 2.3%	230 2.2%	235 2.2%	240 2.1%	245 2.1%	1,175	235
Congestion Mitigation and Air Quality Improvement Program	2,267	2,309 1.9%	2,360 2.2%	2,405 1.9%	2,449 1.8%	2,499 2.0%	12,023	2,405
Metropolitan Planning Program	314	329 5.0%	336 2.0%	343 2.1%	350 2.1%	359 2.3%	1,717	343
National Highway Freight Program	n/a	1,140 n/a	1,091 -4.3%	1,190 9.1%	1,339 12.5%	1,487 11.1%	6,247	1,249
Surface Transportation Block Grant Program Set-Aside (Formerly Transportation Alternatives Program)	820	835 n/a	835 0.0%	850 1.8%	850 0.0%	850 0.0%	4,220	844
Total, Apportioned Programs (HTF)	37,798	39,728 5.1%	40,548 2.1%	41,424 2.2%	42,359 2.3%	43,373 2.4%	165,051	33,010
Federal Lands and Tribal Transportation Programs	1,000	1,050 5.0%	1,075 2.4%	1,100 2.3%	1,125 2.3%	1,150 2.2%	5,500	1,100
Research Programs	400	415 3.6%	418 0.7%	418 0.0%	420 0.6%	420 0.0%	2,090	418
Miscellaneous Programs	357	380 6.4%	380 0.0%	380 0.0%	380 0.0%	380 0.0%	1,900	380
Transportation Infrastructure Financing and Innovation Act	1,000	275 -72.5%	275 0.0%	285 3.6%	300 5.3%	300 0.0%	1,435	287
Nationally Significant Highway and Freight Projects	n/a	800 n/a	850 6.3%	900 5.9%	950 5.6%	1,000 5.3%	4,500	900
FHWA Administrative	440	453 3.0%	460 1.5%	467 1.5%	474 1.5%	481 1.5%	2,334	467
Total, Other Programs (HTF)	3,197	3,373 5.5%	3,457 2.5%	3,549 2.7%	3,649 2.8%	3,731 2.3%	17,758	3,552
Total, Federal-Aid Highway Program (HTF)	40,995	43,100 5.1%	44,005 2.1%	44,973 2.2%	46,008 2.3%	47,104 2.4%	225,190	45,038
Total, Other Programs (GF)	30	222 640.0%	210 -5.4%	210 0.0%	210 0.0%	210 0.0%	1,062	212
Total, Federal-aid Highway Program (HTF and GF)	41,025	43,322 5.6%	44,215 2.1%	45,183 2.2%	46,218 2.3%	47,314 2.4%	226,252	45,250
Obligation Limitation	40,256	42,361 5.2%	43,266 2.1%	44,234 2.2%	45,269 2.3%	46,365 2.4%	221,495	44,299
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	40,995	42,113 2.7%	43,034 2.2%	43,961 2.2%	45,001 2.4%	46,042 2.3%	220,150	44,030

FAST Act: Highway Apportioned Programs and Transit Authorizations

(\$ billions)



Small Group Discussion



- What projects, or types, of projects are you hoping to fund?
- For a specific project, what transportation (or other) benefits would that project provide?
- What information would you need to make the case for the project?

Report out 1 or 2 examples your group discussed.



Federal Transportation Funding Programs

Characteristics, requirements, and opportunities of underutilized funding sources that exist for biking and walking projects and programs



Surface Transportation Block Grant Set-Aside

[Formerly Transportation Alternatives
Program (TAP)]

History of “Transportation Enhancements”



1991 – Intermodal Surface Transportation Efficiency Act (ISTEA)

- Transportation Enhancements Created w/ 10 categories; 10% of Surface Transportation Program
- Recreational Trails Program created

1998 – Transportation Equity Act for the 21st Century (TEA-21)

- TE expanded to 12 categories

2005 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

- Safe Routes to School and Non-Motorized Transportation Pilot Program created

2012 – Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Transportation Alternatives Program combines TE, SRTS, RTP; other eligibility added
- TAP is 2% of core funding programs (STP, CMAQ, NHPP, etc.)

2015 – Fixing America’s Surface Transportation (FAST Act)

- TAP renamed Surface Transportation Block Grant Set-aside
- \$820m-\$850m annually

Program Consolidation & Funding Changes



SAFETEA LU – FY 2011

TE
\$928
Million

SRTS
\$202
M

RTP
\$97

Total: \$1.2 Billion

MAP-21 – FY 2014

Transportation
Alternatives
\$820 M

Total: \$820 Million

FAST Act

Surface
Transportation
Block Grant
Set Aside
(TAP-set aside)
\$835 M

Total: \$835 M

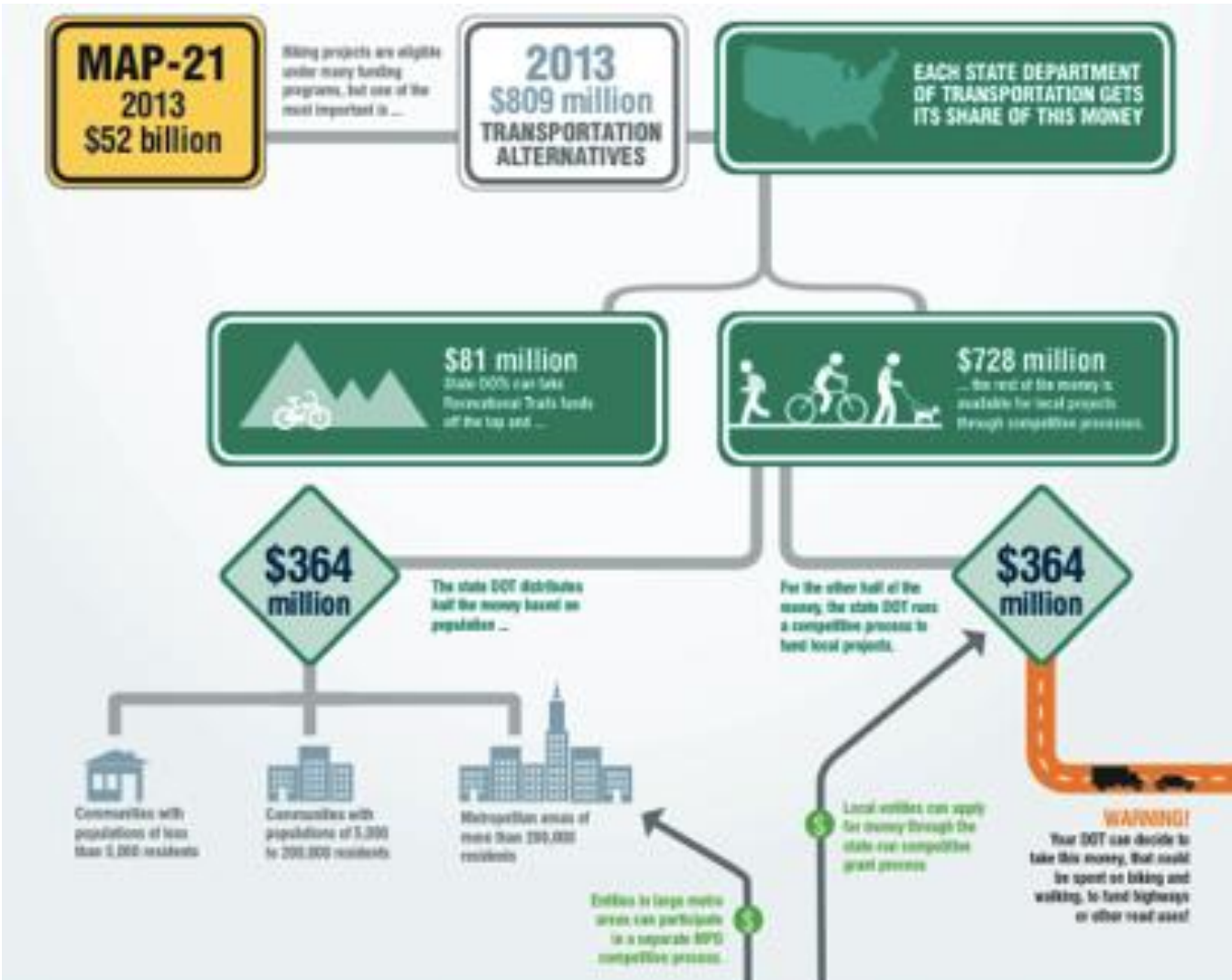
Eligible Projects



- Transportation Alternatives
 - Pedestrians & bicyclists facilities (on & off- road)
 - Safe routes for non-drivers
 - Rail trails conversions
 - Overlooks & viewing areas
 - “Community improvements”
 - “Environmental mitigation”
 - [No Adult Education Programs]
- Recreational Trails
- Safe Routes to School
 - Infrastructure
 - Non-infrastructure
 - Coordinator
- Highways to Boulevards



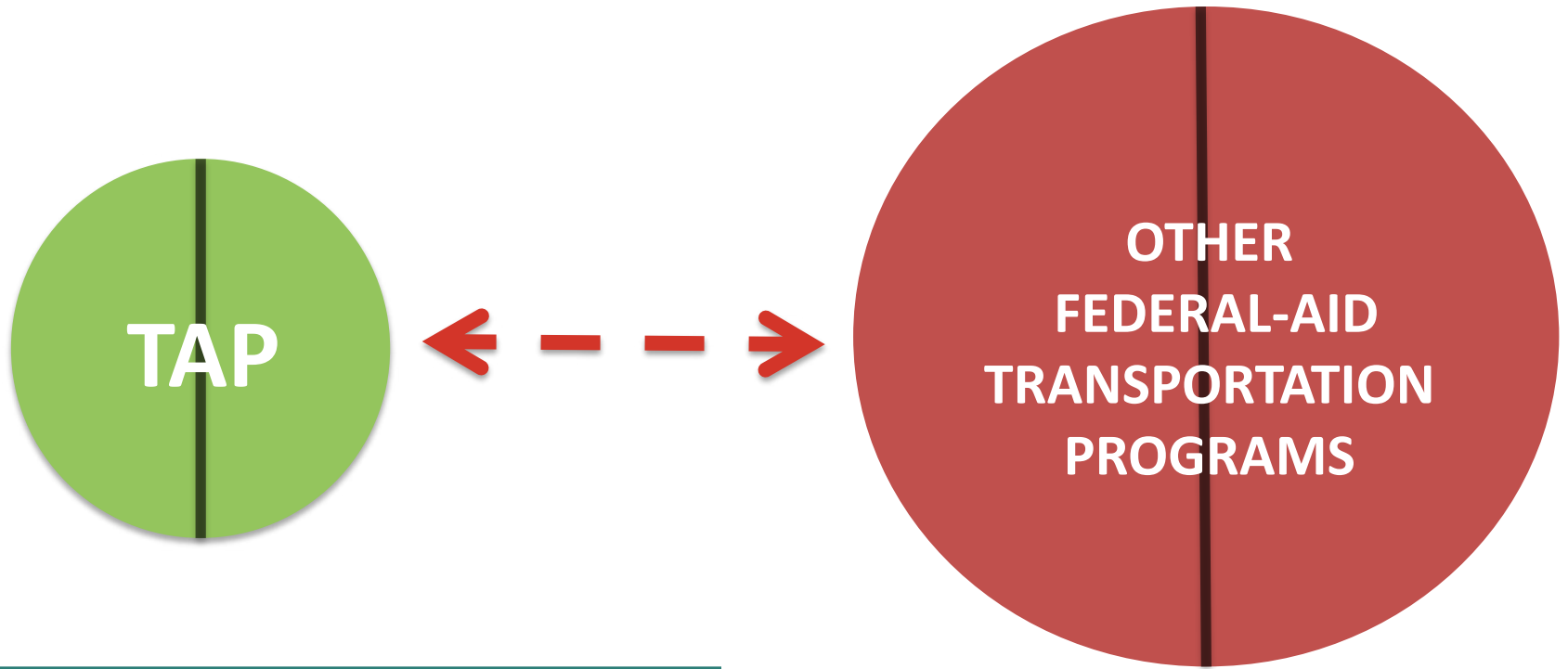
Distribution of Funds



The local entities that are eligible to apply for funding are school districts, local governments, local transportation planning agencies, tribal governments and public land management agencies.



Opt-outs and Transfers



But... states can also transfer
money *into* Transportation
Alternatives (and 10 states have)

Sub-Allocation



TOTAL TAP SET ASIDE 2016	\$16,079,529
	\$1,211,220
REC TRAILS	
REMAINING TAP	\$14,868,309
OVER 200K	\$2,999,401
5K < AREAS ≤ 200K	\$1,141,440
UNDER 5K	\$1,834,589
ANY AREA TAP	\$7,434,155

South Carolina	-	
<u>URBANIZED AREA</u>	<u>POPULATION</u>	<u>SUBALLOCATION</u>
Augusta-Richmond County	103,504	166,358
Charleston--North Charleston	548,404	881,427
Charlotte	68,958	110,833
Columbia	549,777	883,634
Greenville	400,492	643,694
Myrtle Beach--Socastee	<u>195,025</u>	<u>313,455</u>
		2,999,401

What About Safe Routes to School?



- Eligible activities under TA and other programs
- 80/20 Federal share
- State solutions
 - HSIP
 - Colorado (\$2.6M)
 - STP
 - Washington (\$4.5M)
 - State Revenue
 - HI traffic fines
 - MN state authorization



*Photo from the Safe Routes to School
National Partnership*

What Does a Good Regional Competitive Process Look Like?



Priority Areas

- Transportation & Mobility
- Safety
- Intermodal connection
- Quality of life
- Equity
- Safe Routes to School



Kaelepulu Stream bikeway bridge, Kailua, Honolulu County, 1997 TE project

Advocacy Advance Report: “Transportation Alternatives Program Competitive Grant Processes: Examples of Regional Applications” http://bit.ly/TAP_Apps

National Capital Region



- Accessibility for All Users
 - Choices
 - Safety
 - Disabilities
- Safe Routes to School
- Transit & Employment
- Project Coordination



Northwestern Indiana Regional Commission (NIRC)

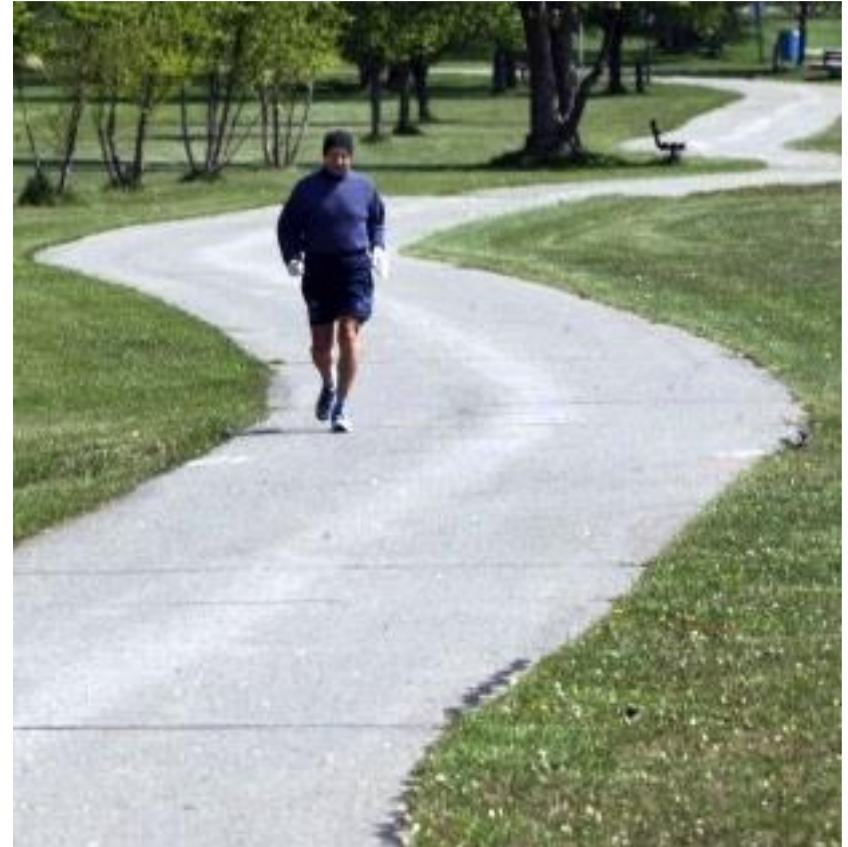


Distribution

- 80% – Pedestrian & Bicycle
- 10% – Safe Routes to School
- 10% – Environment & Historic

Ped/Bike Criteria

- *Enhances regional trail network*
- *Potential trail users*
- Environmental Justice
- Agency partnerships
- Intermodal
- Project Readiness



Erie Lackawanna Trail, Griffith, IN

Example: Brownsville TAP



Criteria

- Regional Linkages and Connections
- Implementing Active Transportation and Mobility Plans
- Safety
- Reducing Barriers
- Economic Opportunities
- Project Readiness
- Timing
- Public Involvement & Support
- Commitment

Questions?



Eligibility in Other Programs



Surface
Transportation
Block Grant (STBG)



Highway Safety
Improvement
Program (HSIP)



Congestion
Mitigation and Air
Quality
Improvement
(CMAQ)



Section 402
Safety Grants



Program features

1. Bike/Ped eligibility
2. Changes in MAP-21/FAST Act
3. Real world examples

Surface Transportation Block Grant

(STBG)

STBG Program Features



- Flexible funding
- Construction of bicycle transportation facilities and walkways
- Any TAP activity
 - incl. Rec Trails
- Non-construction projects related to safe bicycle use
- 80% Federal Share



Chattanooga, TN

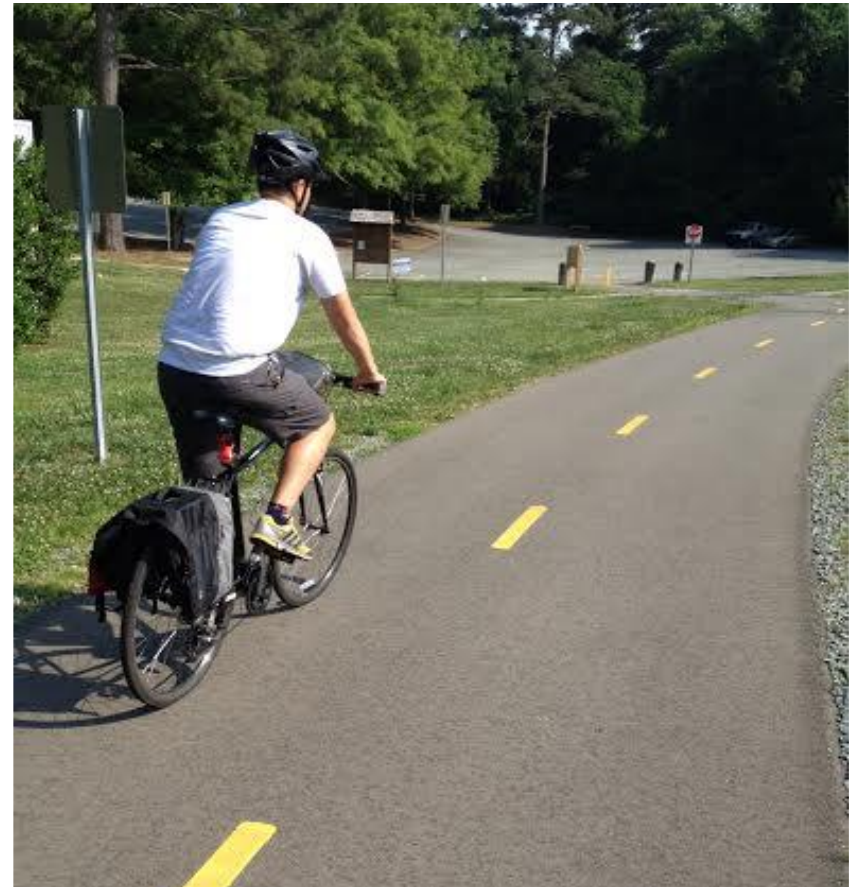
STBG Changes in MAP-21/FAST Act



- Higher funding, more competition
- Sub-allocation to metropolitan areas
 - Same dollar amount as before

Eligibility:

- Transportation Alternatives activities
 - Recreational Trails
 - Safe Routes to School



Carrboro, NC

STBG Sub-allocation



<u>URBANIZED AREA</u>	<u>POPULATION</u>	<u>STBG PROGRAM SUBALLOCATION</u>
South Carolina		
Augusta-Richmond County	103,504	2,045,766
Charleston--North Charleston	548,404	10,839,256
Charlotte	68,958	1,362,961
Columbia	549,777	10,866,393
Greenville	400,492	7,915,761
Myrtle Beach--Socastee	<u>195,025</u>	<u>3,854,687</u>
		36,884,824

STBG (STP) Example: Peoria, IL



Project Rating Criteria:

- 2006 not quantifiable
- MPO asked advocates for suggestions
- New quantitative criteria
- Most projects now include bike/ped



*Peoria, IL, Road Diet with Green Bike Lane
Photo: Eric Fredericks, Flickr*

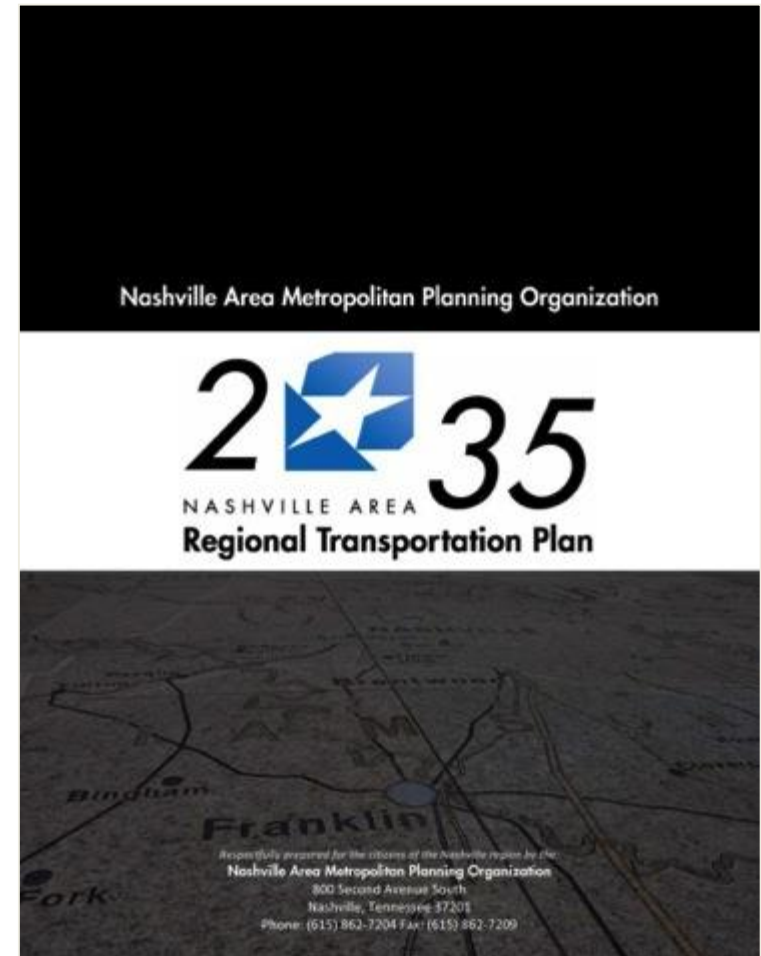
STBG (STP) Example: Nashville, TN



#1 A Bold, New Vision
for Mass Transit

#2 Support for Active
Transportation & Walkable
Communities

#3 Preservation &
Enhancement of Strategic
Roadways



STBG (STP) Example: Livable Centers Initiative (Atlanta Regional Commission)



- Program established by ARC Board in '99
- Awards planning grants on a competitive basis to local governments and nonprofit organizations
- \$18 million study funds through 2017 + \$500 million set-aside for planned projects



Livable Centers Initiative Lessons Learned



- Tool to meet air quality standards
- Build local support
- Don't underestimate planning / study side of the program
- STBG offers flexibility



Highway Safety Improvement Program (HSIP)

HSIP Program Features



- Safety infrastructure
- All public roads are eligible
- Bike lanes, roadway shoulders, crosswalks, signage, trail/road intersections
- Data driven
- 90% Federal Share



Funding and Reporting



- Nat'l Funding increased 88% in MAP-21 & FAST Act
- In writing plans, states must consult with:
 - State non-motorized representative
 - May include reps from safety stakeholder groups



HSIP Example: Virginia



- 10% set-aside
- Project selection focused on corridors



HSIP for Protected Bike Lanes in Memphis

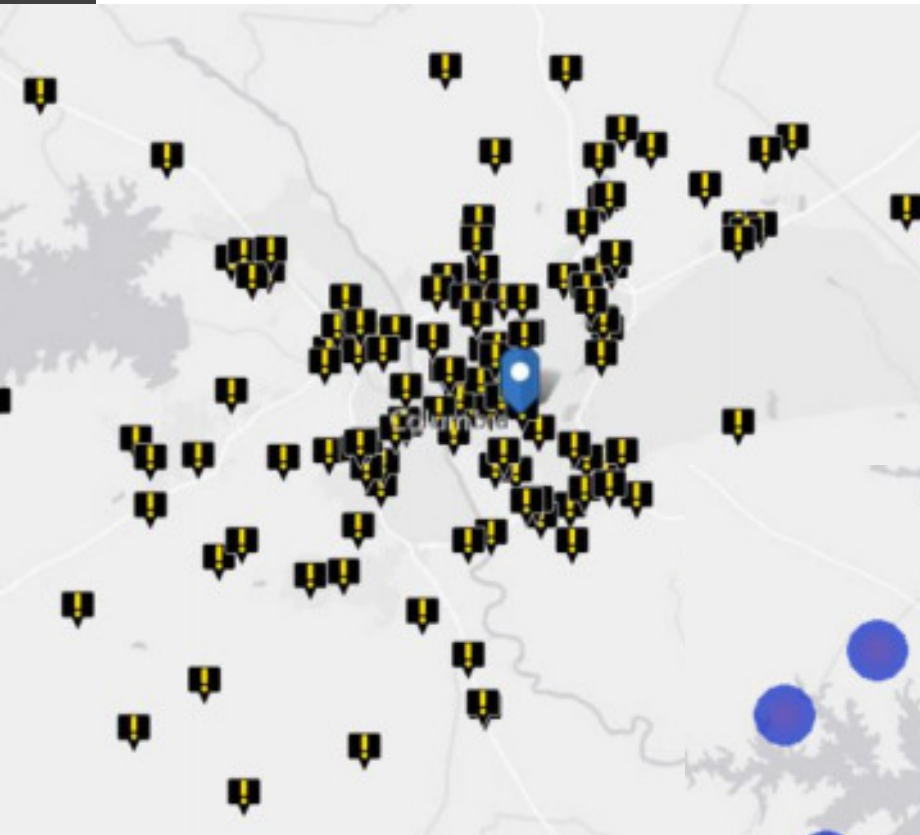


1. City requested protected bike lanes in TDOT resurfacing project
2. TDOT agreed. City to pay excess.
3. TDOT's Bike/Ped Coordinator confirmed that the striping and delineators eligible under HSIP
4. HSIP manager confirmed 100% federal reimbursement.
5. High-fives!

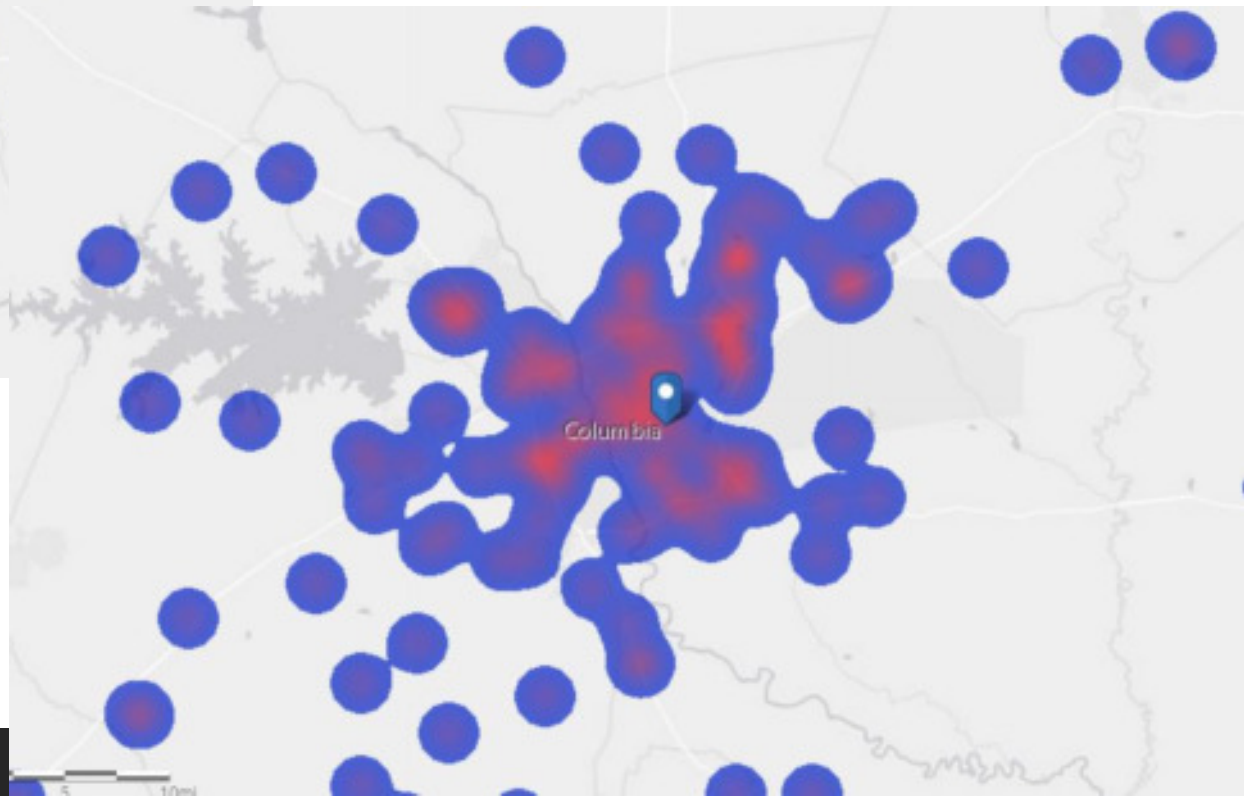


Overton Park Road, Memphis

Pedestrian Fatalities - Dangerous By Design



You can download the report and
use the interactive map at
<http://bit.ly/DangerousByDesign>



Strategic Highway Safety Plan



Target Zero

South Carolina's Strategic Highway Safety Plan

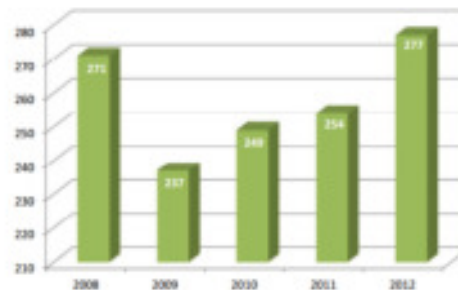


2015-2018

SCDOT



Pedestrian Involved Fatal and Severe Injury Collisions
2008-2012



Our Goal

Pedestrian Fatalities, 2001-2018



Figure 44. In order to reach the Target Zero benchmark of 69 pedestrian fatalities by 2018, fatalities must be reduced by an average of 6 per year.

Pedestrian Severe Injuries, 2001-2018

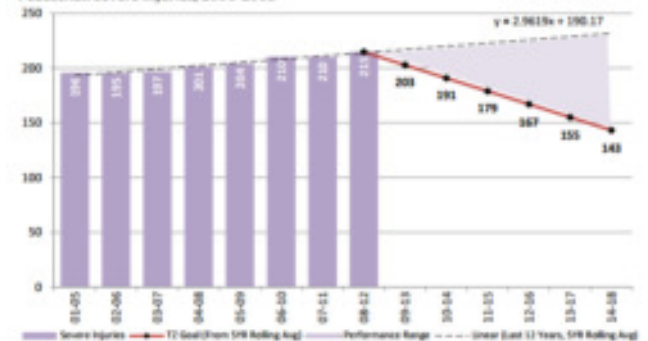


Figure 45. In order to reach the Target Zero benchmark of 143 pedestrian severe injuries by 2018, severe injuries must be reduced by an average of 12 per year.

Section 402 State & Community Highway Safety Grant Program

(Section 402)

Section 402 Program Features



- NHTSA & FHWA
- Non-infrastructure
- Bicycle and pedestrian safety and education programs
- Can be run by local advocacy groups
- Reimbursement



Section 402 Changes in MAP-21



- Bicycle and pedestrian safety programs are still eligible
- Adult programs also eligible



Section 402 Examples



- BikeEd (BikeTexas)
- Share the Road program (Atlanta)
- BikeSchool (New Jersey)
- Helmet distribution (Florida)
- Training on ped/bike design guidelines
- Bike Safety Month
- Bike Walk Connecticut



Lessons for Section 402



- Get to know 402 staff
- Help meet needs
- Collaboration between advocates and staff





Where Can I Find Funding?

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.

	Pedestrian and Bicycle Funding Opportunities														
	U.S. Department of Transportation Transit, Highway, and Safety Funds														
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$



Transit Funding



Transit Programs can fund Bike/Ped



Under MAP-21	Process	Example
§5307 Urbanized Area Formula Program	Formula	Bike-Go-Round in East Bay, CA \$700k + for bikes and training for low-income individuals through non-profit program
§5309 New Starts and Small Starts Major Capital Investment Programs	Competitive	Ctfastrak in Hartford, CT \$275 million for busway and adjacent multi-use path
§5339 Bus and Bus Facilities Discretionary Program	Formula + Competitive	Bikeshare in Fort Worth, TX \$940k for bike share network with 35 stations
§5310 Elderly Individuals and Individuals with Disabilities Formula Program	Formula	In FY2012 this funding source spent \$321,658 on bicycle access, facilities & equipment on buses nationwide
§5311 Non-Urbanized Area Formula Program	Formula	In FY2012 this funding source spent \$398,865 on bus shelters, enhanced ADA access, and signage nationwide

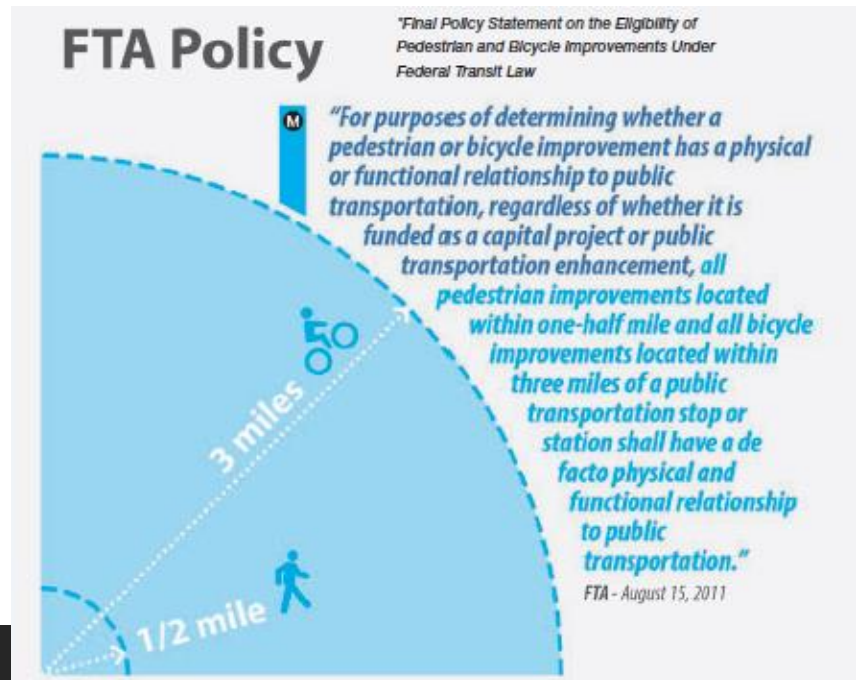
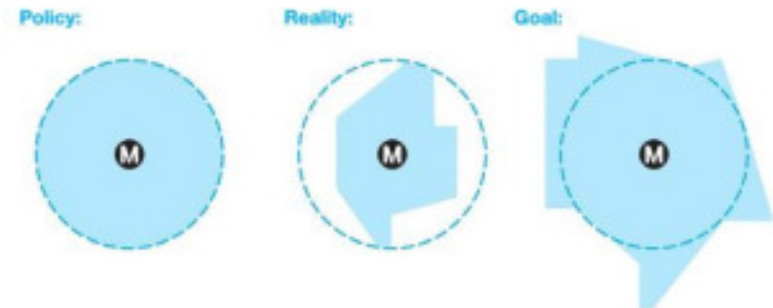
http://www.fta.dot.gov/12853_14875.html

Basics of Bike/Ped Eligibility for Transit Funds



Eligible “capital” projects must:

- Enhance economic development or incorporate private investment;
- Enhance the effectiveness of public transportation project and relate physically or functionally to that project, or
- Establish new or enhanced coordination between public transportation and other transportation; and
- Provide a fair share of revenue for public transportation.



Questions?



BREAK



MPO Funding Perspective

- Keith Brockington, Transportation Planning Manager
- Greenville County | Greenville-Pickens Area Transportation Study (GPATS)
- Greenville/Upstate seeing significant growth in bicycling community
- Economic development increasing densities, making “Alternatives” more attractive....and *feasible*.

Safety Perspective

- #1 issue in GPATS and all of South Carolina
- GPATS Long-Range Transportation Plan
 - Need for Bike/Ped Safety outstrips need for Bike/Ped Facilities
 - New Federal Performance Measures could help with State/MPO funding for improvements
- I can sell Safety all day long.

Safety Perspective

- Schools, Parks/Recreation, Work are priority
- Facilities to focus on “User Confidence” levels*:
 - Strong and Fearless: <1%
 - **Enthusied and Confident: 7%**
 - **Interested but Concerned: 60%**
 - No Way No How: 33%
- Intersections, Crosswalks, Multi-Use Paths
- True Bike Lanes reserved for lower-speed roads (CBDs, MUDs, etc.)

*Source: *Four Types of Cyclists*, Roger Geller, PBOT

Getting Projects Done

- SCDOT is all about the “warrants.”
- Improved Culture, Bike/Ped-oriented Development, User-base.
- Must be GOOD Culture and User-base, particularly within the roadways, avoid being own worst enemy.



Swamp Rabbit at SC-253

- Greenville County Rec conducted 3-year study of the SRT
- Usage numbers show over 500,000 users per year pass through this SRT Crossing
- That's around an average of 1,400 users per day, but mostly concentrated on peak times. That exceeds many State Secondary ROADS
- SCDOT has placed this "Intersection" as an "Unfunded Priority" for improvement.



Transportation Alternatives Program

- Federal Program (formally Transportation Enhancements) dedicated to Bicycles/Pedestrians/Greenways and Landscaping (as a part of Bike/Ped projects)
- GPATS allocation is ~\$643,000 per year.
- FY2017 applications for TAP Projects exceeded \$1.7 million (applicants being cities and counties, willing to put up 20% match)
- SC elected to take the option provided in the Federal Authorization to cut TAP in half, returning money to Surface Transportation Block Group Program

Guideshare Program

(Surface Transportation Block Group Program)

- GPATS programs ~\$18 million per year
- Roads, Intersections, Signals
- Bike/Ped projects are included as required by Federal requirement to “accommodate alternatives”
- Currently no dedicated Bike/Ped Projects programed by GPATS, road needs too great

Brighter Future

- ◉ Incoming residents want alternatives (Bike, Ped, AND Transit) as a part of their quality of life.
- ◉ The over-application to the TAP shows that there is a desire on the part of the local jurisdictions for more alternatives
- ◉ Federal Performance Measures to increase Safety will lend well towards dedicated projects for Bike/Ped improvements
- ◉ Additional non-vehicular taxes and fees (e.g., local-option sales tax) can be argued better for Bike/Ped
- ◉ A small improvement to begin the culture change has a “ripple-effect” on building support.

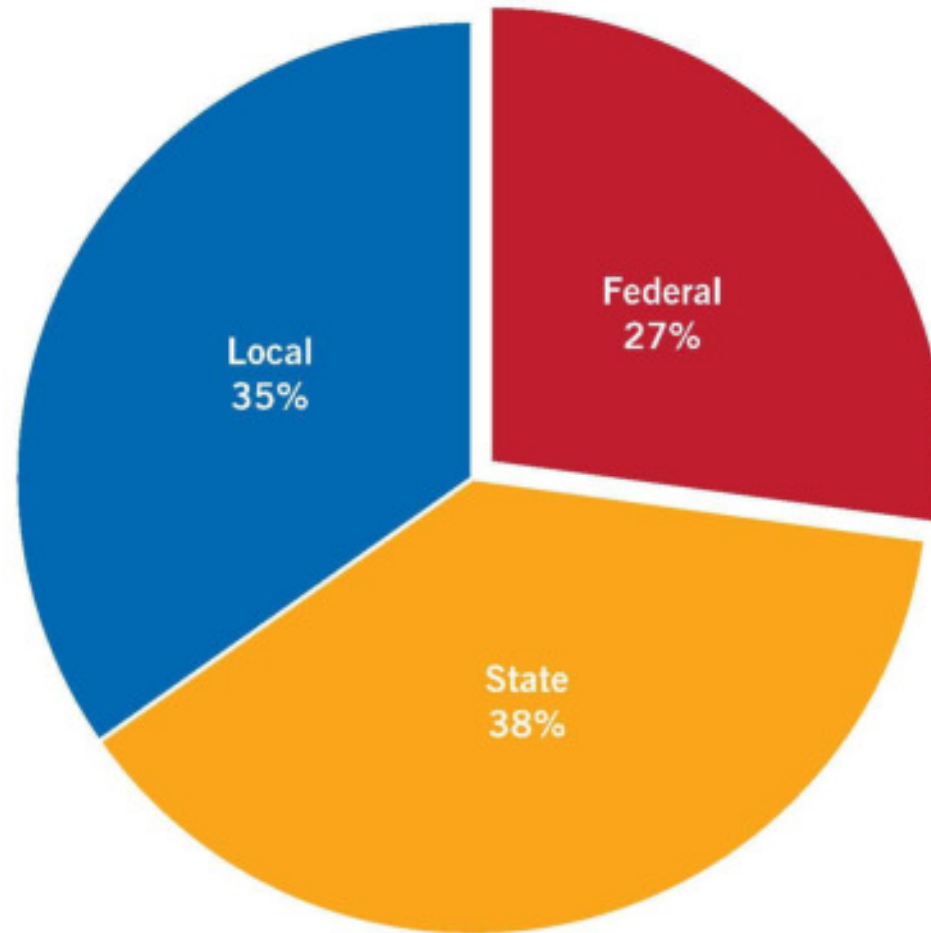
Small Group Topics



1. How can you **build political will** for a connected network?
2. What **data** do you need and how do you get it?
3. What can **agency staff** do to support advocates?
4. What can **advocates** do to support agencies?

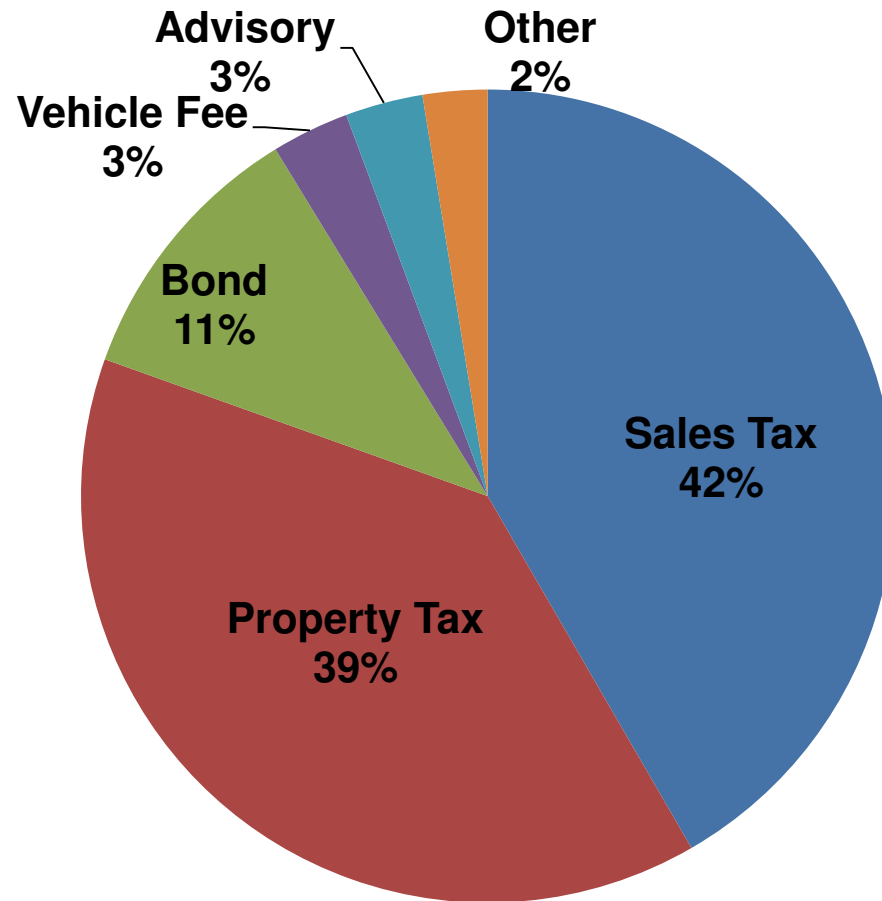
The federal government funds more than one quarter of highway and transit infrastructure

Funds for Transportation Infrastructure



SOURCE: The Pew Charitable Trusts, *Funding Challenges in Transportation Infrastructure*, May 2014. Compiled by PGPF.
NOTE: Data are from state FY 2011.

How are Communities Financing Transportation Investments?



Source: Center for Transportation Excellence



- 2006: Regional Transportation Authority's \$2.1 billion plan
 - Half-cent sales tax passed after 4 prior elections
 - Losses: 60-40% disapproval
 - Victory: 60-40% approval
- Included \$80 million dedicated to bicycle/pedestrian projects (in addition to all bike/pedestrian elements as part of larger roadway projects)
- What's next?: 2014 Bond Election

Seattle: Sound Transit 2



- 2007: Joint “Roads and Transit” measure with Regional Transportation Investment district failed
- 2008: 15 year, \$17.8B through sales tax increase, transit only, passed
 - **“Improved station access...by encouraging walking, biking, transit connection, and carpooling...”**



Sounder Stations Access Study:
<http://bit.ly/Qm59li>

Richland County, SC



- 2006: Established a 39 member citizen led Transportation Study Commission.
 - The study addressed failing roads, the lack of sidewalks and greenway infrastructure, and the unstable bus system.
- 2008: \$1B multimodal penny-tax failed
- 2010: 25-year, \$1B multimodal penny-tax failed
- 2012: 22-year, \$1B multimodal penny-tax **passed**



The Breakdown



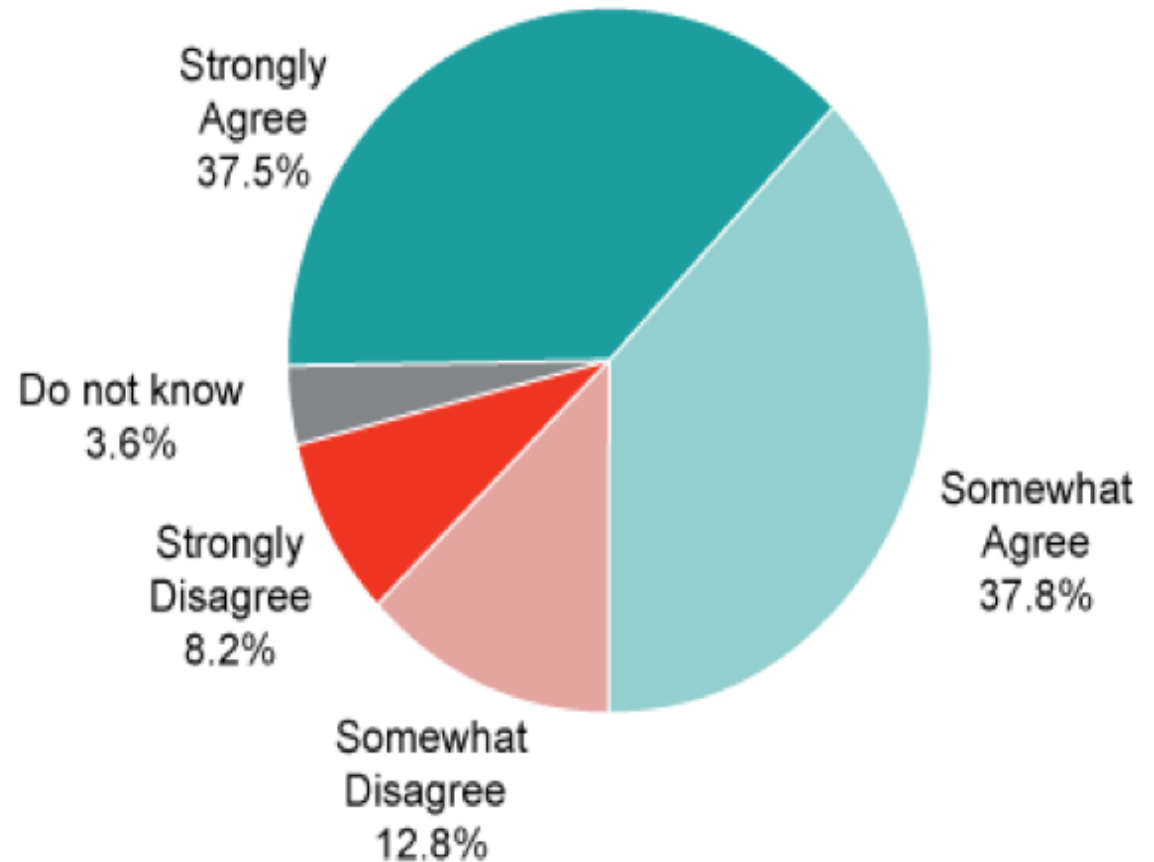
Mode	Amount
Roadway	\$656,020,644
Transit (CMRTA / Bus Service)	\$300,991,000
Bike/Pedestrian/Greenway	\$80,888,356
Total Project Expenditures	\$1,037,900,000
Administrative Expenditures	\$32,100,000
TOTAL EXPENDITURES	\$1,070,000,000

Greenville County Poll



Poll Question:

In order to address Greenville County's current and future transportation problems, our elected leaders should support and fund a wide range of options including roads, public bus systems, bicycle and walking paths



Lessons From Previous Campaigns



- Use **messaging** that is positive and forward thinking:
 - Economic development
 - How biking, walking, and transit funding helps to retain population
- **Poll early**: anticipate what the voters want and highlight the popular projects
 - (Specific) benefits for everybody
 - Use a map to showcase specific projects
- Have a system in place to ensure fiscal responsibility. Create a **citizens review committee** with oversight
- Find a **champion**
- Create **alliances** that build stronger and more united political power
 - Engage the business and labor community

Transit/Bike/Ped Collaboration



- Relationships are key
- There are opportunities to use money on biking and walking even if the funds are not dedicated
- It's essential to explain to people — no matter their transportation modes — how the measure will help them.
- Use a unified coalition and unified messaging. Talking about safety can be really effective



If At First You Don't Succeed...



Why Measures Fail the First Time

- Too much money
- Not the right mix of projects
- Consequences aren't apparent
- Not enough key support
- Not enough research and strategy





Overview of State and Local Funding Sources





Funds and Corresponding Revenue Sources

Fund	Revenue Source	Governing Body
Federal Highway Fund	Motor fuel tax (gasoline, gasohol, diesel, and other) and other highway-related taxes	SCDOT Commission and Secretary of Transportation
State Highway Fund	Gasoline user fee, diesel user fee, tolls, interest, and	SCDOT Commission and Secretary of Transportation
South Carolina Transportation Infrastructure Bank*	Truck registration, auto registration fees, electric power tax, gasoline user fee, diesel user fee, ACT 98 and interest	SCTIB Board
Non-federal Aid Highway Fund	Drivers' License fees and penalties, electric power tax, gasoline user fee, diesel user fee, ACT 98 and inspection fee on petroleum products	SCDOT Commission and Secretary of Transportation
State Portion of C-fund	Gasoline user fee and transfers from the STIP	County Transportation Commission (CTC, SCDOT (Custodial authority))
General Fund	Port Access roads, ACT 98-State Infrastructure Bank	
Federal Transit Fund	Motor fuel tax and other general funds	SCDOT Commission and Secretary of Transportation
State Mass Transit Fund	Gasoline user fee	SCDOT Commission and Secretary of Transportation

SC Hospitality Tax



- Funds street facilities, promotional material, water/sewer, operations & maintenance
- Examples:
 - Hilton Head off-road trails
 - City of Greenville, Falls Park and Swamp Rabbit Trail
 - Doodle Trail in Easley and Pickens

State and Local Accommodations Tax



- Funds tourism-related facilities
- Examples:
 - Falls Park Liberty Bridge
 - Falls Park and Swamp Rabbit Trail maintenance; landscape maintenance at the Peace Center

Property Taxes/General Fund



- Funds street facilities, water/sewer, operations and maintenance, and promotional material
- Examples:
 - City of Greenville Sidewalks
 - Local matching funds (e.g. Denmark, Blackville, Orangeburg)

Local Option Sales Taxes (LOST)



- Funds: what the referendum states, as voted by the public
- Three categories can provide funding for biking and walking infrastructure.
 - Off-set for local property taxes. A small portion of the proceeds are placed in “County/Municipal Revenue Fund” where they can be used to fund county government, including capital improvements.
 - “Local Option Transportation Sales Tax” for “highways, roads, streets, bridges, mass transit, greenbelts, and other transportation projects...” All such projects must be listed and approved in a public referendum.
 - “Local Capital Projects Sales Tax” for any capital project, including “highways, bridges, and public parking garages and related facilities.” Must be listed and approved in the referendum.
- Referendums to be passed at the county level (currently).

County Transportation Committee



- Funds sidewalk and bikeway improvements, as part of repaving/reconstruction
- Examples:
 - Swamp Rabbit Trails connection to North Cliff Subdivision
 - Downtown Walhalla connection to Palmetto Trail (extension)

Local Bond Measures



- Funds engineering, design & construction of specific projects (including trails, greenways, and pedestrian and bicycle facilities)
- Example:
 - City of Easley, Doodle Trail extension to Downtown

Impact Fees



- Funds must be used within 3 years
- May be used for Sidewalks, bicycle facilities
- Examples:
 - Hilton Head

State Funding Sources



- SCDOT Maintenance Program
 - Funds resurfacing, including Complete Streets
 - Example:
 - Town of West Pelzer bike lanes and ADA improvements
- SC Transportation Infrastructure Bank
 - Revolving loan
 - Funds large projects (\$100 million +)
 - Example: Palmetto Parkway in Aiken County

Small Group Topics



1. What are some local challenges to funding?
2. Work in your groups to brainstorm possible solutions



How Communities are Paying for Separated Bike Lanes



Paying for Protected Bikeways



Download the report at
<http://bit.ly/PayForBikeways>

Federal

- CMAQ
- HSIP
- STP
- TIGER
- TAP

State

- State bicycle and pedestrian grant
- State multi-modal fund
- State Safe Routes to Schools funds

State/Regional

- Business Improvement District funds
- General Obligation Funds
- Local Capital Improvement Programs
- Regional Bike Program fund
- Tax Increment Financing
- Transportation Fund for Clean Air (Bay Area, CA)
- Unspecified city funds
- Voter-approved sales tax or other levies

Private

- Developers
- Hospitals
- Philanthropy
- Universities



Bicycle and Pedestrian Criteria	Score
Proximity to Land Uses (within 1/2 mile ped, 3 mile bicycle)	10
Schools and Colleges	2
Parks	2
Major and Local Retail Centers	2
Major Employment Centers	2
Transit Routes	2
Network Continuity	15
Regional Network continuity projects that foster greater connection region wide	15
Localized Network continuity projects that has localized benefits	10
No Network continuity	0
Bicycle Related Improvements	8
Project scope includes cycle track or shared-use path	4
Project scope includes signed and painted bicycle lanes	3
Project scope includes shared roadway design or paved shoulder	2
Project scope includes bicycle wayfinding signs	1
Project scope does not include bicycle facility	0
Project identified as a priority in the Regional Bicycle and Pedestrian Plan and incorporates facility improvements:	
Regional	3
Primary	2
Secondary	1
Pedestrian Related Improvements	8
Project scope includes ADA accessible sidewalks, curb ramps, or shared use path	3
Project scope includes marked crosswalks	2
Project scope includes pedestrian wayfinding signs	1
Project scope does not include pedestrian facilities	0
Project identified as a priority in the Regional Bicycle and Pedestrian Plan and incorporates facility improvements	2
Incorporates Traffic Calming and Design Improvements	4
Project Addresses Location with History of Fatal Bike/Ped Crashes	5

Chicago



2011-2012 – used local money, faster approval and construction
2013 and beyond – Federal funds

Lesson – Where there's a will, there's a way



Kinzie Street, Chicago