



REGIONAL BICYCLE AND PEDESTRIAN STUDY

*A Strategic Vision for Walking and Bicycling in the
Greater Nashville Region*

Funding Toolbox

Technical Memorandum # 7

November 2009



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1.0 INTRODUCTION

In 2008, the Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning organization in the Middle Tennessee area, initiated the development of the region's first comprehensive Bicycle and Pedestrian Study for the greater Nashville region. The Regional Bicycle and Pedestrian Study is intended to establish a strategic vision for walking and bicycling in the region. This strategic vision will feed into the MPO's overall Long Range Transportation Plan and provide the basis by which future funding priorities of the MPO are established for bicycle and pedestrian accommodations within Davidson, Rutherford, Sumner, Wilson and Williamson counties, plus the cities of Spring Hill and Springfield.

Working with local governments, businesses, non-profit organizations, and the general public the Nashville Area MPO developed the Regional Bicycle and Pedestrian Study as a mechanism to foster a better understanding of bicycle and pedestrian needs within the region. The Study is also intended to serve as a means of guiding policies, programs, and investments intended to maximize opportunities for greater walking and biking activity now and in the future within the greater Nashville region.

In general, the Regional Bicycle and Pedestrian Study:

- Provides a comprehensive inventory of existing and currently proposed on and off-road bicycle and pedestrian facilities in the greater Nashville region
- Increases the region's understanding of how non-motorized modes add to system-wide capacity by improving connectivity between residential areas, employment centers, schools, retail centers, recreational centers, and other attractions
- Serves as a framework for identifying and selecting bicycle/pedestrian projects for the region's Long Range Transportation Plan and Transportation Improvement Program; and
- Provides guidance for engineering, education, enforcement, encouragement, and evaluation activities to help improve the safety of non-motorized travel modes.

This Technical Memorandum provides a listing of the various funding programs that are available to the MPO and MPO region for bicycle and pedestrian project and program implementation. Funding programs include both traditional and non-traditional funding sources.

2.0 FUNDING PROGRAMS

Costs associated with constructing the bicycle and pedestrian facilities recommended in the Regional Bicycle and Pedestrian Study far exceed available resources. To help alleviate this deficiency, this document identifies and discusses the numerous sources which can be used to provide monetary assistance for bicycle and pedestrian facilities and programs. Many of these funding sources are available on the federal level, as dictated in the current transportation legislation. Most of these federal programs are administered by the Tennessee Department of Transportation (TDOT). Additionally, there are other state and local funding sources which can be used to help achieve the goals and objectives of this Plan. Finally, a myriad of private funding sources exist which can be used by local governments to implement bicycle- and pedestrian-related programs. The following table includes all of the funding sources that are described subsequently in greater detail within this Technical Memorandum. At the end of the Technical Memorandum is a comprehensive summary table which includes additional eligibility and matching requirements for each of these funding sources.

Funding Source	Category	Relevant Project Type(s)
Interstate Maintenance (IM) Funds	Federal	Facilities (Interchanges/Overpasses)
National Highway System (NHS) Funds	Federal	Facilities (National Highway System only)
Surface Transportation Program (STP) Funds	Federal	Facilities, Programs, ADA Projects
Transportation Enhancement (TE) Grant Funds	Federal	Facilities, Educational Activities, Rail-Trails
Congestion Mitigation and Air Quality Improvement Program (CAMQ) Funds	Federal	Facilities, Safety Projects
High Priority Projects (HPP) Program Funds	Federal	Facilities
Highway Bridge Program (HBP) Funds	Federal	Facilities (Across Bridges)
Recreational Trails Program Grant Funds	Federal	Trail Facilities
Transportation, Community, and System Preservation (TCSP) Program Grant Funds	Federal	Planning and Facilities
National Scenic Byways Program Grant (NSBP) Funds	Federal	Planning, Facilities, and Programs
Federal Lands Highway Program Grant (FLHP) Funds	Federal	Facilities (e.g. trails) near/inside Federal lands
Safe Routes to School Program (SRTS) Grant Funds	Federal	Facilities, Education, & Enforcement (School-Based)
Highway Safety Improvement Program (HSIP) Funds	Federal	Safety-Related Programs and Projects
State and Community Highway Safety Grant Funds	Federal	Safety-Related Programs and Projects
State Planning & Research (SPR) Funds	Federal	Planning and Research
Metropolitan Planning (PL) Funds	Federal	Planning and Programs
Federal Transit Program Funds	Federal	Access to Transit
Job Access and Reverse Commute (JARC) Grant Funds	Federal	Bicycle-Related Services
Land and Water Conservation Fund (LWCF) Grants	Federal	Trail and Greenway Facilities
EPA Climate Showcase Communities Grants	Federal	Climate Change Initiatives
HUD Community Development Block Grant (CDBG) Funds	Federal	Facilities
Tennessee Tax-Based Funding Sources	State/Local	Facilities
Hotel-Motel Tax	Local	Facilities
Local Parks and Recreation Fund (LPRF) Grants	State	Greenway/Trail Projects
Natural Resources Trust Fund (NRTF) Grants	State	Greenway/Trail Projects
Private Sector Requirements	Local	Facilities
Bikes Belong Coalition Grants	Private	Trail Projects
National Civilian Community Corps Grants	Private	Trail Projects
Kodak American Greenways Awards	Private	Greenways
Fish America Foundation Grants	Private	Greenways
American Hiking Society National Trails Fund Grants	Private	Hiking Trails
Global ReLeaf Program Grants	Private	Trail Tree Plantings
Robert Wood Johnson Foundation Grants	Private	Physical Activity-Related, Environments, or Policies

2.1 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.

The current national transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-203) was signed into law August 10, 2005. SAFETEA-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.

The following is a listing of the current federal funding programs available for pedestrian and bikeway projects and programs.

Federal-aid Highway Program

Interstate Maintenance (IM) funds may be used for resurfacing, restoration, rehabilitation, and reconstruction (4R) projects on the national interstate system. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.

National Highway System (NHS) 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 few examples of National Highway System roadways in the MPO region include segments of Old Hickory Boulevard, Clarksville Pike, and Harding Place in Davidson County, SR96 and US231 in Rutherford County, US31E in Sumner County, SR840 in Williamson, and US231 in Wilson County.

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 (ADA) are also covered.

Ten 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)." This is a competitive grant selection process for which TDOT administers in Tennessee. Information on this program is available at: <http://www.tdot.state.tn.us/local/grants.htm>

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 Nashville Area MPO and its Transportation Improvement Program. 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.”

High Priority Projects Program (HPP) funds are designated for specific projects identified in SAFETEA-LU (commonly referred to as HPP projects or demonstration projects) by Congress. A total of 5,091 projects throughout the United States are identified as HPP projects, each with a specified amount of funding over the 5 years of SAFETEA-LU. The funds designated for the project in this program are available only for these HPP projects. In the MPO region, there are approximately 16 HPP projects which provide funding for pedestrian and bikeway accommodations. The vast majority of these projects are for greenways and account for nearly \$40 million in federal funds.

Highway Bridge Program (HBP or BRR) 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). 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. In Tennessee, agencies submit applications to the State Recreational Trails Advisory Board. Information on this program is available at: <http://www.state.tn.us/environment/recreation/>. FHWA’s website also has additional information on the Recreational Trails Program at: <http://www.fhwa.dot.gov/environment/rectrails/index.htm>

Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, and local governments are eligible for these discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices. Sidewalk and bikeway improvements are eligible for funding under this program as are other activities such as traffic calming measures. At present, additional funding under this discretionary grant program is not authorized. Information on this program is available at: <http://www.fhwa.dot.gov/tcsp/index.html>

National Scenic Byways Program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administrations Discretionary Grants Program. There are eight categories of eligible project activities which generally cover corridor management planning, safety improvements, resource protection, interpretative information, and marketing. Development and provision of tourist implementation, construction of bicycle and pedestrian

facilities, interpretive facilities, overlooks and other enhancements for byway travelers are eligible activities. Information on this program is available at: <http://bywaysonline.org/grants/>

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. Information on this program is available at: <http://flh.fhwa.dot.gov/>

Safe Routes to School Program (SRTS) is a funding program included under SAFETEA-LU 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. Since 2007, TDOT has awarded 36 Safe Routes to School grants for a total of more than \$6.1 million in funding. Of these grant awards, the Nashville region has been awarded just over \$800,000 in Safe Routes to School grants with grant awards in Davidson, Williamson, and Wilson Counties. TDOT’s website has more information available on this program at: <http://www.tdot.state.tn.us/bikeped/saferoutes.htm>

The overall purpose of the **Highway Safety Improvement Program (HSIP)** is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. Specifically, the funds available to each State for infrastructure-related highway safety improvements is based on the 10 percent set-aside of Surface Transportation Program (STP) funds to carry out the hazard elimination activities. The program also provides the use of HSIP funds for public awareness, education, and enforcement activities that are consistent with the state’s strategic highway safety plan (SHSP). Specific aspects of the HSIP include:

Hazard Elimination Program which provides funding for roadway safety improvements that resolve a highway safety issues consistent with the State strategic highway safety plan. Highway safety improvement projects include a number of countermeasures including intersection safety improvements, pavement and shoulder modifications, pedestrian or bicyclist safety or safety of the disabled, construction of traffic calming features, elimination of a roadside obstacles, and improvements of highway signage and pavement markings. Countermeasures under this program are limited but do offer opportunities to improve pedestrian and bicyclist safety. This program is administered by TDOT’s Project Planning Division.

Railway-Highway Grade Crossing Program 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." This program is administered by TDOT’s Project Planning Division.

High Risk Rural Roads Program which provides funding for construction and operational improvements on rural major or minor collectors or rural local roads on which the crash rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roads. Pedestrian and bicycle safety related countermeasures are eligible under this program. This program is administered by TDOT's Project Planning Division.

State and Community Highway Safety Grants are funded by the federal Section 402 formula grant program with pedestrian and bicyclist safety remaining priority areas for State and Community Highway Safety Grants. 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. In Tennessee, the Governor's Highway Safety Office is responsible for administering the Section 402 formula grant program. Information on this program is available at: <http://www.tdot.state.tn.us/ghso/>

State Planning & Research (SPR) Funds provides federal funding under SAFETEA-LU to state DOTs for the purposes of planning and research activities relative to federal statewide planning requirements. Of these funds, a State DOT must expend no less than 25 percent of its annual SPR funds on Research, Development, and Technology (RD&T) activities relating to highway, public transportation, and intermodal transportation systems in accordance with the provisions of 23 U.S.C. 505(b). Typically SPR funds in Tennessee are used by TDOT for staffing and studies conducted by the Department as well as research at the state level, however, funding is eligible under this program for bicycle and pedestrian planning and research.

Metropolitan Planning (PL) Funds provides federal funding under SAFETEA-LU to metropolitan planning organizations (MPOs) to carry out the federal transportation planning activities within a MPO area. The primary purpose of these funds are for the purpose of administering the MPO process including the development of a regional multimodal long range transportation plan and transportation improvement program. Funding can be used for sub-regional and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations. The Nashville Area MPO funded the Regional Bicycle and Pedestrian Study using PL funds.

Federal Transit Program

There are a number of Federal Transit Administration (FTA) sponsored programs that allow for pedestrian and bicycle funding. Title 49 of the United State Code 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. In fact, SAFETEA-LU stipulates that recipients for an urbanized area with a population of at least 200,000 must expend not less than one percent of the amount the recipient receives each fiscal year under Section 5307 for transit enhancements. Transit enhancements include pedestrian access and walkways as well as bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles.

Paul S. Sarbanes Transit in Parks Program, formally known as the Alternative Transportation in the Parks and Public Lands (ATPPL) program funds alternative transportation – that is alternatives to the private automobile such as buses, rail, ferries, trams, non-motorized transportation facilities, transit related intelligent transportation systems, and other transportation that helps visitors access destinations in federally-owned or managed parks and public lands. Traffic congestion in and around popular national parks, wildlife refuges, national forests, and other federal lands causes traffic delays and noise and air pollution that substantially detract from the visitor's experience and the protection of natural resources. To address these problems, Congress established the Transit in Parks Program, administered by FTA in partnership with the Department of the Interior and the Forest Service. The program funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails in national parks and public lands. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. Non-motorized transportation systems, such as pedestrian and bicycle trails, are eligible under the program's legislation. Recipients of funding may include any Federal land management agency or State, local, or tribal government authority that is in the vicinity of the federal land.

Another FTA sponsored initiative is the **Job Access and Reverse Commute (JARC) Grants** program which was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Typically these funds are used to provide public transportation services although bicycle-related services are eligible under this program. Information on this grant program and all of FTA's funding programs is available at: http://www.fta.dot.gov/funding/grants_financing_263.html

Matching Requirements of the above Federal 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, Section 402 Highway Safety funds, and State Routes to School 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 (TE) Activity projects can have a higher or lower match. 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.

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. Over the past several decades the region has received nearly \$9 million in LWCF grants for nearly 50 projects. Information on this program is available at: <http://state.tn.us/environment/recreation/grants.shtml>

EPA “Climate Showcase Communities” Grants - The Environmental Protection Agency (EPA) is announcing the availability of up to \$10 million in first-of-its-kind, "Climate Showcase Communities" grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas emissions. The agency expects to award approximately 30 cooperative agreements, each one ranging from \$100,000 to \$500,000. Approximately 5 percent of the funds are set-aside for tribal governments. EPA requests proposals from local governments, federally recognized Indian tribal governments, and inter-tribal consortia to create replicable models of sustainable community action, generate cost-effective greenhouse gas reductions, and improve the environmental, economic, public health, and social conditions in a community. Information on this program is available at: <http://epa.gov/cleanenergy/energy-programs/state-and-local/showcase.html>.

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) – The CDBG program 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. In the Nashville region, Metro-Davidson County, Murfreesboro, and Franklin are each designated entitlement communities and have used funding to provide sidewalk and bikeway improvements within their respective communities. Information on this program is available at: <http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

2.2 STATE AND LOCAL FUNDING SOURCES

There are a number of state and local revenue sources that can be used for pedestrian and bicycle accommodations within Tennessee. The following are such funding sources:

State of Tennessee Taxes - The State of Tennessee collects a variety of taxes that can be used to fund transportation projects. Some of these taxes, all of which either have no restrictions on their use or have restrictions on their use that include roads and highways, are shown in the table below.

State Funding Sources - Tennessee		Restrictions of Use
Petroleum Taxes	Tennessee levies four main taxes on petroleum products: 1) a gasoline tax, 2) a (diesel) motor fuel tax, 3) a special petroleum tax, and 4) an environmental assurance fee.	
	The <u>Gasoline Tax</u> was first imposed by the legislature in 1923. The current tax rate is \$.20 per gallon. The gasoline tax is the largest shared revenue source for combined county and municipal governments. Shared gasoline tax revenues are restricted to funding street and road construction and mass transit systems.	Roads & Mass Transit
	The <u>Motor Fuel Tax</u> was enacted in 1941. The tax is imposed on the sale of diesel fuel and alternate vehicle fuels. The tax is \$0.17 per gallon. The state highway fund receives 66.8 percent (these funds are used on 100% state funded projects - STA), state general fund receives 1.2 percent, counties receive (for their highway fund) 21.3 percent, and municipalities receive 10.7 percent.	Roads & Mass Transit
	The <u>Gasoline Inspection Tax</u> was enacted in 1899 for the purpose of assuring that gasoline and oil sold in the state met minimum quality standards. The tax was reenacted on January 1, 1979, and imposed at a rate of \$0.01 for each gallon of gasoline and other volatile fuels sold, used, or stored. The state highway fund receives 98 percent of the net collections and the general fund receives two percent. However, before the revenue is distributed, an annual amount of \$12,017,000 is to be set aside monthly to a local government fund to be spent solely for county roads and city streets.	Roads
Sales and Use Tax	The retail sales and use tax, imposed in 1947, immediately became the state's largest single revenue source. The major purpose in enacting the sales tax was to provide for state and county education programs. The current state sales and use tax rate is seven percent and is applied to the sale, use, consumption, distribution, lease, or rental of tangible personal property and of selected services.	No
Hall Income Tax	The Hall Income Tax was enacted in 1929 and is levied on certain types of dividend and interest income from stocks and "bonds" as broadly defined in the Tennessee Code Annotated (TCA) Section 67-2-101.	No
Other State Shared Taxes	The following are the remaining state shared taxes collected, which provide revenue to cities and counties in Tennessee.	
	Alcoholic Beverage, Beer Excise, Wholesale Beer, Corporate Excise, Severance - Crude Oil/Natural Gas, and TVA Payments	No
	Mixed Drink	50% Education
	Severance - Coal	Education & Highways

While the state and local municipalities from time to time use these funding sources to provide sidewalk and bikeway accommodations, currently within the region no municipality dedicates on an annual basis funding for such purposes from these funding sources.

Tennessee Hotel Motel Tax - Another State-sponsored tax that is applied at the local level is the hotel-motel tax. Tennessee general laws provide for levying a hotel-motel tax in home rule cities and metropolitan governments. Private act chartered cities and most general law chartered cities (mayor-aldermen, manager-council, and modified-manager council chartered cities) must be authorized by private act to levy the tax. There are exceptions for certain general law cities, which may levy the tax by ordinance passed by a two-thirds vote of the governing body. One local government in the Nashville region, the City of Franklin, is currently using proceeds from the hotel-motel tax to help fund greenway projects.

Local Parks and Recreation Fund (LPRF) - Is administered by the Tennessee Department of Environment and Conservation (TDEC) and provides grants to all eligible local governmental entities for the purchase of lands for parks, natural areas, greenways, and for the purchase of land for recreation facilities. The funds may be used for trail development and capital projects in parks, natural areas, and greenways. At least 60% of the funds allocated go to municipal governments as authorized by Tennessee Law. Information on this program is available at: <http://www.state.tn.us/environment/recreation/grants.shtml>

Natural Resources Trust Fund (NRTF) - Is administered by the Tennessee Department of Environment and Conservation (TDEC) and is intended to protect the endowment represented by the land and minerals owned by the State; and to ensure that development of state-owned non-renewable resources will proceed in a manner which is economically sound, and that revenues received from disposal of those resources will be used for the long term public interest. Grants from the NRTF may be awarded to all eligible local governmental entities and state agencies for outdoor recreation, historical or archaeological sites, the acquisition of lands, waters, or interests in lands and waters. Information on this program is available at: <http://www.state.tn.us/environment/recreation/grants.shtml>

Local Funding through the Private Sector - Investments in bicycle and pedestrian transportation infrastructure, including construction of sidewalks and provision of bicycle amenities (lockers, showers, parking, etc.) can be significantly leveraged by offering compelling incentives to developers through provisions adopted in local government land development codes. There are a number of incentives that can be offered to the sector developing and managing land use (the private sector); many of these incentives can be offered at little or no actual expense to the jurisdiction. There are two phases in which they can be effective: upon initial land development and during tenant build-out and/or maintenance.

Among the compelling incentives for the construction of bicycle and pedestrian facilities that can be effective at *initial* land development are the following:

- Trip generation (hence traffic impacts) reduction during traffic impact assessments (e.g., up to five percent of total trip generation, depending on land use);
- Floor Area Ratio (FAR) or Volume Ratio bonus/bump-up (e.g., up to five percent for office development);
- Reductions to (or internal transfer flexibility for) required yard/setbacks (e.g., up to 20 percent for facilities with capacity of serving up to five percent of employees);
- Variance for parking lot dimension(s); and

- Greenspace (for vehicle utilization area (VUA)) requirement reduction, (e.g., up to twenty times the building square footage dedicated to the bicycle facility).

Incentives for conditions subsequent to initial development (i.e., tenant build-outs and building maintenance) include ad valorem tax exclusion (e.g. property tax reduction) of at least two times the square footage of the building dedicated to the locker / changing / shower facility. This exclusion could be increased if the tenant businesses participated in additional transportation demand management programs by the city. Other incentives include off-sets to city collected user fees.

Another approach used by many jurisdictions throughout Tennessee and the United States is to allow “in lieu of” payments to the community’s sidewalk fund. Rather than requiring developers to construct sidewalks in front of their properties, which frequently leads to an intermittent and inconsistent sidewalk network, this approach allows sidewalk funding to be pooled. By collecting equal payments in lieu of actual on-site sidewalk construction, more strategic choices can be made regarding where and when sidewalks are built.

Leasing to Utilities - A growing source of greenway and trail development funds is the leasing of subsurface rights for fiber-optic cables and other utilities. Compatible "joint uses" of a greenway or rail-trail corridor include sewer, water and natural gas. Nationally utility companies have bought abandoned corridors and then donated the land to a state department of natural resources for trail use. Abandoned corridors can provide key links for utility use; working cooperatively with local utilities can help pay for such greenways and trails. Information on this initiative is available at:

http://www.railstotrails.org/resources/documents/resource_docs/RTC_FactSheet_RTs%20and%20Utilities.pdf

2.3 PRIVATE FUNDING SOURCES

In addition to traditional federal, state, and local funding programs, there are a number of private funding sources available that promote increased walking and bicycle activities and programs. The following describes these private funding programs:

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 SAFETEA-LU 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. Information on this program is available at:

<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. Information on this program is available at: http://www.americorps.gov/for_organizations/apply/nccc.asp and http://www.americorps.gov/about/role_impact/state_profiles_detail.asp?tbl_profiles_state=TN (information for the State of Tennessee)

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. Information on this program is available at: 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. Information on this program is available at: <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. Information on this program is available at: <http://www.americanhiking.org/>

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. Information on this program is available at: 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. The Nashville region has received Robert Wood Johnson Foundation funding for a number of programs aimed at increasing awareness and understanding of active living. Currently the Music City Moves partnership which includes several primary partners: Nashville/Davidson County Metropolitan Planning Department, Nashville/ Davidson County Metropolitan Health Department, Walk/Bike Nashville, the Community Health and Wellness Team, and various other departments Nashville/Davidson County Metropolitan Government has received a five year, \$200,000 grant from the Robert Wood Johnson Foundation to develop, implement and sustain collaboration among a variety of organizations in a range of disciplines. These disciplines include public health, city planning, transportation, architecture, recreation, crime prevention, traffic safety, and education. Also included are key advocacy groups concentrating on land use, public transit, non-motorized travel, public spaces, parks, trails, and architectural practices that advance physical activity. Information on this program is available at: <http://www.rwjf.org/grants/>

3.0 QUICK REFERENCE FUNDING SOURCE SUMMARY TABLE

Potential Funding Sources for Bicycle and Pedestrian Projects and Programs – Summary Table					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Interstate Maintenance (IM)	Federal	TDOT	Funding is targeted at maintaining and improving the Nation's Interstate highway system.	IM funds may be used for resurfacing, restoration, rehabilitation, and reconstruction (4R) projects. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.	90% Federal / 10% Non-Federal
National Highway System (NHS)	Federal	TDOT	Improvements to roads that are part of the NHS and NHS Intermodal connectors.	Construction of pedestrian and bicycle facilities on land adjacent to any highway on the NHS system.	90% Federal / 10% Non-Federal
Surface Transportation Program (STP)	Federal	MPO/TDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with the ADA.	80% Federal / 20% Non-Federal
Transportation Enhancement (TE) Activities	Federal	TDOT	Funds twelve specific activities that include pedestrian and bicycle facility development, and safety/education activities.	3 of the 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.	80% Federal / 20% Non-Federal
Congestion Mitigation and Air Quality (CMAQ)	Federal	MPO/TDOT	Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.	Construction of pedestrian/bicycle facilities; Non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit.	* 80% Federal / 20% Non-Federal
High Priority Projects (HPP) Program	Federal	Congress	Congressionally designated funding for specific project in federal highway transportation bill.	Only those projects specifically identified in SAFETEA-LU Act.	80% Federal / 20% Non-Federal
Highway Bridge Program (HBP)	Federal	TDOT	Funding for States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.	Pedestrian/bicycle 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.	80% Federal / 20% Non-Federal
Recreational Trails Program (RTP)	Federal	TDEC	Develop and maintain recreational trails and trail-related facilities for non-motorized/ motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Non-Federal
Transportation, Community, and System Preservation (TCSP) Program	Federal	FHWA	To address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.	Sidewalk and bikeway improvements are eligible for funding under this program as are other activities such as traffic calming measures.	80% Federal / 20% Non-Federal
National Scenic Byways Program	Federal	FHWA	The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways.	Development and provision of tourist implementation, construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers.	80% Federal / 20% Non-Federal
Federal Lands Highway Program (FLHP)	Federal	FHWA	Provides for transportation planning, research, engineering, and construction of roads and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations.	Sidewalks, greenways, trails, and bicycle facilities that provide access to or within public lands, national parks, and Indian reservations.	80% Federal / 20% Non-Federal

Potential Funding Sources for Bicycle and Pedestrian Projects and Programs – Summary Table

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Safe Routes to School (SRTS)	Federal	TDOT	Enable and encourage children, including those with disabilities, to walk and bicycle to school; Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; 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.	Sidewalk improvements; Traffic calming and speed reduction improvements; Pedestrian and bicycle crossing improvements; On-street bicycle facilities; Off-street bicycle and pedestrian facilities; Secure bicycle parking facilities; Traffic diversion improvements in the vicinity of schools; Public awareness campaigns and outreach; Traffic education and enforcement in the vicinity of schools; Student sessions on bicycle and pedestrian safety, health, and environment; Funding for training, volunteers, and managers of safe routes to school programs.	100% Federal
Highway Safety Improvement Program (HSIP)	Federal	TDOT	Reduction in traffic fatalities and serious injuries on public roads.	Improvements for pedestrian/bicyclist safety; Construction of yellow-green signs at pedestrian/bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trails.	* 90% Federal / 10% Non-Federal
State and Community Highway Safety Grants (Section 402)	Federal	GHSO	To assist states and communities in the development and implementation of highway safety programs designed to reduce traffic crashes, 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. A minimum of 40% of a state's 402 funds must be expended by local governments or be used for the benefit of local governments.	80% Federal / 20% Non-Federal
State Planning & Research (SPR) Funds	Federal	TDOT	Planning and research funds for state DOTs to address federal statewide planning requirements and to conduct research, development, and technology activities relating to highway, public transportation, and intermodal transportation systems.	Systems and sub-regional planning and research, development, and technology activities in accordance with the provisions of 23 U.S.C. 505(b). Funding is eligible under this program for bicycle and pedestrian planning and research.	80% Federal / 20% Non-Federal
Metropolitan Planning (PL) Funds	Federal	MPO	Funds are for MPOs to carry out federal transportation planning activities within a MPO area. Activities include administering the MPO process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for regional, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.	80% Federal / 20% Non-Federal
Urbanized Area Formula Grants (Section 5307)	Federal	Transit Agency/ MPO/TDOT	Transit capital and planning assistance to urbanized areas of over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.	* 80% Federal / 20% Non-Federal
Job Access and Reverse Commute Grants	Federal	TDOT	Intended to transport welfare recipients and eligible low-income individuals to and from employment.	Can fund pedestrian and bicycle-related services.	50% Federal / 50% Non-Federal
Paul S. Sarbanes Transit in Parks Program	Federal	FTA/Interior	Funds alternative transportation that helps visitors access destinations in federally-owned or managed parks and public lands.	The program funds capital and planning expenses for alternative transportation systems such as shuttle buses and pedestrian and bicycle trails in national parks and public lands.	100% Federal*
Land and Water Conservation Fund (LWCF)	Federal	TDEC/NPS	Build a variety of park and recreation facilities, including trails and greenways.	Greenway and trail facilities.	50% Federal / 50% Non-LWCF
EPA Climate Showcase Communities Grant	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal

Potential Funding Sources for Bicycle and Pedestrian Projects and Programs – Summary Table

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income persons.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Local Parks and Recreation Fund (LPRF)	State	TDEC	To provide grants to all eligible local governmental entities for the purchase of lands for parks, natural areas, greenways, and land for recreation facilities.	The funds may be used for trail development and capital projects in parks, natural areas, and greenways. At least 60% of the funds allocated go to municipal governments as authorized by the Act.	50% State / 50% Non-LPRF
Natural Resources Trust Fund (NRTF)	State	TDEC	To protect the endowment represented by the land and minerals owned by the State; and to ensure that development of state-owned non-renewable resources will proceed in a manner which is economically sound, and that revenues received from disposal of those resources is used for the public.	Grants from the NRTF may be awarded to all eligible local governmental entities and state agencies for outdoor recreation, historical or archaeological sites, the acquisition of lands, waters, or interests in lands and waters.	50% State / 50% Non-NRTF
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to \$10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged
Kodak American Greenway Awards	Private	Foundation	In general, grants can be used for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs. Most grants range from \$500 to \$1,000. The maximum grant is \$2,500.	Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects.	None, but encouraged
Fish America Foundation	Private	Foundation	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.	Projects must result in on-the-ground habitat restoration, clearly demonstrate significant benefits to marine, estuarine or anadromous fisheries resources, particularly sportfish, and must involve community participation through an educational or volunteer component tied to the restoration activities.	One for One Match
National Trails Fund	Private	American Hiking Society	Gives resources necessary to build or repair new or existing trails, protect trail corridors, and support trail outreach and volunteer programs.	Grants range from \$500 to \$10,000 per project and are awarded to nonprofit organizations that help build and maintain hiking trails, preserve lands, and promote trail volunteerism throughout America.	None, but encouraged
Global ReLeaf Program	Private	American Forests	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.	None, but encouraged
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research - supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Active Living Research supports research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies

Notes: * Funding match levels may vary; Agency refers to lead agency with regards to funding source (MPO – Metropolitan Planning Organization, FHWA – Federal Highway Administration, FTA – Federal Transit Administration, TDOT – Tennessee Department of Transportation, TDEC – Tennessee Department of Environment and Conservation, GHSO – Governor’s Highway Safety Office, NPS – National Park Services, HUD - U.S. Department of Housing and Urban Development)