



# D. FUNDING RESOURCES

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## Overview

Implementing the proposed recommendations of the Arlington Hike and Bike System Master Plan will require a strong level of local support and commitment to obtain funding through a combination of federal, state, local, and private sources.

To implement the Arlington Hike and Bike System Master Plan, it will be critical that the integration of bicycle and pedestrian considerations be included with the City of Arlington's mission, plans, policies, processes, and improvement projects. The intent is to change bicycling and walking in the City of Arlington from being perceived as "alternative" activities to being treated as "mainstream" activities by including them in documents used by decision-makers within the community. Every community differs and can find unique and effective ways to successfully accomplish pedestrian and bicycle improvements.

Competition is often very strong for state and federal funds, so it becomes critical that local governments work together to create partnerships to build pedestrian and bicycle improvement projects that are meaningful. Often, the long term success of a master plan is based on the communities' dedication of a local revenue stream for bicycle and greenway projects. It will be important that the City of Arlington fully evaluate all of its options and develop a funding strategy that can meet the community's needs.

The following section describes specific funding sources and strategies that can be used to support and construct the Arlington Hike and Bike System Master Plan recommendations. Creative planning and monitoring of funding options can potentially create new opportunities for additional funding sources that may not be included in this document. The City should strive to implement projects with high visibility to show local commitment and to build future momentum. The City should evaluate and set priorities to make hike and bike improvements. Priorities are usually opportunities associated with roadway improvement projects, schools, parks, urban centers, and neighborhoods that provide connectivity within the City and the surrounding communities.

## Federal Funding Sources

The National Transportation Enhancements Clearinghouse has prepared a useful Technical Brief: *Financing and Funding for Trails*, which cites over thirty federal and national funding sources that could be used to help fund bicycling and walking improvements and/or programs, particularly trails. It is noted that prior to 1992, only a few million dollars per year of federal funds were being invested in bicycle or pedestrian facilities. While the energy crisis in 1970's spawned new interest in bicycle planning, very little money from government or non-government sources was invested in bicycle and pedestrian facilities. Throughout the 1970's and into 1980's, the greatest amount of funding for bicycling and walking were invested by state and local parks agencies building multi-use trails; levels of investment were very small compared to what they are today.



Starting in 1992 with the passage of ISTEA (the Intermodal Surface Transportation Efficiency Act), over \$3 billion has been invested in bicycle and pedestrian projects, planning, safety, and promotion programs across the nation. Federal and state requirements for cost-sharing have brought state agencies, local governments, non-profit groups and private foundations fully into the funding stream. The growth in public funding at all levels of government has been tremendous since 1992. Park departments, health departments, land management agencies, schools, and law enforcement agencies are spending funds on bicycle and pedestrian-related activities. Foundations and other not-for-profit organizations are increasingly investing their resources into bicycle and pedestrian safety and promotion activities.

Today, some of the more frequently utilized federal programs used to improve pedestrian and bicycle access include:



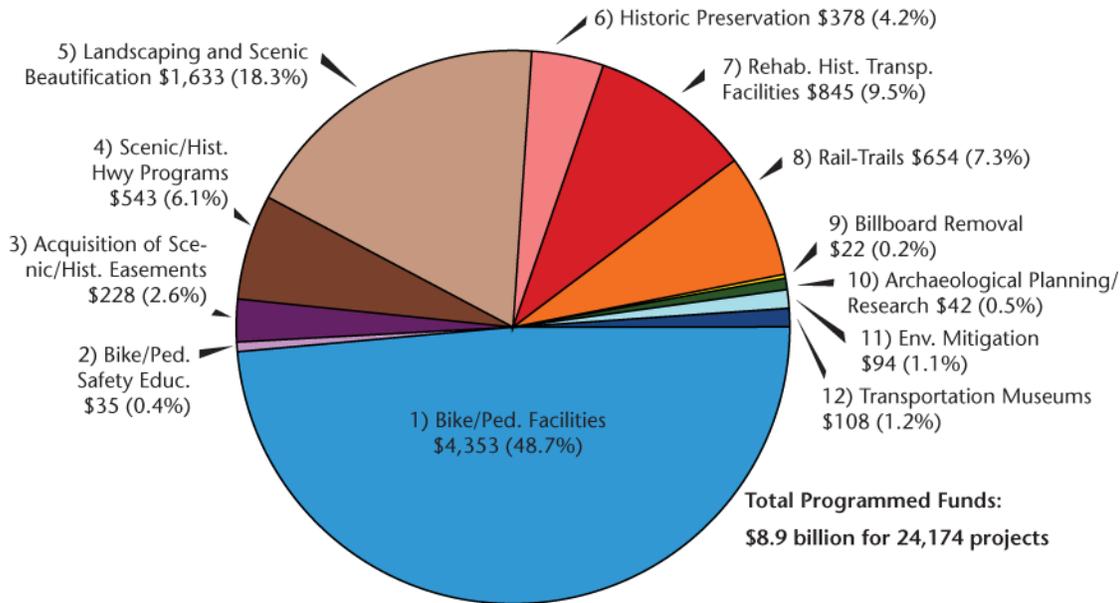
### Transportation Enhancement (TE) Program

The Transportation Enhancement (TE) Program is administered by the Texas Department of Transportation (TxDOT). Transportation enhancement projects fall under 12 different categories, which include projects such as pedestrian and bike facilities (including bike trails), conversion of abandoned rail corridors into trails, and acquisition of scenic vistas. All projects must be related, in some way, to transportation. In each state, regional coordinators recommend projects be approved at the state level. TE projects are considered Federal-aid reimbursement activities, which means that sponsors receive funding after expenditures have been made. The federal government provides 80 percent of the funds, and the municipalities need to contribute a 20 percent match. The federal government gives final approval to the projects and distributes the funds directly to the municipalities or nonprofits. The TE program funds transportation-related activities contributing to quality communities, preserving the environment, encouraging multi-modal travel, and enhancing the aesthetics of roadways. More Information is available at [www.enhancements.org](http://www.enhancements.org).

### The American Recovery and Reinvestment Act of 2009 (ARRA)

The ARRA was signed into law by President Obama on February 17, 2009. It is an unprecedented effort to jumpstart our economy, create or save millions of jobs, and place a down payment on addressing long-neglected challenges so our country can thrive in the 21st century.

The AARA includes measures to modernize our nation's infrastructure, enhance energy independence, expand educational opportunities, preserve and improve affordable health care, provide tax relief, and protect those in greatest need. Through the U.S. Department of Transportation, up to \$1.5 billion in ARRA funding is avail-



**Project Count for Each Category:**

1	2	3	4	5	6	7	8	9	10	11	12
12,186	199	369	1,018	5,127	1,180	1,969	1,274	62	190	353	247

Distribution of Federal Funds by TE Activity FY 1992 through FY 2008 (Federal funds in millions) (Above)

able nationally through September 30, 2011, for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. Funding will be awarded on a competitive basis to state and local governments for capital transportation investments that will have a significant impact on the nation, a metropolitan area, or a region.

**SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT (SAFETEA-LU)**

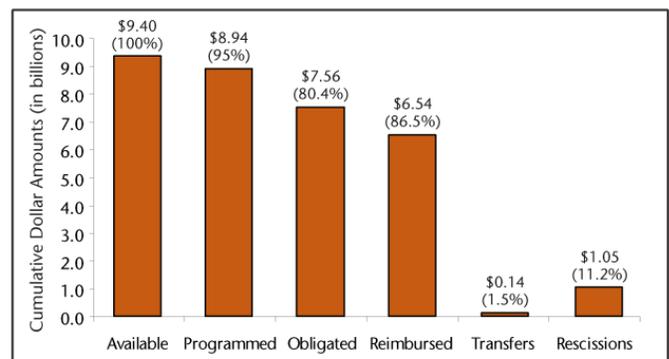
**(U.S. Department of Transportation Federal Highway Administration)**

This program was the successor to TEA-21, the Transportation Equity Act for the 21st Century (1998), which was the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992. ISTEA is now viewed as the Federal Act that initiated a major policy shift in federal funding priorities making federal funds much more accessible for state and local bicycling and walking facilities and programs. SAFETEA-LU continues and strengthens this new emphasis on improving conditions for bicycling and walking.

The SAFETEA-LU bill is a six-year funding bill signed into law on August 10, 2005 to current. Funding

will be available for obligation until September 30, 2012. Features of the bill include:

- Authorization of \$244.1 billion in federal gas-tax revenue and other federal funds for all modes of surface transportation.
- Includes highways, bus, rail transit, bicycling, and walking.
- Funds can be dedicated for solely for bicycle or pedestrian facilities or programs.
- \$85,000,000 has been authorized for the recreational trail program for fiscal year 2009.



Cumulative Transportation Enhancements Financial Summary FY 1992 through FY 2008

## Recreational Trails Program (RTP)

The reauthorization of the RTP was incorporated into SAFETEA-LU program since its inception. This 5-year program will have distributed a total of \$370 million nationwide, an increase of \$100 million over TEA-21. During the life of SAFETEA-LU program, it is anticipated that over \$3 million will be available for distribution in Texas each year. The RTP application, administered by Texas Park Wildlife Department (TPWD), are due June 15 of each year. Thirty percent of the program funds must be spent for non-motorized trails, 30 percent for motorized trails, and the remaining 40 percent can be allocated for either option. New to SAFETEA-LU is a strong emphasis on trail construction. Funds can be spent to construct new recreational trails, improve or maintain existing trails, develop or improve trailheads or trailside facilities, install signage, purchase trail tools, and acquire trail corridors or easements. Currently, reimbursements from this program may range between \$5,000 and \$100,000, though the limits may be increased by TPWD in the future. Federal guidelines allow RTP-funded trails to receive up to an 80 percent funding match, and other federal agencies, such as the Army Corps of Engineers, can raise the total federal share to 95 percent. Allowable costs for the sponsor's match can include appraised value of donated land or easement, service contracts, volunteer labor, materials, rental equipment, or money. Most funds are awarded to soft-surface trails.

Trails can be on public or private lands. However, to receive funding for trails on private lands, the sponsor must obtain a legally-binding easement, lease, or license satisfactory to TPWD, and keep the trail open to the public for a minimum of twenty (20) years. Trails on private lands cannot be managed as a commercial enterprise. Development of urban trail linkages near homes and workplaces, including trail links to schools, parks, and existing trails, must be used for recreational purposes. A trail less than one-half mile long is eligible only if interpretation or disabled access is its primary recreational purpose. Trails or walkways to connect facilities within parks are not eligible. Trail restoration or rehabilitation includes rerouting or repair of areas damaged by trail use, flooding, or erosion. Eligible facilities include signs and displays, restrooms, parking areas, drinking water, horse-watering facilities, hitching posts / corrals, bike racks, benches, fencing, and bollards. Ineligible facilities include

those that support other recreation activities, landscaping, or buildings. For additional Recreational Trails Program information, contact Trey Cooksey, State Parks Trails Coordinator at 512 / 389-8743 or email at [trey.cooksey@tpwd.state.tx.us](mailto:trey.cooksey@tpwd.state.tx.us)

## Safe Routes to School (SRTS)



The SRTS is managed by TxDOT. SRTS is a program funded through the U.S. Department of Transportation's Federal Highway Administration (FHWA). The program was established under SAFETEA-LU. The SRTS program focuses on incorporating the 5 "E's": engineering, education, encouragement, enforcement,

and evaluation, to promote a healthy lifestyle and safe environment near schools.

TxDOT received \$40 million to allocate between 2005 and 2009 to facilitate the planning, development, and implementation of projects that encourage walking and bicycling to and from school. In 2007, the first SRTS projects awarded \$24.8 million to Texas school districts. In 2009, the TxDOT announced its second round for the SRTS program in the Texas Register. Approved SRTS funding allocation for 2009 was \$13,500,000. The timing of the next call for funding will be determined after this cycle is completed. There are three different types of applications: Non-Infrastructure Plan Implementation, Non-Infrastructure Statewide Services, and Infrastructure Projects. The Non-Infrastructure and Infrastructure applications require that a SRTS Plan be submitted for consideration of funding.

The TxDOT SRTS State Coordinator and regional SRTS staff have hosted dozens of meetings around the state to explain the new SRTS application process. Grantees are required to complete evaluation and scoring forms with each application. Texas also utilizes the Texas Transportation Institute to formally evaluate the success of the program. To learn more about SRTS, visit the links below for more information:

- Sample Plan [http://www.txdot.gov/safety/safe\\_routes/information.htm](http://www.txdot.gov/safety/safe_routes/information.htm)
- 2007 Texas Transportation Commission Approved Funding Letter <http://www.nctcog.org/trans/sustdev/landuse/funding/2007ApprovedFundingLetter.pdf>
- 2007 Texas Transportation Commission Funded Projects <http://www.nctcog.org/trans/sustdev/landuse/funding/2007ApprovedFundingLetter.pdf>

Texas's SRTS funding from FY2005-2009 totaled \$44,751,640. SRTS is being continued into FY2010 at FY2009 levels.

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

CMAQ funds are competitively awarded through the North Central Texas Council of Governments (NCTCOG) utilizing SAFETEA-LU funds. Since 2001, the NCTCOG SAFETEA-LU CMAQ program in the EPA-designated DFW Metropolitan Management Area (for air quality non-attainment) is the Sustainable Development Joint Venture program. Projects must be located in a designated 'Ozone Non-Attainment Area'. The Mobility 2030- 2009 Amendment is the Dallas – Fort Worth region's vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area. Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment was adopted in 2009 to meet air quality requirements. It also outlines the expenditure of nearly \$71 billion of federal, state, and local funds expected to be available for transportation improvements through 2030. The amendment details the goals, responsibilities, and activities of the Bicycle and Pedestrian program by setting strategies for providing "effective, cost efficient, safe intermodal access for bicyclists and pedestrians." Sustainable development leverages the land use / transportation relationship to improve mobility, enhance air quality, support economic growth, and ensure the financial stability of the transportation system. For more information on CMAQ-funded programs go to: [nctcog.org/trans](http://nctcog.org/trans).

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

This new program replaces the Safety Set-aside program and provided \$5 billion nationally between 2006-2009. Nearly one percent of these funds are anticipated to go toward bicycle and pedestrian projects. The detailed definition of "highway safety improvement projects" includes improvements for pedestrian or bicyclist safety, construction of traffic calming features, and installation and maintenance of fluorescent yellow-green pedestrian / bicycle crossing warning signs.

### **Other Federal Funding Sources**

There is a wide range of other federal funds that can be used for bicycling and walking projects.

### **Land & Water Conservation Fund (LWCF) Stateside**

The Land and Water Conservation Fund (LWCF) was established by Congress in 1965. The Act designated that a portion of receipts from offshore oil and gas leases be placed annually into a fund for state and local conservation, as well as for the protection of our national treasures (parks, forest and wildlife areas). LWCF is authorized at \$900 million annually, a level that has been met only twice during the program's 40-year history. The program is divided into two distinct funding categories: state grants and federal acquisition funds.

The LWCF provides grants to the states to use for land protection. It provides a 50% match to states for planning, developing and acquiring land and water areas for natural resource protection and recreation enhancement. Annual appropriations to the Fund have ranged from a high of \$369 million in 1979 to four years of zero funding between 1996 and 1999. Beginning in 2000, the Fund has experienced a significant increase in appropriations for state and local grants with \$40 million in FY 2000, almost \$89 million in FY 2001, \$140 million in FY 2002, and \$95 million for FY 2003. Funds are distributed to states based on population and need.

The "stateside" of LWCF is distributed to all 50 states, DC and the territories by a formula based on population among other factors. Once the funds are distributed to the states, it is up to

each state to choose the projects, though the National Park Service has final approval.

Under stateside, a project must fit into a state's recreation plan, furthering its goals on recreation and open space. Usually each state has a ranking system that determines how grant funds will be spent. State grant funds can also be used for park development and for acquisition of lands and easements. State park directors solicit communities to apply for projects and distribute funds to those worthy projects based on a scoring process.

More information about the federal Land and Water Conservation Fund is available from Americans for Our Heritage and Recreation and the National Park Service website.

### **Farm and Ranch Land Protection Program (FRPP)**

The federal Farm and Ranch Land Protection Program (FRPP) promotes the conservation of productive agricultural land through the purchase of development rights (PDR), or conservation easements. The 2002 Farm Bill provided a total of \$600 million in funding authorization for FRPP between fiscal 2002 and 2007, up from \$53 million in the prior Farm Bill. Between 1996 and 2002, more than 108,000 acres were protected through PDRs as a result of the program. In fiscal year 2004, the FRPP provided \$87 million in grants to states, local governments and non-profit conservation groups to purchase conservation easements on agricultural land.

Grants for 50 percent of the cost of a permanent conservation easement (PDR) are awarded on a competitive basis, according to national and state criteria. Up to 25% of the easement's value can be donated by the landowner and counted as match. Grant applications are submitted by a state or local entity, or eligible non-profit, to the State Conservationist, a federal employee who oversees all USDA Natural Resources Conservation Service (NRCS) programs in that state. The state conservationist then prioritizes the projects and sends them to NRCS in Washington for approval of funding.

### **Forest Legacy Program (FLP)**

Established in 1990, the Forest Legacy Program provides federal funding to states to assist in se-

curing conservation easements on forestlands threatened with conversion to non-forest uses. States must first qualify before agencies or organizations within that state are eligible for funds.

A state voluntarily enters the program by submitting an Assessment of Need (AON) to the Secretary of Agriculture for approval. These plans establish the lead state agency, the state's criteria for Forest Legacy projects, and Forest Legacy areas within which proposed Legacy projects must be located. Some states draw very specific lines; others designate the entire state as an eligible Forest Legacy area.

The Forest Legacy Program rules require that states submit a list of proposed Forest Legacy projects to the U.S. Forest Service for funding consideration. To prepare that list, a state Forest Stewardship Committee meets to prioritize eligible projects. Each enrolled state has a Forest Legacy Program coordinator who oversees the project recommendation process and acts as the state's liaison to the U.S. Forest Service.

For much of the history of the program, funding was extremely limited. From a low point of \$2 million in FY 1997, concerted efforts to improve the funding outlook for the program have been successful, resulting in a strong and steady increase to \$30 million in FY00 and \$71 million in FY04.

### **North American Wetlands Conservation Act (NAWCA)**

The North American Wetlands Conservation Act was passed in 1989 to acquire, restore or enhance wetland ecosystems for waterfowl and other migratory birds. The program is administered by the U.S. Fish and Wildlife Service. There are standard grants and small grants – standard grants are from \$51,000 to \$1 million dollars and small grants are for up to \$50,000.

The grants are available for private or public agencies in the U.S., Canada or Mexico. There is a 1:1 grant match requirement.

In December 2002, Congress reauthorized appropriations for the Act through FY 2007, reflecting its and the public's support of the Act's goals. Congress increased the appropriation authorization to \$55 million in 2003, with \$5 million appropriation increases to occur annually until FY 2007, when the appropriation cap will be \$75

million (actual appropriations are determined each year). The NAWCA program's appropriation was \$37.5 million in FY 2004. The southern states have been the most effective at applying for NAWCA grants. The projects are approved at the national level through the North American Wetlands Conservation Council.

### **Urban Park and Recreation Recovery Program (UPARR)**

The Urban Park and Recreation Recovery Program was developed as the urban component to the Land and Water Conservation Fund in 1978. UPARR grants are given to eligible cities and counties and are meant to assist disadvantaged areas. The grants fund rehabilitation and planning for recreational services in urban areas. From the program's inception in 1978 to 2002, it has distributed approximately \$272 million for 1,461 grants to local jurisdictions in 43 states, the District of Columbia and Puerto Rico. A local match of at least 30 percent is required for most grants. Appropriations for this program have varied widely from a high of more than \$60 million in 1980 to zero dollars in 2003.

### **Community Development Block Grants (CDBG)**

The Community Development Block Grants through the Department of Housing and Urban Development (HUD), provide funds for community-based projects. Examples of these types of funded projects are:

- Commercial district streetscape improvements;
- Sidewalk improvements;
- Safe routes to school; and
- Neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize neighborhoods.

Additional funds are available through Federal Land Agencies such as the National Forest Service, National Park Service, or Bureau of Land Management. These funds are primarily for trails and must be on federal lands.

## **State Funding Sources**

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for the local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG is a council that believes by regionalism that involving local governments in decision making is the best way to decide policy and affect people at a local level. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help the recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

There are a number of groups and organizations that advise and take direction from the NCTCOG. The Bicycle and Pedestrian Advisory Committee (BPAC) assists the Regional Transportation Council and the Executive Board of the NCTCOG in the selection of funded bicycle and pedestrian projects. The Bike Web is a tool on the NCTCOG website that gives information regarding existing and future bicycle trails information for the Dallas-Fort Worth Metroplex. For example, the Regional Veloweb is an advertised bicycle trail project being planned as a designated off-street 644 mile bicycle trail.

NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments, including 16 counties, numerous cities, school districts, and special districts.

The NCTCOG relies on competitive calls for projects and other funding initiatives to determine which projects receive money. Projects are

selected that advance regional priorities. Projects are evaluated on their merits and impact on the transportation system. The selection criteria include cost effectiveness, congestion reduction and coordination with other modes of transportation.

There are a number of funding opportunities associated with NCTCOG including Transportation Enhancement (TE) Program, Sustainable Development Call for Projects (which receive funds from multiple sources), Local Air Quality Bicycle / Pedestrian Project Recommendations 2006, and Regional Tollway Revenue Funding Initiative. Some of these opportunities utilize outside funding sources while facilitating the selection process of projects such as the Sustainable Development Call for Projects while others benefit from generating their own funding source such as Regional Tollway Revenue Funding Initiative. CMAQ and STPMM are federal funds that get allocated to the States, and the State of Texas allocates these funds every six years in their traffic budgeting. STP-MM funds (Surface Transportation Program-Metropolitan Mobility), known as 'Mobility Funds', are federal funds selected by the RTC used on used on Capacity Increasing Projects (freeways, traffic flow improvements, air quality project, etc.).

### **Sustainable Development Program**

This program is designed to foster growth and development in and around historic downtowns and Main Streets, infill areas, and passenger rail lines and stations. The program allocates transportation funds to projects promoting alternative transportation modes or reduced automobile use in an effort to address mounting air quality, congestion, and quality of life issues. For projects to be selected for this program, NCTCOG has issued Calls for Sustainable Projects. The NCTCOG Sustainable Development Program has facilitated a Call for Projects in a number of years including 2001, 2005, and 2009. In 2001, projects were funded through CMAQ and STPMM funds. In 2005, a local dollars bond was established that funded projects. 2009, the two regions that NCTCOG provides services were broken in half for funding sources. The Eastern region utilized Regional Toll Revenue funds while the Western region used STPMM funds.

Eligible project types included: infrastructure, land banking, Center of Development Excellence, and Sustainable Development projects. Through the 2005 Call for Projects, more than \$16.9 million in funding was awarded to Sustainable Development projects with bicycle and pedestrian elements. The 2009 Call for Projects awarded \$42 million dollars to sustainable transportation projects.

### **Local Air Quality Bicycle/Pedestrian Project Recommendations 2006**

NCTCOG initiated the 2006 Local Government Air Quality Program in an effort to address the new federal 8-hour ozone standard, and the current non-attainment status of the Dallas-Fort Worth region. Eligible project types included: traffic signals, bicycle/pedestrian connections, park-and-ride reduction programs, air quality outreach and marketing programs, vanpool programs, and other air quality strategies. Bicycle and Pedestrian Projects received more than \$9 million in funding through the Local Government Air Quality Program. The source for the funding of this program comes from CMAQ funds.

Visit the link below to view regional projects that were awarded funding through the 2006 Local Air Quality Funding Initiative.

[www.nctcog.org/trans/tip/2006AugSTCActionDRAFT\\_Recomnds\\_BikePed.pdf](http://www.nctcog.org/trans/tip/2006AugSTCActionDRAFT_Recomnds_BikePed.pdf)

### **Regional Tollway Revenue Funding Initiative**

NCTCOG announced the Regional Tollway Revenue Funding Initiative in April 2007 and closed the Call for Projects on August 3, 2007. The Regional Tollway Revenue Funding initiative will distribute \$2.5 billion in toll proceeds from State Highway 121 to fund roadway, transit, air quality, safety, sustainable development, and bicycle and pedestrian projects. Cost overruns and projects affected by federal recessions will receive priority funding. Of the 561 total projects submitted, the funding request for the 41 bicycle and pedestrian specific projects totals more than \$94 million.

Visit the Regional Tollway Funding Initiative link below for the current status of NCTCOG funding recommendations.

[www.nctcog.org/trans/tip/cda/index.asp](http://www.nctcog.org/trans/tip/cda/index.asp)

## Future Transportation Needs

Currently, TxDOT is updating its statewide Long-Range Transportation Plan (LRTP), and is asking for input in developing this blueprint for how Texas addresses its future transportation needs. This plan will provide a framework for developing and implementing a multi-modal transportation system through 2035, including highways, rail, water ports, airports, pedestrian and bicycle facilities, pipelines, and Intelligent Transportation Systems. The LRTP is the foundation for many planning efforts underway at TxDOT. It is critical to inform TxDOT and the public about the importance of pedestrian and cycling issues. This will help to incorporate hike and bike-friendly language into the state-wide transportation plan.

## State Coordinator

Typically, each state has a Bicycle and Pedestrian Coordinator in its state department of transportation. The coordinator helps promote and facilitate the increased use of nonmotorized transportation, including developing projects for the use of pedestrians and bicyclists and public educational, promotional, and safety programs for using such facilities. Typically, the FHWA Bicycle and Pedestrian Program issues guidance and is responsible for overseeing that requirements in legislation are understood and met by the states and other implementing agencies.

## Bike Texas – Share the Road Program

BikeTexas launched an ongoing, extensive educational campaign on how to best Share the Road. The most effective cycling occurs when the bicycle is operated like a motor vehicle, sharing the same rights and responsibilities as the operators of other vehicles. The most pow-



*Commemorative Lance Armstrong license plate sales generate revenue to fund the Share the Road Program.*

erful campaign has been the “Share the Road Y’all” specialty license plates.

Not only have the plates brought in an estimated \$40,000 for bicycle education in one year alone, but they have also provided matching leverage for \$400,000 in federal grants and emphasized, to motorists and cyclists alike, the importance of sharing the road. For every plate sold, \$22.00 goes to bicycle and motorist safety education programs. Also available are the Share the Road Ya’ll Souvenir License Plates. For each souvenir plate, \$10.00 goes to word BikeTexas education programs as well.

## Bike Texas - Community Trails Program

The mission of BikeTexas is to advance bicycle access, safety and education in Texas. BikeTexas, formerly known as Texas Bicycle Coalition, was formed in 1991 to unify the voices of thousands of bicycle enthusiasts, the bicycle industry, Texas bicycle clubs and Texas-based bicycle rides and events. With the support of these members and community partners, BikeTexas seeks to develop and steward the future of bicycling in Texas and encourage bicycle use as a healthy and mainstream lifestyle and transportation choice.

BikeTexas has achieved unprecedented success, gaining statewide, national and even international prominence. Longstanding partners such as the Texas Department of Transportation (TxDOT), the Texas Department of Public Safety (TxDPS), the Texas Education Agency (TEA), the Texas Parks & Wildlife Department, the National Highway & Traffic Safety Administration (NHTSA), and the U.S. Department of Education have helped BikeTexas establish landmark programs such as the Texas SuperCyclist Program, the Texas SuperCollege Program, the BikeTexas Safe Routes to School Program, the BikeTexas Kids Kup, and many others.

BikeTexas is a nonprofit 501(c)(4) organization. Contributions and membership dues can be used for legislative efforts and therefore are not tax-deductible. BikeTexas Education Fund is a nonprofit 501(c)(3) organization. All donations to the Education Fund are tax-deductible to the extent allowed by law.

[www.biketexas.org/index.php?option=com\\_content&view=article&id=48&Itemid=60](http://www.biketexas.org/index.php?option=com_content&view=article&id=48&Itemid=60)

## Seeking Foundation Support and Applying for Grants

Certain foundations and organizations exist which assist in direct funding for trail, bicycling and walking projects, while others exist to help citizen efforts become established with small seed funds or technical and publicity assistance. Before applying for any grant, it is crucial to review The Foundation Directory and The Foundation Grants Index published by the Foundation Center to learn if a particular project fits the requirements of the foundation. These publications are issued in electronic and printed forms, and may be found in public libraries. Contact each foundation for clarification of their particular requirements prior to deciding to submit an application. More information about the Foundation Center services is available by calling 212-620-4230. The best way to find such foundations is through the research and information services provided by the National Foundation Center. They maintain a vast storehouse of information, including the guidelines and application procedures for most foundations, and their past funding records. They can be reached at the website below. [www.fdncenter.org](http://www.fdncenter.org)

### Texas Parks and Wildlife Department Recreational Trail Grants

The Texas Parks and Wildlife Department (TPWD) administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). A portion of the funding is received from federal gas taxes paid on fuel used in non-highway recreational vehicles. Trail grants can fund up to 80% of project cost for both motorized and non-motorized recreational trail projects. Eligible project types include: the construction of new recreational trails, improvement of existing trails, development of trailheads or trailside facilities, and acquiring property for trail corridors.

Visit the TPWD Recreational Trail Grants link to learn more about this funding opportunity. [www.tpwd.state.tx.us/business/grants/trpa/](http://www.tpwd.state.tx.us/business/grants/trpa/)

### Robert Wood Johnson Foundation (RWJF)

The RWJF awarded Texas with a \$2 million childhood obesity grant. This grant will be used to evaluate the effectiveness of childhood obesity prevention policies. Texas is one of

three states recently awarded \$2 million by the RWJF to evaluate the effectiveness of childhood obesity prevention policies. Two key childhood obesity prevention policies will be evaluated: Texas SRTS program, a program encouraging students to be more physically active by walking to school, and food allocation package revisions administered through the Texas Women, Infants and Children (WIC) nutrition program. The purpose of the grants is to inform decision makers about the effectiveness of these two childhood obesity prevention policies. These studies will also help local, state, and national policymakers identify policies that work toward promoting children's healthy eating and increased physical activity. This grant is unique in that the size and diversity of Texas will allow for a large study of underserved populations, determining how these policies affect different segments of the at-risk population, including the Hispanic/Latino population along the Texas/Mexico border.

### Grant Writing Tips

The following are some helpful tips for successful grant writing:

1. Read the directions and applications thoroughly.
2. Find out what projects were previously funded.
3. Obtain a copy of a successful application.
4. Find out who reviews the applications and talk to him or her; it may be an individual or a larger group.
5. Always include a picture and graphic that quickly conveys what is being requested in the application.
6. Identify key words and concepts in the grant application and then use them in your narrative.
7. Convey a sense of urgency. For example, if funding is not obtained, something of value such as a rail corridor will be lost.
8. Provide a timeline. Demonstrate that the project is ready to go once funding is secured.
9. Focus on a tangible product (e.g., construct something, purchase property,

- etc.) Minimize the amount that could be spent overhead and design.
10. Demonstrate that you are leveraging funds and that this is not the only funding source; no one wants to be a sole source of funds for a project or program.
  11. Demonstrate community support through letters from neighborhood associations, advocacy groups, and local businesses.

## Nonprofit/Volunteer Groups

Many volunteer groups have established a history of developing trails throughout their communities. Nature, equestrian, and off-road bicycle trails can be built and maintained with the help of volunteer groups. Their efforts can be used as part of the required match for the Recreational Trails Program, (generally at \$10 per volunteer hour, unless a volunteer is providing pro bono services in his normal line of work, then at his standard hourly rate). There are a variety of sources for nonprofit and volunteers, including national organizations, user groups, local residents, corporate community service initiatives, and business and civic support groups. Shared-use trails have spawned a widespread movement of local, non-profit organizations. Many of them have raised hundreds of thousands of dollars to plan and construct trails. A few of these organizations include:

### The Trust for Public Land

The Trust for Public Land (TPL) is a national, non-profit, land conservation organization that conserves land for people to enjoy as parks, community gardens, historic sites, rural lands, and other natural places, ensuring livable communities for generations to come. The Trust for Public Lands mission statement includes conserving land for people to enjoy as parks, gardens, and other natural places, ensuring livable communities for generations to come. Since 1972, TPL has worked with willing landowners, community groups, and national, state, and local agencies to complete close to 4,000 land conservation projects in 47 states, protecting 2.8 million acres. Since 1994, TPL has helped states and communities craft and pass over 380 ballot measures, generating \$36 billion in new conservation-related funding. TPL's professional staff bridges the gap between the demands of the fast-moving

private sector and the needs of public agencies to acquire important lands at a fair value. TPL seeks long-term relationships with local governments by providing services that include setting priorities for conservation, raising conservation funds, and acquiring land for public use. As an independent nonprofit, TPL can work in the marketplace in ways that public agencies often cannot. TPL can lend real estate expertise to complex land transactions and bridge gaps in public finances to secure and hold vital lands until the public acquisition process can proceed. TPL is a 501(c)(3) tax-exempt organization.

TLP Conservation Initiatives include:

- **Parks for People:** Working in cities and suburbs across America to ensure that everyone—in particular, every child—enjoys close-to-home access to a park, playground, or natural area.
- **Working Lands:** Protecting the farms, ranches, and forests that support land-based livelihoods and rural ways of life.
- **Natural Lands:** Conserving wilderness, wildlife habitat, and places of natural beauty for our children's children to explore.
- **Heritage Lands:** Safeguarding places of historical and cultural importance that keep us in touch with the past and who we are as a people.
- **Land & Water:** Preserving land to ensure clean drinking water and to protect the natural beauty of our coasts and waterways.

TLP Conservation Services include:

- **Conservation Vision:** TPL helps agencies and communities define conservation priorities, identify lands to be protected, and plan networks of conserved land that meet public need.
- **Conservation Finance:** TPL helps agencies and communities identify and raise funds for conservation from federal, state, local, and philanthropic sources.
- **Conservation Transactions:** TPL helps structure, negotiate, and complete land transactions that create parks, playgrounds, and protected natural areas.
- **Research & Education:** TPL acquires and

shares knowledge of conservation issues and techniques to improve the practice of conservation and promote its public benefits.

### Recent TPL North Texas Projects

1. The Shadows, Wylie – 253 acres in 2005
2. Bowman Springs Nature Preserve, Arlington – 60 acres 2005
3. Arlington – 58 acres in 2005
4. Molsen Farm, Allen-52 acres in 2006
5. Pacific Plaza, Downtown Dallas – 1.5 acres in 2008
6. Wilson Creek Trail, McKinney – 55 acres in 2008
7. Chalk Hill Trail, Dallas – 33 acres in 2009
8. Dickerson Park, Dallas – 3.5 acres in 2009
9. Wilson Creek Trail, McKinney – 1.5 acres in 2009
10. Doubletree Ranch, Highland Village – 37 acres in 2009

For more information about the TPL, visit:  
[www.tpl.org](http://www.tpl.org)

### Bikes Belong Coalition

Bikes Belong Coalition (BBC) is sponsored by members of the American Bicycle Industry, and has a mission of putting more people on bikes more often. They will accept applications for grants of up to \$10,000 each, and will consider successor grants for continuing projects, subject to policy guidelines. BBC will consider grants from local organizations, agencies, and communities in developing bicycle facilities projects. Contact BBC before submitting a completed application. Direct inquiries to Grants Program Administrator at 303-449-4893, or visit the website below.

[www.bikesbelong.org](http://www.bikesbelong.org)

### Bike DFW

Bike DFW is a group of cyclists and community members working to make cycling safer and easier in the Dallas and Fort Worth area. Their mission is to work with local cyclists, bike clubs, neighborhood advocacy groups, businesses,

and city and county governments to increase utilitarian and recreational use of bicycles in North Texas. An important goal is to provide education to cyclists and motorists to encourage increased use of bicycles for transportation and making cycling safer. Bike DFW uses its own curricula and those developed by the League of American Bicyclists to provide bike-related education to individuals, cities, and cycling groups. Bike DFW members also participate in local and regional advisory committees, task forces, and planning groups to encourage and facilitate incorporation of bicycle-friendly policies and infrastructure into city and county transportation plans. Visit the website below for more information. [www.bikedfw.org/](http://www.bikedfw.org/)

### Carol M. White Physical Education Program

The purpose of the Carol M. White Physical Education Program is to provide funds to local educational agencies and community-based organizations (including faith-based organizations). The program initiates, expands, and improves physical education programs for students in one or more grades from kindergarten through 12 in order to make progress toward meeting state standards for physical education by providing funds for equipment, support, and the training and education of teachers and staff. In order to receive funding, each applicant must design and implement a program that clearly aligns to state standards for physical education and provides for one or more of the following elements:

- Fitness education and assessment to help students understand, improve, and maintain physical well-being.
- Instruction in motor skills and physical activities designed to enhance physical, mental, social, and emotional development.
- Development of, and instruction in, cognitive concepts about motor skills and physical fitness that support healthy lifestyles.
- Opportunities to develop positive social and cooperative skills through physical activity participation.
- Instruction in healthy eating habits and good nutrition.
- Opportunities for professional development for physical education teachers to stay abreast of current research, issues,

and trends in physical education.

## Local Funding Sources

There are many examples of local communities creating revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues; dedications of a portion of local sales taxes or a voter-approved sales tax increase; and use of the annual capital improvement budgets of Public Works and/or Parks agencies.

### Local Businesses and Partnerships

There is increasing corporate and business involvement in trail and conservation projects. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Partnership engenders a spirit of cooperation, civic pride and community participation. Name recognition for corporate partners could be accomplished through signage and naming rights.

For further details and tips for accessing the corporate and business community contact the Trails and Greenways Clearinghouse at the Rails-to-Trails Conservancy: 1-877-GRNWAYS (476-9297).

### Bond Funds or Capital Improvement Programs (CIP)

Other funding may come from bonding or CIP funds, either in conjunction with roadway transportation projects, as park development projects, or as stand alone trail or bicycle improvement projects. Bond or CIP election could be held to support the development of the bicycle and trail system. Trails can be implemented using bond funds alone or as the local match in grant applications. These funds are usually targeted for new facilities. Bonds can be used as the local match in applying for reimbursement grants offered by the Federal Highway Administration through TxDOT. Several bonding opportunities exist that include, Revenue Bonds, General Obligation Bonds and Special Assessment Bonds

## Special Districts

Several kinds of special districts can help fund land Bikeway and walkway improvements, acquisition or maintenance. Special assessment districts are separate units of government that manage specific resources within defined boundaries. Districts vary in size, encompassing a single community or business district. They can be established by the local government or by voter initiative, depending on state laws and regulations. As self-financing legal entities, these districts have the ability to raise a predictable stream of money (through taxes, user fees, or bonds) directly from the people who benefit from the services—often parks and recreation. Special districts are helping protect and maintain parkland throughout the country.

### Development and Impact Fees

Development fees can be used for park and trail development anywhere within the city. Impact fees can be used for sidewalks and street improvements for bicycling within the development area for which they were collected. These funds may also be used as the local match for projects when applying for reimbursement grants.

### Taxes

Many communities have raised money through self-imposed increases in taxes. A number of taxes provide direct or indirect funding opportunities for local governments.

Property Tax or Real Estate Transfer Tax is a real estate tax on the sale of residential and commercial property to raise money for open space acquisition, including trail and sidewalk improvements. Cost can be imposed on sellers or purchasers of the property. Revenues are typically tied to the ups and downs of the real estate market. It has been utilized in a number of communities.

Another example is Gas Tax. Every state raises revenue for highway and transportation infrastructure through a state motor-vehicle fuel tax. Some states also raise funds through vehicle licensing fees. In many states, the laws governing how these funds can be spent would make

most pedestrian projects and programs eligible for these funds.

Sales or excise taxes at both the local and state levels are taxes on specific goods and services that require special legislation to enact. Sales tax is typically the second largest source of income after property taxes for state and local governments. The funds made from the tax are limited to a specific use, such as food and beverage taxes for the promotion of greenway, bikeway, or walkway improvements.

Occupancy tax on hotel and motel rooms (special tax increment financing) for special districts may also be established throughout the community to create funding that can be dedicated to sidewalk and bicycle projects and improvements. This is often successful in commercial areas.

### **Impact Fees**

An impact fee is a one-time charge that private entrepreneurs, often developers, must pay to the local government in order to build new housing units. In turn, the revenue from the impact fee finances public goods and services that the developer would not otherwise provide. Water and sewer lines, streets and bridges, and parks and recreational facilities are typical projects funded by impact fees. Most state statutes require a direct correlation between the projects funded and the impact of the development. The goal of impact fees is to enable a community to maintain a constant "level of service" (park acres/resident, library books/resident, road miles/resident), despite facing growth. However, impact fees are not designed to allow a community to provide higher levels of service than existed prior to a development's creation.

Impact fees have their detractors, who oppose the added cost of development and, in some cases, a decreased availability of affordable housing due to the impact of the fee. Impact fees often face legal challenges, primarily from developers who feel that they are being assessed to provide higher levels of service. To withstand litigation, proponents must carefully construct their impact fee program. Despite these challenges, impact fees are growing as a

source of funding for the acquisition, construction and maintenance of parks and recreational facilities near new development.

### **City Budget**

Low cost on-street bikeway improvements such as re-striping can often be accommodated within the transportation operation budgets. For streets requiring construction or reconstruction, space for on-road bicycling should be incorporated in the design and construction of these facilities. Streets built by developers to support their subdivisions should also incorporate space for bicyclists.

### **The Neighborhood Initiative Program (NIP)**

The Neighborhood Initiative Program is designed to enhance the quality of life for neighborhood residents through the concentrated delivery of services and programs provided by working in partnership with the neighborhoods. The city's goal is to raise awareness of code and zoning ordinances, provide information on accessing city services and promote clean and safe neighborhoods.

### **Community Fundraising**

A common approach is to find creative ways to break a large project into small pieces that can be "purchased" by the public or community through special fundraising activities and reinvigorate a community's sense of civic pride.

### **Regulatory or Development Controls**

Through use of zoning, development, or redevelopment regulations, opportunities exist that would require private development activities to participate in the dedication of easements or the building of the proposed hike and bike improvements.

### **Arlington Tomorrow Foundation**

The Arlington Tomorrow Foundation (ATF), a 501 (c) 3 non-profit foundation, was formed by the Arlington City Council to enhance the quality of life in the community. The ATF supports work throughout the community that will have a positive impact on the following:

- Safe and strong neighborhoods

- Historic preservation and beautification
- Arts and culture
- Libraries
- Environmental and energy conservation
- Parks and recreation
- Animal services
- Youth and families

The foundation oversees an endowment fund created from natural gas revenues on city-owned property. Ninety percent of gas well lease bonus earnings and fifty percent of all royalties earned on wells go to the permanent endowment. The interest earnings from this fund will be distributed to charitable and government organizations through grants to help improve the quality of life for the citizens of Arlington. In its first year of operation, the Foundation contributed more than \$2 million to charitable and city organizations dedicated to serving the people of Arlington.

Summary of Funding Sources and Opportunities						
Funding Program	Source	Primary Purpose	Eligibility	Availability	Case Studies	
1	National Highway System (NHS)	Federal	Improvements to roads that are part of the NHS and NHS Intermodal connectors.	Construction of pedestrian and bicycle facilities on adjacent to any highway on the NHS.	Variable	
2	The American Recovery and Reinvestment Act of 2009 (ARRA)	Federal	Construction, resurfacing, and operational improvements for highway and bridges including transit and other modes.	Construction of bicycle and pedestrian transportation facilities; Non construction project for safe bicycle use; upgrade public sidewalks to comply with ADA. Project do not have to be in the right-of-way of a federal highway.	Variable, good source.	
3	The American Recovery and Reinvestment Act of 2009 (ARRA TE)	Federal	ARRA 3% set-aside for Transportation Enhancement Activities.	Construction of bicycle and pedestrian transportation facilities; Construction project for safe bicycle use; upgrade public sidewalks to comply with ADA. Project do not have to be in the right-of-way of a federal highway.	Variable, good source.	
4	Surface Transportation Program (STP)	Federal	Construction, resurfacing, and operational improvements for highway and bridges including transit and other modes.	Construction of bicycle and pedestrian transportation facilities; Construction project for safe bicycle use; upgrade public sidewalks to comply with ADA. Project do not have to be in the right-of-way of a federal highway.	Variable, good source.	
5	Surface Transportation Program (STP TE)	Federal	Surface Transportation Program set-aside for Transportation Enhancement Activities.	Construction of bicycle and pedestrian transportation facilities; Construction project for safe bicycle use; upgrade public sidewalks to comply with ADA. Project do not have to be in the right-of-way of a federal highway.	Variable, good source.	
6	Surface Transportation Program Enhancement Set aside (STP-E) or Transportation Enhancements, TE	Federal	Funds twelve specific activities including pedestrian and bicycle facilities.	3 out the 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists and rail trail projects	Variable, good source.	
7	Office of Bicycle and Pedestrian Transportation	Federal	State may spend a portion of its federally allocated STP funds on bicycle and pedestrian facilities.	Construction of pedestrian and bicycle facilities, including Rails to Trails projects and non-construction projects such as brochures, public service announcements and route maps.	Variable, project must be part of a long range transportation plan.	
8	Environmental Protection Agency (EPA)	Federal	Funds are used to improve air quality and reduce transportation emissions.	Construction of bicycle facilities and greenways to reduce automobile use and promote bicycle use.	Variable, funding is approved through EPA's Office of Transportation and Air Quality (OTAQ).	

Summary of Funding Sources and Opportunities						
	Funding Program	Source	Primary Purpose	Eligibility	Availability	Case Studies
9	Congestion Mitigation and Air Quality (CMAQ)	Federal	Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.	Construction of pedestrian and bicycle facilities. Non construction projects for safe bicycle use. Projects do not have to be federal highway right-of-way but must demonstrate an air quality benefit.	Annual variable program, bicycle projects along commuter and through fair routes have the best potential to receive CMAQ funds.	
10	Highway Safety Improvement Program (HSIP)	Federal	Reduction in traffic fatalities and serious injuries on public roads.	Improvements for bike and ped safety. Construction of safety signage in school zones. Correction of hazardous locations including roadside obstacles, railway, highway crossing needs, poorly market roads that constitute a danger to bike and ped. Highway safety improvement projects on bike and ped pathways or trails.	Variable, good funding source for urban areas and crash-prone bicycle routes.	
11	Safe Routes to School (SRTS)	Federal	Enable and encourage children including those with disabilities to walk and bicycle to school. Facilitate the planning and development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, air pollution in the vicinity of schools.	Sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bike crossing improvements, on street bike facilities, off street bike facilities, traffic diversion improvements. Public awareness campaigns and outreach, traffic education and enforcement in school zones.	SAFETEA-LU Coordinate with TxDOT. Six-year funding bill signed into law on August 10, 2005. Authorizes \$244.1 billion in federal gas-tax revenue and other federal funds for all modes of surface transportation. Includes highways, bus and rail transit, bicycling, and walking. Bicycle and pedestrian programs can be included in programs eligible for over half the funds. None of the funds are dedicated solely for bicycle or pedestrian facilities or programs.	
12	Recreational Trails Program (RTP)	Federal	Develop and maintain recreational trails and trail related facilities for nonmotorized/motorized recreational trail uses.	Non motorized or mixed use (nonmotorized and motorized) trails. Eligible categories include trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments trail safety and environmental protection Greenway and trail facilities.	Variable	
13	Land and Water Conservation Funds (LWCF)	Federal	Build a variety of park and recreational facilities including trails and greenways.		Variable	
14	Wetland Reserve Program	Federal	Provide technical and financial assistance to landowners who want to restore and protect wetland and riparian areas and place sensitive areas under permanent easements.	Open space and greenways in riparian buffers.	Variable administered through USDA's Natural Resource Conservation Service.	

Summary of Funding Sources and Opportunities						
Funding Program	Source	Primary Purpose	Eligibility	Availability	Case Studies	
15 National Endowment for the Arts	Federal	Funds related to arts program through the Design Arts Program Assistance and provides links to other federal departments/agencies that offer funding opportunities for arts and cultural programs.	Can support development of ancillary greenway and bicycle facilities that incorporate and celebrate community culture, art and history.	Variable		
16 Highway Bridge Replacement and Rehabilitation (HBRRP)	Federal	Replace and rehabilitate deficient highway bridges and retrofit bridges.	Pedestrian and bike facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated and bicycles are permitted, then the bridge project must include safe bicycle accommodations.	Variable		
17 Job Access and Reverse Commute Grants	Federal	Intended to transport welfare recipients and eligible low-income individuals to and from employment.	Can fund pedestrian and bicycle-related services.	Variable		
18 Urbanized Area Formula Grants (Section 5307)	Federal	Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas of populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.	Variable		
19 Urbanized Area Formula Grants Transportation Enhancements Set-aside	Federal	1% onset aside of section 5307 funds for areas with populations over 200,000 for 9 specific Transit Enhancement Activities.	Pedestrian and bike access, storage facilities, installing equipment to transport bikes on buses.	Variable		
20 Community Development Block Grants (CDBG)	Federal	Directly provides funds to cities and towns for projects with community wide benefits. Activities must benefit low to moderate income persons.	Greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	Variable, through US Department of Housing and Urban Development (HUD).		
21 Other	Federal	High Priority Projects; Bridge; Interstate Maintenance; Federal Lands Highway Program (primarily Public Lands Highway Discretionary earmarks); Corridor Planning and Development and Border Infrastructure; Transportation, Community, and System Preservation; National Scenic Byways; Congressionally-earmarked funds, etc.	Greenways, trails, bicycle streetscape and other facilities that provide increased safety, access and transportation options and improvements.	Variable		
22 U.S. DOE - Carol M White Physical Education Program	Federal	Initiate, expand, and improve physical education programs (including after school programs) for students in one or more grades from kindergarten through 12.	Implement a physical education program to that furthers physical development through activities or education.	Variable, good source.	BikeTexas SRTS Program	

Summary of Funding Sources and Opportunities						
	Funding Program	Source	Primary Purpose	Eligibility	Availability	Case Studies
23	Transportation, Community, and System Preservation Program (TCSP)	Federal	Investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.	Bicycle and pedestrian projects are eligible under this program.	Variable, \$21,384,891 to Texas since 1999.	
24	Alternative Transportation in Parks and Public Lands	Federal	Enhance the protection of national parks and federal lands, and increase the enjoyment of those visiting them.	Alternative transportation projects, including non-motorized modes, in national parks and on other public lands.	Variable	
25	Share the Road Program	State	To educate and emphasize the importance of sharing the road with vehicles and cyclists.	Activities that promote bicyclist safety, education and access through education and awareness programs, training, workshops, educational materials and media events.	Variable	Bike Texas
26	Texas Parks and Wildlife Department (TPWD) -- Texas Recreation and Parks Account	State	Administered by TPWD's Recreation Grants Branch and funds five grant programs.	Construction of new recreational trails, improvement of existing trails, development of trailheads or trailside facilities, and acquiring property for trail corridors.	Variable. Outdoor Recreation Grants provide a 50 percent match to acquire and develop parkland or to renovate existing public recreation areas. The maximum grant awarded is \$500,000. Small Community Grants provide a 50 percent match to develop and beautify parkland or to meet the recreation needs of Texas communities with a population of 20,000 and under. The maximum grant awarded is \$50,000.	The City of Texarkana, Texas, has received a \$100,000 Texas Parks and Wildlife matching grant to help complete the two-mile pathway around Spring Lake Park.
27	NCTCOG Sustainable Development Program	State	Promoting alternative transportation modes or reduced automobile use in an effort to address mounting air quality, congestion, and quality of life issues.	Infrastructure and planning grants.	Variable. Through the 2005 Call for Projects, more than \$16.9 million of funding was awarded to Sustainable Development Projects with bicycle and pedestrian elements.	
28	NCTCOG 2006 Local Government Air Quality Program	State	Address the new federal 8-hour ozone standard, and the current non-attainment status of the Dallas-Fort Worth region.	Traffic signals, bicycle/pedestrian connections, park-and-ride reduction programs, air quality outreach and marketing programs, vanpool programs, and other air quality strategies	Bicycle and Pedestrian Projects received more than \$9 million in funding through the Local Government Air Quality Program.	
29	Regional Tollway Revenue Funding Initiative	Regional	Expedites transportation projects by providing desperately needed funding.	Roadway, transit, air quality, safety, sustainable development, and bicycle and pedestrian projects.	Distribute \$2.5 billion in toll proceeds from State Highway 121. Of the 561 total projects submitted, the funding request for the 41 bicycle and pedestrian specific projects totals more than \$94 million.	

Summary of Funding Sources and Opportunities					
Funding Program	Source	Primary Purpose	Eligibility	Availability	Case Studies
30	Bond Funds	Support the development of the trail system.	Trails can be implemented using bond funds alone or as the local match in grant applications. These funds are usually targeted for new facilities.	Variable	
31	Foundation and Corporate Grants	Develop trail projects, while others exist to help citizen efforts get established with small seed funds or technical and publicity assistance.	Contact each foundation for clarification of their particular requirements prior to deciding to submit an application.	Variable	
32	Grants for Greenways	Support for greenway interests.	Broad spectrum of both general and specific groups who provide technical and financial support.	Variable	
33	Bikes Belong Coalition	Putting more people on bikes more often.	Bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	Grants of up to \$10,000 each, and will consider successor grants for continuing projects.	Texas Safe Routes to School, awarded Texas Bicycle Coalition a \$10,000 grant to fund an informational campaign directing schools and the public through the Texas Safe Routes to School Program application process.
34	Neighborhood Initiative Program (NIP)	Designed to enhance the quality of life for neighborhood residents through the concentrated delivery of services and programs.	Service or program that directly enhances quality of life in a neighborhood.	Variable	City of Corpus Christi
35	Funding from Independent School Districts	Support the development of the trail system.	Some of these funds can be dedicated to trail development, especially near school zones.	Variable	
36	Tax Increment Financing (TIF)	Support the development of the trail system.	Trail and greenway systems near commercial use.	Variable: Some of these funds can be dedicated especially in commercial areas.	
37	Development and Impact Fees	Support the development of the trail system.	Park and trail development anywhere within the city. Impact fees can be used for sidewalks and street improvements for bicycling within the development area for which they were collected.	Variable	
38	Arlington Tomorrow Foundation	Enhance the quality of life in the Arlington community.	Charitable and government organizations through grants to help improve the quality of life for the citizens of Arlington, Texas.	Variable, In its first year of operation, the foundation contributed more than \$2 million to charitable and City organizations dedicated to serving the people of Arlington.	Arlington Parks and Recreation
39	Partnering with Volunteer Groups	Support the development of the trail system.		Variable	

## Successfully Funded Texas Bicycle and Pedestrian Projects

District / Agency	County	Program	Project Name / Facility	Project Limits	Project Description	Funds	Project Status
TXDOT-Dallas	Collin	ARRA-Enhancement	Richardson Trail	Alma Road to 0.24 Miles; South of Renner Rd.	Construct 10 foot wide concrete trail.	ARRA-\$975,600	Under Construction
N/A	Dallas	ARRA-Enhancement	Tenison Trail - East Dallas Veloway	Winsted Dr Within Old SP & SF RR ROW to S.E. Over Garland Rd. to Glasgow St.	Construct bicycle / pedestrian path	ARRA-\$1,982,128	Under Construction
TXDOT-Dallas	Dallas	ARRA-Enhancement	Santa Fe Trestle Bridge Trail	Existing trailhead at Moore Park to N. Trinity River Levee, Downtown	Santa Fe Trestle Hike and Bike Trail	ARRA-\$3,547,603	Low Bid Accepted- Construction Begins March 2010
TXDOT-Dallas	Dallas	ARRA-Enhancement	Lancaster Historic District	City of Lancaster Historic District	Scenic beautification project to provide street furniture elements / lights, tables, trash cans, bike racks	ARRA-\$470,932	Under Construction - Bid September 2009
TXDOT-Dallas	Dallas	ARRA-Enhancement	Spring Valley / COIT Amenities	NW side of Coit Rd from Spring to Valley North to Hay Meadow Dr.	Pedestrian bicycle trails	ARRA-\$582,240	60% Design Completed
TXDOT-Dallas	Dallas	ARRA-Enhancement	Woodall Rodgers Deck/ Plaza/ Sp 366	West of Saint Paul to East of Pearl St.	Construction of deck and plaza over freeway	ARRA-\$16,700,000	Under Construction - March 26, 2009
TXDOT-Fort Worth	Parker	ARRA-Enhancement	Town Creek Hike and Bike Trail	Downtown Weatherford to Subdivisions - Hospital facility	Construct hike and bike trail to connect downtown with other facilities in Weatherford	ARRA-\$3,225,930	Funds 2002 - 60% Design Completed Construction June 2010
TXDOT-Fort Worth	Tarrant	ARRA-Enhancement	North Richland Hills Multi-Use Trail	N Richland Hills Multi-Use Trail and Landscaping in N. Richland Hills	N. Richland Hills Multi-Use Trail	ARRA-\$475,315	60% Design Completed
Waco	McLennan	Transportation Enhancement	Waco Suspension Bridge and Trail	Near Brazos Riverfront	Multi-use trail on riverfront	\$320,000	Let June 1995 - Completed
Wichita Falls	Wichita	Transportation Enhancement	Holiday Creek Hike and Bike Trail, Phase 1, 2, and 3, and Riverwalk Bridge Project	Holiday Creek	Segments of bicycle and pedestrian multi-use trail that will ultimately form a loop around Wichita Falls	\$2,294,712 (4 Total Projects)	Let January 1996 - Completed
San Angelo	Tom Green	Transportation Enhancement	San Angelo Pedestrian Mallway	Along Concho River	Pedestrian bicycle path / riverwalk to connect City's transit terminal with downtown area	\$192,000	Let June 1997 - Completed

ARRA FUNDS BEGAN FEBRUARY 17, 2009 TO CURRENT.

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