

Appendix B

Financial Resources



Federal Funding Programs

Several federal funding programs that can be used to finance bicycle and pedestrian facilities are available. The following list of federal funding programs includes a brief description of each program:

- ✓ **National Highway System Fund: Q05 and Q41** - NHS funds can be used within NHS corridors for bicycle and pedestrian facilities. Historically, Georgia has not used federal funding for bicycle and pedestrian facilities within NHS corridors, such as interstates;
- ✓ **Surface Transportation Program Funds: Q23 and Q24** - This program provides funding for bicycle and pedestrian facilities. STP funds can be used on any roadway classified higher than a local road or a rural minor collector. Q23 is specifically for urbanized areas and is allocated based on population;
- ✓ **Transportation Enhancement STP Setaside Fund: Q22 (33B)** - This program provides funding for a range of enhancement-related activities including facilities for pedestrians and bicycles. Within the state of Georgia, the Transportation Enhancement (TE) program is a competitive grant program, with application deadlines every two years;
- ✓ **Safety Construction STP Set aside Fund: Q21 (33A), Q26 (33M), Q27 (33N), and Q28 (33P)** - additional safety and hazard elimination, railroad crossing protective device installation, railroad/highway hazard elimination, and public roadway hazard elimination;
- ✓ **Congestion Mitigation and Air Quality Improvement Fund: Q40 and Q42** - Types of projects eligible for CMAQ funds include pedestrian and bicycle facilities. Hall County is part of the 20 county 8 hour ozone non-attainment area, therefore this program is an option;
- ✓ **Transit Funds (5309, 5307, 5311, and 5310)** – A these funds can be used for bicycle and pedestrian transit amenities such as shelters, bicycle racks on vehicles, and bicycle storage at stations or transfer centers;
- ✓ **Transportation and Community and System Preservation Pilot Program** - Under this program, governments and agencies are eligible to apply for



discretionary grants to plan and implement strategies that will improve transportation system efficiency; and

- ∨ **Community Development Block Grant** - Traditionally HUD focuses on housing and support services. However, support service may also include transportation projects. All projects must substantially benefit low- and moderate-income persons.

State Funding Programs

State funding programs for bicycle and pedestrian improvements are limited at this time. GDOT does not provide dedicated funds for physical improvements such as repaving or widening outside travel lanes to accommodate bicyclists or improving sidewalks and crosswalks for pedestrians. Current GDOT policy is to incorporate bicycle and pedestrian friendly elements into planned or programmed improvement projects as they move through the design and construction stages. State funding sources include the following:

- ∨ **Local Development Fund** - Eligible activities include recreation improvements and activities implementing approved comprehensive plans. The maximum grant amount is \$10,000 for single community projects and \$20,000 for multi-community projects. A 50 percent cash or in-kind match is required;
- ∨ **Redevelopment Fund Program** - The Redevelopment Fund provides flexible financial assistance to local governments to assist in implementation of economic and community development projects that cannot be undertaken with existing public sector grant and loan programs. This program is coordinated through the Georgia Department of Community Affairs;
- ∨ **Governor's Office of Highway Safety** - The Governor's Office of Highway Safety (GOHS) is a statewide agency that currently provides an average of \$250,000 a year in grants to local jurisdictions to promote pedestrian and bicycle education programs. Most of the dollars are expended on pedestrian programs; and
- ∨ **Quality Growth Grant Program** - The Quality Growth Grant Program provides eligible recipients with financial assistance to implement quality growth initiatives outside the typical scope of other grant or loan sources. Eligible activities include design for walkable communities, capital improvement (infrastructure) planning,



and traffic calming measures. Eligible applicants include all units of local government. Awards range between \$5,000 and \$40,000.

- ∨ **LARP** - Local Assistance Road Program helps local governments preserve their road systems by funding resurfacing activities. Each year, every city and county in the state is invited to submit a priority list of projects to the GDOT, which reviews requests and establishes priorities for resurfacing.

Potential Local and Private Funding Programs

Various local funding programs provide financing opportunities for bicycle and pedestrian enhancements. Additionally, sources of private funding for bicycle and pedestrian facilities are available. Generally, local and private funds would be utilized to satisfy local match requirements of other funding sources.

- ∨ **Tax Increment Financing** - The Tax Increment Financing (TIF) program utilizes increased tax revenues stimulated by redevelopment to pay for capital improvements required to induce the development. TIFs are complicated and require considerable financial, development, engineering, and other expertise. Due to the complexity of the funding mechanism, bicycle and pedestrian enhancements funded through a TIF would likely be part of a larger infrastructure building effort;
- ∨ **Dedicated Local Taxes/Increases in the Tax Rate** - Local taxes can provide a dedicated funding source for transportation capital and operating expenses. While the sales tax is the most common form of tax used as a revenue source, some agencies have taxed utilities instead;
- ∨ **Friends of Gainesville Parks and Greenways** - One purpose of this group, a local non-profit organization, is to raise funds to construct sidewalks connecting parks and schools. Currently, through a public-private partnership with the City of Gainesville they provide funding for materials and the city provides labor and expertise to construct the sidewalks; and

Other Funding Programs

The following programs, planning efforts, and funding strategies for greenspace and recreation initiatives are because of the close relationship between walking/bicycling and recreational use.



- ✓ **Land and Water Conservation Fund** - The Land and Water Conservation Fund (LWCF) program provides funding for the acquisition, development, and planning of outdoor recreation opportunities. This program is administered by the Georgia Department of Natural Resources. Sample projects include land acquisition and walking trail restorations.

- ✓ **Recreational Trails Program** - This federal program, administered by the Georgia Department of Natural Resources, is for acquisition and development grants for motorized and non-motorized recreational trails including new trail construction and maintenance and rehabilitation of existing trails.

- ✓ **Recreation Assistance Fund (RAF)** - This program is created to increase the supply of public recreation lands or facilities and is administered through the Georgia Department of Natural Resources. Example projects include acquisition of land, facility development, and rehabilitation of existing structures.