

Table 1: Bicycle/Pedestrian Funding Opportunities

	NHS	STP	HEP	RHC	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Bicycle and pedestrian plan		*				*						*	*			
Bicycle lanes on roadway	*	*	*	*	*	*		*	*	*					*	*
Paved Shoulders	*	*	*	*	*	*				*					*	*
Signed bike route	*	*			*	*									*	*
Shared-use path/trail	*	*			*	*	*			*					*	*
Single track hike/bike trail							*									
Spot improvement program		*	*		*	*										
Maps		*				*					*					
Bike racks on buses		*			*	*		*	*							
Bicycle parking facilities		*			*	*		*	*							*
Trail/highway intersection	*	*	*		*	*	*								*	*
Bicycle storage/service center		*			*	*		*	*			*	*			
Sidewalks, new or retrofit	*	*	*	*	*	*		*	*	*					*	*
Crosswalks, new or retrofit	*	*	*	*	*	*		*	*						*	*
Signal improvements	*	*	*	*	*	*										
Curb cuts and ramps	*	*	*	*	*	*										
Traffic calming		*	*	*		*							*			
Coordinator position		*				*							*			
Safety/education position		*				*					*					
Police Patrol		*				*					*					
Helmet Promotion		*			*						*					
Safety brochure/book		*			*	*					*					
Training						*					*					



Key			
NHS	National Highway System	BRI	Bridge
STP	Surface Transportation Program	402	State and Community Traffic Safety Program
HEP	Hazard Elimination Program	PLA	State/Metropolitan Planning Funds
RHC	Railway-Highway Crossing Program	TCSP	Transportation and Community and System Preservation Pilot Program
TEA	Transportation Enhancement Activities	JOBS	Access to Jobs/Reverse Commute Program
CMAQ	Congestion Mitigation/Air Quality Program	RTP	Recreational Trails Program
FLH	Federal Lands Highways Program	FTA	Federal Transit Capital, Urban & Rural Funds
BYW	Scenic Byways	TE	Transit Enhancements

FHWA Guidance - (February 24, 1999) Bicycle and Pedestrian Provisions of Federal Transportation Legislation <http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

2.1.1 Transportation Enhancement (TE)

The Transportation Enhancement program is a federally-designated category of funding that allows for the development and construction of non-motorized facilities, among other eligible expenditures. Eligible applicants include all government entities that receive fuel tax revenues. The TE program has been the primary funding source for non-motorized facility development at the local, regional, and state levels in Michigan.

2.1.2 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The primary goal of the CMAQ program is to reduce traffic congestion and enhance air quality. Among other eligible expenditures, CMAQ funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funds are available to counties designated as non-attainment areas for air quality, based on federal standards. Relatively few non-motorized projects have been funded with CMAQ funds in Michigan.

2.1.3 Highway Safety Programs

Pedestrian and bicycle safety remain priority areas for State and Community Highway Safety Grants funded by the Section 402 formula grant program. States are eligible for these grants by submitting a Performance Plan and a Highway Safety Plan. The Michigan Department of Transportation recently adopted its Strategic Highway Safety Plan, which includes a Non-motorized Safety Action Plan.

