



12. Existing and Potential Funding Sources

There are various Federal, State, regional, and local funding sources available to implement the Arizona Statewide Bicycle and Pedestrian Plan, with potential for additional private funds or facilities constructed *in-lieu* by developers as part of development agreements with local jurisdictions. This section lists and discusses the primary funding sources available for design, construction, implementation, and maintenance of bicycle and pedestrian facilities and implementation of safety programs. It is important to note that funding for *roadways*, although not included in this funding review, can be beneficial to bicyclists because every roadway, except controlled access highways that are specifically designated to exclude bicyclists, is a bikeway. Funding sources for educational and outreach programs have been included because of the many benefits these provide, such as increased awareness and safety knowledge, more people choosing to walk and bike, and reductions in crashes.

Table 8 is included at the end of this section, which includes deadlines, contact information, and funding estimates for bicycle and pedestrian improvements and safety programs throughout Arizona. Total available annual funding from these sources for all modes is estimated. Many of these sources have traditionally been reserved for highway and street purposes, with bicycle and pedestrian facilities often provided as part of the roadway cross section; however, these sources can also be utilized or “flexed” for use on independent stand-alone bicycle and pedestrian improvements, though depending upon the source may be used only on projects within the roadway right-of-way.

This section has data on funding sources that are currently used for bicycle and pedestrian projects and programs and to present potential funding sources where the funding can be flexed from traditional roadway purposes for bicycle and pedestrian purposes. When funding for bicycle and pedestrian projects is pursued, it should be noted that bicycle and pedestrian fatalities and serious injuries in Arizona often make up 10 percent or more of total annual traffic fatalities and injuries. In addition, Federal Bureau of Transportation Statistics data that indicate over 21 percent of American adults ride bicycles on at least a part-time basis, the vast majority of who also pay motor vehicle use taxes and fees (*USBTS Omnibus Survey, 2000 and 2001*). Also, based on Census data, approximately five percent of total commute trips made in Arizona are currently made by bicycle and pedestrian modes (*US Census, 2000*). In addition, the American Automobile Association conducted a survey of its members in Arizona and found that they would spend 11.5 percent of highway user funds on bicycle and pedestrian projects (*2002 AAA Public Affairs Survey, December 2002*).

12.1. Federal Revenues

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

On June 9, 1998, the “Transportation Equity Act for the 21st Century” (TEA-21) was signed into law, authorizing highway, safety, transit, and other surface transportation funding programs for a six-year period. TEA-21 followed upon and strengthened the bicycle and pedestrian funding categories provided within its groundbreaking predecessor, the Intermodal Transportation Efficiency Act or ISTEA. TEA-21 revenues available for pedestrian and bicycle uses are primarily authorized through the Surface Transportation Program (STP), which includes set-aside funding categories specifically available for pedestrian and bicycle facilities and programs such as the Transportation Enhancement Activities (TEA) program and Congestion Mitigation and Air Quality (CMAQ) program.



The STP provides flexible funding categories and ensures the consideration of bicyclists and pedestrians in the planning process and facility design. STP funds can be used for provision of sidewalks and modification of sidewalks to meet ADA requirements, for shared-use paths, paved shoulders and bicycle lanes, and for pedestrian and bicycle safety and educational programs. When highway bridges are being replaced or rehabilitated with Federal funds on a highway where bicycles are permitted, the bridge must then provide accommodation for bicycles.

Ten percent of STP funding is set aside for Transportation Enhancements, which can be spent on environmentally related improvements including pedestrian and bicycle provisions. Enhancement funds can be used for paved shoulders, bicycle lanes, sidewalks, and both paved as well as unpaved pathways that primarily serve a transportation purpose.

Additional Federal revenues that are eligible for use on various pedestrian and bicycle projects include Bridge Replacement and Rehabilitation (BR) funds, National Highway System (NHS) funds, and other funding sources. For all of the TEA-21 programs, up to 94.3 percent of the project costs can be funded with Federal money while the remaining 5.7 percent must come from State and local obligations. Following is a brief summary of the primary Federal programs:

Transportation Enhancement Activity Funds

Transportation Enhancement funds are a major source of Federal funds available directly for twelve project types which go above and beyond the typical transportation project. These funds are set aside by TEA-21 in order to add community or environmental value to a completed or ongoing transportation project. Currently, Arizona receives about \$13.0 million per year for transportation enhancement projects divided between ADOT and local governments. Approximately 50 percent (\$6.5 million) of the Transportation Enhancement funds are retained by the Arizona State Transportation Board for ADOT projects, including \$2.0 million for enhancements for ongoing ADOT highway projects and an additional \$4.5 million for enhancements to existing ADOT highways. The remaining \$6.5 million in Transportation Enhancement funds are available for local projects recommended by the metropolitan planning organizations (MPOs) and rural councils of governments (COGs).

The eligible transportation enhancement activities include the following:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors (including the conversion to pedestrian or bicycle shared-use paths);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Mitigation of water pollution due to highway runoff; and
- Establishment of transportation museums.



Congestion Mitigation and Air Quality Improvement Program

These funds are programmed by TEA-21 for projects that are likely to contribute to the attainment of a national ambient air quality standard, and congestion mitigation. These funds can be used for a broad variety of bicycle and pedestrian projects, particularly those that are developed primarily for transportation purposes. The funds can be used either for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe bicycle and pedestrian use (maps, brochures, etc.). The projects must be tied to a plan adopted by the State and MPO, and currently the funds are only available in the MAG Region.

Bridge Replacement and Rehabilitation

These funds may only be used for replacing and rehabilitating highway bridges. Bicycle lanes and sidewalks can be built as part of bridge rehabilitation, as well as pathway under crossings or bridges.

National Highway System

These funds are for improvements to the National Highway System (NHS), which consists of an interconnected system of principal arterial routes that serve major population centers, international border crossings, airports, public transportation facilities, and other inter-modal transportation facilities as well as other major travel destinations. These funds can be used to provide pedestrian and bicycle facilities constructed on NHS routes.

Federal Lands Highway (FLH) Funds

These funds may be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and MPO.

Two programs within FLH provide transportation funds for Indian tribes:

- Indian Reservation Roads (IRR) Transportation Planning Funds – Indian Tribal Governments can obtain funds for transportation planning on Indian lands, including bicycle and pedestrian planning.
- Indian Reservation Roads Program Funds – The Bureau of Indian Affairs regional offices are allocated funds that are then distributed to the construction of roads, bridges, and transit facilities to and within Indian reservations or other Indian lands.

Highway Safety Funds

Bicycle and pedestrian safety remain priority areas for highway safety program funding. The Office of Traffic Safety administers funding for safety-related programs in Arizona, including pedestrian and bicycle projects that improve safety along or across roadways and bicycle and pedestrian education. Grants are in the form of reimbursable contracts and do not require a local match. Section 402 Highway Safety Funds are generally available for the first one to three years of a program's life and can be used for development costs and for equipment purchase costs. This source of funding has been utilized successfully across the U.S. to pay for start-up costs of bicycle and pedestrian education courses, primarily for children.



Hazard Elimination and Railway-Highway Crossing Program

Another ten percent of each State's STP funds are set-aside for the Hazard Elimination and Railway-Highway Crossing Program to address bicycle and pedestrian safety issues. Each State is required to implement a Hazard Elimination Program to identify and correct locations that 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 shared-use path, or any safety-related traffic calming measure.

Federal Transit Funding

Federal transit funding, including the Transit Enhancements program, can be used to provide valuable "support facilities" to promote transit use by bicyclists and pedestrians. This includes bicycle parking facilities for transit stops, bicycle racks on buses, walkways, amenities (benches, trash receptacles, street lighting), and education and marketing materials. Only urbanized areas with a population over 200,000 that offer public transit service qualify to receive Transit Enhancements funding.

National Recreational Trails Fund

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. The program was authorized in 1998 under TEA-21.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on Federal lands);
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

States must use 30 percent of their funds for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. Diverse motorized projects (such as snowmobile and motorcycle) or diverse non-motorized projects (such as pedestrian and equestrian) may satisfy two of these categories at the same time. States are encouraged to consider projects that benefit both motorized and non-motorized users, such as common trailhead facilities. Many states give extra credit in their selection criteria to projects that benefit multiple trail uses.

Recreational Trails Program funds may not be used for:

- Property condemnation (eminent domain);
- Constructing new trails for motorized use on National Forest or Bureau of Land Management lands unless the project is consistent with resource management plans; or
- Facilitating motorized access on otherwise non-motorized trails.



These funds are intended for recreational trails; they may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Community Development Block Grants

The Community Development Block Grant (CDBG) program is administered by the U.S. Department of Housing and Urban Development to assist low- to moderate-income neighborhoods. Residents of the neighborhood work closely with city staff to develop a plan for their awarded funds. A neighborhood can choose to spend CDBG monies on sidewalk installation and repair. The City of Avondale has used CDBG funds for curb, gutter, and sidewalk repair in the Cashion community. Bullhead City's Riviera Neighborhood used CDBG funds to install 288 streetlights.

12.2. State Revenues

State revenues include the State sales tax, Highway User Revenue Funds, Local Transportation Assistance Funds (LTAF), Arizona State Parks Heritage Funds, and Arizona Game and Fish Department Heritage Funds. Additional funding was considered as part of the State of Arizona *Vision 21* process, which was a recent multi-year study to determine multimodal transportation needs and potential funding sources to meet those needs. Following is a brief summary of each source.

State Sales Tax

The State sales tax revenues, as with local jurisdiction sales tax revenues, are generally budgeted to high priority programs and needs which generally have not included bicycle and pedestrian improvements; however, these revenues are available for bicycle and pedestrian facilities and programs. An increase in the State sales tax is currently under consideration for dedication to transportation purposes. This increase can and should be utilized in part for bicycle and pedestrian transportation projects and safety programs.

Highway User Revenue Fund (HURF)

The HURF, made up of State gas tax revenues, the vehicle license tax, and other miscellaneous fees and services, is a revenue source constitutionally restricted to roadway purposes, which includes all improvements contained within the roadway right-of-way. Arizona jurisdictions have utilized HURF to provide landscaping and to construct bicycle lanes, paved shoulders, sidewalk facilities, and shared-use pathways that are within the right-of-way. The State Highway Fund receives 50.5 percent of annual HURF monies, while cities and counties receive the remainder.

Local Transportation Assistance Fund (LTAF)

Recent legislation has changed the eligibility of LTAF funds, which are generated by the Arizona Lottery. LTAF must now be used for transit purposes in all jurisdictions. These funds may be available for construction of sidewalks, bicycle racks, and other facilities that directly relate to transit use. In FY 2001, the lottery contributed \$23 million to the LTAF; however, due to State budget constraints, funding from the program is currently not available for use for transit purposes.



Arizona State Parks Heritage Funds

Monies are appropriated statewide from this fund to a variety of State Parks projects including trail development. Trail funds are a 50-50 match to locally provided money. When trails are a part of other projects, such as an interpretive center, park development, trailheads, etc., they may be eligible for other Heritage Fund categories. The specific trails fund category of the Arizona Heritage Fund is only available to trails currently listed or nominated to the Arizona State Trails System.

Arizona Game and Fish Department Heritage Funds

The Game and Fish Department provides 100 percent funding grants for projects including habitat creation, interpretive displays, signage, improved access areas for wildlife, and other improvements. The grants do not require agency matches, and are awarded annually through a nomination and approval process similar to that of the Arizona State Parks Heritage Funds.

Growing Smarter Planning Grant Program

The Arizona Department of Commerce offers the Growing Smarter Planning Grant to help small and rural municipalities or counties in developing comprehensive plans that meet State Growing Smarter requirements. Revised comprehensive plan provisions entail greater attention towards multimodal transportation and recreational areas.

Vision 21

The Vision 21 Governor's Transportation Task force was convened in 1999 to develop a long-range multimodal transportation vision for Arizona's transportation future. The mission statement of the Task Force is to evaluate needs and recommend funding strategies to meet those needs for all modes of transportation, including walking and bicycling. The Task Force is not limited to State-only facilities, but is incorporating and planning for all levels including local jurisdiction needs.

The Task Force evaluated a large selection of potential funding sources, including increased gas tax, gas tax indexed to inflation, vehicle miles traveled tax, BTU/Energy taxes, motor fuels sales tax, general statewide sales tax surcharge, personal income tax surcharge, property tax increase for transportation, and exactions/developer impact fees. Several of these potential revenue sources can either specifically be designated in part to non-motorized transportation needs including bicycling and walking, or can at least be eligible for spending on these needs. It is the stated intent of the Task Force to comprehensively address multimodal needs, and therefore the Task Force attempted to arrange its revenue package recommendations to include spending on non-motorized forms of transportation. The Vision 21 final report was published in December 2001.

12.3. Regional Revenues

Maricopa Association of Governments (MAG) Regional Funds

MAG Regional funds are derived from the current half-cent regional sales tax dedicated primarily to controlled-access roadway improvements in the MAG planning area. A small portion of this funding



source is also utilized for transit purposes. The funding source has a sunset clause for the year 2005, although additional controlled-access roadway improvements will likely be desired well into the future.

Although this source currently is not utilized for pedestrian and bicycle improvements within the MAG region, there is potential to include multimodal provisions including sidewalks, bike lanes, and pathways as eligible facilities if the sales tax is proposed for voter renewal when it expires. As a funding source with specific projects developed under the auspices of MAG, there is reasonably good justification and public support to propose multimodal improvements valley-wide. This source, in fact, should be considered for broader transportation improvements in addition to the freeway system because it is not a user-based fee, yet is paid by all citizens and visitors to the region regardless of the travel mode utilized.

12.4. Local Revenues

General Funds

One of the primary local revenue sources of cities, towns, and counties available for use on pedestrian- and bicycle-related improvements are general funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees. There are generally few restrictions on the use of these funds, which are utilized for a large variety of local needs. As such, there is typically high demand for these funds for numerous government services. Design and construction of bikeways and walkways using this funding source usually receives limited support from local governments unless their constituents lobby effectively for such use.

In some cases a component of local general funds can be dedicated to transportation improvements, including pedestrian amenities and bikeways. Some cities have voted to collect a percentage of city sales tax specifically for transportation. Examples include:

- A half-cent sales tax became effective on January 1, 2002, that will fund Glendale's new transportation plan. Some of the projects programmed in the 2003-2012 Capital Improvement Plan utilizing transportation sales taxes include downtown pedestrian circulation enhancements, bike route improvements along 63rd, and the citywide shared-use paths system.
- Of the three percent tax on utilities in Peoria, 1.5 percent goes to the Streets fund for street light maintenance and electricity.
- Scottsdale voters approved a 0.2 percent sales tax for use strictly on transportation-related capital projects. This fund will support citywide sidewalk improvements, the bikeways program, and neighborhood traffic calming. This "transportation privilege tax" and interest earnings brought in \$16.2 million for the city in FY 2001.
- The City of Yuma collects a 0.5 percent sales tax ("Road Tax") to fund design, construction, and maintenance to streets and roadways and their rights-of-way.

Counties, too, can choose to collect sales taxes specifically for transportation. The Arizona Department of Revenue collects an additional 0.5 percent transportation excise tax on sales in Pinal and Gila counties. This money may be used for the construction, reconstruction, and repair for a number of



public facilities, including streets, sidewalks, crosswalks, bridges, tunnels, steps, and recreational areas. In FY 2002, Gila County raised \$2.6 million, and Pinal County generated \$6.7 million for transportation projects.

Development Impact Fees

New developments, both residential and commercial, place a strain on existing public facilities, such as parks and streets. Development impact fees are paid by developers to help cover the additional costs resulting from new construction, and these funds may be used for the provision of paved shoulders, bike lanes, and sidewalks built as part of the required roadway cross section. In some circumstances, shared-use paths have been constructed by jurisdictions using impact fees if they serve transportation needs generated by the new development. Examples include the Town of Payson, which collects \$600 for streets on each new residential dwelling unit, and Pima County, which charges \$1,550 for each new home built in the unincorporated areas for roadway improvement projects. Jurisdictions in the MAG region charge up to \$9,000 in impact fees per detached dwelling unit for the provision of parks, roadways, and other public improvements.

Parks and Recreation Funds

Local parks and recreation funds are generally derived from property and sales taxes and some fee revenues. Bathrooms, pocket parks, lighting, landscaping, and pathways are sometimes funded through parks and recreation departments. Maintenance costs for shared-use paths are often incurred by these departments.

Flood Control District Funds

Flood Control District funds can be used to construct shared-use pathways as well as flood control structures, railing, bridges, bank protection, and other devices that can facilitate pathway development. This source has limited availability but should be considered as pathway projects are developed that can be combined with flood control improvements. For instance, flood control maintenance roadways can be designed and constructed to accommodate maintenance vehicles while allowing use by bicyclists and pedestrians as well. New flood control district facilities can be designed to accommodate bicycle and pedestrian use, such as provision of new railing that can meet bike-pedestrian safety guidelines. Pathway undercrossings of major roadways and sidewalks on bridges can be “piggybacked” when any major bridge structure work is conducted or when new bridges are built.

Revenue and General Obligation Bonds

Bonds are usually considered a financing mechanism rather than revenue source, and debt service obligations should receive consideration before this mechanism is pursued. In this discussion revenue and General Obligation (G.O.) bonds are considered as a funding source because when bond packages are presented for voter approval they are often tied to specific facility or program improvements. For instance, a G.O. bond package can be forwarded to voters for citywide sidewalk and lighting improvements or for specific sidewalk, pathway, bicycle lane, or other enhancements that are clearly defined in the legal language of the bond.



In this respect, bonds should be considered a revenue source because identified pedestrian and bicycle projects will be constructed according to truth-in-bonding requirements versus competing with numerous other local demands on general funds. Revenue bonds, such as those repaid through State Highway User Revenue Funds, also can be considered a revenue source because specific projects will be “locked in” and constructed (provided revenue projections and cost estimates bear out as projects are developed).

Tribal Casino Revenues

Casino revenues can and are being used for pedestrian and bicycle facilities, plans, and safety programs. For example, the Pascua Yaqui Nation is currently developing a pedestrian and bicycle plan using these revenues for the nation located on the southwest side of Tucson. A portion of the revenues may be dedicated to implementing the plan as funds become available. These funds may be combined with other funds available to the Indian nations to construct pedestrian and bicycle improvements and implement safety programs, such as specific Federal revenue sources.

12.5. Private Revenues

Private “revenues” may come in the form of dedications, exactions, monetary contributions, corporate underwriting, donations of right-of-way, and construction of facilities to required standards.

It is necessary to recognize the important contribution that private development can make to the bicycle and pedestrian system. A 1999 study of homebuyers by the market research firm American Lives, Inc. found that readily accessible bike and walking paths and natural open spaces were among the highest priorities for homebuyers, even above gated communities and golf courses. Developers who either pay for or construct pathways, or who contribute development impact fees for their construction are making wise investments that will directly benefit their developments and their clients.

Additional private sources include corporate underwriting and individual and non-profit donations. Private corporations have historically provided money for shared-use path projects. These contributions have been in the form of monetary donations, volunteer labor, and sponsorship of projects. Corporate underwriting by companies such as Recreational Equipment Incorporated (REI), Lever Brothers, American Express, Maxwell House, The Phoenician Resort, and Southwest Airlines have provided many dollars, commodities, and hours to the construction and maintenance of shared-use paths. These projects provide good publicity and exposure for the underwriters and highlight shared-use path and park issues.

Local agencies and organizations also can receive grants for facilities and programs that involve education, training, and promotion. Below are examples of grants that are available and programs that have benefited from these awards.

- Prescott Alternative Transportation (PAT) acquired private donations and a grant from the Margaret T. Morris Foundation for their Safe Routes to School program.
- Bikes Belong Coalition awards \$10,000 grants to local organizations, agencies, and citizens for bicycle projects that will be funded by TEA-21. Prescott Alternative Transportation received a grant to leverage funds for the Greenways Trail System, SR 89/SR 69 interchange shared-use path, and Rails-to-Trails Phase II.



- REI employees can nominate local trail projects for REI’s conservation or outdoor recreation grants.
- Arizona State University received a grant to construct a bicycle path at Spence Avenue that was recommended in the Parking and Transit Master Plan.
- The Arizona Bicycle Club received a grant from the Frank Kush Youth Foundation, which presents grants to programs that encourage youth health and physical fitness.
- The Robert Wood Johnson Foundation supports projects that meet one of its four goals, one of which is to promote healthy communities and lifestyles. The Foundation not only funds unsolicited projects directly but also national programs for specific issues. “Active Living by Design” is one of these national programs and it supports planning activities that encourage physical activity through the built environment. Safe Routes to Schools programs, mobility enhancements for people with disabilities, and promotional materials are just some of the many types of walking and bicycling projects supported by the program.
- The Phoenix Children’s Hospital has recently completed an instructional video for beginning drivers that focuses on how to drive safely around bicyclists. The video also includes numerous safety tips for bicyclists. Also, the Hospital, in conjunction with the Safe Kids Coalition of Maricopa County, developed the “Helmet your Brain – Avoid the Pain” program to encourage the use of helmets by children biking, using rollerblades, or riding scooters. The program receives requests from across the nation from groups who wish to purchase the safety training information and start their own programs.

12.6. Recommendations

It is recommended that future phases of the Bicycle and Pedestrian Program include an emphasis on prioritizing, applying, and politicking for an increased percentage of the funds to be applied to bicycle and pedestrian projects.

The review of funding sources indicates that a large potential exists for funding bicycle and pedestrian facilities and associated programs. As documented in the State of Arizona’s Vision 21 process and the ongoing MoveAZ study, there is currently a high desire among residents statewide for improved transportation services and facilities, including additional bikeways, sidewalks, and shared-use pathways. With the strong public demand for bicycle and pedestrian improvements, implementation of the Arizona Statewide Bicycle and Pedestrian Plan through a combination of these funding sources should be considered desirable and highly feasible.

It is important to realize that the majority of the funding sources described in this section fund projects based on a highly competitive application/selection process. It is anticipated that it will take targeted effort over a significant period of time to increase the percentage of funds that are applied to bicycle and pedestrian improvements. With strong public desire for bicycle and pedestrian facilities and programs, the current lack of adequate facilities and opportunities, the need to improve facilities to meet legal requirements such as the Americans with Disabilities Act, and the need to provide parity in funding to help reduce the disproportionate bicycle and pedestrian fatalities and serious injuries, attaining significant amounts of funding is necessary to meet the objectives of the Arizona Statewide Bicycle and Pedestrian Plan.



Table 8 – Potential Annual Funding

Summary of Potential Funding Sources							
Funding Programs	Modes	Trip Types	Project Types (Const., Non-Construction)	Required Matching Funds	Deadlines	Total Available Annual Funding (All Modes)	Contact and Website
FEDERAL FUNDING							
Congestion Mitigation and Air Quality Improvement Program	All	Transportation	Both	5.70%	September	Approx. \$40.9M (2002) /1 (\$31.4M to MAG)	MPOs, www.dot.state.az.us/ABOUT/air/cmaq.htm
Highway Bridge Repair and Replacement (HBRR)	Bike/Ped	Transportation	Construction	20%	See STP	Approx \$13.0 M /2 (\$600,000 max. per project)	http://www.dot.state.az.us/ABOUT/fms/fndsource.htm
Highway Safety Program	All	Transportation	Non-construction	20%	April 1, annually	Approx. \$12M /2	Governor's Office of Highway Safety http://www.azgohs.state.az.us/downloadpdf/ProposalGuide.pdf
National Highway System (NHS)	All	Transportation	Both	20%	See STP	Approx. \$106M /2	www.fhwa.dot.gov/tea21/factsheets/nhs.htm
Recreational Trails Program (RTP)	Paths	Recreational	Construction	20%	Currently N/A	Approx. \$1.1M annually /3	Annie McVay, Recreational Trails Coordinator, (602) 542-7116, http://www.pr.state.az.us/partnerships/grants/grants.html
Surface Transportation Program (STP)	All	Transportation	Both	20% for bike and ped projects	Biennial Nov. 1	Approx. \$97.1M statewide /4 (\$350,000 max. per project)	MPOs



Summary of Potential Funding Sources							
Funding Programs	Modes	Trip Types	Project Types (Const., Non-Construction)	Required Matching Funds	Deadlines	Total Available Annual Funding (All Modes)	Contact and Website
Transportation Enhancements Program (TE)	All	Transportation	Both	5.7% (hard cash min.)	Variable	Approx. \$13M annually /2 (\$500,000 max. for local projects, \$1.5M for State projects)	Cheryl Banta, Transportation Enhancements Manager (602) 712-7906 www.dot.state.az.us/ROADS/tea/index.htm
Transit Enhancements Program (Section 5307) pop. >200,000	All	Transportation	Both	20%		Phoenix = \$26.9M Tucson = \$8.9M (2003 est.) /5	http://www.fta.dot.gov/office/program/2003/5307g.html
Transit Enhancements Program (Section 5307) pop. 50,000 – 200,000	All	Transportation	Both	20%		\$1.5M (2003 est.) for Flagstaff and Yuma /6	http://www.fta.dot.gov/office/program/2003/5307l.html
STATE FUNDING							
Arizona Game and Fish Department Heritage Funds	Paths	Recreation	Construction	None	Last working day of November	\$160,000 (Public Access) (\$1,000 min.)	Robyn Beck (602) 789-3530 www.gf.state.az.us/frames/other/h_grant.htm
Arizona State Parks Heritage Funds	Paths	Recreation	Construction	50%	Last working day of February	\$500,000 annually	Robert Baldwin (602) 542-7130 www.pr.state.az.us/partnerships/grants/grants.html
Growing Smarter Planning Grant Program	All	Transportation	Non-construction	50%	October	\$60,000 annually	Marty Lynch, (602) 280-8144, www.commerce.state.az.us/CommunityPlanning/GSGrants.htm
Highway User Revenue Fund (HURF)	Bike/Ped	Transportation	Construction	N/A	N/A	\$536.4 M ADOT (2003)	www.dot.state.az.us/ABOUT/fms/hurflink.htm



Summary of Potential Funding Sources							
Funding Programs	Modes	Trip Types	Project Types (Const., Non-Construction)	Required Matching Funds	Deadlines	Total Available Annual Funding (All Modes)	Contact and Website
Local Transportation Assistance Fund (LTAF)	All	Transportation (bike/ped improvements directly related to transit)	Construction	N/A	N/A	\$23M (funding currently on hold)	http://www.dot.state.az.us/ABOUT/fms/fndsource.htm
State Sales Tax (Gen. Fund)	All		Construction	N/A	N/A	N/A	N/A
REGIONAL FUNDING							
Maricopa Transportation Excise Tax (1/2 cent sales tax)	Bike/Ped	Transportation	Construction	N/A	N/A	\$267.6M (2002)	www.dot.state.az.us/ABOUT/fms/rarflink.htm
PRIVATE FUNDING							
Developer Impact Fees	Bike/Ped	Both	Both	N/A	N/A	N/A	Local Jurisdiction
Bikes Belong Coalition	Bicycle	Both	Both	N/A	On-going	Each project not to exceed \$10,000	www.bikesbelong.org
American Greenways Kodak Awards	Bike/Ped	Both	Both	N/A	Early June	Each project not to exceed \$2,500	www.conservationfund.org/

/1 Source: [http:// www.fhwa.dot.gov/legregs/directives/notices/n4510479/n4510479a15.htm](http://www.fhwa.dot.gov/legregs/directives/notices/n4510479/n4510479a15.htm)

/2 Source: [http:// www.dot.state.az.us/ABOUT/fms/fndsource.htm](http://www.dot.state.az.us/ABOUT/fms/fndsource.htm) (FY 2001)

/3 Source: [http:// www.fhwa.dot.gov/environment/refunds.htm](http://www.fhwa.dot.gov/environment/refunds.htm)

/4 Source: "Revised Sub-Allocation of Fiscal Year 2002 Surface Transportation Program Funds," FHWA [http:// www.fhwa.dot.gov/tea21/fy02sup/tbl12pl.htm](http://www.fhwa.dot.gov/tea21/fy02sup/tbl12pl.htm)

/5 Source: <http://www.fta.dot.gov/office/program/2003/5307g.html>

/6 Source: <http://www.fta.dot.gov/office/program/2003/5307l.html>