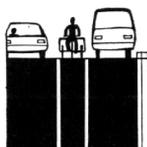


# Funding Bicycle and Pedestrian Projects in New Jersey

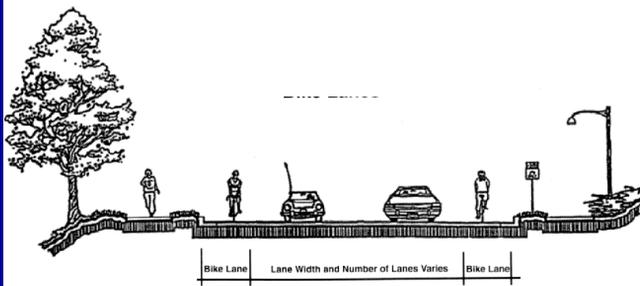
## A guide for citizens, cities and towns



Class I

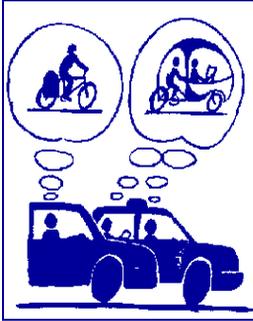


Class II



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## INTRODUCTION



Citizens and local governments throughout New Jersey are recognizing the environmental, social, and physical benefits of bicycling and walking. Given safe, convenient conditions, many New Jerseyans would opt for a ten-minute bike commute

over a 30-minute car commute on traffic-clogged streets, or a walk for a quick errand over a car trip highlighted by a lengthy and frustrating search for a parking spot.

There are countless places in New Jersey that could better accommodate bicycling and walking. Fortunately, during the 1990s, and especially in the past few years, state and federal funding has become increasingly available for construction, connection, or renovation of bikeways, sidewalks, bike parking sites and other, similar projects.

This pamphlet will help local governments, bicycling and pedestrian advocates, civic leaders and other concerned citizens find the means to finance proposals to make New Jersey communities more bicycle- and pedestrian-friendly.

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## STATE FUNDS

State transportation funds come from New Jersey's Transportation Trust Fund, which is largely financed with revenue from the state gas tax.

Transportation Trust Fund money is spent in two general ways—directly by the NJ Dept. of Transportation (DOT) or NJ Transit, or by county or local governments, which receive



funds via DOT's local aid programs. NJDOT local aid amounts to about \$130 million per year.

As of this writing, DOT, at Governor Whitman's direction, has made development of an extensive New Jersey bikeway network a state priority. This year, DOT has made \$10 million from its discretionary local aid pool available for bike and pedestrian projects.

Two individuals at the NJ Department of Transportation can best help you decide which funding sources might best suit a particular proposal:

- Bill Feldman, NJ DOT Bicycle and Pedestrian Coordinator, (609) 530-8062
- Robert Goslin, NJ DOT Local Aid Coordinator, (609) 530-3640

They should be your first contacts regarding the funding sources (including federal sources) described in the following pages, unless otherwise noted.

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## **Aid to Counties and Municipalities**

State government gives transportation funding assistance to counties, cities and towns based on a formula that takes account of population, road mileage and other factors. Local aid money can be spent on all kinds of transportation projects, including bicycle and pedestrian projects. To use or apply formula local aid, this decision must be made by the local or county government. A state law passed in 1995 (NJSA 27:1B-25) requires DOT to consider, when examining applications for local aid funds, whether or not a project is will remedy hazardous walking conditions. These projects are supposed to receive priority status at DOT, so remember to emphasize this in any local aid application.

In addition to Robert Goslin, you can also contact DOT's regional Local Aid offices:

- Region 1 Mt. Arlington Frank Brady, (973) 770-5072
- Region 2 Newark Al Maiocchi, (973) 877-1500
- Region 3 Freehold Robert Werkmeister, (973) 308-4002
- Region 4 Mt. Laurel James Snyder, (609) 866-4974

## **Discretionary Local Aid**

Projects for NJ DOT's Discretionary Aid Program are approved by NJ's Transportation Commissioner. During 1998 and 1999 (fiscal year 1999), DOT set aside \$10 million for bicycle projects and \$1.5 million for pedestrian safety projects from the Discretionary Aid program.

## **Local Aid for Centers of Place**

Funding from this category is available for an array of projects in areas designated centers by the State Planning Commission. Projects include reuse of abandoned

railway corridors into bicycle and pedestrian trails, traffic calming, bicycle lane creation, and conversion of streets to pedestrian walkways. The program's conception is excellent, but it is far too small—usually about \$1 million per year—to have a strong impact on realization of State Plan goals.

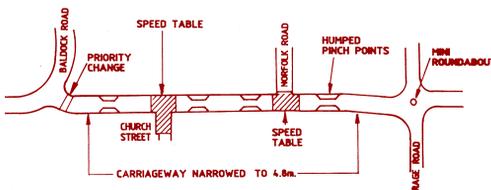
### **Incidental Bike/Ped Improvements**

When DOT undertakes highway projects, (widening, resurfacing, etc.), Departmental Policy No. 1.409-A says the DOT will consider incidental improvements for cyclists and pedestrians. Such projects include paths, sidewalks, bicycle lanes, bike-safe grates, paved shoulders, bridge access and crosswalks. If a highway project is being considered in your area, locate the DOT project manager and insist that bicycle and pedestrian access be accommodated—the earlier in the project's planning, the better.

This requirement also applies to local aid funds. It is far from clear that local and county governments are complying with it or that DOT is monitoring compliance.

### **LOCAL FUNDS Public Works Funding**

Counties and municipalities can apply their own public works monies to projects like sidewalks, trails, crosswalk signals, traffic calming, etc., on rights-of-way under county or municipal jurisdiction. **Contact** county freeholders or your county planning office for information.



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## FEDERAL FUNDS



The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) significantly redefined the terms of federal transportation aid to the states. One change was that bicycle and pedestrian projects were made eligible

for funding under a variety of federal programs. ISTEA's successor, the Transportation Equity Act of 1998 (TEA-21), continues and extends ISTEA's accommodation of bike- and pedestrian-oriented projects.

Within TEA-21's guidelines, NJDOT and NJ Transit, with input from three metropolitan planning organizations, control and spend almost all of the federal transportation aid received by New Jersey.

### Surface Transportation Program

The Surface Transportation Program (STP) is a broadly-defined program that gives states wide flexibility to invest in bicycle and pedestrian facilities (the program can also be used for roadway and transit projects). These funds can be used to fund incidental improvements within larger roadway projects as well as independent projects to improve bicycle and pedestrian travel. Independent projects include shoulder paving, bicycle-safe drainage grates, sidewalk or bikeway creation, traffic calming, pedestrian traffic signals and crosswalks. These funds may also be used to modify sidewalks to comply with the Americans with Disabilities Act and for maps, brochures, and public service announcements related to better cy-

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cling and walking.

Counties and county-municipal partnerships can assume a local lead and receive STP funds directly (instead of requesting a state project), provided the project proposal has passed through the project scoping process run by a federally-designated metropolitan planning organization (listed on page 11).

### **Transportation Enhancements**

In every state, ten percent of Surface Transportation Program funds must be set aside for Transportation Enhancements projects. These are functional transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the existing transportation system.

During ISTEA (1992-97), this relatively small funding category accounted for most bike and pedestrian spending around the country and in New Jersey. Unfortunately, many state DOTs treat the Enhancements program as the only bike/pedestrian program, and refer all requests for cycling and walking funding to it. But funding some bike/ped projects via Enhancements by no means logically or legally precludes funding other bike/ped projects with other Surface Transportation Program or other TEA-21 funds. Under TEA-21, NJ will receive about \$12.5 million of Enhancements funds each year. NJ DOT solicits proposals for the program each year.

### **Hazard Elimination Projects**

Another Surface Transportation Program 10% set-aside, this program provides funding for safety-oriented im-

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provements to existing infrastructure. Under TEA-21, thanks largely to the efforts of Senator Frank Lautenberg and Representative Bill Pascrell, traffic calming and other pedestrian and bicycle safety projects are eligible for Hazard Elimination funding. Project proposals in areas with a high rate of pedestrian or bicycle accidents have a greater chance for funding.

**Contact** Bill Anderson, NJ DOT Bureau of Traffic Engineering, 609-530-3717

### **Congestion Mitigation & Air Quality**

TEA-21 makes CMAQ funds available to states struggling to meet federal Clean Air Act standards. New Jersey has not used this funding for bike and pedestrian projects despite the latter's obvious non-polluting nature (though as of this writing, the state is presently considering using some CMAQ money to meet Governor Whitman's goals for bikeway construction). The program is substantial in size (NJ will get \$80 million per year during TEA-21) and contains a lot of potential for expanding bike and pedestrian spending (New York agencies have used the program fairly extensively for such projects). Those interested in a bigger NJ bike/ped program should look into CMAQ funding and press NJDOT to significantly tap these funds.

### **Minimum Guarantee**

The Equity in Transportation Equity Act refers to the apportionment of federal funds among the states. One of the ways TEA-21 achieves such equity is by allocating different amounts to states under a minimum guarantee provision. Some of this funding may be channeled

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through regular TEA-21 programs like Surface Transportation and CMAQ, but some of it is highly flexible and can be used as the states see fit. Either way, it increases federal funding that NJ could use for bike and pedestrian projects.

### **National Highway System**

Funding is available for bike/ped projects on or adjacent to any National Highway System road (most major state highways). This includes incidental bicycle and pedestrian improvements within a larger project as well as independent projects along or in the vicinity of National Highway System Roadways. So far, NJ has not used such funding for bike and pedestrian improvements.

### **Federal Transit Administration Funds**

TEA-21 requires transit agencies to use 1% of funds they get from the Federal Transit Administration on Transportation Enhancements -type projects. Likely improvements include pedestrian and bicycle access to train stations and bus depots, bike parking facilities and equipment to allow bicycles on trains and buses.

**Contact** Rick Mariani, NJ Transit. 973-491-7208

### **National Recreational Trails Fund**

Every year, a small amount (approximately \$960,000) is apportioned to New Jersey to use for trail development , many of which can benefit bicyclists and pedestrians. The program is administered by the Office of Natural Lands Management within the New Jersey Department of Environmental Protection. In 1998, NJ funded 48 small projects.

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**Contact** Celeste Tracy, Coordinator, NJ DEP Division of Parks & Forestry, Office of Natural Lands Management, (609) 984-1339

## **Bike and Pedestrian Planning**



Several programs and resources at NJ-DOT and NJ's metropolitan planning organizations can help localities estimate demand for and best situate improvements to cycling and walking environments.

### **Federal Funds: Technical Studies Program**

These planning funds are granted to finance technical research and data analysis required by counties or municipalities to demonstrate the need for a bicycle or pedestrian project. In NJ, these grants are administered by the three metropolitan planning organizations:

- North Jersey Transportation Planning Authority, Roseanne Koberle, (973) 639-8400
- Delaware Valley Regional Planning Commission, Ben Ginsberg, (215) 592-1800
- South Jersey Transportation Planning Org., Timothy Chelius, (609) 794-1941.

Your county or municipal planning office will likely have to make the request that such a grant be considered.

### **Federal Funds: Section 402 Program**

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These funds are administered by the National Highway Traffic Safety Administration to finance educational projects to improve the safety of the travelling public. Pedestrian and bicycle initiatives are on the priority list.

**Contact** Peter O'Hagan, Director of Highway Traffic Safety, Dept. of Law & Public Safety, 1-800-422-3750

### **Federal Planning Requirements**

- TEA-21 s Section 1202 creates a new standards for consideration of bicycle and pedestrian needs in road projects: bicycle and pedestrian facilities shall be considered in conjunction with all new construction and reconstruction of transportation facilities, and projects and regulatory actions are not to sever routes or compromise safety for non-motorized transportation.
- The law also mandates consideration of bike and foot travel in regional and state long range transportation plans.
- TEA-21 retains ISTEA s requirement that states employ bike/pedestrian planning staff.

### **State Planning Resources**

- *Statewide Bicycle and Pedestrian Plan Strategic Planning Model* (1995)
- *Bicycle Compatible Roadways and Bikeways: Planning and Design Guidelines* (1996)
- *Pedestrian Compatible Planning and Design Guidelines* (1996)
- *Route 1 Corridor Bicycle & Pedestrian Case Study* (1997)

## Contacting NJ County Planning Offices

Atlantic County: 609-625-4011	Mercer: 609-989-6518
Bergen: 201-646-2000	Middlesex: 732-745-3000
Burlington: 609-265-5000	Monmouth: 732-431-7000
Camden: 609-225-5000	Morris: 973-285-6010
Cape May: 609-465-1000	Ocean: 732-244-2121
Cumberland: 609-453-2125	Passaic: 973-881-4000
Essex: 973-621-4400	Salem: 609-935-7510 Ext 8202
Gloucester: 609-853-3390	Somerset: 908-231-7000
Hudson: 201-795-6200	Sussex: 973-579-0900
Hunterdon: 908-788-1102	Union: 908-527-4100

### *Funding Bicycle and Pedestrian Projects in New Jersey: A guide for citizens, cities and towns.*

First edition April, 1999, published by the Tri-State Transportation Campaign.

Research and writing: Janine Bauer, Rebecca Hersh, Jon Orcutt. We gratefully acknowledge the assistance of Robert Goslin and Bill Feldman of the NJ DOT in compiling information for this pamphlet.

Publication and distribution of this document is made possible by generous assistance from the Schumann Fund for New Jersey, Geraldine R. Dodge Foundation, the Fund for New Jersey and the Surdna Foundation.

The Tri-State Transportation Campaign is an alliance of public interest, transit advocacy, planning and environmental organizations dedicated to reforming transportation policy, infrastructure and choices to promote environmental health and sustainability, economic efficiency and social equity in the New Jersey/ New York/Connecticut metropolitan region.

The Campaign welcomes comments on this publication.

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TRI-STATE TRANSPORTATION CAMPAIGN



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