



Recovery Act Funding for Bicycle and Pedestrian Projects **America Bikes Research Summary**

Project Description

America Bikes analyzed the Federal Highway Administration's Fiscal Management Information System (FMIS) to determine the levels of project funding commitments (known as "obligations") from the American Recovery and Reinvestment Act (ARRA) on bicycle and pedestrian projects.

We combined FMIS data from FY2009 collected in October with FY2010 data received in March to determine the total ARRA funding that went to bicycle and pedestrian projects as well as the obligation rates of the Transportation Enhancement set-aside.

Summary of Findings

Bicycle and Pedestrian Projects

According to FHWA, \$734 million was obligated for bicycle and pedestrian projects from the Recovery Act, 3 percent of the \$26.5 billion in Recovery Act funds obligated for transportation projects. Five different funding programs contributed to this total, with the majority coming from the Transportation Enhancement (TE) set-aside.

- 62 percent (\$456 million) from the Transportation Enhancement set-aside.
- 17 percent (\$125 million) from urban areas with populations more than 200,000.
- 15 percent (\$109 million) from flexible statewide spending.
- 5 percent (\$40 million) from suburban areas with populations less than 200,000.
- 1 percent (\$4 million) from rural areas with less than 5,000 people.

***It should be noted that many State DOTs consistently neglect to code projects as bicycle or pedestrian projects, causing FMIS to greatly undercount bicycle and pedestrian project obligations.*

During America Bikes research at the midway point of the Recovery Act in September, we found over \$50 million in trail, sidewalk, and on-street bicycle infrastructure projects that were not coded as bicycle or pedestrian projects, and had reason to believe there were millions of dollars more in miscategorized projects.

We informed FHWA of our discoveries, which led to its fiscal office requesting better coding from State DOTs. This inquiry had some effect. One example of its success is in the District of Columbia. DC obligated \$3.7 million in ARRA funding for a project to construct new sidewalks, which as of September 30th had not been recorded as a

*bicycle or pedestrian project. It has since recoded that project correctly, and FHWA believes a number of other states have corrected coding errors as well.***

Transportation Enhancement Set-aside

The Recovery Act required that 3 percent of the funds apportioned to the States be set aside for Transportation Enhancement Activities. The TE set-aside was the largest source of federal funding from the Recovery Act for bicycle and pedestrian projects. The states were required to obligate nearly \$800 million in Transportation Enhancement funds by March 2, 2010.

By the March 2nd deadline, states had obligated 98 percent (\$786 million) of their TE funding.

- 45 states obligated 99 - 100 percent of their funding.
- 3 states obligated 85 - 99 percent of their funding.
- Only Nebraska (42 percent) and Idaho (44 percent) did not come close to fulfilling their TE requirement.

FHWA also records that 58 percent (\$456 million) of the states' TE funding was obligated for bicycle and pedestrian projects.

- 8 states obligated over 90 percent of their TE funding for bicycle or pedestrian projects.
- 8 states obligated between 70 percent and 90 percent of their TE funding for bicycle or pedestrian projects.
- 17 states obligated between 50 percent and 70 percent of their TE funding for bicycle or pedestrian projects.
- 10 states obligated between 25 percent and 50 percent of their TE funding for bicycle or pedestrian projects.
- 4 states obligated between 1 percent and 25 percent of their TE funding for bicycle or pedestrian projects.
- Only two states are recorded as spending none of their TE funding on bicycle and pedestrian projects: Arkansas, which spent all of its TE funding (\$10.5 million) on the construction of a welcome center, and Virginia, which spent all of its TE funding (\$20.8 million) on trails, but did not code them correctly as bicycle or pedestrian projects.

America Bikes is a coalition of leaders from the bicycling community advocating for positive outcomes for bicycling in the federal transportation bill. America Bikes Coalition members include: Adventure Cycling Association, Alliance for Biking and Walking, Association of Pedestrian and Bicycle Professionals, Bikes Belong, International Mountain Bicycling Association, League of American Bicyclists, National Center for Bicycling and Walking, and the Rails-to-Trails Conservancy.

Contact:
Daniel de Zeeuw, America Bikes
202-223-3726
daniel@americabikes.org

ARRA Funds Obligated for Bicycle and Pedestrian Programs and Projects by March 15th, 2010

State	All ARRA Bike/Ped*	Pop < 200K (C200)	TE (C220)	Pop > 200K (C230)	Flex (C240)	Pop < 5K (C250)
Total	\$ 734,165,878	\$ 40,048,527	\$ 456,885,979	\$ 124,753,654	\$ 108,557,358	\$ 3,920,361
Alabama	\$ 12,214,349	\$ 848,963	\$ 11,059,152	\$ 116,203	\$ 190,031	\$ -
Alaska	\$ 3,741,835	\$ -	\$ 2,503,757	\$ -	\$ 1,238,078	\$ -
Arizona	\$ 9,968,429	\$ -	\$ 9,435,743	\$ 532,686	\$ -	\$ -
Arkansas	\$ 113,093	\$ 113,093	\$ -	\$ -	\$ -	\$ -
California	\$ 64,711,657	\$ 4,806,743	\$ 41,446,540	\$ 9,322,947	\$ 9,001,542	\$ 133,885
Colorado	\$ 9,655,989	\$ -	\$ 8,454,786	\$ 634,000	\$ 567,203	\$ -
Connecticut	\$ 17,390,944	\$ 4,104,015	\$ 4,806,119	\$ 7,076,219	\$ -	\$ 1,404,591
Delaware	\$ 9,593,650	\$ -	\$ 2,629,745	\$ -	\$ 6,963,905	\$ -
DC	\$ 5,002,751	\$ -	\$ 3,705,235	\$ (362,991)	\$ 1,660,507	\$ -
Florida	\$ 47,854,872	\$ 3,859,548	\$ 35,526,864	\$ 7,614,670	\$ -	\$ 853,790
Georgia	\$ 53,293,005	\$ -	\$ 23,299,159	\$ 25,424,423	\$ 4,569,423	\$ -
Hawaii	\$ 4,075,592	\$ 303,201	\$ 3,772,391	\$ -	\$ -	\$ -
Idaho	\$ 4,777,272	\$ -	\$ 713,021	\$ -	\$ 4,064,251	\$ -
Illinois	\$ 19,403,211	\$ 25,000	\$ 16,657,211	\$ 2,721,000	\$ -	\$ -
Indiana	\$ 30,300,509	\$ 70,397	\$ 13,771,610	\$ 736,900	\$ 15,721,602	\$ -
Iowa	\$ 11,015,753	\$ -	\$ 10,071,829	\$ -	\$ 943,924	\$ -
Kansas	\$ 4,061,589	\$ -	\$ 4,061,589	\$ -	\$ -	\$ -
Kentucky	\$ 21,013,338	\$ -	\$ 8,035,000	\$ 12,978,338	\$ -	\$ -
Louisiana	\$ 13,134,941	\$ 273,452	\$ 11,852,001	\$ -	\$ 1,009,489	\$ -
Maine	\$ 2,237,316	\$ -	\$ 2,237,316	\$ -	\$ -	\$ -
Maryland	\$ 515,396	\$ -	\$ 515,396	\$ -	\$ -	\$ -
Massachusetts	\$ 34,001,457	\$ -	\$ 8,162,624	\$ 613,114	\$ 25,225,719	\$ -
Michigan	\$ 17,945,903	\$ 510,000	\$ 17,435,903	\$ -	\$ -	\$ -
Minnesota	\$ 14,919,239	\$ -	\$ 6,377,160	\$ -	\$ 8,542,079	\$ -
Mississippi	\$ 2,174,100	\$ -	\$ 1,579,100	\$ 595,000	\$ -	\$ -
Missouri	\$ 20,825,048	\$ 999,300	\$ 11,182,364	\$ 6,151,669	\$ 2,491,715	\$ -
Montana	\$ 8,768,540	\$ 632,592	\$ 5,612,401	\$ -	\$ 2,523,547	\$ -
Nebraska	\$ 1,396,388	\$ -	\$ 1,396,388	\$ -	\$ -	\$ -
Nevada	\$ 3,309,165	\$ -	\$ 2,500,000	\$ 264,244	\$ 132,638	\$ 412,283
New Hampshire	\$ 3,723,239	\$ -	\$ 3,723,239	\$ -	\$ -	\$ -
New Jersey	\$ 10,694,923	\$ -	\$ 10,342,723	\$ 352,200	\$ -	\$ -
New Mexico	\$ 15,542,636	\$ 4,964,298	\$ 5,219,556	\$ 5,358,782	\$ -	\$ -
New York	\$ 29,812,239	\$ 2,908,911	\$ 16,711,259	\$ 1,025,000	\$ 9,167,069	\$ -
North Carolina	\$ 27,463,277	\$ 225,000	\$ 13,970,645	\$ 6,875,967	\$ 6,261,665	\$ 130,000
North Dakota	\$ 3,235,255	\$ -	\$ 3,235,255	\$ -	\$ -	\$ -
Ohio	\$ 12,403,464	\$ -	\$ 4,258,809	\$ 8,144,656	\$ -	\$ -
Oklahoma	\$ 17,166,965	\$ 3,834,305	\$ 13,332,660	\$ -	\$ -	\$ -
Oregon	\$ 9,478,956	\$ 1,148,747	\$ 2,309,407	\$ 2,798,473	\$ 3,222,329	\$ -
Pennsylvania	\$ 35,098,764	\$ -	\$ 24,276,583	\$ 7,432,607	\$ 3,389,574	\$ -
Rhode Island	\$ 5,128,268	\$ -	\$ 3,800,000	\$ 1,328,268	\$ -	\$ -
South Carolina	\$ 12,388,680	\$ -	\$ 12,388,680	\$ -	\$ -	\$ -
South Dakota	\$ 3,326,607	\$ -	\$ 3,014,232	\$ -	\$ 261,671	\$ 50,705
Tennessee	\$ 17,969,200	\$ 588,771	\$ 7,672,225	\$ 9,708,204	\$ -	\$ -
Texas	\$ 42,304,552	\$ 2,582,604	\$ 38,166,730	\$ 1,284,124	\$ 271,094	\$ -
Utah	\$ 1,580,733	\$ -	\$ 1,580,733	\$ -	\$ -	\$ -
Vermont	\$ 1,839,354	\$ -	\$ 1,839,354	\$ -	\$ -	\$ -
Virginia	\$ 1,813,835	\$ -	\$ -	\$ 1,813,835	\$ -	\$ -
Washington	\$ 16,513,161	\$ 7,249,586	\$ 4,115,352	\$ 4,213,116	\$ -	\$ 935,107
West Virginia	\$ 6,091,393	\$ -	\$ 6,091,393	\$ -	\$ -	\$ -
Wisconsin	\$ 10,234,748	\$ -	\$ 9,607,561	\$ -	\$ 627,187	\$ -
Wyoming	\$ 2,940,296	\$ -	\$ 2,429,179	\$ -	\$ 511,117	\$ -

*The failure of many State DOTs to correctly code projects as bicycle or pedestrian projects is common, greatly undercounting actual obligation rates.

ARRA Transportation Enhancements Obligated by March 15th, 2010

State	Mandatory TE Amount*	TE Obligated	% of Mandatory	TE Obligated to Bike/Ped**	% of TE Obligated
Alabama	\$ 15,410,762	\$ 15,410,762	100%	\$ 11,059,152	72%
Alaska	\$ 5,263,845	\$ 4,644,845	88%	\$ 2,503,757	54%
Arizona	\$ 15,658,752	\$ 15,658,752	100%	\$ 9,435,743	60%
Arkansas	\$ 10,546,334	\$ 10,546,334	100%	\$ -	0%
California	\$ 77,087,050	\$ 70,316,826	91%	\$ 41,446,540	59%
Colorado	\$ 12,117,724	\$ 12,117,724	100%	\$ 8,454,786	70%
Connecticut	\$ 9,061,619	\$ 9,735,725	107%	\$ 4,806,119	49%
Delaware	\$ 3,654,860	\$ 3,654,860	100%	\$ 2,629,745	72%
District of Columbia	\$ 3,705,235	\$ 3,705,235	100%	\$ 3,705,235	100%
Florida	\$ 40,402,050	\$ 40,402,050	100%	\$ 35,526,864	88%
Georgia	\$ 27,947,570	\$ 27,947,570	100%	\$ 23,299,159	83%
Hawaii	\$ 3,772,391	\$ 3,772,391	100%	\$ 3,772,391	100%
Idaho	\$ 5,458,039	\$ 2,402,039	44%	\$ 713,021	30%
Illinois	\$ 28,067,781	\$ 28,067,781	100%	\$ 16,657,211	59%
Indiana	\$ 19,739,031	\$ 18,331,638	93%	\$ 13,771,610	75%
Iowa	\$ 10,744,837	\$ 10,744,873	100%	\$ 10,071,829	94%
Kansas	\$ 10,434,515	\$ 10,434,515	100%	\$ 4,061,589	39%
Kentucky	\$ 12,362,850	\$ 12,632,850	102%	\$ 8,035,000	64%
Louisiana	\$ 12,895,783	\$ 12,895,783	100%	\$ 11,852,001	92%
Maine	\$ 3,922,561	\$ 3,922,561	100%	\$ 2,237,316	57%
Maryland	\$ 12,931,043	\$ 12,931,043	100%	\$ 515,396	4%
Massachusetts	\$ 13,135,958	\$ 13,135,958	100%	\$ 8,162,624	62%
Michigan	\$ 25,416,145	\$ 25,129,316	99%	\$ 17,435,903	69%
Minnesota	\$ 15,068,525	\$ 15,036,149	100%	\$ 6,377,160	42%
Mississippi	\$ 10,636,930	\$ 10,636,930	100%	\$ 1,579,100	15%
Missouri	\$ 19,113,660	\$ 19,113,660	100%	\$ 11,182,364	59%
Montana	\$ 6,353,802	\$ 6,353,802	100%	\$ 5,612,401	88%
Nebraska	\$ 7,067,678	\$ 2,948,613	42%	\$ 1,396,388	47%
Nevada	\$ 6,040,574	\$ 6,040,574	100%	\$ 2,500,000	41%
New Hampshire	\$ 3,883,217	\$ 3,883,217	100%	\$ 3,723,239	96%
New Jersey	\$ 19,553,234	\$ 19,553,234	100%	\$ 10,342,723	53%
New Mexico	\$ 7,579,331	\$ 7,579,331	100%	\$ 5,219,556	69%
New York	\$ 33,620,542	\$ 33,620,542	100%	\$ 16,711,259	50%
North Carolina	\$ 22,056,081	\$ 22,065,801	100%	\$ 13,970,645	63%
North Dakota	\$ 5,103,795	\$ 5,105,795	100%	\$ 3,235,255	63%
Ohio	\$ 28,070,311	\$ 27,920,781	99%	\$ 4,258,809	15%
Oklahoma	\$ 13,939,657	\$ 13,332,660	96%	\$ 13,332,660	100%
Oregon	\$ 10,017,032	\$ 10,017,072	100%	\$ 2,309,407	23%
Pennsylvania	\$ 30,792,870	\$ 30,681,870	100%	\$ 24,276,583	79%
Rhode Island	\$ 4,112,872	\$ 4,112,872	100%	\$ 3,800,000	92%
South Carolina	\$ 13,892,444	\$ 13,892,444	100%	\$ 12,388,680	89%
South Dakota	\$ 5,490,821	\$ 9,093,932	166%	\$ 3,014,232	33%
Tennessee	\$ 17,181,031	\$ 17,181,031	100%	\$ 7,672,225	45%
Texas	\$ 67,500,454	\$ 66,893,833	99%	\$ 38,166,730	57%
Utah	\$ 6,406,370	\$ 6,406,370	100%	\$ 1,580,733	25%
Vermont	\$ 3,773,739	\$ 3,773,739	100%	\$ 1,839,354	49%
Virginia	\$ 20,883,825	\$ 20,833,825	100%	\$ -	0%
Washington	\$ 14,767,270	\$ 14,767,270	100%	\$ 4,115,352	28%
West Virginia	\$ 6,325,566	\$ 6,325,566	100%	\$ 6,091,393	96%
Wisconsin	\$ 15,837,357	\$ 15,873,357	100%	\$ 9,607,561	61%
Wyoming	\$ 4,728,482	\$ 4,728,482	100%	\$ 2,429,179	51%
Total	\$ 799,534,205	\$ 786,314,183	98%	\$ 456,885,979	58%

* Amount required to be obligated by March 2, 2010 (According to www.recovery.gov)

**The failure of many State DOTs to correctly code projects as bicycle or pedestrian projects is common, greatly undercounting actual obligation rates.

State Rankings of ARRA Transportation Enhancement Obligation Rate by March 15th, 2010

State	Mandatory TE Amount*	TE Obligated	% of Mandatory
South Dakota	\$ 5,490,821	\$ 9,093,932	166%
Connecticut	\$ 9,061,619	\$ 9,735,725	107%
Kentucky	\$ 12,362,850	\$ 12,632,850	102%
Wisconsin	\$ 15,837,357	\$ 15,873,357	100%
North Carolina	\$ 22,056,081	\$ 22,065,801	100%
North Dakota	\$ 5,103,795	\$ 5,105,795	100%
Oregon	\$ 10,017,032	\$ 10,017,072	100%
Iowa	\$ 10,744,837	\$ 10,744,873	100%
Alabama	\$ 15,410,762	\$ 15,410,762	100%
Arizona	\$ 15,658,752	\$ 15,658,752	100%
Arkansas	\$ 10,546,334	\$ 10,546,334	100%
Colorado	\$ 12,117,724	\$ 12,117,724	100%
Delaware	\$ 3,654,860	\$ 3,654,860	100%
District of Columbia	\$ 3,705,235	\$ 3,705,235	100%
Florida	\$ 40,402,050	\$ 40,402,050	100%
Georgia	\$ 27,947,570	\$ 27,947,570	100%
Hawaii	\$ 3,772,391	\$ 3,772,391	100%
Illinois	\$ 28,067,781	\$ 28,067,781	100%
Kansas	\$ 10,434,515	\$ 10,434,515	100%
Louisiana	\$ 12,895,783	\$ 12,895,783	100%
Maine	\$ 3,922,561	\$ 3,922,561	100%
Maryland	\$ 12,931,043	\$ 12,931,043	100%
Massachusetts	\$ 13,135,958	\$ 13,135,958	100%
Mississippi	\$ 10,636,930	\$ 10,636,930	100%
Missouri	\$ 19,113,660	\$ 19,113,660	100%
Montana	\$ 6,353,802	\$ 6,353,802	100%
Nevada	\$ 6,040,574	\$ 6,040,574	100%
New Hampshire	\$ 3,883,217	\$ 3,883,217	100%
New Jersey	\$ 19,553,234	\$ 19,553,234	100%
New Mexico	\$ 7,579,331	\$ 7,579,331	100%
New York	\$ 33,620,542	\$ 33,620,542	100%
Rhode Island	\$ 4,112,872	\$ 4,112,872	100%
South Carolina	\$ 13,892,444	\$ 13,892,444	100%
Tennessee	\$ 17,181,031	\$ 17,181,031	100%
Utah	\$ 6,406,370	\$ 6,406,370	100%
Vermont	\$ 3,773,739	\$ 3,773,739	100%
Washington	\$ 14,767,270	\$ 14,767,270	100%
West Virginia	\$ 6,325,566	\$ 6,325,566	100%
Wyoming	\$ 4,728,482	\$ 4,728,482	100%
Minnesota	\$ 15,068,525	\$ 15,036,149	100%
Virginia	\$ 20,883,825	\$ 20,833,825	100%
Pennsylvania	\$ 30,792,870	\$ 30,681,870	100%
Ohio	\$ 28,070,311	\$ 27,920,781	99%
Texas	\$ 67,500,454	\$ 66,893,833	99%
Michigan	\$ 25,416,145	\$ 25,129,316	99%
Oklahoma	\$ 13,939,657	\$ 13,332,660	96%
Indiana	\$ 19,739,031	\$ 18,331,638	93%
California	\$ 77,087,050	\$ 70,316,826	91%
Alaska	\$ 5,263,845	\$ 4,644,845	88%
Idaho	\$ 5,458,039	\$ 2,402,039	44%
Nebraska	\$ 7,067,678	\$ 2,948,613	42%
Total	\$ 799,534,205	\$ 786,314,183	98%

* Amount required to be obligated by March 2, 2010 (According to www.recovery.gov)