



American Recovery and Reinvestment Act (ARRA) Funding of Bicycle and Pedestrian Projects America Bikes Research Summary

The following summarizes the research performed by America Bikes to quantify ARRA spending by states on bicycle and pedestrian projects.

Background

ARRA required states to spend 3 percent of their highway transportation funding on Transportation Enhancements (TE). Transportation Enhancements are federally funded, community-based projects that expand travel choices and enhance the transportation experience. TE projects must be one of 12 eligible activities (shown below). Under ARRA, states were required to obligate 50 percent of their highway transportation funding, including transportation enhancements, by June 30th.

Part I: Outreach to State Departments of Transportation

America Bikes started looking into TE projects awarded funding before June 30th, the deadline for States to obligate 50 percent of their ARRA funding.

We contacted TE coordinators in all fifty states and the District of Columbia, and combined with information on State DOT websites, formed a project list with cost information and some location information for 48 states and DC, only New Mexico and Indiana are missing. We then coded the projects into the 12 eligible transportation enhancement activities.

Summary of Findings:

The states, by June 30th, 2009, awarded \$664 million in ARRA funds to TE projects, with \$425 million (64 percent of the funding awarded) of that going to bicycle and pedestrian projects.

Of the 49 states that reported their TE funding status:

- 9 states have awarded all of their TE funds to bicycle and pedestrian projects.
- 12 have spent between 75 – 100%.
- 12 have spent between 50 – 75%.
- 11 have spent less than 50%, including 2 states awarding 0% of their funds to bicycle and pedestrian projects.
- 5 have awarded none of their TE funds.*

Of the 12 eligible TE activities (Bolded activities refers to bicycle and pedestrian projects.)

- **63.3% (\$420 million) of the funding went to bicycle and pedestrian facilities.**
- **0% (\$0) went to pedestrian and bicycle education activities.**
- 0% (\$0) went to acquisition of scenic or historic easements and sites.
- 13.2% (\$88 million) went to scenic or historic highway programs, incl. welcome centers.
- 15.4% (\$102 million) went to landscaping and scenic beautification.
- 0.7% (\$5 million) went to historic preservation.
- 2.9% (\$19 million) went to rehabilitation and operation of historic transportation buildings.
- **0.7% (\$5 million) went to the conservation of abandoned railway corridors to trails.**
- 0.0% (\$0) went to inventory, control and removal of outdoor advertising.
- 0.1% (\$337,176) went to archeological planning and research.
- 1.5% (\$10 million) went to mitigating runoff or providing wildlife connectivity.
- 0.6% (\$4 million) went to the establishment of transportation museums.
- 1.6% (\$11 million) went to uncategorized activities.

**These states may have spent other ARRA funds on bicycle and pedestrian projects.*

ARRA Transportation Enhancements AWARDED by June 30th, 2009

State	TE Awarded* (by 6/30)	TE Awarded to Bike/Ped** (by 6/30)	% of TE Awarded
Alabama	\$15,567,785	\$10,233,643	66%
Alaska	\$2,745,233	\$2,000,532	73%
Arizona	\$17,598,488	\$12,229,710	69%
Arkansas	\$12,400,000	\$0	0%
California	\$31,145,484	\$23,568,784	76%
Colorado	\$11,785,000	\$9,358,000	79%
Connecticut	\$9,096,400	\$7,576,400	83%
Delaware	\$3,357,060	\$1,710,978	51%
District of Columbia	\$3,705,235	\$3,705,235	100%
Florida	\$40,402,050	\$34,372,020	85%
Georgia	\$19,736,121	\$16,245,788	82%
Hawaii	\$4,120,000	\$4,120,000	100%
Idaho	\$5,458,000	\$3,153,000	58%
Illinois	\$0	\$0	-
Indiana	n/a	n/a	n/a
Iowa	\$12,868,000	\$12,868,000	100%
Kansas	\$10,309,036	\$4,376,593	42%
Kentucky	\$9,954,350	\$6,204,100	62%
Louisiana	\$14,330,000	\$13,950,000	97%
Maine	\$3,900,000	\$1,900,000	49%
Maryland	\$13,588,662	\$13,588,662	100%
Massachusetts	\$0	\$0	-
Michigan	\$27,280,358	\$20,048,383	73%
Minnesota	\$15,655,989	\$15,078,442	96%
Mississippi	\$10,705,000	\$2,705,000	25%
Missouri	\$16,295,916	\$8,074,112	50%
Montana	\$8,097,248	\$8,097,248	100%
Nebraska	\$7,107,274	\$6,098,222	86%
Nevada	\$4,900,000	\$0	0%
New Hampshire	\$3,827,938	\$3,511,938	92%
New Jersey	\$19,750,000	\$7,050,000	36%
New Mexico	n/a	n/a	n/a
New York	\$34,000,338	\$19,419,354	57%
North Carolina	\$24,103,707	\$17,279,511	72%
North Dakota	\$2,575,000	\$1,709,498	66%
Ohio	\$43,806,876	\$13,331,876	30%
Oklahoma	\$0	\$0	-
Oregon	\$10,010,000	\$5,030,000	50%
Pennsylvania	\$35,725,000	\$34,813,000	97%
Rhode Island	\$3,800,000	\$3,800,000	100%
South Carolina	\$12,600,000	\$12,600,000	100%
South Dakota	\$3,202,000	\$2,102,000	66%
Tennessee	\$17,181,031	\$1,142,133	7%
Texas	\$72,814,442	\$17,522,321	24%
Utah	\$6,370,686	\$5,925,686	93%
Vermont	\$0	\$0	-
Virginia	\$20,834,000	\$20,834,000	100%
Washington	\$12,490,385	\$11,960,015	96%
West Virginia	\$0	\$0	-
Wisconsin	\$3,563,887	\$3,563,887	100%
Wyoming	\$5,465,000	\$2,186,000	40%
Total	\$664,228,980	\$425,044,071	64%

*Some states included MPO transportation enhancement projects as well as state projects.

**Using only TE Activities 1, 2 and 8 (according to the National Transportation Enhancement Clearinghouse).

49 states reporting

Part II – Analysis of FHWA Fiscal Management Information System (FMIS)

The information collected from the state DOTs did not provide a complete picture of ARRA funding. The lists of *awarded projects* from the states refer to projects agreed to be funded by the states, and while more complete, are not as good a measure of money flowing into the economy as *obligated projects*. Furthermore, many states funded bicycle and pedestrian projects from stimulus funds other than transportation enhancements.

Therefore, we analyzed FHWA's Fiscal Management Information System (FMIS) database on ARRA funded bicycle and pedestrian projects funded before September 30th, the end of the fiscal year.

First, we determined the obligation rate of transportation enhancements in general:

Of the \$800 million required to be obligated by March 2, 2010, the states had obligated by September 30th, \$475 million, 59 percent of their allotted transportation enhancement funds.

Second, we looked at bicycle and pedestrian projects funded by other stimulus funds:

It is important to note that the FMIS data does not align perfectly with the information received from the state DOTs for three reasons:

- 1) The state DOTs provided *awarded* funding while the FMIS database contains projects *obligated* funding.
- 2) The State DOT data is up to June 30th while the FMIS database is up until the end of the fiscal year, September 30th.
- 3) States did not correctly code projects as bicycle or pedestrian projects, greatly undercounting actual spending.

******For example, the state of Maryland obligated \$12.3 million, almost 100 percent of their ARRA TE money, to making sidewalks handicapped accessible, but they did not record this as a bicycle or pedestrian project making them appear in the database as having spent zero ARRA dollars on bike/ped projects. On a cursory look, we found similar examples in Alaska, the District of Columbia and Virginia, and we expect to find many more. ******

Recognizing this, the FMIS still records:

- *\$405 million of ARRA funding was obligated to bike/ped projects by September 30th*
- *62.5% (\$253 million) from Transportation Enhancements*
- *17% (\$71 million) from flexible statewide spending.*
- *15% (\$60 million) from urban areas with populations greater than 200,000*
- *5% (\$19 million) from suburban areas with populations less than 200,000*
- *0.5% (\$2 million) from rural areas with less than 5,000 people.*
- *13 states were recorded as having obligated no ARRA funding on bicycle and pedestrian projects.*
- *15 states only used their TE funds for bicycle and pedestrian projects.*
- *22 states used other funds as well as TE, including 11 states using flexible statewide spending, which could be used for highways, on bicycle and 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.

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ARRA Transportation Enhancements OBLIGATED by September 30th, 2009

State	Mandatory TE Amount*	TE Obligated (by 9/30)	% of Mandatory Amount
Alabama	\$15,410,762	\$5,260,200	34%
Alaska	\$5,263,845	\$2,745,233	52%
Arizona	\$15,658,752	\$14,920,744	95%
Arkansas	\$10,546,334	\$0	0%
California	\$77,087,050	\$41,985,461	54%
Colorado	\$12,117,724	\$9,075,125	75%
Connecticut	\$9,061,619	\$6,148,160	68%
Delaware	\$3,654,860	\$3,310,115	91%
District of Columbia	\$3,705,235	\$3,705,235	100%
Florida	\$40,402,050	\$29,749,314	74%
Georgia	\$27,947,570	\$19,643,135	70%
Hawaii	\$3,772,391	\$0	0%
Idaho	\$5,458,039	\$974,364	18%
Illinois	\$28,067,781	\$4,358,420	16%
Indiana	\$19,739,031	\$1,888,694	10%
Iowa	\$10,744,837	\$6,722,639	63%
Kansas	\$10,434,515	\$30,000	0%
Kentucky	\$12,362,850	\$12,603,532	102%
Louisiana	\$12,895,783	\$12,895,783	100%
Maine	\$3,922,561	\$3,922,561	100%
Maryland	\$12,931,043	\$12,314,124	95%
Massachusetts	\$13,135,958	\$13,135,958	100%
Michigan	\$25,416,145	\$12,958,668	51%
Minnesota	\$15,068,525	\$5,221,229	35%
Mississippi	\$10,636,930	\$10,278,907	97%
Missouri	\$19,113,660	\$8,965,411	47%
Montana	\$6,353,802	\$2,350,889	37%
Nebraska	\$7,067,678	\$585,691	8%
Nevada	\$6,040,574	\$2,608,899	43%
New Hampshire	\$3,883,217	\$3,241,735	83%
New Jersey	\$19,553,234	\$4,776,369	24%
New Mexico	\$7,579,331	\$1,248,988	16%
New York	\$33,620,542	\$29,449,308	88%
North Carolina	\$22,056,081	\$20,983,647	95%
North Dakota	\$5,103,795	\$60,000	1%
Ohio	\$28,070,311	\$3,956,338	14%
Oklahoma	\$13,939,657	\$0	0%
Oregon	\$10,017,032	\$7,060,531	70%
Pennsylvania	\$30,792,870	\$30,415,920	99%
Rhode Island	\$4,112,872	\$3,800,000	92%
South Carolina	\$13,892,444	\$10,327,449	74%
South Dakota	\$5,490,821	\$0	0%
Tennessee	\$17,181,031	\$14,891,501	87%
Texas	\$67,500,454	\$54,777,999	81%
Utah	\$6,406,370	\$6,018,686	94%
Vermont	\$3,773,739	\$0	0%
Virginia	\$20,883,825	\$20,833,825	100%
Washington	\$14,767,270	\$6,057,601	41%
West Virginia	\$6,325,566	\$0	0%
Wisconsin	\$15,837,357	\$3,715,043	23%
Wyoming	\$4,728,482	\$4,728,482	100%
Total	\$799,534,205	\$474,701,912	59%

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

Obligated ARRA Funds for Bicycle and Pedestrian Programs and Projects by September 30th, 2009

State	All ARRA Bike/Ped*	Pop < 200K (C200)	TE (C220)	Pop > 200K (C230)	Flex (C240)	Pop < 5K (C250)
Total	\$ 405,347,241	\$ 18,582,619	\$ 253,306,841	\$ 59,981,764	\$ 70,597,239	\$ 1,878,778
Alabama	\$ 1,507,888	\$ -	\$ 1,507,888	\$ -	\$ -	\$ -
Alaska	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Arizona	\$ 7,381,314	\$ -	\$ 7,381,314	\$ -	\$ -	\$ -
Arkansas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
California	\$ 48,457,392	\$ 4,053,158	\$ 30,002,886	\$ 8,635,789	\$ 5,677,616	\$ 87,943
Colorado	\$ 6,705,625	\$ -	\$ 6,705,625	\$ -	\$ -	\$ -
Connecticut	\$ 3,621,000	\$ -	\$ 3,621,000	\$ -	\$ -	\$ -
Delaware	\$ 10,293,218	\$ -	\$ 2,285,000	\$ -	\$ 8,008,218	\$ -
DC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Florida	\$ 37,828,356	\$ 5,205,071	\$ 25,641,092	\$ 5,934,510	\$ -	\$ 1,047,683
Georgia	\$ 35,443,492	\$ -	\$ 16,080,135	\$ 10,198,161	\$ 9,165,196	\$ -
Hawaii	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Idaho	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Illinois	\$ 4,974,372	\$ 25,000	\$ 2,995,872	\$ 1,953,500	\$ -	\$ -
Indiana	\$ 753,978	\$ 101,276	\$ 652,702	\$ -	\$ -	\$ -
Iowa	\$ 6,423,849	\$ -	\$ 6,423,849	\$ -	\$ -	\$ -
Kansas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Kentucky	\$ 3,629,300	\$ -	\$ 3,629,300	\$ -	\$ -	\$ -
Louisiana	\$ 12,872,520	\$ -	\$ 12,052,138	\$ -	\$ 820,382	\$ -
Maine	\$ 1,875,563	\$ -	\$ 1,875,563	\$ -	\$ -	\$ -
Maryland	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Massachusetts	\$ 40,950,210	\$ -	\$ 8,658,698	\$ 716,120	\$ 31,575,392	\$ -
Michigan	\$ 3,739,500	\$ 510,000	\$ 3,229,500	\$ -	\$ -	\$ -
Minnesota	\$ 1,877,904	\$ -	\$ 1,877,904	\$ -	\$ -	\$ -
Mississippi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Missouri	\$ 5,644,288	\$ 999,300	\$ 1,968,446	\$ 278,842	\$ 2,397,700	\$ -
Montana	\$ 2,253,433	\$ 642,000	\$ 1,611,433	\$ -	\$ -	\$ -
Nebraska	\$ 515,691	\$ -	\$ 515,691	\$ -	\$ -	\$ -
Nevada	\$ 610,650	\$ -	\$ -	\$ 610,650	\$ -	\$ -
New Hampshire	\$ 3,241,735	\$ -	\$ 3,241,735	\$ -	\$ -	\$ -
New Jersey	\$ 1,902,500	\$ -	\$ 1,902,500	\$ -	\$ -	\$ -
New Mexico	\$ 6,208,023	\$ -	\$ 849,241	\$ 5,358,782	\$ -	\$ -
New York	\$ 18,307,241	\$ 180,000	\$ 12,818,025	\$ -	\$ 5,309,216	\$ -
North Carolina	\$ 22,885,348	\$ -	\$ 14,991,479	\$ 7,850,402	\$ 43,467	\$ -
North Dakota	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ohio	\$ 3,273,496	\$ -	\$ -	\$ 3,273,496	\$ -	\$ -
Oklahoma	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oregon	\$ 6,849,073	\$ 999,246	\$ 2,048,496	\$ 725,968	\$ 3,075,364	\$ -
Pennsylvania	\$ 36,081,035	\$ -	\$ 24,330,405	\$ 7,737,058	\$ 4,013,572	\$ -
Rhode Island	\$ 5,128,268	\$ -	\$ 3,800,000	\$ 1,328,268	\$ -	\$ -
South Carolina	\$ 9,353,439	\$ -	\$ 9,353,439	\$ -	\$ -	\$ -
South Dakota	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tennessee	\$ 9,447,763	\$ 390,400	\$ 7,073,115	\$ 1,984,248	\$ -	\$ -
Texas	\$ 22,852,612	\$ -	\$ 22,852,612	\$ -	\$ -	\$ -
Utah	\$ 1,199,437	\$ -	\$ 1,199,437	\$ -	\$ -	\$ -
Vermont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Virginia	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Washington	\$ 14,359,062	\$ 5,477,169	\$ 4,742,772	\$ 3,395,969	\$ -	\$ 743,152
West Virginia	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wisconsin	\$ 2,958,371	\$ -	\$ 2,958,371	\$ -	\$ -	\$ -
Wyoming	\$ 2,940,296	\$ -	\$ 2,429,179	\$ -	\$ 511,117	\$ -

*Failure to correctly code projects as bicycle or pedestrian projects is common, greatly undercounting actual spending rates.