

Funding Opportunities for Complete Streets

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Funding Opportunities for Complete Streets

Funding for Infrastructure Investments Projects supporting Complete Streets are eligible for Federal-aid funding under most FHWA Federal funding programs.

For example, the Surface Transportation Block Grant Program (STBG) provides flexible funding that can be used on any public road and can fund pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.

Safety countermeasures and facilities for pedestrian and bicycle users and to reduce speeds are eligible for HSIP funds if they meet the program objectives and eligibility requirements. Similarly, HSIP funds can be used for collection, analysis, and improvement of safety data.

Bi-Partisan Infrastructure Law (BIL)

- The STBG “Transportation Alternatives set-aside” provides funding for on- and off-road pedestrian and bicycle facilities, improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.
- The Bipartisan Infrastructure Law included important changes to formula program eligibilities that will enable additional investment in Complete Streets and networks to enhance safety and accessibility for all; FHWA will update its guidance documents for these programs to highlight these enhanced eligibilities.

Discretionary Programs

In addition, discretionary grant programs from DOT provide Federal funding for multimodal transportation projects, for which regional, Tribal, and local governments can compete directly.

Over the past decade, the discretionary grant program currently known as RAISE – previously known as Transportation Investment Generating Economic Recovery (TIGER) and Better Utilizing Investments to Leverage Development (BUILD) – has funded many multimodal transportation projects.

New grant programs in BIL include the Safe Streets and Roads for All (SS4A) grants, and the Rural Surface Transportation Grants, and several others.



Bicycle and Pedestrian Funding Matrix

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																														
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
Activity or Project Type	OST Programs							Federal Transit					NHTSA		Federal Highway Administration															
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTIP	TTP	TTPSF	
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$		
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA				\$	\$					\$						\$	\$	\$		\$		\$	\$		
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$	
Bicycle helmets (project or training related)												\$									\$	\$\$SRTS		\$				\$		
Bicycle helmets (safety promotion)																					\$	\$\$SRTS		\$					\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$	
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$	\$		\$	\$	\$		
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$		
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$		
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$		
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$		
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$		
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	\$\$SRTS		\$				\$		
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Counting equipment		\$	\$	\$			~\$	\$	\$										\$		\$	\$	\$	\$	\$		\$	\$	\$	
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$				\$		\$	\$	\$	\$	\$		\$	\$	\$	
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$		
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$		
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$		
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$		\$	\$		
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$		
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$					\$	\$	\$	\$	\$	\$		\$	\$	\$	

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	OST Programs					Federal Transit					NHTSA		Federal Highway Administration																
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	APPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$						\$	\$			\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$				\$\$SRTS	\$\$SRTS		\$	\$				\$
Safety education positions				\$							~\$	\$									\$\$SRTS	\$\$SRTS		\$					\$
Safety enforcement (including police patrols)				\$								\$	\$				\$				\$\$SRTS	\$\$SRTS		\$					\$
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$					\$				\$\$SRTS	\$\$SRTS		\$	\$		\$	\$	\$
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$		\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$			\$			\$	\$	\$		\$	\$	\$	\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$								\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$						\$			\$		\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$							\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$							\$							\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$							~\$							\$	\$	\$			\$	\$	\$	\$
Training				\$	TA						~\$	\$					\$	\$			\$	\$	\$	\$	\$			\$	\$
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				\$\$SRTS	\$\$SRTS		\$					\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$			\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

- [RAISE](#): Rebuilding American Infrastructure with Sustainability and Equity
- [INFRA](#): Infrastructure for Rebuilding America Discretionary Grant Program
- [RCP](#): Reconnecting Communities Pilot Program
- [SS4A](#): Safe Streets and Roads for All
- [Thrive](#): Thriving Communities Initiative (TA: Technical Assistance)
- [RRIF](#): Railroad Rehabilitation and Improvement Financing (loans)
- [TIFIA](#): Transportation Infrastructure Finance and Innovation Act (loans)
- [FTA](#): Federal Transit Administration Capital Funds
- [ATI](#): Associated Transit Improvement (1% set-aside of FTA)
- [TOD](#): Transit-Oriented Development
- [APPP](#): Areas of Persistent Poverty Program

- [CMAQ](#): Congestion Mitigation and Air Quality Improvement Program
- [HSIP](#): Highway Safety Improvement Program
- [RHCP](#): Railway-Highway Crossings (Section 130) Program
- [NHPP](#): National Highway Performance Program
- [PROTECT](#): Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
- [STBG](#): Surface Transportation Block Grant Program
- [TA](#): Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
- [RTP](#): Recreational Trails Program
- [SRTS](#): Safe Routes to School Program (and related activities)
- [PLAN](#): Statewide Planning and Research (SPR) or Metropolitan Planning funds
- [NSBP](#): National Scenic Byways Program
- [FLTTP](#): Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation](#)

Bi-Partisan Infrastructure Law (BIL)

- (b) FUNDING REQUIREMENT.—Notwithstanding any other provision of law, each State and metropolitan planning organization shall use to carry out 1 or more activities described in subsection (c)— (1) in the case of a State, not less than 2.5 percent of the amounts made available to the State to carry out section 505 of title 23, United States Code; and (2) in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available to the metropolitan planning organization under section 104(d) of title 23, United States Code.
- MPOs will document the 2.5 percent of PL funding set aside as part of their Unified Planning Work Program (UPWP). The PL expenditures will be documented in the Annual Performance & Expenditure Report (APER).

Definition of Complete Streets Under BIL Act

- **SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS. (a) DEFINITION OF COMPLETE STREETS STANDARDS OR POLICIES.**—In this section, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Eligible Activities for 2.5% Set Aside (under BIL)

(c) ACTIVITIES DESCRIBED.—An activity referred to in subsection (b) is an activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include—

- (1) adoption of Complete Streets standards or policies;
- (2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) development of transportation plans— H. R. 3684—97
 - (A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;
 - (B) to integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;
 - (D) to increase public transportation ridership; and
 - (E) to improve the safety of bicyclists and pedestrians;
- (4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- (5) development of transportation plans and policies that support transit-oriented development.