



Advocacy **Advance**



Tools to Increase Biking and Walking

Key Data Sources: Federal Investments in Bicycling and Walking in Your Community

This report is a product of Advocacy Advance — a partnership of the League of American Bicyclists and the Alliance for Biking & Walking.



Key Data Sources for Bicycling and Walking Funding

How is my state spending its share of federal transportation funds? How much is my community investing in bicycling and walking?

These common questions can be difficult to answer. Data on federal funding is valuable in understanding the range of programs that fund bicycle and pedestrian projects — and whether your state currently utilizes federal funding programs effectively. To help you in identifying the role of federal dollars in your community, we've compiled this list of key data sources.

For additional information, visit www.AdvocacyAdvance.org.

Federal Highway Administration

Reports:

- Fiscal Management Information System (FMIS) User Guide
- Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs

Websites:

- FMIS FAQs: https://fhwaapps.fhwa.dot.gov/fmiswnp/WhatsNew/fmis_faq.jsp
- Spending by federal program and state: www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund.cfm

Data: The federal government uses FMIS to account for transportation spending by states. FMIS tracks all “obligated” (or spent) funds for all states and all federal-aid funding sources.

What it says: FMIS is the most comprehensive single source for spending of federal funds on bicycling and walking, but it has limitations. FMIS data is at its best when you want to know how much money was spent by a federal funding program, but faces problems when you want to know what was done with that money.

Limitations: Different states code “improvement types” related to bicycle and pedestrian spending differently and sometimes inconsistently, making the data unreliable and difficult to compare across states.

Availability: FMIS is not currently publicly available. Under the new transportation law, MAP-21, the system will be made open to the public in 2015. FMIS data on bicycling and walking spending can be found in the Benchmarking report (see page 4) and is used in the Bicycle Friendly State rankings.

Go here to: Get a sense of your state’s use of federal funds for bicycling and walking.



U.S. Department
of Transportation
**Federal Highway
Administration**

National Transportation Enhancements Clearinghouse

Report: Transportation Enhancements Spending Report, 1992-2011

Website: <http://www.enhancements.org/index.asp>

Data: The NTEC project database tracks information on spent and available funds for the Transportation Enhancements program.

What it says: Analysis and data for each part of the funding lifecycle — apportionment, rescission, obligation, and reimbursement. The report focuses on state-level funding data and trends, with data presented on many aspects of funding.

Availability: Publicly available for all previous fiscal years for life of the program.

Go here to: See how your state has spent TE funds and how much is left unspent.



Tri-State Transportation Campaign

Report: Tracking State Transportation Dollars

Website: <http://www.trackstatedollars.org>

Data: Data is drawn from State Transportation Improvement Programs (STIP), which list planned spending for at least the next four years. The data is then categorized into one of nine categories.

What it says: Two categories are of particular interest for bicycling and walking advocates – Road or bridge projects with bicycle/pedestrian components and Bicycle/Pedestrian.

Limitations: All Transportation Enhancements projects are counted as bike/ped, regardless of the program activity category.

Availability: Interactive map on the Campaign's homepage.

Go here to: See if your state is prioritizing new construction over repairs and including bicycling and walking in most of their projects.



National Center for Safe Routes to School

**Reports:**

- SRTS Program Tracking Briefs
- Federal Safe Routes to School Program Progress Report

Website: <http://www.saferoutesinfo.org/data-central/national-progress>

Data: Drawn from FHWA apportionment notices and state Department of Transportation sources

What it says: The Center tracks and reports the number of schools funded and amount of funding awarded by each state through the Safe Routes to School program. It also maintains a database of project descriptions.

Limitations: Announced funding may overestimate the actual funding provided by states and reimbursed by the federal government. There is no way to aggregate project-level data.

Availability: Made public by the National Center for Safe Routes to Schools.

Go here to: Find information on Safe Routes to Schools funding in your state.

Safe Routes to School National Partnership

Report: State of the States series

Website: <http://www.saferoutespartnership.org/state/stateofstates>

Data: Drawn from FHWA and National Center for Safe Routes to Schools.

What it says: Quarterly series of reports on states' use of funds provided through the federal program for Safe Routes to Schools.

Limitations: Announced funding may overestimate the actual funding provided by states. There's no way to aggregate project-level data.

Availability: On the Partnership's website.

Go here to: Find information on Safe Routes to Schools spent in your state, quarterly.



Alliance for Biking & Walking

Report: 2012 Benchmarking Report

Website: <http://www.peoplepoweredmovement.org/benchmarking>

Data: Drawn from FMIS and categorized in the way reported in FMIS.

What it says: Data is reported in a variety of ways focusing on trends in funding and the composition of funding for bicycle and pedestrian projects across several federal funding programs.

Availability: Biennial report, download available on Alliance website



Advocacy Advance

Report: Primer on Federal Funding for Bicycle and Pedestrian Projects

Website: <http://www.advocacyadvance.org/resources>

Summary: Useful for understanding basic trends in the federal funding of bicycle and pedestrian projects, as well which federal programs fund those projects.



Journal of Public Health Policy

Report: Factors Associated with Federal Transportation Funding for Local Pedestrian and Bicycle Programming and Facilities

Website: www.palgrave-journals.com/jphp/journal/v30/nS1/pdf/jphp200860a.pdf

Summary: This study used FMIS and census data to look at the characteristics of counties that implemented bicycle and pedestrian projects with federal funds. Observed differences in project implementation based on social and economic factors, population size and region.



Institute of Transportation Studies, UC Davis



Report: The Regional Response to Federal Funding for Bicycle and Pedestrian Projects

Website: http://publications.its.ucdavis.edu/publication_detail.php?id=1304

Summary: This study used FMIS data to look at federal spending over time and by program. It looked at both the federal transportation programs utilized for funded bicycle and pedestrian projects and how program utilization changed over time at a national level. It also looked at rates of investment at the metropolitan level and programs used by different metropolitan areas. This study examined Baltimore and Sacramento to understand local policy and personnel changes in relation to federal funding for bicycle and pedestrian programs.

Statewide Transportation Improvement Programs (STIPs)

Website: STIPs can usually be found on the state Department of Transportation's website

Data: To receive federal funding for transportation projects, each state is required by law to create a fiscally constrained planning document including at least a four-year list of transportation projects and programs consistent with the goals and strategies of a longer-term Statewide Transportation Plan. This planning document is the Statewide Transportation Improvement Program (STIP).

What it says: A list of projects and projected project costs over at least a four-year period. This often includes potential funding sources, project types, or other project descriptors.

Limitations: It is not a binding document and not all listed projects will be built. Each state varies in the quality of descriptive project information. Cross-state comparisons are difficult because there is little uniformity in project-level information.

Availability: Updated at least every four years. Many states update more regularly.

Go here to: Learn your state's planned transportation projects and whether they reflect stated priorities regarding bicycle and pedestrian projects.

Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs)

Website: TIPs may be found on your state Department of Transportation's website or on the website of your MPO. To find your MPO you can use this site: <http://www.planning.dot.gov/mpo.asp>

Summary: A Metropolitan Planning Organization (MPO) is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area (UA) with a population greater than 50,000. Each MPO is required by law to create a fiscally constrained planning document including at least a four-year list of transportation projects and programs consistent with the goals and strategies of a longer-term Metropolitan Transportation Plan (MTP). This planning document is the Metropolitan Transportation Improvement Program (TIP or MTIP). Once adopted by the MPO, TIPs are incorporated into STIPs, but can be incorporated by reference and may not be viewable on the state DOT website.

What it says: A list of projects and projected project costs over at least a four year period. Often includes potential funding sources, project types, or other project descriptors.

Limitations: It is not a binding document and not all listed projects will be built. Each state varies in the quality of descriptive project information. Cross-state comparisons are difficult because there is little uniformity in project-level information.

Availability: Updated at least every four years. Many states update more regularly.

Go here to: Learn your metropolitan region's planned transportation projects and whether they reflect stated priorities regarding bicycle and pedestrian projects.

To learn more about specific programs and how you can take advantage of them to gain funding for bicycling and pedestrian projects in your community, find additional resources at <http://www.advocacyadvance.org/resources>.