

REGIONAL BICYCLE & PEDESTRIAN PLAN

Implementation and Program Management Plan

Technical Memorandum 4

April 2010



ACKNOWLEDGEMENTS

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The Chattanooga-Hamilton County / North Georgia TPO Technical Coordinating Committee (TCC, formerly Executive Staff) and TPO Executive Board members representing the counties of Hamilton in Tennessee, and Dade, Catoosa and Walker in Georgia including their respective municipal governments within the Chattanooga-Hamilton County / North Georgia TPO Boundary.

CREDIT/DISCLAIMER STATEMENT

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**RESOLUTION OF THE CHATTANOOGA-HAMILTON COUNTY/
NORTH GEORGIA TRANSPORTATION PLANNING ORGANIZATION
TO APPROVE THE CHATTANOOGA AREA REGIONAL BICYCLE AND PEDESTRIAN
PLAN AS INCORPORATED IN THE APPROVED
2035 LONG-RANGE TRANSPORTATION PLAN**

WHEREAS, Title 23 Section 450.322 of the Code of Federal Regulations and Title 23 Section 134 of the United States Code requires consideration of a multimodal system and the development of pedestrian and bicycle facilities as part of the Metropolitan Transportation Planning Process; and

WHEREAS, the Executive Board of the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO) in April 2002 approved the Chattanooga Urban Area Bicycle Facilities Master Plan; and

WHEREAS, this new Regional Bicycle and Pedestrian Plan builds upon the 2002 Plan and is a subset of the new 2035 Long-Range Transportation Plan (LRTP); and

WHEREAS, the new 2035 LRTP was approved by the TPO Executive Board on February 16, 2010; and

WHEREAS, this updated Regional Bicycle and Pedestrian Plan is a detailed set of technical memoranda that further explain and documents the multimodal goals and future planning outlined in the 2035 LRTP.

NOW, THEREFORE, BE IT RESOLVED THAT the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO) does hereby approve the Regional Bicycle and Pedestrian Plan.

RESOLUTION APPROVED:


Chattanooga City Councilman Manuel Rico
Chairman, Executive Board


DATE: 4-20-10

Barry M. Bennett
Chairman, Technical Coordinating Committee

TABLE OF CONTENTS

1.0 Overview..... 1

2.0 Guiding Principles..... 3

3.0 Implementation Strategies 4

4.0 Funding Resources..... 9

1.0 OVERVIEW

The Chattanooga area has a long history when it comes to promoting walking and biking transportation within the region with the first organized efforts dating back to the late 1960s. Since that time there has been steady progress in making the Chattanooga area more pedestrian and bicycle friendly. Examples of this progress include the adoption of several bicycle master plans over the years with the most recent one developed in 2002, the adoption of the *Chattanooga Urban Area Sidewalk-Streetscape Policy Guide* in 2003, numerous on-going education and awareness activities promoting safe cycling locally, and the implementation of nearly 70 miles of on-street bicycle facilities, 170 miles of sidewalks on classified roadways, and 22 miles of greenways and multi-use paths.

As part of the region's effort to continue improving bicycle and pedestrian accommodations, in 2008 the Chattanooga-Hamilton County North/Georgia Transportation Planning Organization (TPO), the regional transportation planning organization in Chattanooga, Tennessee and the North Georgia area, initiated the development of a Regional Bicycle and Pedestrian Plan for the Chattanooga region. The Regional Bicycle and Pedestrian Plan builds upon previous regional and local bicycle and pedestrian efforts and creates a comprehensive plan for walking and bicycling travel in the TPO region. The Regional Bicycle and Pedestrian Plan is a critical element that feeds into the TPO's overall Long Range Transportation Plan providing the basis by which future funding priorities of the TPO are established for bicycle and pedestrian accommodations within Hamilton, Dade, Walker, and Catoosa counties.

As part of the 2035 Long Range Transportation Plan a public participation plan was created to provide avenues for generating feedback from the public. The development of the Regional Bicycle and Pedestrian Plan was an integral part of this public participation process. Groups targeted included not only the general public but key transportation stakeholder groups and task forces that represent particular transportation interests. The public input opportunities included public meetings for the general public and stakeholder representatives, meetings with the Public Involvement Advisory Team, and a community survey that was circulated via the internet, e-mail, and at all transportation public meetings November 2008 through March 2009. At each of the public meetings and as part of the survey, information was obtained regarding the bicycle and pedestrian facilities in the Chattanooga region.

In general, the Regional Bicycle and Pedestrian Plan:

- Provides a comprehensive inventory of existing and currently proposed on and off-road bicycle and pedestrian facilities in the TPO area
- Increases the region's understanding of how non-motorized modes add to system-wide capacity by improving connectivity between residential areas, employment centers, schools, retail centers, recreational centers, and other attractions
- Serves as a framework for identifying and selecting bicycle/pedestrian projects for the region's Long Range Transportation Plan and Transportation Improvement Program; and
- Provides guidance for engineering, education, enforcement, encouragement, and evaluation activities to help improve the safety of non-motorized travel modes.

This Technical Memorandum presents a set of guiding principles and recommended implementation and program management strategies which furthers the Chattanooga region as a bicycle and pedestrian friendly community. The guiding principles and corresponding

recommended strategies have been aligned with the TPO's overall transportation goals with the intent to move the region toward a vision which defines the Chattanooga area as:

- A region of complete streets,
- A region of active transportation and active living, and
- A region of sustainable choices.

At the end of the technical memorandum is a listing of the various funding programs that are available to the TPO and TPO region for bicycle and pedestrian project and program implementation. Funding programs include both traditional and non-traditional funding sources.

2.0 GUIDING PRINCIPLES

The TPO's 2035 Long Range Transportation Plan contains six regional transportation goals which define the focus of transportation investments in the Chattanooga region. As part of the Regional Bicycle and Pedestrian Plan a set of guiding principles were established to ensure that the recommendations of the Regional Bicycle and Pedestrian Plan align with the TPO's overall regional goals.

The following depicts how each of the guiding principles relates to the regional goals. Corresponding strategies for each respective guiding principle, which are presented in the following section, illustrate the program management and implementing actions necessary to achieve the stated regional goals.

Guiding Principles	Regional Goals					
	Safe & Secure Transportation System	Integrated Multimodal Transportation System	Coordinated Transportation & Land Use Planning	Sustainable Travel Options - Quality of Life & Environment	Operational Strategies to Improve Mobility	Accessibility, Connectivity, & Cost-Effective Solutions
Increase Safety – Reduce pedestrian and bicyclist crashes and fatalities	●	●		●	●	●
Provide Facilities – Improve access to and within key activity and employment centers	●	●	●	●	●	●
Build Support & Usage – Encourage the use of alternative modes of transportation for commuting and recreation		●	●	●		●
Align Policies & Programs – Coordinate alternative transportation investments with planned growth at the regional and local levels	●	●	●	●	●	●
Design for Non-Motorized Travel – Support Complete Streets, Road Diets, and Routine Accommodations	●	●	●	●	●	●

● – Guiding Principle/Strategy Addresses Regional Goal

3.0 IMPLEMENTATION STRATEGIES

A set of guiding principles and recommended implementation strategies are presented in this section. Proposed strategies are intended to promote greater consideration, education, awareness, and accommodations for non-motorized users within the Chattanooga region. Proposed strategies are designed to provide guidance to the TPO and its member jurisdictions.

Guiding Principle:

Increase Safety - Reduce Pedestrian and Bicyclist Crashes and Fatalities

Strategies

1. Increase pedestrian and bicyclist awareness and provide education for both motorists and non-motorists.
2. Evaluate intersections and roadway segments that have high crash rates for pedestrian and bicyclist crashes. Determine potential countermeasures that would improve safety.
3. Prohibit right turns on red at signalized intersections within the CBD where appropriate to minimize conflicts for pedestrians at crosswalks.
4. Integrate bicycle and pedestrian skills training into appropriate school curricula and annually fund school-based education programs on bicycling and walking safety.
5. Collaborate with local media outlets to educate people about walking and bicycling.
6. Launch a mass media advertising campaign to address driver awareness of pedestrians and bicyclists.
7. Increase safety and create mutual respect among all system users by working with local police departments to establish enforcement strategies such as increasing enforcement of bicycle and pedestrian safety laws equally among bicyclists, pedestrians, and motorists.
8. Encourage greater use of the Safe Routes to School Program locally and continue a comprehensive coordinated approach to this program within the region.
9. Work with TDOT, GDOT and the Governor's Highway Safety programs in Tennessee and Georgia in the development, research, and outreach of efforts aimed at improving pedestrian and bicyclist safety.
10. Work with local municipalities, counties, and TDOT and GDOT to devise appropriate maintenance practices to maintain the safety of facilities.

Guiding Principle:

Provide Facilities - Improve Access to and Within Key Activity & Employment Centers

Strategies

1. Designate and implement a regional bicycle network of primary and secondary routes. The Primary Route System should focus on the major commuting corridors and corridors that provide connectivity throughout the region. The Secondary Route System should consist of corridors and roadways that link residential communities, activity centers, and other destinations to the Primary Route System.
2. It is recommended that all local jurisdictions within the TPO region, at a minimum, adopt guidelines requiring sidewalk and/or pedestrian accommodations along all arterial roadways within an Urban Growth Boundary of the Hamilton County portion of the TPO area and within a city limit in the Georgia portion on which pedestrians are allowed. Policy adoption should occur as part of a local municipality's comprehensive plan, zoning code, and/or subdivision regulations.
3. Encourage and support the completion of greenway facilities throughout the region as viable transportation facilities.
4. Provide connectivity of sidewalks, bike lanes, and greenways. Connections should link neighborhoods and activity areas such as commercial areas, schools, parks, transit service.
5. Increase the availability of bicycle parking and support facilities at destinations, transit stations, and transit stops across the region as well as providing bicycle parking at all public facilities.
6. Develop strategies and opportunities to increase walking and biking to and from public transportation services and facilities. Potential strategies include linking transit stops to sidewalks and bikeways, providing comfortable, well designed transit stops, and providing bike storage at transit stops.
7. Policies should be adopted by local jurisdictions to provide ongoing maintenance of the bicycle network and to establish procedures for monitoring the implementation of the network. Examples of such maintenance activities include regular street sweeping of the roadway and bicycle facility, debris removal, and sign and striping replacement.
8. Some jurisdictions throughout Tennessee and the Southeast allow "in-lieu-of" payments to the community's sidewalk fund. By collecting equal payments in lieu of actual on-site sidewalk construction, more strategic choices can be made regarding where and when sidewalks are built. Use of this practice should be considered by local governments within the Chattanooga TPO region.
9. Develop strategic connections for traditional neighborhoods and areas having characteristics that are conducive to bicycling and walking.
10. Develop a consistent wayfinding and route signing program for bike lanes, bike routes, and greenways throughout the region.

Guiding Principle:

Build Support and Usage - Encourage the Use of Alternative Modes of Transportation for Commuting and Recreation.

Strategies

1. Rename and expand the TPO's existing Bicycle Task Force to be a Bicycle and Pedestrian Task Force.
2. Create, fund, and implement pedestrian and bicycle media campaigns and promotional materials to promote walking and bicycling as a safe, healthy, cost effective, environmentally beneficial transportation choice. Identify partners to provide bicycle and pedestrian education, enforcement, and encouragement programs.
3. Continue to publicize successful bicycle and pedestrian programs, projects, and events.
4. Develop and implement a regional public bicycle share system.
5. Foster new relationships between the public and private sector as a means of building awareness and support for non-motorized accommodations and programs.
6. Work with employers to provide incentives to employees who utilize options other than private vehicles to commute.
7. Revamp current website to take advantage of the other online resources in the region. Consider interactive features showing routes and locations of bicycle facilities.
8. Create and distribute a bicycle facility map of the region in PDF format. Periodically update the map as new facilities are implemented.
9. Continue efforts to collect and monitor bicycle and pedestrian use and expand data collection efforts to provide meaningful statistics on use throughout the region.

Guiding Principle:

Align Policies & Programs - Coordinate Alternative Transportation Investments with Planned Growth at the Regional and Local Levels.

Strategies

1. Amend existing zoning ordinance and subdivision regulations to require developers to construct specific pedestrian and bicyclist facility improvements in conjunction with new developments.
2. If not already an adopted standard in local documents, the minimum width of sidewalks should be 5 feet regardless of the street classification. The sidewalks should be constructed with buffer zones along all roadways. A buffer zone width of 4 to 6 feet is

recommended in the TPO region. More detailed guidelines for sidewalk construction are contained in Technical Memorandum 5 – Pedestrian and Bicycle Design Guidelines.

3. Give guidance to local communities on methods for establishing developer incentives for inclusion of sidewalks, bike lanes, and transit accommodations as part of all projects, and for inclusion of bike racks, lockers, showers, and other facilities in commercial and public building projects.
4. Create a dedicated funding source for bicycling and pedestrian facilities improvements.
5. Integrate consideration of walking and bicycle travel into all transportation planning, design, construction and maintenance projects as well as in local community and transportation plans.
6. Create, fund, and implement a regional bike parking program to increase the amount of bike racks within communities throughout the region.
7. Develop school siting and child school zoning recommendations to ensure that bicycling and walking are options for children.
8. Promote and encourage land use decisions that provide a meaningful and context-appropriate mixture of uses that are supportive of increased walking and bicycling.
9. Encourage greater use of neighborhood traffic management programs, like the City of Chattanooga's, as a means of making residential streets safer for pedestrians and cyclists.
10. Work with local municipalities to establish bicycle and pedestrian accommodation provisions within their local plans and governing documents (e.g. comprehensive plans, zoning ordinances, and subdivision regulations). Provisions should not only require sidewalk and bikeway facilities but also advocate for policies that support walking and bicycling through community design, mixed-use development, street connectivity, and transit oriented development.

Guiding Principle:

Design for Non-Motorized Travel - Support Complete Streets, Road Diets, and Routine Accommodations

Strategies

1. The TPO, TDOT, GDOT, and local communities in the TPO region should adopt a Complete Streets policy.
2. Evaluate existing corridors for the potential for complete streets and road diet design. Potential candidate road diet projects include Broad Street from MLK Boulevard and 2nd Street and Main Street from Dodds Avenue to Carter Street.

3. Train transportation engineers, planners, and other stakeholders on the principles of Complete Streets, Road Diets, and other accommodation practices as a means of accommodating pedestrian and bicycling improvements into projects.
4. Create, fund, and implement spot improvement programs so that minor walking and biking improvement needs can be quickly addressed.
5. Devise a structure and process for working with cities, counties, TDOT, and GDOT to annually review candidate resurfacing projects and incorporating bicycle accommodations into the normal resurfacing activities.
6. Construct new bicycle and pedestrian facilities to meet current AASHTO standards and use innovative designs, as appropriate, to expand and enhance walking and biking opportunities in the region.

4.0 FUNDING RESOURCES

There are a variety of funding sources including local, state, federal and private that can be used to fund bicycle and pedestrian projects and programs. Most are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits.

Almost all the major Federal-aid highway, transit, safety, and other programs can be used for bicycle and pedestrian projects. In order to be eligible for federal funding bicycle and pedestrian projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and MPOs/TPOs.

The following table lists the numerous federal, state, and private funding sources available for use for bicycle and pedestrian projects and programs. The table contains information on the funding source purpose and eligibility, the primary agency responsible for the funding source, and the match requirements for use of the funding.

**CHATTANOOGA-HAMILTON COUNTY/NORTH GEORGIA
TRANSPORTATION PLANNING ORGANIZATION**

Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Interstate Maintenance (IM)	Federal	TDOT/GDOT	Funding is targeted at maintaining and improving the Nation's Interstate highway system.	IM funds may be used for resurfacing, restoration, rehabilitation, and reconstruction (4R) projects. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.	90% Federal / 10% Non-Federal
National Highway System (NHS)	Federal	TDOT/GDOT	Improvements to roads that are part of the NHS and NHS Intermodal connectors.	Construction of pedestrian and bicycle facilities on land adjacent to any highway on the NHS system.	90% Federal / 10% Non-Federal
Surface Transportation Program (STP)	Federal	TPO/TDOT/ GDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with the ADA.	80% Federal / 20% Non-Federal
Transportation Enhancement (TE) Activities	Federal	TDOT/GDOT	Funds twelve specific activities that include pedestrian and bicycle facility development, and safety/education activities.	3 of the 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.	80% Federal / 20% Non-Federal
Congestion Mitigation and Air Quality (CMAQ)	Federal	TPO/TDOT/ GDOT	Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.	Construction of pedestrian/bicycle facilities; Non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit.	* 80% Federal / 20% Non-Federal
High Priority Projects (HPP) Program	Federal	Congress	Congressionally designated funding for specific project in federal highway transportation bill.	Only those projects specifically identified in SAFETEA-LU Act.	80% Federal / 20% Non-Federal
Highway Bridge Program (HBP)	Federal	TDOT/GDOT	Funding for States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.	Pedestrian/bicycle facilities on highway-bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations.	80% Federal / 20% Non-Federal
Recreational Trails Program (RTP)	Federal	TDEC/GDNR	Develop and maintain recreational trails and trail-related facilities for non-motorized/ motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Non-Federal
Transportation, Community, and System Preservation (TCSP) Program	Federal	FHWA	To address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.	Sidewalk and bikeway improvements are eligible for funding under this program as are other activities such as traffic calming measures.	80% Federal / 20% Non-Federal
National Scenic Byways Program	Federal	FHWA	The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways.	Development and provision of tourist implementation, construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers.	80% Federal / 20% Non-Federal
Federal Lands Highway Program (FLHP)	Federal	FHWA	Provides for transportation planning, research, engineering, and construction of roads and parkways and transit facilities that provide access to or within public lands, national parks, and Native American reservations.	Sidewalks, greenways, trails, and bicycle facilities that provide access to or within public lands, national parks, and Native American reservations.	80% Federal / 20% Non-Federal

**CHATTANOOGA-HAMILTON COUNTY/NORTH GEORGIA
TRANSPORTATION PLANNING ORGANIZATION**

Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Safe Routes to School (SRTS)	Federal	TDOT/GDOT	Enable and encourage children, including those with disabilities, to walk and bicycle to school; Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	Sidewalk improvements; Traffic calming and speed reduction improvements; Pedestrian and bicycle crossing improvements; On-street bicycle facilities; Off-street bicycle and pedestrian facilities; Secure bicycle parking facilities; Traffic diversion improvements in the vicinity of schools; Public awareness campaigns and outreach; Traffic education and enforcement in the vicinity of schools; Student sessions on bicycle and pedestrian safety, health, and environment; Funding for training, volunteers, and managers of safe routes to school programs.	100% Federal
Highway Safety Improvement Program (HSIP)	Federal	TDOT/GDOT	Reduction in traffic fatalities and serious injuries on public roads.	Improvements for pedestrian/bicyclist safety; Construction of yellow-green signs at pedestrian/bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trails.	* 90% Federal / 10% Non-Federal
State and Community Highway Safety Grants (Section 402)	Federal	GHSO/GOHS	To assist states and communities in the development and implementation of highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.	Funds may be used for a wide variety of highway safety activities and programs including those that improve pedestrian and bicycle safety. A minimum of 40% of a state's 402 funds must be expended by local governments or be used for the benefit of local governments.	80% Federal / 20% Non-Federal
State Planning & Research (SPR) Funds	Federal	TDOT/GDOT	Planning and research funds for state DOTs to address federal statewide planning requirements and to conduct research, development, and technology activities relating to highway, public transportation, and intermodal transportation systems.	Systems and sub-regional planning and research, development, and technology activities in accordance with the provisions of 23 U.S.C. 505(b). Funding is eligible under this program for bicycle and pedestrian planning and research.	80% Federal / 20% Non-Federal
Metropolitan Planning (PL) Funds	Federal	TPO	Funds are for MPOs/TPOs to carry out federal transportation planning activities within a metropolitan planning area. Activities include administering the planning process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for regional, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.	80% Federal / 20% Non-Federal
Urbanized Area Formula Grants (Section 5307)	Federal	Transit Agency/ TPO/TDOT/GDOT	Transit capital and planning assistance to urbanized areas of over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.	* 80% Federal / 20% Non-Federal
Job Access and Reverse Commute Grants	Federal	TDOT/GDOT	Intended to transport welfare recipients and eligible low-income individuals to and from employment.	Can fund pedestrian and bicycle-related services.	50% Federal / 50% Non-Federal
Paul S. Sarbanes Transit in Parks Program	Federal	FTA/Interior	Funds alternative transportation that helps visitors access destinations in federally-owned or managed parks and public lands.	The program funds capital and planning expenses for alternative transportation systems such as shuttle buses and pedestrian and bicycle trails in national parks and public lands.	100% Federal*
Land and Water Conservation Fund (LWCF)	Federal	TDEC/GDNR/ NPS	Build a variety of park and recreation facilities, including trails and greenways.	Greenway and trail facilities.	50% Federal / 50% Non-LWCF

**CHATTANOOGA-HAMILTON COUNTY/NORTH GEORGIA
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Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
EPA Climate Showcase Communities Grant	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income persons.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Local Parks and Recreation Fund (LPRF)	State	TDEC/GDNR	To provide grants to all eligible local governmental entities for the purchase of lands for parks, natural areas, greenways, and land for recreation facilities.	The funds may be used for trail development and capital projects in parks, natural areas, and greenways. At least 60% of the funds allocated go to municipal governments as authorized by the Act.	50% State / 50% Non-LPRF
Natural Resources Trust Fund (NRTF)	State	TDEC/GDNR	To protect the endowment represented by the land and minerals owned by the State; and to ensure that development of state-owned non-renewable resources will proceed in a manner which is economically sound, and that revenues received from disposal of those resources is used for the public.	Grants from the NRTF may be awarded to all eligible local governmental entities and state agencies for outdoor recreation, historical or archaeological sites, the acquisition of lands, waters, or interests in lands and waters.	50% State / 50% Non-NRTF
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to \$10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged
Kodak American Greenway Awards	Private	Foundation	In general, grants can be used for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs. Most grants range from \$500 to \$1,000. The maximum grant is \$2,500.	Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects.	None, but encouraged
Fish America Foundation	Private	Foundation	The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.	Projects must result in on-the-ground habitat restoration, clearly demonstrate significant benefits to marine, estuarine or anadromous fisheries resources, particularly sportfish, and must involve community participation through an educational or volunteer component tied to the restoration activities.	One for One Match
National Trails Fund	Private	American Hiking Society	Gives resources necessary to build or repair new or existing trails, protect trail corridors, and support trail outreach and volunteer programs.	Grants range from \$500 to \$10,000 per project and are awarded to nonprofit organizations that help build and maintain hiking trails, preserve lands, and promote trail volunteerism throughout America.	None, but encouraged
Global ReLeaf Program	Private	American Forests	Funding for planting tree seedlings on public lands, including trailsides.	Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way.	None, but encouraged
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research - supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Active Living Research supports research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies

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Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
REI Environmental Grants	Private	REI (Recreational Equipment Incorporated)	Annually, REI dedicates a portion of its operating profits to help protect and restore the environment, increase access to outdoor activities, and encourage involvement in responsible outdoor recreation.	REI employees nominate organizations, projects, and programs in which they are personally involved to receive funding or gear donations. In 2009 \$2 million was donated to more than 250 local and national groups.	Varies
Lyndhurst Foundation	Private	Foundation	Private foundation focused on the enrichment and enhancement of the social, natural, and built environment in Chattanooga and the surrounding southeastern region.	Unsolicited requests are reviewed twice a year. The total pool of funds available for all unsolicited requests is \$500,000 per year. Walking and biking programs/initiatives are eligible.	None, but encouraged
Trust for Public Land	Private	Foundation	A land conservation and open space resource for landowners, government agencies and community groups interested in protecting land for human enjoyment.	Technical assistance in defining conservation priorities, identifying lands to be protected, and other legal and financial technical assistance services.	Varies
Advocacy Advance Grants	Private	Alliance for Biking & Walking	Startup/Capacity Grants assist emerging and expanding organizations with matching grants. The goal of these grants is to leverage private and public investment and launch campaigns that demonstrate an ability to grow and sustain biking and walking organizations.	Non-profit bicycling and/or walking advocacy organization that are members of Alliance for Biking & Walking. For organizational development, to hire staff, to stimulate membership, and for other organizational tools to foster a sustainable advocacy. Grant awards of \$5,000 to \$30,000.	One for One Match

Notes: * Funding match levels may vary; Agency refers to lead agency with regards to funding source (TPO – Transportation Planning Organization, FHWA – Federal Highway Administration, FTA – Federal Transit Administration, TDOT – Tennessee Department of Transportation, GDOT – Georgia Department of Transportation, TDEC – Tennessee Department of Environment and Conservation, GDNR – Georgia Department of Natural Resources, GHSO – Tennessee Governor’s Highway Safety Office, GOHS – Georgia Governor’s Office of Highway Safety, NPS – National Park Services, HUD - U.S. Department of Housing and Urban Development)

In addition to the above funding sources, there are a number of local and state funding programs that can be used for pedestrian and bicycle accommodations within Tennessee and Georgia. In addition to these sources, there are other funding strategies available for funding pedestrian and bicycle improvements. The following provides a summary of these sources and funding strategies:

State of Tennessee Taxes - The State of Tennessee collects a variety of taxes that can be used to fund transportation projects. Some of these taxes, all of which either have no restrictions on their use or have restrictions on their use that include roads and highways, are shown in the table below.

State Funding Sources - Tennessee		Restrictions of Use
Fuel and Vehicle Tax	<u>Petroleum Tax</u> - Tennessee levies four main taxes on petroleum products: 1) a gasoline tax, 2) a (diesel) motor fuel tax, 3) a special petroleum tax, and 4) an environmental assurance fee. The gasoline tax is the largest shared revenue source for combined county and municipal governments. Shared gasoline tax revenues are restricted to funding street and road construction and mass transit systems. The Motor Fuel Tax is imposed on the sale of diesel fuel and alternate vehicle fuels. The tax is \$0.17 per gallon with counties receiving 21.3 percent and municipalities receive 10.7 percent for their highway fund.	Roads & Mass Transit
	<u>Gasoline Inspection Tax</u> - This tax was enacted in 1899 for the purpose of assuring that gasoline and oil sold in the state met minimum quality standards. The tax was reenacted on January 1, 1979, and imposed at a rate of \$0.01 for each gallon of gasoline and other volatile fuels sold, used, or stored. Of revenues received from this tax, annually \$12,017,000 is set aside a local government fund to be spent solely for county roads and city streets.	Roads & Mass Transit
	<u>Motor Vehicle Privilege Tax</u> - This tax, commonly referred to as wheel tax, was first authorized in 1947. The tax is imposed on any vehicles registered and operated in the county. As of January 2000 there were 48 counties that had imposed a wheel tax. The county wheel taxes generated almost \$72 million dollars in 1999 in the 48 counties with an enacted tax.	Roads
Sales and Use Tax	The retail sales and use tax, imposed in 1947, immediately became the state's largest single revenue source. The major purpose in enacting the sales tax was to provide for state and county education programs. The current state sales and use tax rate is seven percent and is applied to the sale, use, consumption, distribution, lease, or rental of tangible personal property and of selected services.	None
Hall Income Tax	The Hall Income Tax was enacted in 1929 and is levied on certain types of dividend and interest income from stocks and "bonds" as broadly defined in the Tennessee Code Annotated (TCA) Section 67-2-101.	None
Other State Shared Taxes	The following are the remaining state shared taxes collected, which provide revenue to cities and counties in Tennessee.	
	Alcoholic Beverage, Beer Excise, Wholesale Beer, Corporate Excise, Severance - Crude Oil/Natural Gas, and TVA Payments	None
	Mixed Drink	50% Education
	Severance - Coal	Education & Highways

While the state and local municipalities from time to time use these funding sources to provide sidewalk and bikeway accommodations, currently within the region no municipality dedicates on an annual basis funding for such purposes from these funding sources.

Another Tennessee state-sponsored tax is the Tennessee Hotel Motel Tax which is applied at the local level. Tennessee general laws provide for levying a hotel-motel tax in home rule cities and metropolitan governments. Private act chartered cities and most general law chartered cities (mayor-aldermen, manager-council, and modified-manager council chartered cities) must be authorized by private act to levy the tax. There are exceptions for certain general law cities, which may levy the tax by ordinance passed by a two-thirds vote of the governing body. In Tennessee, the City of Franklin uses a portion of their hotel-motel tax revenues for greenway improvements.

State of Georgia Taxes - The State of Georgia collects a variety of taxes that can be used to fund transportation projects. The different taxes used to fund transportation projects are described in the following table:

State Funding Sources - Georgia		Restrictions of Use
Fuel and Vehicle Taxes	Local jurisdictions can levy local option vehicle license and auto sales taxes. Eleven counties currently levy a vehicle license fee and the money goes into the county's general fund. Two counties dedicate the money towards road projects.	None
Sales and Use Tax	The special-purpose local-option sales tax (SPLOST) allows taxes to be use by any county for the purpose of funding building and maintenance of parks, schools, roads, and other public facilities. A SPLOST fund has to be passed by a county commission and then voted on by residents in a referendum. An expenditure plan must be submitted detailing the amount of money to be spent on each project or spending category. The tax will expire after the amount of funds are raised or after five years whichever comes first.	None
Property Tax	The state of Georgia allows for a Tax Allocation District (TAD) to fund infrastructure projects in a limited area. It finances infrastructure projects from the growth of property taxes based on new development and increased property values. New pedestrian and bikeways and new streetscapes are typical TAD projects. A few counties and cities in the State of Georgia have earmarked property tax levies for road improvements including streetscape improvements as well as for public transit operations.	None
Other State Shared Taxes	Counties in Georgia have successfully issued Transportation Bonds to fund sidewalk, pedestrian, and bicycle facilities. The funds are intended to target pedestrian routes that link to transit centers, county schools, parks, high traffic volumes, and high pedestrian accident rates.	None

The widespread adoption of special-purpose sales taxes across Georgia is noteworthy. Voter approval of transportation sales taxes as high as one percent is unusual nationwide, and yet voters across Georgia routinely vote in favor of them. Between September 1998 and November 2000, there were 94 votes on county capital projects sales taxes; all except eight won voter approval, many by very large margins.

Local Funding through the Private Sector - Investments in bicycle and pedestrian transportation infrastructure, including construction of sidewalks and provision of bicycle amenities (lockers, showers, parking, etc.) can be significantly leveraged by offering compelling incentives to developers through provisions adopted in local government land development codes. There are a number of incentives that can be offered to the sector developing and managing land use (the private sector); many of these incentives can be offered at little or no actual expense to the jurisdiction. There are two phases in which they can be effective: upon initial land development and during tenant build-out and/or maintenance.

Among the compelling incentives for the construction of bicycle and pedestrian facilities that can be effective at initial land development are the following:

- Trip generation reduction during traffic impact assessments
- Floor Area Ratio (FAR) or Volume Ratio bonus/bump-up
- Reductions to required yard/setbacks
- Reduction in vehicular parking requirements
- Greenspace or openspace requirements

Incentives for conditions subsequent to initial development (i.e., tenant build-outs and building maintenance) include ad valorem tax exclusion (e.g. property tax reduction) such as square footage of the building dedicated to lockers, changing facilities, showers and other amenities which support bicycle and non-motorized commuting.

Another approach used by many jurisdictions throughout Tennessee and the United States is to allow "in lieu of" payments to the community's sidewalk fund. Rather than requiring developers to construct sidewalks in front of their properties, which frequently leads to an intermittent and inconsistent sidewalk network, this approach allows sidewalk funding to be pooled. By collecting equal payments in lieu of actual on-site sidewalk construction, more strategic choices can be made regarding where and when sidewalks are built.

Leasing to Utilities - A growing source of greenway and trail development funds is the leasing of subsurface rights for fiber-optic cables and other utilities. Compatible "joint uses" of a greenway or rail-trail corridor include sewer, water and natural gas. Nationally utility companies have bought abandoned corridors and then donated the land to a state department of natural resources for trail use. Abandoned corridors can provide key links for utility use; working cooperatively with local utilities can help pay for such greenways and trails. Information on this initiative is available at:

http://www.railstotrails.org/resources/documents/resource_docs/RTC_FactSheet_RTs%20and%20Utilities.pdf