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State Revenue Sources that Fund Bicycling and Walking Projects

In addition to federal funding, states have found additional public revenue sources to fund bicycling and walking projects. This resource lists the different types of state revenue sources, where they can be found, and examples of how they have funded bicycling and walking projects.





Summary of State Revenue Sources

In addition to federal funding, states have found additional public revenue sources to fund bicycling and walking projects. Statewide advocates can use this list to see what kinds of state revenue sources exist and find examples of successful campaigns to win that particular revenue.

	Dedicated funding source	Alternative fuel tax	Bicycle registration	Bicycle user fee	Bond proceeds	Development impact fees	Drivers license fees	Gambling (not including lottery)	General fund	Highway safety fees	Highway use tax	Land value tax	License plates	Local planning assistance grants	Lottery revenue	Naming rights	Public private partnerships	Real estate recordation tax	School zone speeding fines	Severance fees	State fuel (gas) tax	Title fees	Toll credits	Toll roads	Traffic violations	Vehicle and truck tax	Vehicle miles traveled (VMT) fee	Vehicle registration fees	Vehicle transfer fees	
Alabama														X						X										
Alaska									X					X						X										
Arizona						X			X					X					X	X										
Arkansas						X			X										X	X								X	X	
California	X				X	X			X					X		X			X	X								X	X	
Colorado	X					X		X				X	X	X					X	X						X	X	X	X	
Connecticut					X				X			X	X							X						X	X	X	X	
Delaware	X								X					X						X			X		X	X	X	X	X	
Florida						X						X	X			X				X	X									
Georgia						X						X	X							X	X									
Hawaii			X			X													X											
Idaho						X			X								X			X	X							X	X	
Illinois						X			X			X	X							X	X							X	X	
Indiana						X						X	X							X									X	X
Iowa	X								X			X	X	X																
Kansas														X						X										
Kentucky									X			X	X			X				X	X									
Louisiana	X											X								X										
Maine	X					X	X		X					X		X				X	X			X						
Maryland	X				X	X			X			X	X							X	X			X		X	X	X	X	X
Massachusetts	X				X				X																					
Michigan	X				X			X	X						X	X				X	X		X			X	X	X	X	X
Minnesota	X				X			X	X					X	X		X			X	X					X	X	X	X	X
Mississippi												X	X							X	X									
Missouri					X				X			X					X			X	X					X	X	X	X	X
Montana						X								X						X										
Nebraska														X						X										
Nevada	X				X	X	X					X								X	X							X	X	
New Hampshire						X	X							X		X				X										
New Jersey	X				X	X	X			X				X			X				X			X	X	X	X	X	X	X
New Mexico						X														X										
New York														X																
North Carolina	X										X	X	X							X	X	X				X	X	X	X	X
North Dakota									X					X						X	X					X	X	X	X	X
Ohio	X				X				X			X	X							X	X			X				X	X	X
Oklahoma									X			X								X										
Oregon	X				X	X			X			X			X					X	X			X		X	X	X	X	X
Pennsylvania						X								X			X				X									
Rhode Island					X	X								X																
South Carolina						X						X								X										
South Dakota														X						X	X					X				
Tennessee	X											X						X		X	X									
Texas					X	X			X	X		X					X			X	X			X		X	X	X	X	X
Utah						X						X								X	X						X	X	X	X
Vermont	X					X								X							X					X	X	X	X	X
Virginia					X	X			X			X					X			X	X			X		X	X	X	X	X
Washington	X				X	X			X	X		X	X					X		X	X			X		X	X	X	X	X
West Virginia					X	X			X			X	X	X						X	X					X	X	X	X	X
Wisconsin	X		X		X	X			X			X	X							X	X							X	X	X
Wyoming									X					X						X	X							X	X	X

BEST PRACTICES: States with *Dedicated* Funding Sources

Some states have dedicated state revenue that fund bicycling and walking projects. These dedicated sources of funding are created via state statutes passed by state legislators. Legislators can have an important role to ensure bicycling and walking projects have access to a dedicated state fund.

Further detail on each specific funding source can be found starting on page 7.

California

Program(s)	California Active Transportation Program (ATP) (\$33 million) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program. Bicycle Transportation Account (\$7.2 million).
Statute(s)	The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) (PDF) and Assembly Bill 101 (Chapter 354, Statutes of 2013) (PDF). California Streets and Highways Code 892.2 (“Bicycle Transportation Account”) (link).
Funding Source(s)	State fuel (gas) tax, Vehicle registration fees, General fund, Bond proceeds, Public private partnership.

Colorado

Program(s)	Funding Advancements for Surface Transportation and Economic Recovery (FASTER) (\$2.7 million for FY2013).
Statute(s)	Colorado Senate Bill 09-108 (“Funding Advancements for Surface Transportation and Economic Recovery Act of 2009”) (PDF)
Funding Source(s)	State fuel (gas) tax, Vehicle and truck taxes, Vehicle registration fees, Gambling (not including lottery), Lottery revenue.

Delaware

Program(s)	State Administered Bike and Pedestrian Improvements Program (over \$20 million authorized).
Statute(s)	Delaware Laws, 147th General Assembly, Chapter 79 formerly Senate Bill 145 (link); Delaware State Senate, 146th General Assembly, Senate Concurrent Resolution 13 (PDF); Delaware State Senate, 146th General Assembly, Senate Bill 130 (PDF)
Funding Source(s)	Federal Aid Highway (CMAQ), State funding.

Iowa

Program(s)	Rebuild Iowa's Infrastructure Fund (\$3 million) (PDF)
Statute(s)	2013 Iowa Acts, Chapter 142, Division I ("Rebuild Iowa Infrastructure Fund") (link)
Funding Source(s)	General fund, infrastructure fund, lottery revenue

Louisiana

Program(s)	Share the Road plates (\$20,000)
Statute(s)	Special prestige license plate; "Share the Road" (47 §463.148) (link); Louisiana Bicycle and Pedestrian Safety Fund (§202) (link)
Funding Source(s)	Money for the Safety Fund comes from revenue from Share the Road License Plates .

Maine

Program(s)	Maine Partnership Initiative is designed to promote partnerships between MaineDOT and municipalities, public utilities, private businesses and other entities by leveraging additional resources on a voluntary basis to match limited state resources. It will make improvements to State and State-Aid highways often utilizing more flexible project delivery methods when the nature of the highway and project allow. About 10% of total program of \$8 million goes for walking and biking.
Funding Source(s)	State highway funds, for 50% match for local projects including bicycle and pedestrian.

Maryland

Program(s)	Transportation Trust Fund (TTF) was created in 1971. Current law provides for the consideration of bicycling and walking modes in the distribution of TTF spending. \$7,447,358. Source is the 2014 Consolidated Transportation Program , page A-29. Assumes 1/6 of Community Safety & Enhancement funds, 1/6 of Bikeways Program funds for FY 2013-18 and includes \$5,322,230 in ongoing Bikeways grant program awards and earmarks.
Statute(s)	Transportation Title 3 §3-216(c)(2)(ii); (d)(3), (4) (PDF)
Funding Source(s)	Sources of funds for the Maryland TTF include motor fuel taxes, vehicle excise (titling) taxes, motor vehicle fees (registrations, licenses and other fees), and federal-aid. In addition, the Trust Fund also includes corporate income taxes, sales and use taxes, operating revenues (e.g., transit fares, port fees, airport fees), and bond proceeds. Federal-aid projections are based on current appropriations and the match required to meet capital program cashflow needs. Bonds are issued to support the cashflows of projects in the capital program while maintaining debt coverage requirements. More information here (PDF)

Massachusetts

Program(s)	The 2012 Transportation Bill earmarks \$16,350,000 for bicycling and walking projects and programs.
Statute(s)	Session law, chapter 242: "An Act Financing Improvements to the Commonwealth's Transportation System" (2012) (link)
Funding Source(s)	State bonding bill

Michigan

Program(s)	Michigan law requires that not less than 1% of state trunk line funds be spent on the construction or improvement of non-motorized transportation services and facilities. Trunk line refers to any numbered road in Michigan. More information about state trunk line funds (PDF)
Statute(s)	247.660k Sec. 10k (2) (link)
Funding Source(s)	Fuel excise taxes, Vehicle registration fees, Federal aid

Minnesota

Program(s)	The Minnesota Legislature included the creation/ authorization of a state level Safe Routes to School program within the Minnesota Department of Transportation in 2012 (funded \$500,000 in 2013).
Statute(s)	Omnibus Transportation Bill 2012 Legislative Session - Session Law Ch. 287 (HF2685) (PDF)
Funding Source(s)	Capital investment / bonding bill

Nevada

Program(s)	Nevada has a voluntary Complete Streets fund that people can donate to when renewing their vehicle registration. \$200,000.00 - \$0.50 on every drivers license and renewal for Bike/Ped Education and Planning
Statute(s)	NRS 482.1825; 482.215(3)(h); 482.280(3)(d)&(4); NRS 244.2641, 244.2643, & 244.2645 (link)
Funding Source(s)	Vehicle registration fees

New Jersey

Program(s)	New Jersey's Transportation Trust Fund statute recognizes bicycling and walking facilities as part of "public highways" and includes goals for the expansion of bicycling and walking facilities. Statute may be overridden by annual appropriations act. (\$5.5 million)
Statute(s)	27:1B, numerous mentions of bicycling walking considerations and goals. (link)
Funding Source(s)	State gas tax

North Carolina

Program(s)	Highway Fund: \$800,000, Highway Trust Fund: \$1,250,000
Statute(s)	Session Law 2013-360, Senate Bill 402, Section 34.12 ("Grant Flexibility for Bicycle and Pedestrian Improvements") (PDF)

Ohio

Program(s)	Clean Ohio Trail Fund - \$6.25 million/ year - non-profits eligible for funding, projects are up to \$500,000; Land and Water Conservation Fund - 50% local match (state money can make up 20% of match), state controls money, projects are small (up to \$70,000); Natureworks Grants. More information here.
Statute(s)	Ohio Revised Code 1519.05 Clean Ohio trail fund; Natureworks created through Ohio Parks & Natural Resources Bond Issue in 1993 (Ohio Constitution Article VII, sec. 2i); Land and Water Conservation Fund Act is a federal law passing in 1964
Funding Source(s)	Natureworks - bonds

Oregon

Program(s)	Funding for the Urban Trail Fund (UTF) are continuously appropriated to the Oregon DOT to develop and maintain within urban growth boundaries multiuse trails for non-motorized vehicles and pedestrians that supplement or provide links to roads, highways, footpaths, bicycle trails and public transit. The UTF is established in the State Treasury, separate and distinct from the General Fund. Interest earned by the Urban Trail Fund shall be credited to the fund. (\$8,323,000) ConnectOregon is a lottery bond based initiative to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. <i>ConnectOregon</i> projects are eligible for up to 80% of project costs for grants and 100% for loans. A minimum 20% cash match is required from the recipient for all grant-funded projects. Projects eligible for funding from state fuel tax revenues (section 3a, Article IX of the Oregon Constitution, the Highway Trust Fund), are not eligible for <i>ConnectOregon</i> funding.
Statute(s)	Urban Trail Fund, Oregon Revised Statutes 367.017 (link); Use of highway fund for footpaths and bicycle trails ("The Bike Bill"), Oregon Revised Statutes 366.514 (link) Multimodal Transportation Fund (" <i>ConnectOregon</i> "), Oregon Revised Statutes 367.080 (link)
Funding Source(s)	<i>ConnectOregon</i> – Lottery revenue

Tennessee

Program(s)	The Tennessee DOT created the Multimodal Access Fund in 2013, a grant program that funds infrastructure for bicyclists, pedestrians, and transit users. The program is unique and will fund multimodal projects not necessarily within the agency's rights-of-way nor managed by the agency itself. \$30 million in state gas tax revenue set-aside is available for FY 2014-2016. First round of funding received applications totaling over \$50 million.
Funding Source(s)	State gas tax revenue

Vermont

Program(s)	\$370,438 is the state portion of the \$8,912,855 to be appropriated to the Bike and Pedestrian Facilities Program in FY 2014.
Statute(s)	Vermont Transportation Program 2014 (link)

Washington

Program(s)	Transportation LEAP Documents include legislatively-approved funding for transportation improvement and preservation projects. These lists are referenced in Transportation budget bills and are created by the transportation fiscal committees. About \$19 Million for the 2013/2015 biennium
Statute(s)	Legislative budget notes and bills (link)
Funding Source(s)	Washington State DOT administered projects and programs only - does not include local or regional investments.

Wisconsin

Program(s)	Bicycle and Pedestrian Facilities Program (\$1 million/ year 2013-2015)
Statute(s)	Chapter 84: State Trunk Highways; Federal Aid, 84.01(35) (link)
Funding Source(s)	\$106,000 transportation safety. And in the 2013-2015 state biennial budget allocated \$1 million of state funds exclusively for bike/ped facilities annually. Wisconsin Department of Natural Resources has state Stewardship funds as well.



Descriptions of State Sources of Funding

In addition to federal funding, states have found additional public revenue sources to fund bicycling and walking projects. Statewide advocates can use this list to see what kinds of state revenue sources exist and find examples of successful campaigns to win that particular revenue.

This list of state revenue sources that fund bicycling and walking projects came from two major sources: The League of American Bicyclists and State Smart Transportation Initiative (SSTI). Most of the revenue source definitions were provided by SSTI's [State and Local Transportation Revenue Sources](#) survey, while the League's [Bicycle Friendly State](#) program contributes *self-reported* state information and examples. Where relevant, campaign plans from Advocacy Advance [Rapid Response Grantees](#) are also included.

Note: Not all funding sources have a state example. If you know of additional state revenue sources or states not listed, please contact us at info@advocacyadvance.org.

Alternative fuel tax

Description Demand for gasoline has trended downward in recent years as consumers transitioned to alternative fuel, more fuel-efficient vehicles, or reduced their vehicle miles traveled. These changes have negatively impacted the revenues states have traditionally received from their primary transportation revenue source, the motor fuel tax. This drop in motor fuel tax revenue has led some states to explore other user-fee revenue options that would capture some of the lost motor fuel tax revenue.

State(s) Eligible source for bike/ped funding, but no known examples.

Bicycle registration

Note: This type of state revenue source is not recommended.

Description States and municipalities across the country have begun to look into charging bike registration fees in an effort to introduce another revenue stream and recoup some of the expenses associated with bike infrastructure. Governments enforce such a policy by requiring that all bicycles operating within a certain state or municipality be properly registered within the municipality.

State(s) Hawaii

Statute(s) Hawaii §249-14; 14.3; 15-17; 17.5 ([link](#))

Example(s) Hawaii has a mandatory bicycle registration system that consists of a one-time \$15 fee and a \$5 fee when ownership of a bike is transferred.

Bicycle user fee

Note: This type of state revenue source is not recommended.

Description	Tax on bicycle operation or purchase dedicated to non-roadway transportation (e.g. bicycle license tax).
State(s)	Wisconsin
Statute(s)	Wisconsin state statute 27.01(8) (link); Wisconsin Admin. Code 45.12(3) (link)
Example(s)	\$20 annual state trail pass required for biking on certain trails, not required for walking or hiking. \$4 daily pass also available.

Bond proceeds

Description	Bonds themselves do not in themselves constitute a revenue stream, but are a form of debt. Investors purchase bonds based on the obligation of the issuer to repay the investor with interest. A project paid for with a bond issue will need to be secured by an identified revenue stream (such as tolls, transit fares, or parking fees) that is expected to be adequate to pay the debt service on the bonds.
State(s)	California, Connecticut, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nevada, New Jersey, Ohio, Oregon, Rhode Island, Texas, Virginia, Washington, West Virginia, Wisconsin
Statute(s)	<ul style="list-style-type: none">• New Jersey: Transportation Trust Fund Statute (27:1B et al) (PDF)• Massachusetts: An Act Relative to Active Streets and Healthy Communities (MASS S.68/H.3091). Passed by House on Jan 30, 2014; pending in Senate. Part of larger Transportation Bond Bill. (link)
Example(s)	<ul style="list-style-type: none">• New Jersey: New Jersey Transportation Trust Fund Authority (an independent agency of New Jersey state government) issues bonds to finance transportation projects. Includes Bikeways Program, which gives grants to municipalities to construct 1,000 new miles of dedicated bike paths. These are appropriation credit bonds, which are deemed slightly less risky than revenue bonds. <i>Information from the Safe Routes to School National Partnership.</i>• Massachusetts: As a part of larger Transportation Bond Bill, the Complete Streets Certification program would certify cities that have Complete Streets policies that meet certain standards, making them eligible for additional local transportation funding. <i>Information from the Safe Routes to School National Partnership.</i>

Development impact fees

Note: Development impact fees are mostly local fees, but some states are passing state-level legislation to allow local jurisdictions to charge fees.

Description	Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations. They help fund growth-related public service costs, including off-site services such as roads and other necessary transportation improvements. Impact fees can also help local communities generate revenues for the development and extension of local street networks, transit stations, and bicycle/pedestrian facilities. They can also serve as a strategy to implement growth management policies and plans. More information on impact fees (PDF) .
State(s)	Eligible source for bike/ped funding, but no known examples. The following states have passed impact fee enabling acts that can be used for roads, but not all states allow multi-modal improvements with these fees:

Arizona, Arkansas, California, Colorado, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Maine, Maryland, Montana, Nevada, New Hampshire, New Jersey, New Mexico, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin

- Statute(s)**
- Florida: Florida Statutes, § 163.31801 ([link](#)); SB 360: Growth Management - The Community Renewal Act ([PDF](#))
 - Montana: Montana Code Annotated, Title 7, Chapter 6, Part 16: Impact Fees to Fund Capital Improvements ([link](#))
 - Oregon: Oregon Revised Statutes 223.297 - 223.314: Oregon Systems Development Act ([link](#))
 - Washington: Washington Administrative Code 365-196-850: Impact Fees. ([link](#))
- Example(s)**
- **BEST PRACTICE:** Florida: The [State of Florida](#) recognized that allocating development impact fees only for road construction does not alleviate congestion. On June 1, 2009, **SB 360 (the “Community Renewal Act”)** became law, requiring Florida to evaluate and consider the implementation of a **mobility fee** to replace the existing transportation concurrency system [Florida’s development impact fee program] because the program was “[focused on expanding roadway capacity instead of extending mobility across all modes such as transit.](#)”
 - Montana: This [bill](#) enables local governments to establish impact fees to help pay for roads, water, sewer, stormwater, parks, fire and police, library, and solid waste facilities. Fees are assessed by local governments according to a formula. A governmental entity that intends to propose an impact fee ordinance or resolution must establish an impact fee advisory committee which includes at least one representative of the development community and one certified public accountant. The committee reviews and monitors the process of calculating, assessing and spending impact fees. Committee recommendations and comments are provided to local officials for reference during the development review process.
 - Oregon: This law provides greater latitude than Washington state (see below) in allowing different modes of transportation to be included within the impact fee program. [More information from the Institute of Transportation Engineers \(PDF\).](#)
 - Washington: The state's Growth Management Act restricts the imposition of impact fees for vehicle-related road improvements only. In response, the City of Seattle has developed a multi-modal development impact mitigation program under the State Environmental Policy Act. [More information from the Institute of Transportation Engineers \(PDF\).](#)

Drivers license fees

Description Fee charged when applying for, replacing, or renewing a state drivers license.

State(s) Nevada, New Jersey

Gambling (not including lottery)

Description Taxation on income that is the result of games of chance or wagers on events with uncertain outcomes (gambling).

State(s) Colorado, Michigan, Minnesota

General fund

- Description** State and local governments have a general fund comprised of basic taxes and fees collected from residents. The funds are flexible revenue that can be spent for general government uses, and sometimes the primary source of funding for common services like police and fire departments, parks, and libraries. Additional revenue from the federal government supplements the general fund.
- State(s)** Alaska, Arizona, Arkansas, California, Connecticut, Delaware, Iowa, Idaho, Illinois, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, North Dakota, Ohio, Oklahoma, Oregon, Texas, Virginia, Washington, West Virginia, Wisconsin, Wyoming
- Statute(s)**
- Arizona: 28-818 Bicycle safety fund ([link](#))
 - Maryland: § 2-607 Pedestrian Safety Program ([PDF](#))
 - Connecticut: Sec. 4-66h. Main Street Investment Fund account ([link](#))
 - Massachusetts: Part I, Title XIV, Chapter 90E, Section 3 ([link](#))
- Example(s)** Delaware: In May of 2011, the Delaware General Assembly unanimously passed "[Walkable Bikeable Delaware](#)," which directed the Delaware Department of Transportation to make strategic investments in walking and bicycling. In FY 2013, authorized \$3 million for Statewide Trails and Pathways.

Highway safety fees

- Description** A "highway safety fee" charged as part of the vehicle registration. The money can be separated into a fund for safety initiatives, similar to federal HSIP funds.
- State(s)** New Jersey, Texas, Washington

Highway use tax

- Description** Highway use tax is sometimes collected instead of a state sales tax on vehicles.
- State(s)** North Carolina
- Example(s)** North Carolina collects a [highway use tax](#) on vehicles instead of a state sales tax. The tax is assessed each time a title is transferred. Money that is collected for the highway use tax goes to the North Carolina Highway Trust Fund and the State's General Fund. That money is then used to improve the roads of North Carolina.

Land value tax

- Description** Land value taxation, also known as split-rate taxation, is based on the idea that taxing a parcel of land at a higher rate than its improvement creates an incentive to develop on that land, while providing a disincentive for land speculation on the outskirts of an urban area.
- State(s)** Eligible source for bike/ped funding, but no known examples.

License plates

- Description** Many states sell license plates with custom designs that raise money to support organizations or state administered programs that improve bicycle safety. Usually these license plates are sold with the message to "Share the Road." Today, 9.3 million vehicles in the United States have personalized license plates and 46 states charge fees for them, generating \$177 million in revenues in 2007.
- State(s)** Colorado, Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Mississippi, Missouri, Louisiana, Nevada, North Carolina, Ohio, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Virginia, Washington, West Virginia
- Statute(s)** [See chart from the League of American Bicyclists.](#)
- Example(s)**
- Tennessee: Share the Road license plate registration fee proceeds go to [Jeff Roth Foundation](#) to promote education and awareness of 3 Foot Law.
 - Texas: "God Bless America" revenue (\$32 of \$40) supports Safe Routes to School and "Share the Road, Y'all" (\$22 of \$30) supports bicycle safety education work and a local match for federal Section 402 funds. [Click here for more information.](#)
 - Georgia: "Georgia Bikes!" specialty license plates available for \$25/ year and one-time \$25 manufacturing fee. 100% of proceeds go to Governor's Office of Highway Safety educational programs and awareness projects that improve motorist and bicyclist safety. [Click here for more information.](#)

Local planning assistance grants

- Description** Local planning assistance grants can have a variety of names, but they are funds offered by the state for communities to help with planning. Typically this involves creating or updating a bicycle and/or pedestrian plan, transportation plan, Safe Routes to School programs, and in some cases, feasibility studies for bikeshare programs. Funds can come from state departments of transportation and health.
- State(s)** Alabama, Alaska, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Minnesota, Mississippi, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Vermont, Washington, West Virginia, Wisconsin, Wyoming
- Examples(s)**
- Indiana: The Indiana State Department of Health offers a grant program for Indiana communities to assist with and/or fully fund bike/ped plans.
 - Minnesota: Minnesota DOT will award about \$1 million in [Safe Routes to School Planning Assistance Grants](#) for 2014-2016.
 - North Carolina: The North Carolina Department of Transportation created an annual matching grant program, "[the Bicycle and Pedestrian Planning Grant Initiative](#)" to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. Since 2004, a total of \$3.8 million has been allocated to 143 municipalities.
 - Maryland: Feasibility studies are eligible to be funded by both MDOT's [Bikeways and Bikesharing](#) grant programs.
 - Oregon: [Transportation and Growth Management \(TGM\) Grants](#) help local communities plan for streets and land use in a way that leads to more livable, economically vital, and sustainable communities and that increases opportunities for transit, walking and bicycling.

Lottery revenue

Description	Revenue from state-supervised lottery games can be dedicated for specific purpose, such as education and environmental protection.
State(s)	Colorado, Iowa, Michigan, Minnesota, Oregon, West Virginia
Statute(s)	<ul style="list-style-type: none">• Colorado: Colorado Constitution Article XXVII Great Outdoors Colorado Program (link)• Oregon: Oregon SB 260 (July 2013) (link)• Iowa: Iowa Code 8.57 (PDF)
Example(s)	<ul style="list-style-type: none">• Colorado: Colorado has a constitutional amendment that creates a state-supervised lottery game that funds projects that preserve, protect, enhance, and manage the state's wildlife, park, river, trail, and open space heritage. Click here for more information.• Iowa: Lottery funds the Rebuild Iowa Infrastructure Fund (focus on trails). Click here for more information (PDF).
Advocacy Campaign	Oregon: Up to \$40 million/ year for bike-ped. More information here.

Naming rights

Description	Naming rights is the selling of the right to name public facilities such as toll roads, highway corridors, and concession areas.
State(s)	Florida
Statute(s)	Florida Statute 260.0144 (link)
Example(s)	The trail sponsorship law gave the Florida Department of Environmental Protection the authority to sell sponsorship agreements/ naming rights to nonprofit and private businesses on selected state trails. Since the law was adopted 2012, 85% of profits fund state trails and 15% fund Florida Transportation Trust Fund for the Florida Traffic and Bicycle Safety Education program and the Florida Safe Routes to School program. <i>Information from the Safe Routes to School National Partnership.</i>

Public private partnerships

Description	Contractual arrangements between a public agency and private entity that facilitate participation by the private sector in operations and maintenance of infrastructure projects or facilities.
State(s)	California, Idaho, Kentucky, Maine, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, Pennsylvania, Texas, Virginia, Washington
Example(s)	Virginia Capital Trail Foundation (VCTF) is a public-private partnership whose mission is to support and promote the construction, public use and ongoing enhancement of the Virginia Capital Trail. The Virginia Department of Transportation (VDOT), a state agency, describes their relationship as "working partners on this unique project."

Real estate recordation tax

Description Also known as a "transfer" or "excise" tax. Any kind of tax that is levied on the transfer of official documents or other property. The transfer tax is paid by the seller of the property. Gift and estate taxes are both transfer taxes.

State(s) Tennessee

Example(s) The Tennessee Real Estate Recordation Tax was used for [Local Parks and Recreation Fund](#) grant. Eligible activities include purchase of land for greenways and development of greenways and trails.

School zone speeding fines

Description Fines generated in school zones should be used to enhance road, bike, and pedestrian safety, particularly around schools.

State(s) Arizona, Hawaii, Washington

Statute(s)

- Arizona: A.R.S. 28-797 (2007) ([link](#))
- Hawaii: H.R.S 291C(3-5) (2012) ([link](#))
- Washington: RCW 46.61.261 ([link](#))

Example(s) Washington: Statute creates school zone safety account which receives 50% of the increased penalties assessed in school zones for failing to yield the right of way to bicyclist and pedestrians. Funds from the account can fund improvements to school zone safety. (\$1.5 million to be spent every 2 years on school safety)

Severance fees

Description Severance fees are charges levied on operators in the natural resource extraction industries such as coal, timber, or stone. These heavy industrial companies are usually located in remote areas of natural resource-abundant states, where the heavy vehicles they use cause the vast majority of the damage to roads. The fees can therefore be used to fund road improvements in rural areas where heavy trucks contribute most to the system's disrepair.

State(s) Eligible source for bike/ped funding, but no known examples. 36 states charge a severance fee for resource extraction: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Florida, Idaho, Indiana, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Montana, Nebraska, Nevada, New Hampshire, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, West Virginia, Wisconsin, Wyoming. [More information here.](#)

State fuel (gas) tax

- Description** A fuel tax (also known as a petrol, gasoline or gas tax, or as a fuel duty) is an excise tax imposed on the sale of fuel.
- State(s)** Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Kentucky, Maine, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nevada, New Jersey, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, South Dakota, Utah, Tennessee, Texas, Virginia, Vermont, Washington, West Virginia, Wisconsin, Wyoming
- Statute(s)**
- Michigan: Transportation Fund Act (State Trunk Line Highway System Act of 1951), MCL 247.660k ([link](#))
 - Colorado: SB 48 (2013) ([PDF](#))
 - Pennsylvania: House Bill 1060, Act of Nov. 25, 2013, P.L. 974, Act 8937 (Transportation and Vehicle Code Omnibus Amendments) ([link](#))
- Example(s)**
- Georgia: \$600,000+ (10% of Highway Safety Improvement Program set-aside).
 - Michigan: State law requires that counties and cities receiving transportation funds for roads must allocate a minimum of 1% of those funds for "non-motorized transportation, including bicycling" over a 10 year average.
 - Colorado: Allows localities to use gas tax money on all transit (including Active Transportation) despite constitutional requirement that gas tax and vehicle registration fees may be used only for highways and bridges. Winning strategy was framing issue as one of local control. Law gives local governments option to spend their share of gas tax money (\$250 million total goes to local governments) on active transportation. *Information from the Safe Routes to School National Partnership.*
 - Pennsylvania: Bicycle and pedestrian projects can apply for funding from the Pennsylvania Transportation Funding Initiative, which creates an annual minimum, multi-modal fund available for bike/ped. The initiative will provide \$2.3 billion in transportation funding over a 5-year period, with a minimum of \$2 million in bike/ped funding in year one. [More information here.](#)

Title fees

- Description** A fee added to the cost of certifying a title for a vehicle.
- State(s)** North Carolina

Toll credits

- Description** Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities (excluding revenues needed for debt service, returns to investors, or the operation and maintenance of toll facilities). The amount of credit earned equals the amount of excess toll revenues spent on Title 23 highway capital improvement projects (except emergency relief program projects) and Title 49, Chapter 53 transit projects. If Federal funds were used for the project, the credit is reduced by the percentage of the total project cost derived from Federal funds. [More information here.](#)
- State(s)** Michigan

Toll roads

- Description** Tolling involves the imposition of a per-use fee on motorists using a highway that typically varies by vehicle type and distance traveled. The main purpose of tolls is to generate revenue. State DOTs vary in the legislative enabling authority that governs how they may use toll revenues. However, there are four common ways, other than for debt retirement, that toll revenue is used: (1) operations and maintenance of roadway transportation and transit systems, (2) system expansion, (3) general support for state transportation projects, and (4) investment in economic development projects. Some states use toll revenue for maintenance of the specific tolled roadway.
- State(s)** Delaware, Maine, New Jersey, Ohio, Oregon, Texas, Virginia, Washington

Traffic violations

- Description** Increasing traffic fines or dedicating their proceeds to transportation projects and maintenance is one way a state or municipality can increase transportation funding without increasing other taxes. This strategy also has the side benefit of reducing dangerous driving behavior.
- State(s)** New Jersey
- Statute(s)** New Jersey Statute 39:4-10.2 Violations, warnings, fines; "Bicycle and Skating Safety Fund." ([link](#))
- Example(s)** New Jersey dedicates revenues from bicycling and skating helmet infractions to bicycling and skating safety.

Vehicle and truck tax

- Description** Tax that shall be paid by natural and legal persons who own motor vehicles.
- State(s)** Colorado, Connecticut, Delaware, Maryland, Michigan, Minnesota, Missouri, New Jersey, North Carolina, North Dakota, Oregon, South Dakota, Texas, Utah, Vermont, Virginia, Washington, West Virginia

Vehicle miles traveled (VMT) fee

- Description** A vehicle miles traveled (VMT) fee (also known as a mileage-based user fee) is a distance-based tax whose revenues can be used to fund transportation system costs. Vehicle operators—both personal and commercial—are charged a per-mile fee instead of, or in addition to, the gas tax. With more fuel-efficient cars and lower rates of driving resulting in a decline in motor fuel tax revenues, VMT fees have been proposed as a replacement for the gas tax. It can be argued that VMT fees do a better job than fuel taxes at matching users' road consumption to the tax they pay for road maintenance and construction. In other words, because the mileage driven better reflects the damage a car puts on a transportation system, charging by the mile more efficiently allocates the costs to road users.
- State(s)** Eligible source for bike/ped funding, but no known examples.

Vehicle registration fees

Description	All states levy a motor vehicle registration fee for passenger vehicles. These fees are usually paid on an annual or biannual basis, depending on the state. In some states, local or county governments can also levy their own fees to help fund their transportation systems.
State(s)	Arkansas, California, Colorado, Connecticut, Delaware, Idaho, Illinois, Maryland, Michigan, Minnesota, Missouri, Nevada, New Jersey, North Carolina, North Dakota, Ohio, Oregon, Texas, Utah, Virginia, Vermont, Washington, West Virginia, Wisconsin, Wyoming
Statute(s)	Nevada: AB 145 (Complete Streets) (link)
Example(s)	Nevada adopted \$2 opt out fee on all vehicle registrations which goes directly to local transportation agencies to use only on Complete Streets projects.
Advocacy Campaign	Outside Las Vegas Foundation engaged an advocacy campaign to pass a state assembly bill to use funds from Department of Motor Vehicle car registrations for Complete Streets. (PDF)

Vehicle transfer fees

Description	All states levy a motor vehicle transfer fee for passenger vehicles. These fees are usually paid on an annual or biannual basis, depending on the state. In some states, local or county governments can also levy their own fees to help fund their transportation systems.
State(s)	Arkansas, California, Colorado, Connecticut, Delaware, Idaho, Illinois, Maryland, Michigan, Minnesota, Missouri, Nevada, New Jersey, North Carolina, North Dakota, Ohio, Oregon, Texas, Utah, Virginia, Vermont, Washington, West Virginia, Wisconsin, Wyoming
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