Advocacy Advance

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First Mile, Last Mile: How Federal Transit funds can improve access to transit for people who walk and bike

This report looks at how biking and walking can be integrated with transit and the federal transit funds that can support projects and programs to increase accessibility among people who bike, walk, and take transit.

August 2014

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Biking and walking provide important connections to public transportation. The first and last mile connection to transit is crucial. When people commute from their home to transit (or vice versa), they must decide how they will get there. Will people drive their cars and find parking? Is it easier, safer, and more convenient to walk or bike? If biking, will the person have a place to store their bicycle or have the option to carry onto transit?

Most people see cars as a convenient way to get from point to point. Transit systems usually involve some multi-modal connection in order to get a person from point to point. This difference is sometimes referred to as the "first-and-last mile" problem. In order to encourage more ridership, transit needs to provide safe, accessible, and convenient options that enable point to point connections. Biking and walking can be a simple solution to encourage access to transit because active transportation can be more convenient than other modes.

This report looks at how biking and walking can be integrated with transit and the federal transit funds that can support projects and programs to increase accessibility among people who bike, walk, and take transit.

Who's walking and biking to transit?

People tend to walk and bike to transit when it is affordable and the quickest way to get where they are going. People of all ages are expressing interest in and appreciation for the ability to get around without a car. The American Public Transportation Association (APTA)'s survey of millennials[1] showed that transit is seen as a transportation mode that works best in combination with other modes, and nearly 70% of surveyed millennials reporting using more than one transportation option to get to a destination a few times a week or more. An AARP survey found that 71% of older households want to live within walking distance of transit. [2]

According to APTA's 2007 Profile of Public Transportation Passengers, nearly 60% of transit users walk to and from transit. This makes walking by far the most common way people access transit. In the Bay Area, studies have shown that people within half a mile of a rail or ferry stop are twice as likely to walk to those stations as people who live further away.[3] In Washington, DC, studies show that transit stations with a higher number of

1 American Public Transportation Association, "Millennials and Mobility," Oct 2013. http://bit.ly/APTAmillennials
2 Reconnecting America, Realizing the Potential of Transit-Oriented Development, 2007, p. 8.
3 Metropolitan Transportation Commission, "New Places, New Choices: Transit-Oriented Development in the San Francisco Bay Area," Nov 2006. http://bit.ly/TODinSF

households within walking distance have more people access them by walking.[4] When people can walk to transit easily and safely, they do.

Transit can also be used to extend the distance where people who bike and walk can access areas that would have otherwise been cut off by barriers such as bridges.[5]

Economic benefits

In the recent report, Foot Traffic Ahead,[6] Smart Growth America cataloged a variety of economic benefits related to walkable urban places (WalkUPs). Those places are defined, in part, by special pedestrian-oriented zoning and proximity to transit. These WalkUPs have substantially higher gross domestic products per capita and premium rents compared to drivable suburban places.

Health benefits

When people walk, bike, or take transit they can realize numerous health benefits. A 2009 study by the Robert Wood Johnson Foundation[7] found that people who use public transit were less likely to be sedentary or obese than adults who did not use public transit. Transit users also took 30% more steps per day than people who relied on cars. These types of active transportation can contribute to reductions to many preventable diseases, while lowering the number of people in cars who may cause traffic collisions.

How can biking and walking be integrated with transit?

Since 2001, the share of transit users accessing transit by bicycle has increased across all modes—bus, commuter rail, streetcar, and subway—with the most substantial increase in bus access.[8] There are a variety of ways in which transit agencies are making it safer, easier, and more pleasant for people to access transit stations by walking and biking. Different transit modes, such as buses and rail, require different accommodations for people who bike or walk.

This list is far from complete and many transit agencies and communities are completing innovative projects that promote biking and walking to transit. Our hope is that this list gives

4 Washington Metropolitan Area Transit Authority, "Transit Walk Sheds and Ridership," Aug 2014. http://bit.ly/WMATAwalkshed
5 Mineta Transportation Institute, "Perceptions of Bicycle-Friendly Policy Impacts on Accessibility to Transit Services: The First and Last Mile Bridge," Jan 2014. http://bit.ly/MinetaFirstLastMile
6 Smart Growth America, "Foot Traffic Ahead," June 2014. http://bit.ly/SGAWalkUPs
7 Lachapelle U and Frank LD, "Transit and Health: Mode of Transport, Employer-Sponsored Public Transit Pass Programs, and Physical Activity," Journal of Public Health Policy, Mar 2009. http://bit.ly/RWJFtransithealth
8 Wang R and Liu C, "Bicycle-Transit Integration in the United States, 2001-2009," Journal of Public Transportation, Oct 2013. http://bit.ly/BikeTransitIntegration

background and examples of frequent facilities and equipment that promote biking and walking to transit. Advocacy Advance is always interested in the efforts of communities to improve conditions for people who walk and bike, please contact us with your community's efforts so that we can share your great work.

Specific improvements

Above: Seattle's First Hill Streetcar will feature separated bike lanes in the same right-of-way. Image credit: Seattle Department of Transportation.

Bike lanes

Bike lanes can help people on bikes access transit, but they can also make things safer and more comfortable where bikes and transit intersect. Where buses, streetcars, or other transit vehicles have paths or infrastructure that poses a challenge for bicyclists, well-designed bike lanes can make an important difference in making sure that both bicycles and transit are viable modes in those corridors. In some circumstances this may mean bike lanes on parallel streets, as in Washington DC's H Street Corridor that has a new streetcar system. In others it may mean separated bicycle lanes in the same right-of-way, as in Seattle's First Hill Streetcar. In others, it may mean striped lanes through "conflict zones" to help bicyclists and bus drivers share the road.

Bikes lanes are often funded by the Federal Highway Administration (FHWA) and may be part of generally multimodal planning, in some cases local agencies may evaluate whether bicycle lanes are best implemented as FHWA or Federal Transit Administration (FTA) projects and use flexible funding as appropriate.

Eligible FTA Programs:

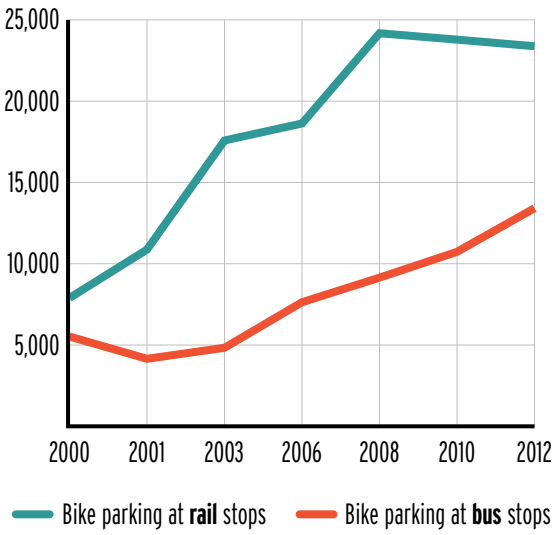
- Urbanized Area Formula Grants (5307)
- Fixed Guideway Capital Investment Grants ("New Starts") (5309)
- Bus and Bus Facilities Formula Grants (5339)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Formula Grants for Rural Access (5311)

Bike parking

Secure bike parking is a concern for people who bike and use transit. In surveys of people who access transit by bike, most prefer to take bikes on board transit and are worried about the security of bicycle parking.[9] With increased demand for accessing transit by biking, the availability of bicycle parking at transit stops has increased a dramatically for both bus stops, increasing 94% between 2000 and 2010, and rail stops, increasing 119% between 2001 and 2010, according to data from APTA based on a survey of transit agencies.

9 Mineta Transportation Institute. http://bit.ly/MinetaFirstLastMile

Below: The Utah Transit Authority offers bike lockers at most of their commuter rail stations. In addition to the free bike racks at their transit stations, bicyclists can choose to rent lockers for an annual fee to ensure dry and more secure bike parking. Photo credit: Steven Vance. **Right:** Bike parking at transit stops have increased over the years. Data source: Mineta Transportation Institute.



Bicycle parking can mean a variety of accommodations such as inverted u-racks, decorative racks, and vertical racks, bicycle lockers for secure long-term parking, manned bicycle stations, and restricted access bicycle cages. In 2009, common bicycle rack designs cost between an average of $129 and $822.[10]

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Bikes on rail and ferries ("roll on accommodations")

"Roll on" bike accommodations are some of the most prized accommodations for people who bike and use transit. For people who bike and use transit, they seek to either have accessible and secure bike parking before using transit, or having the option to take a bike onto the rail or ferry system. In a survey of Philadelphia and San Francisco cycle-transit users who primarily used rail systems, most people took their bicycles with them on board.[11]

In the Alliance for Biking and Walking's 2014 Benchmarking Report's survey of large cities, 31 cities had local rail service and the majority (24) allows bicycles on board rail cars at all times.[12] The other 7 cities have some restrictions on the operating hours when bikes are allowed on board, with one city banning full size bikes at all times on rail. Thirteen cities limit the number of bicycles per train car, with 2 being the most common limit. This is likely due to limitations on dedicated space on each train car.

10 Mineta Transportation Institute, "Bicycle Access and Egress to Transit," Apr 2011. http://bit.ly/MinetaAccess
11 Mineta Transportation Institute. http://bit.ly/MinetaFirstLastMile
12 Alliance for Biking & Walking, "2014 Benchmarking Report," Apr 2014. http://bit.ly/Benchmarking2014

Left: Metro Transit in Minnesota / St. Paul offers bike hooks on their light-rail trains. Photo Credit: Steven Vance. **Below:** After a 40-year campaign from Bay Area advocates, bikes were finally allowed on Bay Area Rapid Transit (BART) at all times of the day, which can greatly benefit people who commute further distances for work or recreational purposes. Photo credit: San Francisco Bicycle Coalition.

While most rail systems offer train cars laid out to offer roomier spaces for bikes, some light rail systems in cities such as Minneapolis, Seattle, and Phoenix offer bicycle hooks for upright storage. Ferries in the Bay Area and in the greater Seattle region also allow bicycles on board, often with indoor bike racks in the lower level.

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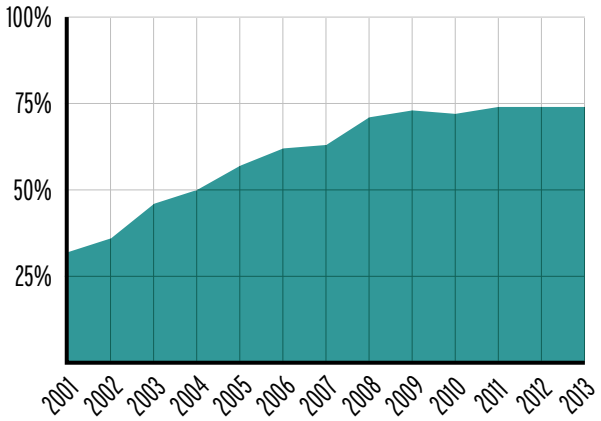
Bike racks on buses

Transit agencies have dramatically increased the availability of bicycle racks on buses and they are now commonplace on most bus fleets. In 2001, only 32% of buses were equipped with external bicycle racks, as compared to 74% of buses in 2013.[13] Among the 52 cities surveyed in the Alliance for Biking and Walking's 2014 Benchmarking Report, only 4 cities did not provide external bike racks on their entire bus fleets. New York City, NY is a notable outlier, with no buses equipped with external bike racks.[14]

13 APTA, "Public Transportation Fact Book," Oct 2013. http://bit.ly/APTAfactbook
14 Alliance for Biking & Walking. http://bit.ly/Benchmarking2014

Below: Chicago Transit Authority offers external bus rack demonstrations for bicyclists to try and learn how to properly load their bikes on buses. Photo credit: Chicago Department of Transportation. **Far Below:** Some long-distance or coach buses, such as this one from Monterey-Salinas Transit, now also include bike storage underneath in the luggage storage area. Photo credit: Richard Masoner/ Cyclelicious.

PERCENTAGE OF BUSES WITH EXTERNAL BIKE RACKS



In most cases, external bike racks allow buses to carry 2 bicycles, while racks with capacity for 3 bicycles are becoming more common. Some transit agencies have buses with even greater capacity. Exterior bicycle racks generally cost less than $1,000 and many transit agencies will buy them in bulk.[15]

An example of a transit agency making a bulk purchase of exterior bicycle racks is the Wichita Transit agency, which used the American Recovery and Reinvestment Act of 2009 to fund exterior bicycle racks for all of their buses.

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Bikeshare

Bikeshare systems have grown tremendously in recent years. These systems provide users the ability to pick up a bicycle at any station and return it to any other station within the system. Organizations like the National League of Cities consider bikeshare “a form of public transit, often complementing bus routes and subway lines.” Bikeshare can be an effective solution to the first-last mile problem and relieves one of the major anxieties for people who bike and take transit: secure parking.

Federal agencies have given conflicting messages when asked if bikeshare is transit. In response to questions about whether bikeshare fees can be paid for as part of the transit commuter fringe benefit, the Internal Revenue Service has officially said that a “bike share program is not a mass transit facility.” U.S. Department of Transportation and the FTA have a more nuanced approach.[16]

15 Mineta Transportation Institute. http://bit.ly/MinetaAccess
16 USDOT, "FAQ concerning bike sharing relative to USDOT," Jul 2012. http://bit.ly/USDOTbikeshare

Below: The Fort Worth, TX bikeshare system opened in April 2013 with 27 stations and 300 bikes. The system received $940,000 in funding from FTA's Bus Livability Grants. Additional funding from FHWA will expand the system to add 10 more stations and 60 bikes. Photo credit: Brian Luenser.

FTA funding can be used to pay for capital costs associated with bikeshare systems, if those systems are related to public transportation. However, the FTA will not pay for bicycles at this time because they do not fit within the definition of public transportation.[17]

FHWA can fund everything that FTA can fund related to bikeshare capital costs – and it can purchase bicycles. The bikeshare systems and bicycles are eligible under the Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. A great report from the Pedestrian and Bicycle Information Center includes information on how many bikeshare systems were funded.[18]

The success of bikeshare has been supported by federal funding, but federal laws and the policies that interpret those laws have not fully adjusted to these systems. There are currently many efforts to reform tax policy in ways to allow bikeshare to be treated as transit, which requires a legislative change.[19] Other efforts focus on clarifying and expanding eligibility under federal funding programs. As extensions to MAP-21 and new transportation bills are considered, it is possible that federal law will adjust to support the tremendous success of bikeshare in the real world.

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Pedestrian facilities and ADA accessibility

There is little hard data on the quantity, quality, or type of facilities that make it easier for people to walk to transit. APTA does not regularly collect and publish data on sidewalks that allow access to stations or improved bus stops that provide shelter to pedestrians waiting for transit. However, there is some data that works as a proxy for these improvements.

17 See 49 USC 5302(14): “The term 'public transportation' — (A) means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.”

18 Pedestrian and Bicycle Information Center, "Bike Sharing in the US," Sep 2012. http://bit.ly/PBICbikesharing

19 NY Post, "Bill could allow riders to pay for bike shares with pre-tax dollars," Jun 2014. http://bit.ly/NYPostbikeshare

Below Left: In the greater Seattle region, SoundTransit has redeveloped many of its transit stations to include pedestrian walkways that make access to commuter rail and bus lines easier. Photo credit: Flickr user When Elise Sings. **Below Right:** Sidewalks and bus shelters greatly improve the experience of someone who walks or bikes to the bus stop. Photo credit: Jeff Youngstrom.

APTA tracks data on the accessibility of its stations in terms of Americans with Disabilities Act (ADA) accessibility and multimodal accessibility. ADA accessibility has increased modestly between 2002 and 2011, seeing 11% more bus stations become accessible but increases of more than 40% for both heavy and light rail. More change has occurred in creating multimodal stations, stations that serve more than one transit mode, with bus stations showing the greatest increase at 163%.[20]

Designing safe and convenient transit facilities for pedestrians goes beyond sidewalks and can involve facilities such as pedestrian bridges, stairways, lighting, plazas, and other amenities. These facilities can address barriers to accessing transit, such as freeways or long blocks, or they can make pedestrian access more inviting, such as the redevelopment of underutilized urban surface lots. Several lawsuits have found that transit agencies owe a duty to pedestrians who access transit, supporting the idea that transit agencies must consider how people access transit and should work with adjacent landowners and other agencies to ensure the safety of pedestrians.[21]

FTA funds have been used to help redevelop transit stations to include pedestrian walkways, create new public plaza space, and other non-sidewalk pedestrian amenities.

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20 Only goes through 2010 because of changes in reporting instituted in 2011.
21 FHWA, "Pedestrian Safety Guide for Transit Agencies, Ch. 5 Legal Issues," 2008.

Sidewalks

Sidewalks, ADA ramps, and other improvements are vital for people of all ages and abilities to access transit. Sidewalks and pathways to bus stops and shelters are also important to make bus service more convenient, safe, and more desirable for people who take transit.

In many areas, while it is hard to trace the particular funding source, transit agencies have adopted policies that prioritize pedestrian access and coordinate with metropolitan planning organizations (MPOs) and departments of transportation in order to improve sidewalks to transit stations. It is not uncommon for this collaboration and coordination to result in flexed funding from CMAQ or other FHWA funds as greater, Chicago's Regional Transportation Authority does for its Access to Transit Improvement Program.

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Signage

There are generally two types of signage associated with transit:

1. Identification: Signage that helps directly identify routes and destinations.
2. Wayfinding: Signage that includes maps and signposts that orient people to points of interest or help people find transit stops.

New forms of signage are emerging as transit agencies are learning how to utilize new technology. With FTA funding, the Washington Metropolitan Area Transit Authority in Washington, DC surveyed over 2,500 riders through their “Love Your Bus Stop” campaign and found that “real time information” and “schedule and route info” were in the top five most requested amenities in all but one of the five jurisdictions serviced.

Funding for all types of signage from FTA is common, and can be included within a project noted specifically as an "associated transit improvement" (ATI) or as a "transit enhancement."

Left Top: Signage can help directly identify routes where people who bike and take transit can make a connection. Photo credit: Vincent Macaluso. **Left Bottom:** Signage can also be more sophisticated and include wayfinding information, such as maps, transit system information, such as this signage near Arizona State University along Metro Light Rail in Phoenix, AZ. Photo courtesy of CHK America.

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Trails

Transit agencies have started implementing trails along light rail and bus rapid transit routes. Trails can help improve access to new or improved transit stations, including suburban commuters who use multiple modes to travel to work.

FTA funding, particularly for new light rail or bus rapid transit lines, have funded mixed used trails. Examples include the M-Path trail in Miami, FL which was recently extended; and the Mason Trail in Fort Collins, CO which will be improved as bus rapid transit is added to its corridor.

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Planning processes

Multimodal planning

Multimodal planning can help ensure that biking, walking, and transit are complementary to one another and integrated. FHWA and FTA have certain planning requirements for metropolitan planning organizations (MPOs) and state departments of transportation. Planning requirements are paid for by a mixture of FHWA and FTA funds.

FTA generally has less available funding than FHWA, but can make important contributions to multimodal planning in required documents and mode-specific or explicitly intra-modal documents. Both FHWA and FTA require long-range transportation plans, where multimodal integration can be a part of the regional vision. For example, Nashville Area MPO's Regional Transportation Plan and District Department of Transportation's moveDC are long-range transportation plans with distinct sections for transit, bicycle, and pedestrian planning.

Transit-oriented development (TOD)

Transit-oriented development (TOD) is a type of community development that includes a mixture of housing, office, retail and other amenities in a walkable neighborhood located around high-quality public transportation, as defined by Reconnecting America. While Federal funding supports TOD and can pay for a variety of features that contribute to successful TOD, private investment and development decisions play a large role in the TOD process. Communities have taken a variety of steps to ensure that private development contributes to TOD that makes walking and biking to transit easier.

FTA's TOD Planning Pilot Grants from MAP-21 is FTA's first funding program specifically aimed at encouraging transit-oriented development. FTA has also committed considerable resources to fostering TOD through the funding of resource centers and guides, such as the Center for Transit-Oriented Development and the National TOD Database. A recent FTA report documented TOD trends and noted that a significantly larger percent of commuters take public transit, bike, or walk to work in areas within a half mile of transit stations. In particular, biking increased dramatically in many transit sheds between 2000 and 2010.

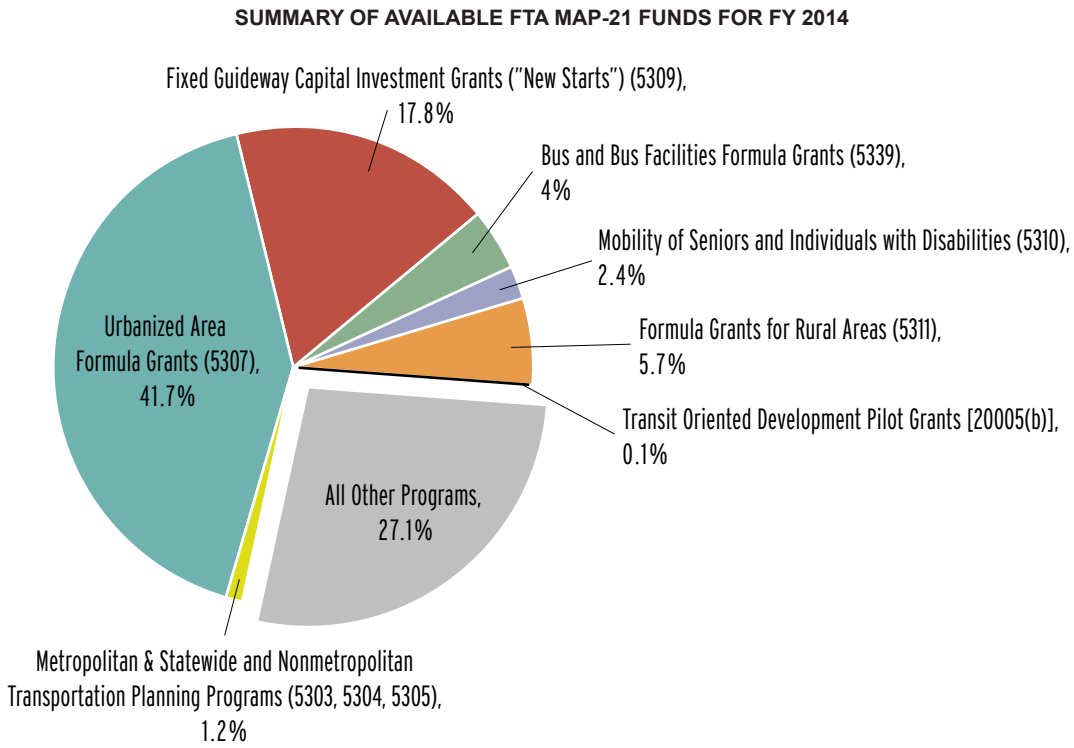
TOD is market-led and relies upon developers to create great places around transit stations and systems. Transit and transportation agencies and state and local jurisdictions can set the stage for these developers in a variety of ways. Some of the successful factors for TOD include:

SUCCESSFUL TOD FACTORS	EXAMPLES
Zoning that is altered to ensure that developers can pursue the visions planned	**Nationwide:** Environmental Protection Agency - "Examples of Codes that Support Smart Growth Development." http://bit.ly/EPAcodes **Atlanta, GA:** Metropolitan Atlanta Rapid Transit Authority (MARTA) - "A Model TOD Overlay District." http://bit.ly/MARTAmodel
Street design guidance that prioritizes station access for people who bike and walk	**Nationwide:** American Public Transportation Association (APTA) - "Design of On-Street Transit Stops and Access from Surrounding Areas." http://bit.ly/APTAdesign **Nationwide:** National Association of City Transportation Officials (NACTO) - "Urban Street Design Guide." http://nacto.org/usdg/ **Los Angeles, CA:** Los Angeles County Metropolitan Transportation Authority - "First Last Mile Strategic Plan." http://bit.ly/LAMetroPlan
Creating typologies and metrics that help find the best places to pursue TOD and support efforts to change how people access transit	**Nationwide:** Center for Transit-Oriented Development (CTOD) - "Performance-Based Transit-Oriented Development Typology Guidebook." http://bit.ly/CTODguide **Chicago, IL:** Center for Neighborhood Technology (CNT) - "Transit-Oriented Development in the Chicago Region." http://bit.ly/CNTchicago **Denver, CO:** Regional Transportation District (RTD) - "Annual Transit-Oriented Development Status Report." http://bit.ly/RTDstatus
Transit-specific bicycle and pedestrian master plans, or integration of access to transit in bicycle and pedestrian master plans	**Bay Area, CA:** Bay Area Rapid Transit (BART) - "BART Bicycle Plan." http://bit.ly/BARTplan **Minneapolis/ St. Paul, MN:** "Bicycle and Pedestrian Connections to Transit Infrastructure Study." http://bit.ly/MetroTransitStudy **Washington, DC:** Washington Metropolitan Area Transit Authority (WMATA) - "Metrorail Bicycle & Pedestrian Access Improvements Study" http://bit.ly/WMATAstudy

What funding is available from the Federal Transit Administration (FTA)?

There are several Federal Transit Administration (FTA) programs that can fund bicycling- and walking-related project and programs. A snapshot of the programs is available on the next page. The funding programs are:

- Metropolitan & Statewide and Nonmetropolitan Transportation Planning (5303, 5304, 5305)
- Urbanized Area Formula Grants (5307)
- Fixed Guideway Capital Investment Grants ("New Starts") (5309)
- Bus and Bus Facilities Formula Grants (5339)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Formula Grants for Rural Areas (5311)
- TOD Planning Pilot Grants [20005(b)]



MAP-21 FUNDING PROGRAMS FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA)

FUNDING PROGRAM	STATUTE	ELIGIBLE RECIPIENTS	PROGRAM PURPOSE	ELIGIBLE ACTVITIES	FUNDING SHARE
Metropolitan & Statewide and Nonmetropolitan Transportation Planning	5303, 5304, 5305	States, with allocation of funding to Metropolitan Planning Organizations (MPO)	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.	Planning for bicycle facilities in a state or metropolitan transportation network.	Federal share is 80% formula-based with a required 20% non-federal match
Urbanized Area Formula Grants	5307	FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers	Provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.. Consolidates JARC eligible projects.	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles. Includes former Job Access and Reverse Commute program activities.	Bicycle projects can receive a 95% federal share for the first 1% of program funds in large urbanized areas.
Fixed Guideway Capital Investment Grants ("New Starts")	5309	State and local government agencies, including transit agencies	Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors	Bicycle racks, shelters and equipment	Bicycle projects receive a 90% federal share.
Bus and Bus Facilities Formula Grants	5339	Designated recipients and states that operate or allocate funding to fixed-route bus operators.	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.		Federal share is 80% with a required 20% local match.
Enhanced Mobility of Seniors and Individuals with Disabilities	5310	States (for all areas under 200,000 in population) and designated recipients, State DOTs for private non-profit agencies and public agencies that coordinate human service transportation States or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Consolidates New Freedom eligible projects.	Bicycle improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities	Bicycle projects receive a 80% federal share.
Formula Grants for Rural Areas	5311	States, Indian tribes, State DOTs for local rural transit providers, including private non-profits. Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles	Bicycle projects receive a 90% federal share.
TOD Planning Pilot Grants	20005(b)	State and local government agencies	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects	Projects that facilitate multimodal connectivity and accessibility or Increase access to transit hubs for pedestrian and bicycle traffic	Bicycle projects receive a 90% federal share.

Information from http://www.fta.dot.gov/13747_14400.html

Below: The City of Durango, CO is using FTA Statewide and Nonmetropolitan Transportation Planning funds to create a multimodal plan to include walking and biking. Photo credit: Ken Lund.

Metropolitan & Statewide and Nonmetropolitan Transportation Planning (5303, 5304, 5305)

Program Description: The Metropolitan and Statewide and Nonmetropolitan Transportation Planning program includes three statutory authorizations that require different types of planning activities at different levels of government:

1. Metropolitan Transportation Planning (5303)
2. Statewide and Nonmetropolitan Transportation Planning (5304)
3. Planning programs (5305)

The required activities are consistent with those required by the Federal Highway Administration (FHWA) and part of the performance-driven, outcome-based approach to planning created by the current Federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). Under MAP-21, the amount of funding authorized was 13% more than was appropriated for eligible planning activities than in the prior 2 years. MAP-21 strengthened the continuing, cooperative, and comprehensive (3-C) approach to planning promoted by the U.S. Department of Transportation by requiring transit representation on metropolitan planning organization (MPO) policy boards in designated transportation management areas (TMAs).[22]

Eligible Biking & Walking Activities: Biking and walking-related planning activities are eligible because they are part of the documents required as part of the federal planning process, and are within the scope of the planning process that tells states and metropolitan areas to consider projects and strategies that will:

- Increase the safety of the transportation system for non-motorized users;
- Increase the security of the transportation system for non-motorized users;
- Increase the accessibility and mobility of people; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; and
- Enhance the integration and connectivity of the transportation system.[23]

Highlighted Funded Projects/ Programs:

- **Multimodal Planning:** FTA generally has less available funding than FHWA, but can make important contributions to multimodal planning in those required documents and in mode-specific or explicitly intra-modal documents. A great example is the multimodal transportation master plan for Durango, CO, paid for in part with FTA Statewide and Nonmetropolitan Transportation Planning (5304)

22 FTA and FHWA, Policy Guidance on MPO Representation, June 2014. http://bit.ly/GuidanceMPOrep
23 49 USC 5303(h) and 49 USC 5303(d)

funds. This plan was specifically in response to feedback from the League of American Bicyclists' Bicycle Friendly Community program. The City chose to pursue a multimodal plan that integrated walking and transit in addition to the Bicycle Master Plan recommended in order to take advantage of the synergies between these modes.

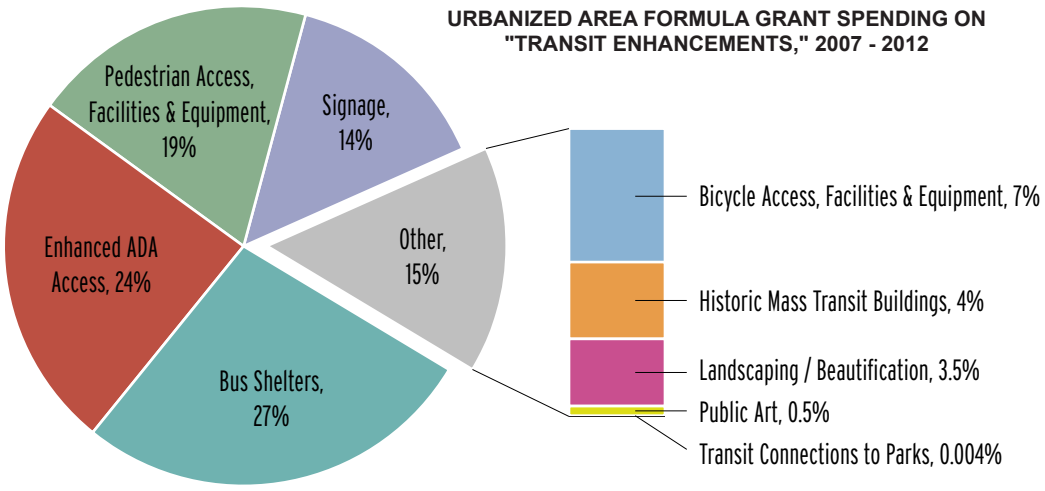
Urbanized Area Formula Grants (5307)

Program Description: The Urbanized Area Formula Grants (5307) program is one of the major funding programs for public transit. It is a core part of our country's support and investment in public transit systems, and is highly flexible. The program can pay for capital, planning, and operating expenses.

Eligible Biking & Walking Activities: Biking and walking-related project and programs are eligible as "associated transit improvements" (ATIs) and **recipients must spend at least 1% of received funds on ATIs.** According to the statute, ATIs are projects "designed to enhance public transportation service or use and that are physically or functionally related to transit facilities." MAP-21 tightened which projects are eligible as ATIs, but they include:

- Bus shelters
- Landscaping and streetscaping
- Pedestrian access and walkways
- Bicycle access
- Signage
- Enhanced access for persons with disabilities

In the two years of MAP-21, the Urbanized Area Formula Grant program is authorized to spend $8,856.6 million. Under prior transportation bills, Urbanized Area Formula Grant recipients chose to exceed the required 1% of spending on what was then known as "transit enhancements," spending over $371 million, or about 1.5% of funds, between 2007 and 2012.[24] About 26% of that spending was directly on bicycle and pedestrian access, facilities, and equipment.



24 FTA Statistical Summaries, Tables 18 (for years 2007-2012) and Table 2 FTA Appropriations (1980-2012)

Below: Target Field Station in Minneapolis, MN is a new multimodal facility that connects commuter rail, light-rail, local buses, and the Cedar Lake Trail to the Target Field where the Minnesota Twins and Timberwolves play. The station includes amenities such as an outdoor video screen, green space, an amphitheater and retail. Photo credit: Michael Hicks.

Based upon past spending, it is reasonable to expect that $88.6 - $132.8 million will be spent on ATIs, with between $23 - $35 million being spent directly on biking and walking, under MAP-21.

A major change under MAP-21 is that the **Job Access and Reverse Commute (JARC)** program has been incorporated into the Urbanized Area Formula Grant program as an eligible activity. In the past, JARC has funded numerous projects and programs that were focused on helping lower income populations access transit safely by biking and walking. The following list includes examples of projects funded by both the Urbanized Area Formula Grants (5307) program and JARC because they are illustrative of projects that can be funded by 5307 under MAP-21.

Highlighted Funded Projects/ Programs:

- **Bike access:** Some transit agencies have used FTA funds to provide bicycle access and education. Metropolitan Transportation Commission's Lifeline Transportation Program supports projects that address mobility and accessibility needs for low-income residents in Oakland, CA. One supported program is Cycles of Change's Bike-Go-Round program which provides free bikes and safety training to referred low-income adults for their work commute. This program was allowed as a special exemption under JARC funding.
- **Bike parking:** The increase in the number of bicycle parking spaces at bus and rail stops coincides with an increase in Urbanized Area Grant funds being spent on bicycle access, facilities, and equipment.
- **Bike racks on buses:** Urbanized Area grants are a popular source for funding exterior bicycle racks, as done by the City of Murfreesboro in Tennessee; Danville Mass Transit in Illinois; Los Angeles County Metro in California; and numerous other agencies.[25]
- **Bikeshare:** In Montgomery County, MD and Greenville, SC, low-income individuals can gain access to bikeshare systems through subsidized memberships thanks to JARC.
- **Pedestrian facilities:** In the greater Seattle region, SoundTransit has redeveloped many of its transit stations to include pedestrian walkways that make access to commuter rail and bus lines easier. These walkways were paid for through the

25 According to TIP documents

Urbanized Area Grant program and administered by the Puget Sound Regional Council. In Minneapolis, $10 million of Urbanized Area Grant funds were used to redevelop the Target Field Station into a multimodal facility with new public plaza space and other pedestrian amenities.

» **Sidewalks:** In the suburbs of Chicago, the Pace Suburban Bus Service used Job Access and Reverse Commute (JARC) and New Freedom Program funds (SAFETEA-LU, 5317) to improve approximately 150 concrete sidewalk connections at bus stops for increased accessibility and easier bus boarding for riders in wheelchairs.[26]

» **Signage:** Signage of all types receives most of its funding through the Urbanized Area Formula program, receiving about 14% of “transit enhancements” spending between 2007 and 2012.

Fixed Guideway Capital Investment Grants ("New Starts") (5309)

Program Description: The Fixed Guideway Capital Investments Grants program, sometimes referred to as **"New Starts,"** is the other major funding program for public transit. Unlike, the Urbanized Area Formula Grants (5307) program, New Starts is focused on new and expanded capacity for certain types of transit systems—rail, bus rapid transit, and ferries. It is a discretionary program that is distributed in amounts determined by the U.S. Secretary of Transportation.

MAP-21 changed how biking and walking-related projects fit within this program by refocusing the program into new capacity and capacity improvements. Two programs that used to be a part of New Starts under SAFETEA-LU—Fixed Guideway Modernization and State of Good Repair/Bus and Bus Facilities—are now separate programs.

Above: CTfastrak is a 9.4-mile bus rapid transit line through central Connecticut. Nearly 80% of the cost was funded through FTA. The system will also include five multi-use trails. The above rendering is of the Flatbush Avenue Station. Image courtsey of CTfastrak.

Eligible Biking & Walking Activities: The eligibility activities under the New Starts program do not directly reference biking and walking, but biking and walking improvements can be an important part of creating new transit systems or increasing capacity on current ones. A recent FTA rule and guidance document has made it easier for biking and walking facilities to be included in New Starts projects, to learn more see the "Benefit/ cost calculation" in the next section. In FY 2012, both the New Starts program and the New Freedom (SAFETEA-LU 5317) program contributed nearly $300,000 to signage. The New Starts program can also pay for acquisitions of land, corridor developments, and the construction of infill stations, all of which can contribute to transit-oriented development patterns that make it easier for people who bike and walk to access transit.

26 Regional Transportation Authority, "Planning Study: Concrete waiting areas at bus stops" http://bit.ly/RTAstudy

Highlighted Funded Projects/ Programs:

- **Bike lanes:** As part of the Honolulu Rail Transit Project, which will use $1.55 billion in New Starts funds, most station areas will have bicycle lanes to make connections to those stations safer and more convenient.
- **Trails:** Many transit agencies are using the New Starts program to improve corridors by including trails that promote access to newly improved stations or new fixed guideway lines. CTfastrak in Connecticut is a bus rapid transit route serving Hartford and includes a 7.5 mile trail that will help suburban commuters access stations by biking and walking. In Minneapolis, the Metro Transit Blue Line (formerly the Hiawatha Light Rail) has an adjacent mixed-use trail. In Houston, a new light rail line in the east end area includes building a mixed-use trail.

Above: Through a FTA Bus Livability Grant, Omnitrans in San Bernadino Valley in California installed covered bike parking at various stations within the system. Photo credit: Omnitrans.

Bus and Bus Facilities Formula Grants (5339)

Program Description: Prior to MAP-21, the Bus and Bus Facilities program existed as a discretionary program as part of SAFETEA-LU Bus Livability Grants (49 USC 5309). In FY 2011 and FY 2012, over $128 million in Bus Livability Grants were awarded to projects that include facilities for people who bike and walk.[27] The changes to this program under MAP-21 were dramatic and may impact its ability to continue to provide facilities for people who bike and walk to transit.

The biggest change to the program is that funds are now distributed by formula rather than through a competitive grant process. The exact distribution is complicated,[28] but at least $1.25 million is distributed to every state and can be transferred to other uses. This ability to transfer is new and the experience with the FHWA's Transportation Alternatives Program cautions that states will take advantage of the ability to transfer to more flexible funding programs. The Bus and Bus Facilities Grants program also experienced a significant funding cut, with its two-year MAP-21 authorization being less than the FY 2011 apportionment for its predecessor program.

Eligible Biking & Walking Activities: While biking and walking-related projects are not specifically discussed in the statute, the past discretionary grants show that a large variety of bicycle and pedestrian facilities are bus-related, particularly sidewalks, bus stop improvements, bicycle racks on buses, and bicycle parking. While there were many changes to this program under MAP-21, it does not appear that those types of facilities are no longer eligible.

27 Based upon basic term search of project descriptions as available on http://www.fta.dot.gov/grants/13094.html
28 FTA, Section 5339 Bus and Bus Facilities Formula Grants apportionment chart. http://bit.ly/FTAbuschart

Highlighted Funded Projects/ Programs from SAFETEA-LU Bus Livability Grants:

- **Bike lanes:** In FY 2011 and FY 2012, Bus Livability Grants paid for bike lanes that connect to transit facilities in Kentucky and New Hampshire.
- **Bike parking:** Bicycle parking was a part of at least 22 Bus Livability Grants in FY 2011 and 2012, with many projects, such as MetroBike racks in Austin, TX and the Omnitrans bus facility in San Bernardino, CA, providing covered bicycle parking.
- **Bike racks on buses:** Johnson County Transit in Missouri and Missoula, MT's Urban Transportation District used funding from Bus Livability Grants for exterior bicycle racks on buses.
- **Bikeshare:** Multiple FTA programs, such as the Bus Livability Grant program and the Job Access and Reverse Commute program (JARC), have paid for bikeshare systems. In both FY 2011 and 2012, Bus Livability grants paid for bikeshare kiosks, stations, and other capital costs associated with bikeshare systems in Orange County, CA and Fort Worth, TX.
- **Pedestrian facilities:** Bus Livability Grants have a history of funding a variety of pedestrian amenities at rail and bus stations, including at least 20 projects with significant non-sidewalk pedestrian amenities in FY 2011 and 2012.
- **Sidewalks:** Under SAFETEA-LU, sidewalks were very successful in securing funding under the Bus Livability Grant program, with at least 18 projects including sidewalks in FY 2011 and FY 2012. In Edinburg, TX, the Lower Rio Grande Valley Development Council was awarded funding to complete the McIntyre Streetscape project, which includes a pedestrian walkway that would tie into a future transit center, as well as sidewalk improvements and ADA ramps.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

Program Description: Under MAP-21, the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program was consolidated with the New Freedom (SAFETEA-LU, 5317) program, at times referred to as special mobility programs. These programs have historically been some of the smallest programs as a proportion of FTA funding programs.

In FY 2012, the two predecessor SAFETEA-LU programs funded $4.7 million total in bicycle facilities, bus shelters, ADA access, pedestrian facilities, and signage. This represents about 1.5% of the FY 2012 obligations of those two programs, despite no clear reference to bicycle and pedestrian facilities in the statute or requirement as exists under the Urbanized Area Formula Grants (5307) program.

Highlighted Funded Projects/ Programs:

» **Sidewalks:** In the suburbs of Chicago, the Pace Suburban Bus Service used Job Access and Reverse Commute (JARC) and New Freedom Program funds (SAFETEA-LU, 5317) to improve approximately 150 concrete sidewalk connections at bus stops for increased accessibility and easier bus boarding for riders in wheelchairs.[29]

Formula Grants for Rural Areas (5311)

Program Description: In FY 2012, Formula Grants for Rural Areas (5311) funded over $390,000 in bicycle facilities, bus shelters, enhanced ADA access, and signage. This is a very small portion (0.1%) of one of the smaller FTA funding programs. The structure of this funding program may contribute to low reporting and spending on biking and walking facilities. The funding formula to distribute these funds is quite complicated and reserves portions of the available funding for a variety of specific sub-programs, such as the Transit on Indian Reservations Program and the Appalachian Development Public Transportation Assistance Program. It may also reflect the tough choices made by rural transit agencies and the diverse ways Formula Grants for Rural Areas funds can be used by those agencies. Operating expenses are the largest type of expenditure in this program.

Transit-Oriented Development Planning Pilot Grants [20005(b)]

Program Description: The Transit-Oriented Development (TOD) Planning Pilot Grant program is a new program under MAP-21. **There has yet to be an announced Notice of Funding Availability, but one is expected in Fall 2014.** When funding is available, it will be awarded by a competitive grant process. The program is anticipated to distributed its $10 million in funds through grants of at least $50,000 - $100,000 that will pay comprehensive planning activities associated with Fixed Guideway Capital Investments Grants program ("New Starts") activities.

Transit-oriented development can benefit people who bike and walk to transit in a variety of ways. This program should contribute to successful fixed guideway systems and expansions by funding planning that increases access to transit hubs for pedestrian and bicycle traffic, enables mixed-use development, and identifies infrastructure needs associated with fixed guideway projects.

29 Regional Transportation Authority. http://bit.ly/RTAstudy

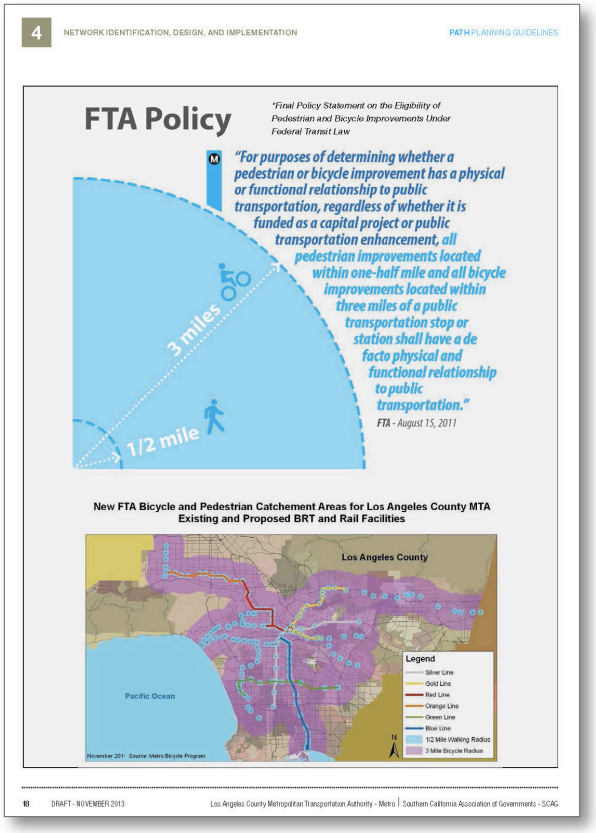
What policies exist that support making access better for people who walk and bike to transit?

"The success of public transportation can often be limited by poor 'first and last mile' access to the system. It is essential to develop safe, secure, and appropriate pedestrian and bicycle infrastructure if the users of public transportation are to have safe, convenient, and practical access routes to public transportation systems across the country."

- Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law, Federal Transit Administration, Aug. 19, 2011

Pedestrian and bicycle catchment area

Federal Transit Administration (FTA) funds can be used to build pedestrian and bicycling projects that have a "physical or functional relationship to public transportation." But how does an agency know exactly which active transportation facilities are considered related? On August 19, 2011, the FTA issued it's "Final Policy State on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law" to clarify. The statement reads:



Above: The FTA guidance on pedestrian and bicycle improvements appears in the Los Angeles County Metro's "First Last Mile Strategic Plan." Image courtesy of LA Metro.

> "For purposes of determining whether a pedestrian or bicycle improvement has a physical or functional relationship to public transportation, **all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto physical and functional relationship to public transportation.** Pedestrian and bicycle improvements beyond these distances may be eligible for FTA funding by demonstrating that the improvement is within the distance that people will travel by foot or by bicycle to use a particular stop or station."[30]

This has allowed agencies to have certainly that their sidewalks and bicycling projects are eligible for FTA funds. Some have reportedly posted the guidance on their office walls. The guidance also appears in transit agency planning documents.

30 FTA, "Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law," Aug 2011. http://bit.ly/FTApedbikepolicy

Benefit/ cost calculation

In the past, agencies were discouraged for including "superfluous" elements in their transit capital projects, including bicycling and walking components, because they would be included in the "cost" side of the benefit cost equation—thus making the project appear less effective. An underappreciated line in the FTA's August 2013 "New and Small Starts Evaluation and Rating Process Final Policy Guidance" removed this disincentive. The guidance states: **"Artwork, Landscaping, and Bicycle and Pedestrian Improvements – All costs of this line item may be removed from the New Starts cost effectiveness calculation."**[31] This means that bicycling and pedestrian improvements do not hurt the project's benefit/cost ratio and makes it easier for agencies to incorporate active transportation elements into their projects.

Flexibility

Federal law allows flexibility in the use of Federal-Aid Highway formula funds. Agencies may transfer funds from Federal Highway Administration (FHWA) programs, such as the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, for public transportation purposes. **"Once transferred to FTA for a public transportation purpose, these 'flexible' funds are administered as FTA funds and take on all the eligibility and requirements of the FTA program to which they are transferred,"** reads FTA guidance.[32] This does not apply to the Federal share, which remains that required under the FHWA program. This flexibility means that agencies can administer bicycling and walking projects under sometimes less onerous FTA rules than FHWA requirements.

A November 2012 report from the Government Accountability Office (GAO) cited examples of this flexibility being used on biking and walking projects: **"Improving bike and pedestrian access. In Pittsburgh, Pennsylvania, flexible funding has been used to, among other things, install bike racks on buses. Additionally, in Portland, Oregon, flexible funding provided by the Recovery Act was used for bike and pedestrian improvements along an interstate."**[33]

31 FTA, "New and Small Starts Evaluation and Rating Process Final Policy Guidance," Aug 2012. http://bit.ly/GuidanceNewStarts

32 FTA. http://bit.ly/FTApedbikepolicy

33 GAO, "Flexible Funding Continues to Play a Role in Supporting State and Local Transportation Priorities," Nov 2012. http://bit.ly/GAOflexible

Federal Funding Usage Spotlight: Atlanta Regional Commission

The Atlanta Regional Commission (ARC) has used this flexibility for several projects. Amy Goodwin, the Principal Planner/ Livable Centers Initiative Manager for ARC, cites three advantages to flexing funds to FTA:

1. In Georgia, at least, FTA has a significantly streamlined, faster process. Flexing to FTA, Goodwin says, “can save 3 to 5 years off the typical FHWA process for the same project.”
2. There is a lower local match for bicycle and pedestrian projects – 10% for FTA and 20% for FHWA, and FTA allows “soft” matching (i.e. donated Right-of-Way or in-kind services) towards the match;
3. Funds for all phases (preliminary engineering, right-of-way, construction) can be authorized at once, and the grantee has four years to spend it. On the other hand, FHWA funds must be programmed in a given fiscal year for each phase and if that phase is not ready in time then the MPO loses the money.

As an example, Goodwin mentions two projects in DeKalb County, GA which were flexed to FTA in December 2013. Georgia Department of Transportation (GDOT) agreed to be the grantee, and the cities of Doraville, GA and Decatur, GA are the sub-grantees. “GDOT, the cities, and ARC spent the next 6 months preparing the applications, including ARC prepared the environmental documentation for both projects,” says Goodwin. “The FTA applications were submitted on June 30th, the environmental document was approved only one week later! The environmental documents were about 3 pages. Had we gone through the FHWA process, it would have taken 2 years minimum and about 800 to 1,000 pages of documentation, and at least $25,000 in specialized environmental consultant fees.”

Flexing funds allows local agencies to choose the process that works best for them, but not all agencies have familiarity with flexing funds. According to the 2012 GAO report, just four states – California, New Jersey, New York, and Virginia – account for more than half of funding flexed to the FTA. From 2007 to 2011, 16 states transferred less than 2% of their apportioned flexible funding. To realize the benefits of flexing funds to FTA to improve biking and walking conditions near transit, agencies should be prepared to coordinate the process together and should consider reaching out to other agencies or consultants that can help them feel comfortable with the process.

Federal match

For most Federal-Aid Highway programs, the federal share is typically 80% with a 20% local match, while the federal share for bicycle activities in FTA programs is usually larger:

PROGRAM NAME	FEDERAL SHARE FOR BICYCLE ACTIVITIES
Metropolitan & Statewide and Nonmetropolitan Transportation Planning	Federal share is 80% formula-based with a required 20% non-federal match
Urbanized Area Formula Program	Bicycle projects can receive a 95% federal share for the first 1% of program funds in large urbanized areas.
Fixed Guideway Capital Investment Grants	Bicycle projects receive a 90% federal share.
Bus and Bus Facilities Formula Grants	Bicycle projects receive a 90% federal share.
Enhanced Mobility of Seniors and Individuals with Disabilities	Bicycle projects receive a 80% federal share.
Formula Grants for Rural Areas	Bicycle projects receive a 90% federal share.
TOD Planning Pilot Grants	Bicycle projects receive a 90% federal share.

Advocacy campaigns related to transit

Many bicycling and walking advocacy organizations understand how biking, walking, and transit fit together and complement one another. They also understand the opportunities that new transit services and corridor improvements present for complementary biking and walking improvements. Ballot measures that create new sources of funding for transportation, including biking, walking, and transit, provide particularly prominent examples of biking and walking advocates working together with, and as, transit advocates. Earlier this year we published a report with some of the lessons learned from ballot campaigns by organizations that received Advocacy Advance Rapid Response grants.[34]

Plan for successful integration

In Kansas City, MO, BikeWalkKC realized the transformative potential of the planned downtown streetcar line. As a fixed route investment, the streetcar means that particular corridors of the city will be affected and improved as the route is developed. Working with established community organizers, BikeWalkKC pursued a campaign focused on grassroots organizing to provide public input that prioritized biking and walking access to the line. As part of this effort they have advocated for innovative bicycling infrastructure, such as protected bike lanes similar to those on Seattle's First Hill Streetcar, and the prioritization of pedestrians, through a new zoning overlay and automatic crossing intervals.

34 Advocacy Advance, "Success at the Ballot Box: Winning Bicycle-Pedestrian Ballot Measures." http://bit.ly/BallotBoxSuccess

Build coalitions for alternative transportation

In California, Bike East Bay (formerly the East Bay Bicycle Coalition) has been involved in multiple ballot measures aimed at securing new funding for transportation options in the Alameda County, CA. As a part of a broad coalition in favor of ballot Measure BB (Better Bikes, Better BART, Better Roads), they envision a bike network, bikeshare, bike stations, and Complete Streets that allow people to better access transit and have more transportation options. Measure BB would secure $833 million for biking and walking projects, and more than $4 billion for transit and transit-oriented development.

Campaigns for access

Bike East Bay and the San Francisco Bicycle Coalition won the Alliance for Biking & Walking's 2014 Winning Campaign Award for their campaign that won all hours bicycle access to the San Francisco Bay Area Rapid Transit System (BART). BART began service in 1972 with no provision for access by bicyclists — and, sure enough, Bike East Bay was founded that same year with the specific goal of gaining bicycle access. Early efforts provided limited successes, but it wasn't until 2013 that a coalition of Bay Area advocates teamed up to convince BART to authorize pilot programs for full bicycle access. Thanks to the advocacy efforts of Bike East Bay, the San Francisco Bicycle Coalition, and Bikes on Board, these pilots resulted in a winter 2013 decision to finally allow bicycles onboard BART at all hours.

Make transit part of your mission

In Chicago, IL, the Active Transportation Alliance has made transit advocacy a part of their mission since 2008, in addition to biking and walking. In the past this has meant incremental improvements through their Riders for Better Transit program. Recently, Active Trans has partnered with the Center for Neighborhood Technology on a bold vision for transit in the Chicago region called Transit Future. This vision calls on the Cook County Board of Commissioners to secure a dedicated revenue stream for transit projects, making it easier to bring existing regional plans to life and help more people access jobs through transit. By pursuing a big vision Active Trans hopes to galvanize the support of transit riders and people who walk and bike to make systemic, rather than incremental, changes.

For more advocacy campaigns to secure public funding for biking and walking, see Advocacy Advance's campaign plans and reports. If you are an advocacy organization pursuing public funding for biking and walking improvements in your community, Advocacy Advance offers Rapid Response Grants to help your campaign. More information on Rapid Response Grants and an application are available at www.advocacyadvance.org/grants#application.

Questions?

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- Bay Area Rapid Transit (BART) of the Bay Area, CA
- Connecticut Department of Transportation - CTfastrak program
- Honolulu Authority for Rapid Transportation (HART)
- Intercity Transit of the Olympia, WA region
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Metropolitan Transit Authority of Harris County, Houston, TX
- Miami-Dade Transit (MDT)
- Regional Transportation Authority (RTA) of the greater Chicago, IL region
- San Francisco Municipal Transportation Authority (SFMTA)
- SoundTransit of the greater Seattle, WA region
- Wichita Transit in the City of Wichita, KS

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National Rural Transit Assistance Program

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- Beacon Hill Station, Seattle, WA: Photo courtesy of Flickr user When Elise Sings