

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

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf) -- December 30, 2024

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

<b>Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds</b>																														
Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
Activity or Project Type	Federal Highway Administration													Federal Lands			Loan	OST Grant				OST Loan		FTA		NHTSA				
	ATIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	RAISE	SS4A	Thrive	RRIFF	TIFIA	FTA	AoPP	TOD	402	405	
Access enhancements to public transportation (benches, bus pads, lighting, shade)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$		~\$	~\$	\$					
Americans with Disabilities Act ( <a href="#">ADA/504 Self Evaluation / Transition Plan development and updates</a> )	\$		\$					\$	\$	\$		\$			\$	\$				\$	TA				\$	~\$				
ADA compliance retrofits; removal of accessibility barriers	\$	\$	\$				\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$		~\$	~\$	\$					
Bicycle plans	\$		\$					\$	\$	\$		\$			\$	\$	\$			\$					\$	\$	~\$			
Bicycle helmets (project or training related)	~\$				\$				\$	\$SRTS		\$				\$													\$	
Bicycle helmets (safety promotion)	~\$				\$				\$	\$SRTS		\$				\$														
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$		\$	~\$	~\$	\$		~\$	~\$	\$				
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	\$		\$	\$			\$		\$	\$	\$			\$	\$	\$		\$	~\$	~\$	~\$		~\$	\$	\$					
Bicycle racks on transit	\$		\$	\$					\$	\$					\$	\$			\$		~\$	~\$		~\$	\$					
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$		~\$	~\$		~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$			\$	~\$	~\$	~\$		~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	\$		\$	\$					\$	\$					\$	\$			\$		~\$	~\$		~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	\$		~\$	~\$	\$				
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$		~\$	~\$	\$					
Charging stations for electric bicycles and scooters	\$		\$	\$					\$	\$	\$				\$	\$			\$					~\$	~\$					
Coordinator positions: State/local ( <a href="#">CMAQ/STBG limited</a> )				\$					\$	\$SRTS		\$				\$						~\$								
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$						~\$	TA			~\$	~\$			
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Counting equipment	\$				\$	\$	\$			\$	\$	\$	\$		\$	\$	\$				~\$		~\$	~\$	\$					
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	~\$	\$	\$	\$			~\$	\$	~\$	~\$			
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	\$				\$	\$			\$	\$	\$	\$			\$	\$	\$		\$			\$								
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$				\$	\$			\$	\$	\$	~\$		\$	\$	~\$	~\$			
Encouragement and education activities related to safe access for bicyclists and pedestrians	~\$		~\$	\$	\$				\$	\$SRTS	\$	\$	\$			\$					~\$									
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~\$		~\$	~\$					\$	\$	\$				\$	\$	\$		\$			~\$								
<a href="#">Historic preservation</a> (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$				~\$	~\$		~\$	~\$	\$					
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$			\$	~\$	~\$	~\$		~\$	~\$	\$				
<a href="#">Lighting</a> (pedestrian and bicyclist scale with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$		\$	\$	\$		~\$	~\$	\$					
Maps (for pedestrians and/or bicyclists) (see <a href="#">Idea Book</a> )	\$		\$	\$					\$	\$		\$	\$		\$	\$					\$				\$					
<a href="#">Micromobility</a> projects, including scootershare (capital and equipment, including vehicles, charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$		\$	~\$		~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$		\$	~\$	\$	\$		~\$	~\$	~\$				
Pedestrian plans	\$		\$						\$	\$	\$				\$	\$	\$			~\$	\$	\$			\$	\$	\$			
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~\$				\$				\$	\$SRTS		\$				\$					\$								\$	\$
Public involvement to inform decisionmaking	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	\$	\$	\$		\$	\$	\$	TA	\$	\$	\$	\$	\$	\$	\$	

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Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	RAISE	SS4A	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$		\$	\$	\$				
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$		\$		\$	~\$		~\$						
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use.	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$		~\$	~\$					
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	\$	~\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$				~\$				
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$		~\$	\$	~\$				
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$	\$			\$	TA		~\$	~\$				
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	SSRTS		\$	\$			\$		\$			\$					~\$	~\$	\$	\$
Safety education positions					\$				SSRTS	SSRTS		\$				\$					\$							\$	
Safety enforcement (including police patrols)					\$				SSRTS	SSRTS		\$				\$					\$							\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				SSRTS	SSRTS		\$	\$		\$	\$					\$	TA						\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Shared use paths, transportation trails, rail-trails, rails-with-trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Sidewalks (new, rehabilitation, or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	\$		\$	~\$	\$	\$			\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts	\$				\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$		~\$	~\$	\$	note	note		
Technical Assistance (see Cross-cutting notes)	~\$			~\$	\$				\$	\$	\$	note				\$	\$				~\$	TA							
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$		~\$	\$					
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	\$		~\$						\$	\$	\$				~\$	~\$	~\$				~\$		~\$	~\$					
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$					
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$		\$		~\$			~\$	~\$					
Training related to program goals	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$	TA				~\$	~\$	\$	
Training for law enforcement on pedestrian and bicyclist safety laws	~\$			~\$	\$				SSRTS	SSRTS		\$				\$					\$					~\$	~\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$		\$	\$	\$				
Vulnerable Road User Safety Assessment (23 U.S.C. 148(l))	\$				\$				\$	\$		\$	\$			\$	\$	\$				TA			~\$	~\$			

**Abbreviations (alphabetical order)**

<p><a href="#">ADA/504</a>: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p><a href="#">AoPP</a>: Areas of Persistent Poverty Program</p> <p><a href="#">ATIIP</a>: Active Transportation Infrastructure Investment Program [web link under development]</p> <p><a href="#">BIL</a>: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))</p> <p><a href="#">BRI</a>: Bridge Programs, including: <a href="#">BFP</a>: Bridge Formula Program; <a href="#">BIP</a>: Bridge Investment Program; <a href="#">BRR</a>: Bridge Replacement and Rehabilitation Program</p> <p><a href="#">CMAQ</a>: Congestion Mitigation and Air Quality Improvement Program</p> <p><a href="#">CRP</a>: Carbon Reduction Program</p> <p><a href="#">FLTTP</a>: Federal Lands and Tribal Transportation Programs: <a href="#">Federal Lands Access Program</a>, <a href="#">Federal Lands Transportation Program</a>, <a href="#">Tribal Transportation Program</a>, <a href="#">Federal Lands Planning Program</a> and related programs for Federal and Tribal lands such as the <a href="#">Nationally Significant Federal Lands and Tribal Projects</a> program</p>	<p><a href="#">FTA</a>: Federal Transit Administration Capital Funds</p> <p><a href="#">HSIP</a>: Highway Safety Improvement Program</p> <p><a href="#">IIJA</a>: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law</p> <p><a href="#">INFRA</a>: Infrastructure for Rebuilding America Discretionary Grant Program</p> <p><a href="#">NHPP</a>: National Highway Performance Program</p> <p>NHTSA <a href="#">402</a>: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program</p> <p>NHTSA <a href="#">405(g)</a>: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)</p> <p><a href="#">NSBP</a>: National Scenic Byways Program</p> <p><a href="#">PLAN</a>: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p><a href="#">PROTECT</a>: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p><a href="#">RAISE</a>: Rebuilding American Infrastructure with Sustainability and Equity</p>
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[RHCP](#): Railway-Highway Crossings (Section 130) Program  
[RRIF](#): Railroad Rehabilitation and Improvement Financing (loans)  
[RTP](#): Recreational Trails Program  
[SIBs](#): State Infrastructure Banks  
[SRTS](#): Safe Routes to School Program (and related activities)  
[SS4A](#): Safe Streets and Roads for All  
[STBG](#): Surface Transportation Block Grant Program

[TAP](#): Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)  
[Thrive](#): Thriving Communities Initiative (TA: Technical Assistance)  
[TIFIA](#): Transportation Infrastructure Finance and Innovation Act (loans)  
[TOD](#): Transit-Oriented Development  
[TTP](#): Tribal Transportation Program  
[TTPSF](#): Tribal Transportation Program Safety Fund

### **Cross-cutting notes**

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TAP](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TAP](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Bicycle Lanes](#), [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Medians and Pedestrian Refuge Islands](#), [Pedestrian Hybrid Beacons](#), [Rectangular Rapid Flashing Beacons](#), and [Walkways](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

**Non-Federal Matching:** Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non-Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a [guide to understanding non-Federal match requirements](#). FHWA released a [memorandum on non-Federal matching requirements in 2019](#). The Coordinating Council on Access and Mobility (CCAM) has a [Federal Fund Braiding Guide](#) to provide information on matching funds.

### **Program-specific notes**

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

### **FHWA Programs**

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#): [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects. See also [Proven Safety Countermeasures](#).
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).
- [TAP](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Also eligible under STBG.

- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

#### **FHWA Federal Lands Programs**

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
  - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

#### **FHWA Loan Program**

- [SIBs](#) (23 U.S.C. 610): Loans for any highway, transit, or other transportation projects, including rail, aviation, and intermodal facilities, eligible for financing or aid under any Federal act or program. SIBs can make loans or provide other forms of credit assistance to public or private entities for eligible projects using funds from their highway, transit, or rail accounts. They can also make loans for rural infrastructure projects using funds from the rural projects fund. Loans or credit assistance can be subordinated to other debt financing. The maximum amount of assistance varies. Loans or credit from the highway, transit, or rail accounts can cover up to 100 percent of the project costs. Loans from the rural projects fund can cover up to 80 percent of the project costs.
- The IJA allows [SIBs](#) to borrow from [TIFIA](#) at a reduced interest rate to capitalize a Rural Projects Fund to lend to sponsors of rural infrastructure projects.

#### **OST Grant Programs**

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

#### **OST Loan Programs**

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

#### **FTA Programs**

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit Fact Sheet](#), [Flex Funding for Transit Access](#), and the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#).
  - Formula fund programs (49 U.S.C. 5303, 49 U.S.C. 5305, 49 U.S.C. 5307, 49 U.S.C. 5309, 49 U.S.C. 5339, 49 U.S.C. 5310, and 49 U.S.C. 5311) such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing. Only funds planning activities: capital project funding and purchases are not eligible.

#### **NHTSA Programs**

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Annual Grant Application. See: <https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications>.
- NHTSA 402 (23 U.S.C. 402) Public Participation and Engagement (Involvement) to inform the State Highway Safety Office’s decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Annual Grant Application. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project.