

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

November 16, 2023

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.

Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																																
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			OST Grant					OST Loan		FTA			NHTSA					
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FL	TTP	TTPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405		
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$						\$	\$	\$		\$		\$	\$					\$			TA			\$	~\$				
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Bicycle plans	\$		\$					\$	\$	\$					\$	\$	\$			~\$	\$					\$	\$	~\$				
Bicycle helmets (project or training related)	~\$				\$				\$	SSRTS						\$															\$	
Bicycle helmets (safety promotion)	~\$				\$				\$	SSRTS						\$																
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$						
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$			\$	\$			\$	\$	\$	~\$	~\$	\$	~\$			~\$	~\$	\$							
Bike 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 shelters and benches	\$		\$	\$			\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Charging stations for electric bicycles and scooters NEW	\$		\$	\$					\$	\$	\$				\$	\$							~\$	~\$	~\$							
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	SSRTS		\$				\$					~\$											
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA			~\$	~\$					
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$						
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$	~\$	~\$				
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$				\$	\$		\$	\$	\$	~\$			~\$	~\$	\$	\$	~\$	~\$			
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	SSRTS	\$	\$	\$			\$				~\$	~\$		~\$									
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$			~\$	~\$	\$						
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$			~\$	~\$	\$						
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$				\$	\$	\$					\$					\$						
Micromobility projects, including scooter share (capital and equipment, including 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 NEW	~\$				\$				\$	SSRTS		\$				\$															\$	\$

<p>HSIP: Highway Safety Improvement Program</p> <p>IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law</p> <p>INFRA: Infrastructure for Rebuilding America Discretionary Grant Program</p> <p>NAE: Neighborhood Access and Equity Program</p> <p>NHPP: National Highway Performance Program</p> <p>NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program</p> <p>NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)</p> <p>NSBP: National Scenic Byways Program</p>
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<p>TASA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)</p> <p>Thrive: Thriving Communities Initiative (TA: Technical Assistance)</p> <p>TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)</p> <p>TOD: Transit-Oriented Development</p> <p>TTP: Tribal Transportation Program</p> <p>TTPSF: Tribal Transportation Program Safety Fund</p>
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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 [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) 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.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- 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.

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**
- [ATIIP](#) (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.
 - [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 12th 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)).

- [TASA](#) (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 12th grade.
- [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](#) (NSFLTTP) 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.

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.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [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, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - 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](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [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, not for capital purchases.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. 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. Project agreements may not be expressed in terms of full or part time positions.