

TALLAHASSEE-LEON COUNTY
METROPOLITAN PLANNING ORGANIZATION



BICYCLE AND PEDESTRIAN MASTER PLAN
FOR TALLAHASSEE-LEON COUNTY

Technical Memorandum #3
Financial Resources Document

DRAFT

Prepared by
Kimley-Horn and Associates, Inc.

In association with
Renaissance Planning Group

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INTRODUCTION

Funding sources for bicycle and pedestrian facilities can be attained from a variety of sources at the federal, state and local levels. This Memorandum provides a summary of both existing and potential funding sources at these levels, as well as examples of creative and innovative funding techniques. This document also identifies funding sources which are earmarked for bicycle and pedestrian facilities, but have no specific projects assigned to them, and are awaiting the recommendations of this Bicycle and Pedestrian Master Plan.

While the Tallahassee-Leon County Metropolitan Planning Organization (MPO) has made considerable progress towards planning and coordinating the implementation of bicycle and pedestrian facilities and programs in recent years, it is the intent of this Memorandum to provide a resource for establishing new revenue sources and enhancing existing ones, as well as to quantify the amount of funding likely to be available through 2025 to implement needed bicycle and pedestrian facilities and programs. This identification of available funding will be used to develop the Cost Feasible Bicycle and Pedestrian Master Plan, which will establish short-term and long-term programs to improve walking and bicycling in the Tallahassee and Leon County area.

The following sections describe the many existing and potential funding sources at both the local and non-local levels. The existing local level funding sources are identified in the Capital Improvements Plans (CIP) for both the City of Tallahassee and Leon County, as well as in the Florida Department of Transportation (FDOT) Work Program. The Transportation Equity Act for the 21st Century has been a major source for surface transportation funding programs at the federal level. A description of the various funding sources, their requirements and other relevant information, including contact information, follows.

EXISTING FUNDING SOURCES

This section identifies and describes existing bicycle and pedestrian programs and funding sources. Existing funding levels for capital programs are used to project the extent of total funding that may be available through 2025 for bicycle and pedestrian facilities. This estimate will be used in the development of the Bicycle and Pedestrian Master Plan's Cost Feasible Plan, which will be based on the level of funding that is likely to be available. This section also identifies current maintenance, safety and educational programs that are currently being implemented in the Tallahassee-Leon County area. These programs described as follows are in an effort to provide a comprehensive overview of existing resources that are available, which ultimately impact the quality of bicycling and walking conditions in the community.

Capital Projects

Capital projects are funded on the local, state and federal levels. Existing levels of funding for projects are identified in the Capital Improvement Plans (CIPs) for both the City of Tallahassee and Leon County and FDOT Work Program. The CIPs and the FDOT Work Program serve as revolving documents where capital projects are budgeted over a five-year period. The first year of the document serves as the capital budget, and the subsequent years are approved on an annual basis. Only the current year is valid to consider funding in place, while Years 2, 3, 4, and 5 are all estimations of available funding. Thus, only the FY 2004 figures provided in this section have been adopted; the FY 2005 - 2008 figures serve as funding approximations. In addition to the existing levels of expenditures for capital projects, voters in Tallahassee passed a local option sales tax extension in 2000. Specific infrastructure projects were identified to be funded through the sales tax revenues.

Assumptions

This Existing Funding Sources section assesses the current levels of expenditures for bicycle and pedestrian facilities for the purpose of projecting future amounts in the next section. Most bicycle and pedestrian facility construction is part of larger-scale projects such as road construction and widening. In order to assess current levels and project future levels, certain assumptions are made as to the extent of the total project cost which is devoted to bicycle and pedestrian facility construction. These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering, as well as

general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. The types of facilities built are also determined by FDOT area classification, (i.e. urbanized area, transitioning/urban area, and rural area) which are defined in the *FDOT Quality/Level of Service Handbook*. For roadway projects, these costs are estimated to be somewhere between three and five percent of the overall project cost. For ease in calculation, four percent of the total project cost is assumed in this document in most cases to be the bicycle and pedestrian-related portion. In other instances where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section. The costs of stand-alone projects, such as greenway and trail development and sidewalk or bike lane/ bike path construction, are considered to be 100% bicycle and pedestrian-related. In the discussion of the capital and work programs which follows, a table identifies planned capital projects which include bicycle and pedestrian facilities and identifies the portion of each project's total cost to be attributed to bicycle and pedestrian facilities.

City of Tallahassee Capital Improvement Plan

Bicycle and pedestrian facility improvements are typically implemented by, or in conjunction with, projects administered by the City's Economic Development, Public Works, and Parks and Recreation Departments and the Tallahassee-Leon County Planning Department. Bicycle and facility improvements exist both as stand-alone projects and as a part of other programs, such as road widening projects. This Tallahassee CIP section identifies the level of spending for bicycle and pedestrian facilities by the City through an examination of its adopted FY 2004 capital budget and its proposed budgets for fiscal years 2005 through 2008. **Table 1** summarizes projects with bicycle and pedestrian improvements in the CIP for FY 2004-2008. The bicycle and pedestrian portion is \$27.3 million. Many of these projects are to be funded through the sales tax extension project which was approved by voters countywide in November 2000. The local option sales tax extension, a major funding source for local bicycle and pedestrian improvements, is discussed in more detail later in this Memorandum. In many cases, the planning and construction of bicycle and pedestrian facilities will occur as part of a larger project, including road construction, reconstruction, widening, enhancement, and redevelopment projects. Examples of these projects include Gateway Enhancements to Lake Bradford Road, North Monroe Street, South Adams Street, Tennessee Street, Bond Community Neighborhood Infrastructure Enhancements, and the Welaunee Boulevard extension. Stand-alone projects include trailhead developments and trailhead connectors, such as the Tallahassee Junction Bikeway Trail Head and Greenway Trail Connectors.

Table 1 - Tallahassee Capital Improvement Plan: Bicycle and Pedestrian Projects

Capital Improvement Project	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total	Assumed Bike/ Ped Percent	Assumed Bike/ Ped Portion
Economic Development								
Downtown Pedestrian and Vehicular Enhancements	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	100%	\$ 500,000
Kleman Plaza Master Plan Implementation	\$ -	\$ 1,545,300	\$ 528,000	\$ 740,000	\$1,085,000	\$ 3,898,300	100%	\$ 3,898,300
Lake Bradford Road Gateway Enhancement (City)	\$ -	\$ 384,100	\$ 2,816,700	\$ -	\$ -	\$ 3,200,800	10%	\$ 320,080
North Monroe Street Gateway Enhancement (City)	\$ -	\$ 437,300	\$ 3,206,700	\$ -	\$ -	\$ 3,644,000	10%	\$ 364,400
South Adams Street Gateway Enhancement (City)	\$ 251,200	\$ 1,841,800	\$ -	\$ -	\$ -	\$ 2,093,000	10%	\$ 209,300
Tennessee Street Gateway Enhancement (City)	\$ -	\$ 457,500	\$ 3,354,900	\$ -	\$ -	\$ 3,812,400	10%	\$ 381,240
Total	\$ 351,200	\$ 4,766,000	\$10,006,300	\$ 840,000	\$1,185,000	\$ 17,148,500		\$ 5,673,320
Planning								
Four Points Bikeway Trail Development	\$ -	\$ 60,000	\$ 440,000	\$ -	\$ -	\$ 500,000	100%	\$ 500,000
Greenway Trail Connectors	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	100%	\$ 600,000
Tallahassee Junction Bikeway Trail Head Development	\$ -	\$ 60,000	\$ 440,000	\$ -	\$ -	\$ 500,000	100%	\$ 500,000
Total	\$ -	\$ 270,000	\$ 1,030,000	\$ 150,000	\$ 150,000	\$ 1,600,000		\$ 1,600,000
Public Works								
ADA Sidewalk Rehabilitation	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ -	\$ 9,000,000	100%	\$ 9,000,000
Belle Vue Road PASS		\$ -	\$ 88,000	\$ 157,000	\$ 105,000	\$ 350,000	4%	\$ 14,000
Bond Community - Neighborhood Infrastructure Enhancement	\$ 2,685,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 3,685,000	4%	\$ 147,400
Bradford Road PASS	\$ 1,001,800	\$ 1,018,200	\$ 2,698,000	\$ -	\$ -	\$ 4,718,000	4%	\$ 188,720
Calhoun/Gadsden/Thomasville Road Operational Improvements	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ 700,000	4%	\$ 28,000
Centerville Road Sidewalk	\$ 350,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,350,000	100%	\$ 1,350,000
Downtown Sidewalk Restoration and ADA Retrofits City-Wide	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 175,000	100%	\$ 175,000
Eastgate Sidewalk	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	100%	\$ 160,000
Gaines Street Road Reconstruction/ Jackson Bluff Extension	\$ -	\$ -	\$ 5,000,000	\$ 6,000,000	\$6,000,000	\$ 17,000,000	4%	\$ 680,000
Lakeshore Drive/Stone Road PASS	\$ 332,000	\$ 143,100	\$ 1,006,900	\$ 2,366,000	\$ -	\$ 3,848,000	4%	\$ 153,920
Lonnbladh Road PASS	\$ 120,000	\$ 500,000	\$ 500,000	\$ 2,600,000	\$ -	\$ 3,720,000	4%	\$ 148,800
Magnolia/ Lafayette Street Improvements	\$ 36,000	\$ 264,000	\$ -	\$ -	\$ -	\$ 300,000	4%	\$ 12,000
Magnolia Drive Sidewalk	\$ 300,000	\$ 175,000	\$ 175,000	\$ 675,000	\$ 625,000	\$ 1,950,000	100%	\$ 1,950,000
Meridian Road Sidewalk	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	100%	\$ 125,000
Neighborhood Infrastructure Enhancement	\$21,000,000	\$20,000,000	\$20,000,000	\$ -	\$ -	\$ 61,000,000	4%	\$ 2,440,000
Northridge Road PASS	\$ -	\$ -	\$ -	\$ -	\$ 124,000	\$ 124,000	4%	\$ 4,960
Nurses Drive	\$ -	\$ -	\$ -	\$ 50,000	\$ 200,000	\$ 250,000	4%	\$ 10,000
Residential Traffic Calming and Sidewalk Program	\$ 583,000	\$ 600,000	\$ 300,000	\$ 300,000	\$ 400,000	\$ 2,183,000	50%	\$ 1,245,500
Orange Avenue Extension, Phase II	\$ -	\$ 4,472,000	\$ -	\$ -	\$ -	\$ 4,472,000	4%	\$ 178,880
Sidewalk Program -Existing Roadways	\$ 47,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 247,000	100%	\$ 247,000
Sidewalk Program - New Developments	\$ 100,000	\$ 100,000	\$ 75,000	\$ 70,000	\$ 70,000	\$ 415,000	100%	\$ 415,000
Trojan Trail PASS	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 1,800,000	4%	\$ 72,000
Weems Road PASS	\$ -	\$ 1,764,000	\$ -	\$ -	\$ -	\$ 1,764,000	4%	\$ 70,560
Welaunee Boulevard	\$ 1,996,000	\$ 2,100,000	\$ 1,600,000	\$ -	\$ -	\$ 5,696,000	4%	\$ 227,840
Total	\$29,170,100	\$35,317,300	\$27,892,900	\$ 8,768,000	\$1,959,000	\$103,107,300		\$19,044,580
Parks and Recreation								
Lafayette Heritage Trail Development	\$ -	\$ 500,000	\$ 250,000	\$ 250,000	\$ -	\$ 1,000,000	100%	\$ 1,000,000
Total	\$ -	\$ 500,000	\$ 250,000	\$ 250,000	\$ -	\$ 1,000,000		\$ 1,000,000
TOTAL	\$31,347,000	\$43,007,300	\$45,564,200	\$15,793,000	\$9,069,000	\$122,855,800		\$27,317,900

Notes:

These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section.

Source: City of Tallahassee Capital Improvement Plan, FY 2004-2008

City of Tallahassee Sidewalk Programs

The City of Tallahassee administers several programs designed to construct sidewalks which are located throughout the Capital Improvement Plan (CIP). The Pedestrian and Street Safety Program (PASS), Arterial and Collector Sidewalk Program, Residential Sidewalk Program, and the Sidewalk Assessment Program are all programs authorized by City Commission Policy 600 CP (Street Paving and Sidewalk Policy). This policy was revised in 2002 to upgrade city streets to the current Street Design Standards, which include sidewalks, and is being implemented by the Public Works Department. Additionally, Public Works administers the Neighborhood Infrastructure Enhancement Program and the Developer-Built Sidewalks Program, which issues refunds to developers for sidewalks. All of these programs are described briefly below.

Pedestrian and Street Safety Program (PASS)

The PASS Program rebuilds arterial or collector roadways with an existing open ditch cross section, pavement width of 30 feet or less, and little or no usable shoulder for pedestrians or vehicular breakdown. PASS projects are funded 100 percent by the City. Eligible projects are prioritized for implementation as funding becomes available. Points are assigned to each street section based on the following criteria: roadside hazard factor, school route factor, pedestrian generators, engineering judgment factor, daily traffic volume, street age, bikeway factor, and crashes. The street sections with the most points are given the highest priority for implementation. The PASS priority list is maintained by the Public Works Department. Individual PASS projects planned for implementation between fiscal years 2004 and 2008 are identified in the CIP (see **Table 1**). They include: Belle Vue Road, Bradford Road, Lakeshore Drive/Stone Road, Lonnbladh Road, Northridge Road, Trojan Trail, and Weems Road.

Arterial and Collector Sidewalk Program

The Arterial and Collector Sidewalk Program constructs sidewalks along existing arterial and collector roadways that currently do not have sidewalks along them. Sidewalks are built as funds become available. Like the PASS program, Arterial and Collector Sidewalk Program projects are funded 100 percent by the City. Prioritization for construction is determined by the amount of points assigned to each street section based on the following factors: pedestrian hazard, limited sight distance, school route factor, pedestrian generators, existing or planned sidewalks, daily traffic volume, and crashes. The priority list is maintained by the Public Works Department. If it is not feasible to construct the sidewalk without reconstructing the roadway, the construction of the sidewalk will be deferred until the roadway is improved or the project can be moved to the PASS list. This program is identified in **Table 1** as Sidewalk Program – Existing Roadways.

Residential Sidewalk Program

The Residential Sidewalk Program constructs sidewalks in residential areas on minor collectors and local roadways that currently do not have sidewalks along them. The City funds 100 percent of the construction as funding is available. Sidewalk construction requires a petition by 75 percent of the adjacent property owners in favor of constructing the residential sidewalk. Additionally, adjacent property owners must agree to donate all necessary easements or rights-of-way. The City uses a rating system to determine priority for construction as funding becomes available. Streets are added to the priority list at the neighborhood's request. Prioritization for construction is determined by the amount of points assigned to each street section based on the following factors: pedestrian hazard, limited sight distance, school route factor, pedestrian generators, 85 percent speed, through streets, and lot size. The Eastgate Sidewalk project identified in **Table 1** above is an example of residential sidewalk construction through this program. The Residential Traffic Calming and Sidewalk Program identified in **Table 1** encompasses the other unnamed projects to be funded through this program. Fifty-percent of expenditures through this capital improvement item are assumed to be for sidewalk projects.

Sidewalk Assessment Program

The Sidewalk Assessment Program allows neighborhoods to petition the City to install sidewalks along their streets. Property owners adjacent to the requested sidewalk must sign a petition requesting the sidewalk improvements and agree to donate all required rights-of-way and easements. The City will pay for one-half of the sidewalk construction cost, and the neighborhood will pay the remaining one-half of the cost over a five-year period.

Developer-Built Sidewalks

Developers are required to construct sidewalks along all street frontages within or adjacent to proposed developments. During the development review process, a developer submits the full set of plans and calculations for the proposed project to the appropriate reviewer (which is determined by the magnitude and intensity of the project). Sidewalks are required to be constructed in compliance with local, state and federal regulations. Developers may apply for refunds for the total cost of sidewalk construction when either an "Urban Services Agreement" and/or an executed "Developer's Letter of Agreement" for the area include a provision for sidewalk refund or the development was approved prior to July 17, 1991. The Public Works Department maintains a list of developments for which the City has a developer-built sidewalk agreement. Bull Run and Piney-Z are the developments which are anticipated to

apply for sidewalk reimbursement in fiscal year 2004. Expected expenditures through this program are identified in **Table 1** under the capital improvement plan item, Sidewalk Program – New Developments.

Neighborhood Infrastructure Enhancements Program

The Neighborhood Infrastructure Enhancement Program focuses on neighborhoods and residential streets that are in need of infrastructure repair or retrofit. The magnitude and scope of this program are currently being reviewed by the City Commission. Upon approval by the Commission, this program will offer the following types of improvements: reconstruction of residential streets, residential sidewalks, and arterial and collector sidewalks. A list of projects was developed by the City and ranked based on the following criteria: existing or planned sidewalks, drainage problems, pedestrian generator, accidents within three years, roadside hazards, and welfare. Project funding under this program will be secured following public involvement and re-evaluation of projects by City staff. The Public Works Department maintains a list of the list of prioritized projects. This program is identified in **Table 1** above.

Americans with Disabilities Act (ADA) Settlement

Access Now v. City of Tallahassee, et al. was settled and an agreement was made to improve certain areas of Tallahassee based on this settlement. The settlement, although not a funding source in itself, will require the improvement of 15 activity centers in the City of Tallahassee. These improvements will include sidewalks, ADA-compliant curb ramps, sidewalks and other facilities. To meet the requirements of this settlement, the City and the County are currently in the process of identifying funding sources to meet the needs of the implementation plan and schedule. FDOT agreed to spend \$1.4 million in ADA upgrades to the state roads within the city limits of Tallahassee over the next five years. The requirements of the settlement and the identified sources of funding will need to be coordinated with this Bicycle and Pedestrian Master Plan. The City has identified two projects in the CIP for improvements: ADA Sidewalk Rehabilitation and Downtown Sidewalk Restoration and ADA Retrofits. These projects are listed in **Table 1** above.

Leon County Capital Improvement Program

The Leon County Capital Improvement Program (CIP) identifies capital improvement projects to be funded during a five-year period. The first year of the revolving document serves as the capital budget; the subsequent years undergo annual review and evaluation.

Bicycle and pedestrian projects exist within the CIP as stand-alone projects and as part of larger-scale projects. The types of facilities constructed vary based on the FDOT area type classification (i.e. urbanized area, transitioning/ urban area, and rural area) which are defined in the FDOT Quality/ Level of Service Handbook. County road construction projects involving corridor widening within the urbanized area include bike lanes and sidewalks, while projects outside the urbanized area, but still within the County boundary generally only include bike lanes, with the exception residential areas, schools and parks. **Table 2** lists Leon County's capital improvement projects.

Table 2 - Leon County Capital Improvement Program: Bicycle and Pedestrian Projects

Capital Improvement Projects	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total	Assumed Bike/ Ped Percent	Assumed Bike/ Ped Portion
Public Works: Parks and Recreation								
Capital Cascades Greenway	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	100%	\$ 250,000
Miccosukee Greenway	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	100%	\$ 50,000
Alford Arm (J.R. Alford Greenway)	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ 75,000	100%	\$ 75,000
Total	\$ 325,000	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ 375,000		\$ 375,000
Public Works: Engineering Services								
Community Safety and Mobility Program	\$ 250,000	\$500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,250,000	100%	\$2,250,000
Old Bainbridge Road Phase I	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	4%	\$ 16,000
Kerry Forest Parkway Extension	\$ 300,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 800,000	4%	\$ 32,000
Buck Lake Road	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	4%	\$ 180,000
Mahan Drive Phase II	\$ 4,500,000	\$ -	\$ -	\$ -	\$13,058,927	\$17,558,927	4%	\$ 702,357
Miccosukee Road Reconstruction	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000	4%	\$ 28,000
Lafayette Street Construction	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,500,000	4%	\$ 180,000
Chaires Cross Road Construction	\$ -	\$ -	\$ -	\$ -	\$ 1,410,752	\$ 1,410,752	4%	\$ 56,430
Tharpe Street Corridor	\$ 1,000,000		\$7,500,000	\$14,700,000	\$ -	\$23,200,000	4%	\$ 928,000
Orange Avenue Reconstruction	\$19,585,772				\$ -	\$19,585,772	4%	\$ 783,431
Total	\$31,235,772	\$500,000	\$8,500,000	\$15,200,000	\$19,469,679	\$74,905,451		\$5,156,218
TOTAL	\$31,560,772	\$500,000	\$8,525,000	\$15,225,000	\$19,469,679	\$75,739,414		\$5,531,218

Notes:

These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section

Source: Leon County Capital Improvement Program, FY 2004-2008

Leon County Community Safety and Mobility Program

The Community Safety and Mobility Program is similar to the City's sidewalk programs. It entails countywide sidewalks and bicycle facility construction and enhancements. Expenditure priorities include access to schools and the County's park facilities. Future projects financed under this program are planned to coordinate with priorities identified in this plan. Allocation for FY 2004 is \$250,000,

while allocations for FY's 2005-2008 are expected to be at \$500,000 each year. This increase in expected expenditures for this program reflects the implementation of the local option sales tax extension in FY 2004. The Community Safety and Mobility Program will be funded through the County's portion of the local sales tax extension in fiscal years 2005 through 2008.

Local Option Sales Tax Extension

In November 2000, voters countywide approved a fifteen-year local option sales tax extension which would be used to fund the capital improvement program known as Blueprint 2000 and to fund other infrastructure improvements for the City of Tallahassee and Leon County. The local option sales tax extension follows the Infrastructure Sales Surtax, levied since 1989. The extended local option sales tax will begin in 2004 and will be implemented through December 31, 2019. The funds generated by the sales tax extension will be distributed as follows: 80 percent to Blueprint 2000 and 10 percent each to the City and County. Blueprint is governed separately by the Intergovernmental Agency which is comprised of City and County Commissioners.

Blueprint 2000, the City, and the County projects will be implemented as funds become available based on priority. As the projects identified to be funded through this mechanism were identified originally in 2000, given price escalation and inflation, the possibility exists that they may not all be implemented due to revenue constraints. Blueprint 2000, City, and County projects to be funded through the sales tax extension have been grouped into two tiers. Due to these funding constraints, only the top tier projects have been included in this Memorandum. **Table 3** depicts the local option sales tax extension projects which include bicycle and pedestrian facilities. The second-tiered projects identified for implementation through the sales tax extension may in fact be implemented if additional revenue streams become available.

Table 3 - Local Option Sales Tax Extension: Bicycle and Pedestrian Projects

Sales Tax Extension Projects	Estimated Total Project Cost	Assumed Bike/ Ped Percent	Assumed Bike/ Ped Portion
Blueprint 2000 Projects (80% of sales tax revenues)			
Capital Circle Northwest Widening	\$ 164,300,000	4%	\$ 6,572,000
Capital Circle Southeast Widening	\$ 99,400,000	4%	\$ 3,976,000
Franklin Boulevard, Cascades Park, Old St. Augustine Branch Reconstruction	\$ 70,200,000	4%	\$ 2,808,000
Lafayette Basin Floodplain/Greenway Land Acquisition	\$ 5,100,000	4%	\$ 204,000
Capital Circle Southwest Widening	\$ 79,500,000	4%	\$ 3,180,000
Capital Circle Southwest Widening	\$ 53,800,000	4%	\$ 2,152,000
Land Acquisitions for Greenways	\$ 3,500,000	100%	\$ 3,500,000
Total	\$475,800,000		\$ 22,392,000
City of Tallahassee Projects (10% of sales tax revenues)			
Gaines Street Reconstruction/Jackson Bluff Extension	\$ 17,000,000	4%	\$ 680,000
Lafayette Heritage Trail Facilities	\$ 1,000,000	100%	\$ 1,000,000
Tallahassee Junction Bikeway Trail Head Development	\$ 500,000	100%	\$ 500,000
Lake Bradford Road Gateway Enhancement (Urban Corridor Project)	\$ 3,201,000	10%	\$ 320,100
Bronough and Duval Street Corridor Enhancements	\$ 800,000	100%	\$ 800,000
Greenway Connector Trails	\$ 1,250,000	100%	\$ 1,250,000
North Monroe Street Gateway Enhancement	\$ 3,644,000	10%	\$ 364,400
Four Points Bikeway Trail Head Development	\$ 500,000	100%	\$ 500,000
Tennessee Street Gateway Enhancement (Urban Corridor Project)	\$ 3,812,000	10%	\$ 381,200
South Adams Street Gateway Enhancement (Urban Corridor Project)	\$ 2,093,000	10%	\$ 209,300
Magnolia/Lafayette Street Improvements	\$ 300,000	4%	\$ 12,000
Total A-List	\$ 34,100,000		\$ 6,017,000
Leon County Projects (10% of sales tax revenues)			
Gaines Street Reconstruction Project	\$ 10,743,000	4%	\$ 429,720
Meridian/Franklin (Franklin/Lafayette to Gaines)	\$ 2,000,000	4%	\$ 80,000
Lafayette Street Reconstruction	\$ 4,500,000	4%	\$ 180,000
Old St. Augustine Road Reconstruction	\$ 792,000	4%	\$ 31,680
Chaires Cross Road Widening	\$ 7,900,000	4%	\$ 316,000
Sidewalks, Bike Lanes, and Bike Paths	\$ 20,380,000	100%	\$ 20,380,000
Total	\$ 46,315,000		\$ 21,417,400
TOTAL	\$562,215,000		\$ 49,826,400
Notes:			
These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section			

Source: www.salestaxupdate.com

Blueprint 2000

The preliminary project list and initial cost estimates identified in *Blueprint 2000 and Beyond* (April, 1999) and the *Project Definitions Report* serves as a basis for implementation. While total projected streams of revenue for Blueprint projects from the local option sales tax extension are approximately \$600 million, total costs for projects, including financing and operating costs, are expected to near \$800 million. The *Blueprint 2000 Master Plan*, which is currently under development, will provide more current price estimates for the designated project list, taking into account cost escalations and inflation. While Blueprint 2000 administration intends to seek grants or additional funding from other sources, there is no guarantee that sufficient funding will be obtained to pay for the costs of all

Blueprint 2000 projects as presently envisioned. Again, it is for this reason that this analysis of funding only identifies the top priority projects.

All road construction projects under Blueprint 2000 are expected to include bike lanes and paths and sidewalks where appropriate, and stormwater facilities are expected to incorporate greenways whenever possible. Blueprint 2000 projects also involve the development of greenways through land acquisition or conservation easements. Trails and facilities will be developed in coordination with the Tallahassee-Leon County Greenways Master Plan and the recommendations of this Bicycle and Pedestrian Master Plan.

Construction of bicycle and pedestrian facilities will account for over \$22 million through Blueprint 2000 for road-widening projects and for the development of greenways. **Table 3** identifies Blueprint 2000 priority projects with bicycle-and/or pedestrian components, and details the extent of the cost that is assumed to be bicycle-and/or pedestrian-related.

City Local Option Sales Tax Extension

Table 3 illustrates that approximately \$6 million will be spent by the City on bicycle and pedestrian facilities through the local option sales tax extension. These projects include bicycle and pedestrian facilities as part of road construction, widening, and enhancement projects, as well as trail developments and greenway connectors. Approximately \$4.6 million of the \$6 million has been identified in the CIP for bicycle and pedestrian projects to be implemented between fiscal years 2004 and 2008.

County Local Option Sales Tax Extension

Table 3 indicates that \$21 million will be spent by the County on bicycle and pedestrian facilities through the local option sales tax extension. Other projects will be implemented as funding becomes available. Twenty million of the County's sales tax extension revenues have been earmarked for bike lanes, bike paths and sidewalks and await the recommendations of the Bicycle and Pedestrian Master Plan for project identification and implementation. The Community Safety and Mobility Program, the county sidewalk, bike lane, and traffic calming program, and the Chaires Cross Road Widening project have been identified in the FY 2004-2008 CIP.

FDOT Work Program

The FDOT coordinates the development of its Five-Year Work Program with the MPO’s identified transportation improvement priorities on state facilities within the Tallahassee-Leon County MPO Area. The Adopted Five-Year Work Program is annually reviewed and updated and serves as a basis for the MPO’s Adopted TIP. Projects identified in the Work Program are in large part funded at the federal level, with the State administering the funds. Over \$2.7 million are identified in the FY 2004-2008 FDOT Work Program for bicycle and pedestrian facility improvements. These projects, depicted in **Table 4**, include safety projects, such as the Phipps/Overstreet Greenway and Pedestrian Overpass, and the facility improvements as part of the road widening and reconstruction projects along Mahan Drive and Capital Circle S.E.

Table 4 - FDOT Work Program: District 3 - Leon County Projects

Work Project	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total Project Cost	Assumed Bike/ Ped Percent	Assumed Bike/ Ped Portion
GFA Trail from Wakulla Co. Line to Lost Lake Rec Area	\$ 1,001,750	\$ -	\$ -	\$ -	\$ -	\$ 1,001,750	100%	\$ 1,001,750
Lafayette Street Pedestrian Tunnel at CSX Overpass	\$ -	\$ -	\$ -	\$ 42,026	\$ -	\$ 742,026	100%	\$ 742,026
Leon County Bicycle/ Pedestrian/ Pedestrian Projects	\$ -	\$ -	\$ 100,000	\$ 500,000	\$ -	\$ 600,000	100%	\$ 600,000
Phipps/ Overstreet Greenway & Meridian Road Ped Overpass	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	100%	\$ 100,000
SR 10 (US 90) from SR 261 to CR 0353 - Add Lanes & Reconstruct	\$ -	\$ -	\$6,637,903	\$ -	\$ -	\$ 6,637,903	4%	\$ 265,516
SR 261 from SR 20 to Park Avenue	\$ 1,518,786	\$ -	\$ -	\$ -	\$ -	\$ 1,518,768	4%	\$ 60,751
Total	\$ 2,620,536	\$ -	\$6,737,903	\$1,242,026	\$ -	\$10,600,465		\$ 2,770,044

Notes:

These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section

Source: FDOT Work Program, District Three, FY 2004 - 2008

The MPO annually updates the Transportation Improvement Plan (TIP) in coordination with the transportation capital budgets of the Florida Department of Transportation (FDOT), Leon County, and the City of Tallahassee. The adopted TIP is submitted to the FDOT and the Federal Highway Administration (FHWA) as projects within the urbanized area must appear in the TIP to be eligible for state and federal funding. However, as the TIP is a compilation of City, County and FDOT funding, projects identified in this Memorandum are already included in the discussion of the City and County CIPs and the FDOT Work Program.

Maintenance Programs

This document provides general information about maintenance programs in Tallahassee and Leon County. Later in the Bicycle and Pedestrian Master Plan, more detail will be provided as to funding for maintenance of existing and proposed bicycle and pedestrian projects, including greenways and multi-use paths. It should be considered that as the total miles of bike lanes and sidewalks increase, the budget for maintenance would need to be addressed as well.

City Maintenance Program

Tallahassee's streets, rights-of-way, bike lanes and sidewalks are maintained currently through a comprehensive citywide program. This program involves the regular sweeping of streets, right-of-way maintenance through mowing, litter control, and sidewalk and curb edging, landscape and tree maintenance, sidewalk construction and repair, street maintenance, and street resurfacing. Sweeping occurs monthly for FDOT streets and approximately every 120 days for other city streets. These services are included in the City's Operating Budget, with over \$7 million allocated for fiscal year 2004. The City also maintains multi-use paths in Tallahassee and Leon County, including Goose Pond Trail and the St. Marks Trail.

County Maintenance Program

Certain county streets are maintained currently by the Leon County Public Works on a rotating basis every six months. Other streets are maintained on an as-needed basis. This program is incorporated into the County's Operating Budget.

State Maintenance Program

State roads within Tallahassee and Leon County are maintained by the FDOT and through contracts with outside parties. FDOT routinely contracts with the City for the maintenance of non-intrastate highways within the city limits as well as the St. Marks Trail. Over \$500,000 has been budgeted to the City of Tallahassee for FY 2004 in the FDOT Work Program, with an additional \$267,720 contracted for other maintenance activities within Leon County.

Safety and Education

Bicycle Safety Rodeos

Bicycle safety rodeos have been held throughout the Tallahassee-Leon County area from time to time by different organizations to promote helmet usage, awareness of bicycle safety fundamentals, and to perform bicycle equipment checks. Local bicycle rodeos have been sponsored by the Tallahassee-Leon County MPO Bicycle & Pedestrian Program, FDOT, Tallahassee Police Department, National SAFE KIDS Campaign, Wal-Mart, and Bell Helmets.

Tallahassee Police Department Safety Program

The Tallahassee Police Department (TPD) is involved in many bicycle safety initiatives within the community in addition to bicycle safety rodeos. The TPD has also conducted bicycle safety seminars for school-aged children and, through its D.A.R.E. program, the TPD has partnered with the Epilepsy Association of the Big Bend to promote helmet usage in low-income neighborhoods. This program is an informal one with no current budget; however, it could be formalized further with more funding provided to enhance these safety initiatives.

Community Traffic Safety Teams

Florida's Community Traffic Safety Teams (CTSTs) consist of local highway safety advocates dedicated to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. CTST membership is comprised of city, county, state, and federal agency representatives, as well as private industry leaders and local citizens. They can promote bicycle and pedestrian safety through the implementation of safety-oriented projects such as the annual Stop Running Red Light Campaign and School Zone Crossing Campaign, as was done in FDOT District Two.

The Leon County CTST is active and meets monthly to consider safety issues and discuss possible solutions. It maintains a list of potential facilities projects, as well as a priority list which is closely coordinated with the District Three CTST Liaison. Based on the project priority list, the CTST seeks FDOT Safety funds to implement solutions. In some cases, counties have received up to \$500,000 per year in safety funding through their FDOT District Office.

PROJECTED FUNDING THROUGH 2025

For planning purposes, a preliminary analysis has been conducted to determine the extent of financial resources available to accommodate the facility needs and recommendations made by the Bicycle and Pedestrian Master Plan. The existing local and state funding streams for capital projects identified in this section have been generalized to estimate an average yearly funding level so that future anticipated funding levels can be estimated for planning purposes. Approximately \$200 million will be available for bicycle and pedestrian capital projects through the year 2025, as identified in **Table 5**.

Table 5 - Projected Availability of Existing Local and State Funding Sources for Bicycle and Pedestrian Projects Through 2025

Funding Source	Estimated 2004-2008	Estimated 2009-2025	Estimated Total 2004-2025
Tallahassee CIP	\$27,317,900	\$ 92,880,860	\$120,198,760
Leon County CIP	\$ 5,531,218	\$ 18,806,141	\$ 24,337,359
Local Option Sales Tax Extension Projects	\$ -	\$ 43,202,990	\$ 43,202,990
FDOT Work Program	\$ 2,770,044	\$ 9,418,148	\$ 12,188,192
Total	\$32,849,118	\$164,308,139	\$199,927,301
Notes			
(1.) These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section (2.) No growth factor was assumed. (3.) Local Option Sales Tax Extension Projects identified in the Tallahassee and Leon County CIPs (FY 2004-2008) have been deducted from the total amount estimated for bicycle and pedestrian projects through the local option sales tax extension. The implementation schedule of Blueprint 2000 projects is currently unavailable and therefore, these projects are listed under the column 2009-2025, for calculation purposes only.			

Sources: Tables 1 – 4, Tallahassee CIP, Leon County CIP

This projection is based entirely on existing levels of spending by the City, County, and State for capital projects related to bicycle and pedestrian facilities as of 2003. In many cases, the money is earmarked for a particular project or type of project. The MPO’s Year 2020 Long-Range Transportation Plan identifies \$31 million in funding to be available for bicycle and pedestrian projects through 2020, while this Technical Memorandum provides a much higher estimate of \$200 million. The difference, in part, can be attributed to the local option sales tax extension projects, the assumption and calculation of four percent of road construction and widening projects to include bike lanes and sidewalks when appropriate, and new projects or pots of money that were not available or had not been identified in 2001. The \$200 million estimate may be conservative in that there are no growth factors applied to reflect any population growth or other types of growth that Tallahassee and Leon County may experience, which could impact future revenue streams.

In addition, there may be many opportunities for existing funding programs to be expanded once the Bicycle and Pedestrian Master Plan is completed and adopted. For instance, the Tallahassee-Leon County MPO has applied for and received TEA-21 (and previously ISTEA) Transportation Enhancement funding over the last five years. With the recommendations from the Master Plan, it may be possible to acquire additional TE funds in addition to other state and federal funds, given the magnitude of needs and priorities that are identified. Additionally, projects recommended for implementation in the Bicycle and Pedestrian Master Plan can be matched with the potential funding sources identified in the next section of this document.

While maintenance and safety and education programs were not included in the projections of future funding levels in this section, their importance will continue to grow as the Tallahassee-Leon County area continues to expand and enhance its bicycle and pedestrian network. This Memorandum, with its many funding sources and innovative techniques for facility construction, maintenance, safety and education programs, is intended to provide a tool for MPO staff to use as it implements the Master Plan in the coming years.

POTENTIAL FUNDING SOURCES

Funding sources for bicycle and pedestrian facilities can be found at all levels of government and within the private sector. The Transportation Equity Act for the 21st Century is the primary funding source for surface transportation projects including highway, highway safety, transit, bicycling and walking. Succeeding the Intermodal Surface Transportation Efficiency Act of 1991, TEA-21 authorized \$217 billion in federal funds for all modes of surface transportation for a six-year period from 1998 through 2003. More than half of these funds are made available under programs which permit bicycle and pedestrian facilities as eligible expenditures.

TEA-21 was designed to continue and improve ISTEA programs and to implement new initiatives designed at improving safety and to provide transportation, while preserving communities and the natural environment. In September of 2003, Congress passed a five-month extension to TEA-21 which was to expire at the end of the fiscal year.

A multi-year reauthorization bill is expected to be completed to succeed TEA-21. The transportation vision established in 1991 under ISTEA will be continued through implementing the third iteration of the multi-year surface transportation spending legislation. It is likely that the new legislation will continue many of the programs currently in place under TEA-21.

This section identifies and describes potential funding sources at the state and federal levels, as well as from not-for-profit and advocacy organizations. Most funding sources described below are available for capital projects, while a few programs are devoted entirely to safety improvements or education. The sources identified in this section are detailed in **Table 6**, providing program name and description, the application and selection process, and contact information for the administering agency.

State

Community Contribution Tax Credit Program

The Community Contribution Tax Credit Program provides a tax credit to businesses in Florida that make donations toward approved community development projects. Businesses may receive a tax credit of 50 percent of the value of the donation, with a maximum of \$200,000 per tax year. The credit may be taken on Florida corporate income tax, franchise tax, or insurance premium tax.

Units of state and local government may apply to become eligible sponsors of community development projects and solicit corporate donations under the Community Contribution Tax Credit Program. Constructing and improving public facilities is among the list of eligible community development projects that may be undertaken by the approved sponsor. The other criterion is that the project be located within an area designated as a Florida Enterprise Zone.

The Tallahassee-Leon County Planning Department administers the Tallahassee-Leon County Enterprise Zone, which is located both inside and outside of city limits. The designation of the Tallahassee-Leon County Enterprise Zone will be in effect until December 31, 2005. Continuation of Enterprise Florida will be contingent upon evaluation of the program by the Florida Legislature which, at that time, will decide if the program should be continued as is, continued if modified, or be completely repealed.

For more information about the Tallahassee-Leon County Enterprise Zone, contact Rick Fausone at the Tallahassee-Leon County Planning Department at (850) 891-8600, or visit the Enterprise Zone website at talgov.com/citytlh/planning/cmplan/ezwebsite/ez_webfront.html. For further information about the Community Contribution Tax Credit Program, contact Burt Von Hoff of the Office of Tourism, Trade and Economic Development at (850) 487-2568 or visit the program website at http://www.myflorida.com/myflorida/government/governorinitiatives/ottd/pdfs/community_tax.pdf.

Table 6. Potential Funding Sources

Program Name	Program Description	Type of Projects Allowed	Funds Available	Match	Application Process	Selection Process	Application Deadline	Contact
Community Contribution Tax Credit Program	The Community Contribution Tax Credit Program provides a tax credit to businesses in Florida who make donations toward approved community development projects. Businesses may receive a tax credit of 50 percent of the value of the donation with a maximum of \$200,000 per tax year. The credit may be taken on Florida corporate income tax, franchise tax, or insurance premium tax.	Community development projects which construct, improve, or substantially rehabilitate housing, commercial, industrial, or public facilities, or to promote entrepreneurial or job development opportunities. These projects must be undertaken by an eligible sponsor, such as a unit of state or local government.	\$ 5 million in state tax credits available each fiscal year (July 1 - June 30). A business which makes an eligible contribution may receive a tax credit of 50 percent of the value of the donation, up to \$200,000 per tax year.	A business which makes an eligible contribution may receive a tax credit of 50 percent of the value of the donation.	Projects must be undertaken by an eligible sponsor, such as a unit of state or local government. The project must be used to construct or improve public facilities and the project must be located in an area designated as a Florida Enterprise Zone. Approved Sponsors may solicit donations from businesses, who must contact the OTTED to ensure the contribution qualifies, submit an application, and submit the approved application with Florida Corporate Tax Return.	Approval of Application for a Community Contribution Tax Credit is contingent upon prior approval of the project and sponsor by the Office of Tourism, Trade and Economic Development and the availability of funds. \$5 million in state tax credits are available each fiscal year.	Rolling; funds are available for state tax credits each fiscal year (July-June 30).	Burt C. Von Hoff Executive Office of the Governor Office of Tourism, Trade and Economic Development The Capitol Suite 2001 Tallahassee, FL 32399-0001 (850) 487-2568 vonhoff@eog.state.fl.us http://www.myflorida.com/myflorida/government/governor/initiatives/otted/pdfs/community_tax.pdf .
Florida Greenways and Trails Land Acquisition Program	This \$ 4.5 million program provides funds for the acquisition of greenways and trails, abandoned rail corridors, and additions to the Florida National Scenic Trail, for recreation and conservation purposes. Established under Preservation 2000, this program is now run under the Florida Forever Act.	Greenways; multi-use, hiking, equestrian, off-road biking, and paddling trails.	Project is under the \$4.5 million Florida Forever Program.	No required match. However, project with a current match increases the probability of acquisition.	Applicant must apply for and receive a Certificate of Eligibility prior to submission of application. Eligibility is based on a set of established criteria, including relationship with already identified priority projects.	Projects are selected according to the guidelines set forth in the F.A.C. Chapter 62S-1.300	Application period is from May 9 - July 8, 2003.	Cindy Radford Office of Greenways and Trails Department of Environmental Protection 3900 Commonwealth Blvd., Tallahassee, FL 32399 (850) 245-2052 cynthia.radford@dep.state.fl.us/ www.dep.state.fl.us/gwt/resource/acq.htm
Florida Scenic Highways Program	State designation as a Florida Scenic Highway provides many funding opportunities on the federal and state levels through grants, trusts, and assistance programs.	Money is available to Florida Scenic Corridors (which in Leon County includes part of S.R. 20, Capital Circle, S.W., C.R. 375, and Spring Hill Road) through the National Urban and Community Forest Grant Program, Florida's Plant-A-Tree Trust Fund, Florida Main Street Program, Community Development Block Grants.	Varied by program.	Varies by program.	Varies by program.	Varies by program.	Varies by program.	Laura Haddock Florida DOT, District 3 (850) 638-0250
Florida Recreation and Development Assistance Grant Program	This program provides grants for acquisition or development of land for public outdoor use or to construct or renovate recreation trails.	Recreation trail construction or renovation.	Maximum grant is \$200,000.	Match varies from 0% to 50% depending on the total project cost.	Municipal or County governments apply during announced submission period. Applicants may submit up to two applications.	The Bureau of Design and Recreation within FDEP evaluates each project based on the Florida Administrative Code and assigns a score. A priority list is sent to the Florida Legislature for funding consideration.	Application period can vary around these dates: August 12-Sept 12. Call to get specific deadlines.	Diane Langston Bureau of Design and Recreation Services 3900 Commonwealth Blvd. Tallahassee, FL 32399 (850) 488-7896 http://www.dep.state.fl.us/parks/bdrs/
Florida Communities Trust Program	Provides funding for acquisition of community based parks, open space, and greenways that further outdoor recreation.	User-or resource-based recreation including ball parks, bike trails, and tot-lots.	\$66 million is available each year. Applicant can receive up to 10% of yearly budgeted amount.	Matching and full grants are available.	Local governments and eligible non-profits apply during annual application cycle.	Self-score test on application is reviewed by staff, who prepares an evaluation report. Applicant makes a presentation to staff at the selection meeting in the fall. Staff then assigns a final score for ranking.	Application period can vary around these dates: March-April. Call to get specific deadlines.	Hank Benson Department of Community Affairs 2555 Shumard Oak Blvd. Tallahassee, FL 32399 (850) 922-2207 fctinfo@dca.state.fl.us http://www.dca.state.fl.us/fct/florida_forever.htm
Florida Highway Beautification Council Grant Program	This program funding through the FDOT for landscape beautification projects on Florida's roadways.	Landscaping Improvements	\$13 million per year.	50/50 Match.	Each applicant is required to reach their District Contact prior to submittal.	Grant Recipients are required to submit construction-ready landscape plans, and agree to maintain the completed landscaped area in perpetuity.	Grant applications are due October 1. Grants are awarded by July 1.	Florida Highway Beautification Council Staff Coordinator 605 Suwannee Street, MS-37 Tallahassee, Florida 32399-0450 (850) 922-7205 Preston Toole (850) 638-0250 Wilson McBurney (800) 284-5182 http://www11.myflorida.com/emo/beauty/council.htm
National Highway System	This TEA-21 program provides funding for improvements to urban and rural roads that are part of or connect or provide access to the National Highway System.	Pedestrian walkways; bicycle and pedestrian projects within interstate corridors.	\$28.6 billion.	80%; When funds are used for Interstate projects the Federal share may be 90 %	Online application process at www.dot.state.fl.us/financial/planning/finance/sib/htm .	Competitive application process through FDOT.	September of each calendar year.	Gene Branagan Florida Department of Transportation (850) 414-4421 gene.branagan@dot.state.fl.us

Table 6. Potential Funding Sources

Program Name	Program Description	Type of Projects Allowed	Funds Available	Match	Application Process	Selection Process	Application Deadline	Contact
Surface Transportation Program	STP provides funds for states and local governments to make improvements on public roads, transit capital projects, or bus terminals. This is a TEA-21 program.	Sidewalk improvements to comply with ADA; bicycle facilities and pedestrian walkways.	Based on VMT and miles of vehicle lanes in each state.	Varies	Contact FHWA; varies by program	Contact FHWA; varies by program	Varies by program.	Hussein Sharifpour Federal Highways Administration 227 N. Bronough St., Suite 2015 Tallahassee, FL 32301 (850) 942-9650, ext. 3024
Transportation Enhancement Program (TEP)	This program is intended to augment transportation improvement projects by providing funding for projects or features related to the transportation system beyond what is routinely included or required through normal mitigation. This is a TEA-21 program.	Pedestrian and bicycle facilities and amenities; safety and educational activities and materials	\$45-50 million allocated among the seven FDOT districts. No cap on the award and no match requires. An additional \$5 million is available annually for state and federal applicants for statewide projects.	Based on application, but typically 80/20	Federal, state, or local governments may apply.	Selection and implementation of most enhancement projects are handled by the FDOT District Offices with input from MPOs or County Commissions.	Follows annual updating of FDOT five year work program completed in cooperation with MPOs and Counties	Jerry Campbell Transportation Enhancement Program Coordinator, District 3 Florida Department of Transportation, District 3 Office (850) 638-0250 www.dot.state.fl.us/emo/enhance/enhance.htm
Hazard Elimination Program	A set-aside from STP funds, this program funds activities for safety improvements to correct hazardous locations, section, and elements which may present a danger to motorists, pedestrians, and bicyclists. This is a TEA-21 program.	System improvements which eliminate hazardous conditions, such as pedestrian and bicyclist public pathways and trails and facilities and traffic calming projects.	Up to \$500,000	90/10	State and Local governments may apply.	Competitive evaluation by FHWA.	To be determined during reauthorization.	Robert Berry Florida Department of Transportation, District 3 (850) 638-0250, ext. 283 robert.berry@dot.state.fl.us
Recreational Trails Program	The RTP is a program that provides grants for projects which provide, renovate, or maintain recreational trails, trailheads, and trailside facilities.	Eligible projects include those that construct, renovate, or maintain recreational trails, trailhead, or trailside facilities and purchase trail construction or maintenance equipment. Funding is available for motorized, non-motorized and mixed-use recreational trail projects.	Approximately \$1.4 available annually. Current maximum grant amount is \$250,000. Allocation includes: 30% motorized, 30% non-motorized, 40% mixed-use.	All grants must be matched. The more match provided by the applicant, the more points awarded in the application process. Match may be 50/50, 60/40 or 80/20.	Municipal or county governments, state and federal agencies, federal tribal governments and approved nonprofit organizations may apply during the annual application cycle.	Applications are reviewed to determine eligibility. The Office of Greenways and Trails evaluates applications and assigns a final score, based on which, the FDEP submits a recommended priority list to the FHWA for funding consideration.	Application period occurs during January.	Alexandra Weiss Office of Greenways and Trails Florida Department of Environmental Protection 3900 Commonwealth Boulevard, Mail Station #795 Tallahassee, FL 32399-3000 (850) 488-3701 alexandra.weiss@dep.state.fl.us
Land and Water Conservation Trust Fund	This Program provides grants for acquisition or development land for public outdoor recreation.	Outdoor recreation areas and facilities such as picnic areas, trails, ball fields, tennis and basketball courts along with associated support facilities such as lighting, parking, restrooms, and landscaping.	Maximum grant amount will be announced prior to the submission period.	50/50 match.	Municipal or County governments apply during announced submission period.	The Bureau of Design and Recreation within DEP evaluates each project based on the Florida Administrative Code and assigns a score. A priority list is sent to the Secretary of DEP for approval, then to the US Dept. of the Interior, National Park Service for final review and award.	Application period can vary around between February and April. Call to get specific deadlines.	Collier Clark Bureau of Design and Recreation Services Florida Department of Environmental Protection 3900 Commonwealth Blvd. Tallahassee, FL 32399 (850) 488-7896 http://www.dep.state.fl.us/parks/bdrs/
National Scenic Byways Program Grants	Provides funding for projects associated with safety improvements, bicycle and pedestrian facilities, rest areas, etc. along designated scenic byways and All-American Roads.	Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, passing lane, overlooks, or interpretive facility,	No maximum; projects in the past have ranged from \$4,000 to \$400,000	80/20 Match	Local governments and eligible non-profits apply during annual application cycle.	Applications are reviewed and prioritized by each State scenic byway agency. Federal scenic byway program funds for successful projects will be processed through each State transportation agency. Priorities for making grant decisions include projects on routes designated as either an AAR or an NSB; projects that would make routes eligible for designation as either an AAR or an NSB; and projects associated with developing State scenic byway programs.	September 26th, 2003	Mariano Berrios State Scenic Highways Program Manager Florida Department of Transportation 605 Suwannee Street MS 37 Tallahassee, FL 32399-0405 (850) 410-5894 Fax: (850) 410-5808 mariano.berrios@dot.state.fl.us www.byways.org

Table 6. Potential Funding Sources

Program Name	Program Description	Type of Projects Allowed	Funds Available	Match	Application Process	Selection Process	Application Deadline	Contact
Urbanized Area Formula Grants	Planning and design of projects physically related to transit.	Bike access and storage facilities. (bike racks or other storage facilities, bike racks on busses, bike trails if they are directly linked to transit facility.	1% set aside	95% federal share for bike facilities	For areas that are 50,000 to 199,000 in population, funds are distributed by FTA based on population size and density. Funds are then allocated by the local MPO.	At the discretion of the local MPO.	FTA employs a quarterly release cycle for the Urbanized Area Formula Program. If a complete grant application is submitted to the FTA Regional Office by the first business day of the calendar quarter, FTA will approve and release the grant by the last business day of the quarter. The Federal fiscal year begins on October 1; thus, October begins the first quarter of the Federal fiscal year. The other first days of a quarter are, therefore, January 1, April 1, and July 1, or, in the event of a holiday or weekend, the first business days thereafter. Sometimes the enactment date of the Department of Transportation's annual appropriation requires adjustments in the application submission and processing dates for the first quarter.	Denny Wood Florida Department of Transportation, District 3 (850) 638-0250, ext 525
Transit Enhancements Program	The Transit Enhancements Program seeks to enhance mass transportation service. Projects are physically or functionally related to transit facilities. This is a TEA-21 program.	Preservation, rehabilitation and operation of historic mass transportation buildings; bus shelters; landscaping/beautification; public art; pedestrian and bicycle access and walkways; bicycle storage facilities; transit connections; signage; and enhanced access for persons with disabilities.	Establishes a one-percent set-aside for transit enhancements in urbanized areas exceeding populations of 200,000.	Projects providing bicycle access to mass transportation funded with the enhancement set aside shall be funded at a 95% Federal share.	Contact FTA	Contact FTA	Contact FTA	Bobby Grice Florida Department of Transportation, District 3 (850) 638-0250, ext 545 bobby.grice@dot.state.fl.us
Urban Transit Capital Program	This program assists in financing of facility improvements and equipment.	Eligible projects include: the acquisition of rolling stock such as buses, vans, and other high-occupancy vehicles; purchase of land for installation of project facilities and right-of-way for transit corridor improvements; acquisition of or construction of mass transportation facilities, maintenance facilities, terminals, and passenger waiting areas; and the purchase of computer hardware for planning, scheduling, customer service or communications.	From \$9000 to up to \$1 billion.	Grants may be made up to 80% of the project cost.	Grant applications are made to the regional offices of the FTA.	Criteria for selecting proposals includes: major, non-recurring capital investments and prior programming of all formula funds. Use of federal funds must be reflected by grant agreement.	Beginning of the fiscal year.	Kathy Rudd Florida Department of Transportation, District 3 (850) 638-0250 kathy.rudd@dot.state.fl.us

Table 6. Potential Funding Sources

Program Name	Program Description	Type of Projects Allowed	Funds Available	Match	Application Process	Selection Process	Application Deadline	Contact
Transportation and Community and System Preservation Pilot Program	This program provides funding to investigate and address the relationship between transportation and community preservation and seeks to identify or initiate private sector initiatives. This intent is achieved through planning and implementation grants, and research. This is a TEA-21 program.	Implementation of TOD's and greenways	Varies	80/20 Match	The Federal Highway Administration (FHWA) will not solicit applications for the Fiscal Year (FY) 2003 Transportation and Community and System Preservation Pilot (TCSP) Program. The Congressional Conference Report accompanying the FY2003 Omnibus Appropriations Act designated \$89.65 million for 139 TCSP projects. TCSP funds are only authorized for Fiscal Years 1999 through 2003, therefore, FY2003 is the last year of the Transportation Equity Act for the 21st Century (TEA-21) authorized funding for the TCSP. No further applications will be solicited until further notice.	Planning assistance under the TCSP is intended to provide financial resources to states and communities to explore integrating their transportation programs with community preservation and environmental activities. Grants will be awarded for planning activities that will achieve this integration, meet the purposes of the program described above and are innovative. This may include, for example, public and private involvement activities; improving conditions for bicycling and walking; better and safer operation of existing roads, signals and transit systems; development of new types of transportation financing and land-use alternatives; development of new programs and tools to measure success; and the creation of new planning tools and policies necessary to implement TCSP-related initiatives.	To be determined when re-prioritized.	Bryant Paulk Florida Department of Transportation, District 3 (850) 638-0250, ext. 595 bryant.paulk@dot.state.fl.us
Transit Capital Investment Grants and Loans	The Capital Investment Grants and Loans Program provides transit capital assistance for new fixed-guideway systems and extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and bus-related facilities.	Capital grants for bus and bus-related facilities include bus purchases and construction of bus maintenance, fueling, administration and intermodal facilities.	\$3,616 billion is authorized for FY 2003.	20% for bus and bus-related facilities.	The program is discretionary. Contact the FTA Regional Office for more information on the application process.	The program is discretionary. Competition for funds is aggressive. Contact the FTA Regional Office for more information on selection.	Contact the FTA Regional office.	Christie Holland Florida Department of Transportation, Central Office (850) 414-4449
State and Community Highway Safety Grant Program	This federally-funded program provides grants for state and local safety-related agencies as "seed" money to start up new safety programs or to enhance existing grants for projects identified by the FDOT Community Traffic Safety Teams. Project-funded areas include: Policy Traffic Services, Speed Control, Alcohol, Motorcycle Safety, Traffic Records, Emergency Medical Service, Community Traffic/Safe Communities, Occupant Protection, Pedestrians and Bicycle Safety and Roadway Safety.	Funds for pedestrian and bicycle safety will target programs designed to impact pedestrians and bicyclists of all ages who travel Florida's roadways, with special focus given to school age children and senior citizens, as well as a "share the road" campaign which targets drivers.	Awarding of grants is contingent upon Congressional approval of funding.	With the intent of having projects achieve self-sufficiency, the federal share is decreased during each year of the grant. A project is eligible to receive funding for up to three years.	Any unit of local government can request highway safety funds for identified traffic and safety projects with documented evidence. Projects identified that help attain the goals identified in the Highway Safety Plan will be solicited for a concept paper, which must fully describe the proposed project and be submitted by the end of March.	The FDOT Safety Office annually develops a comprehensive Highway Safety Plan that identifies projects recommended for federal funding during the upcoming federal fiscal years. Projects that help attain the goals identified in this Plan are considered for eligible funds. Grant program staff identifies traffic and safety problems throughout the state by analyzing data from the Department of Highway Safety and Motor Vehicles, studying the results of observational surveys, and attending meetings of traffic safety communities. Project concept papers are solicited and submitted to the selection committee, which gives high priority to continuation projects. Grants are awarded if Congress approves funding.	Problem Identification occurs in January. Concept papers are submitted between January and March. Grant applications are submitted in September.	Dennis Scott Bicycle and Pedestrian Safety Coordinator FDOT Safety Office 605 Suwannee Street, MS 17 Tallahassee, FL 32399-0450 (850) 488-5455 dennis.scott@dot.state.fl.us
Rivers, Trails, and Conservation Assistance Program	Provides technical assistance in conceptual planning of river, trail, and conservation projects.	Trails and greenway planning, open space protection, rail-to-trail conversions.	No funds available, technical assistance only.	N/A	State and local governments, non-profits, and citizen activist group may apply	Selection based on how well each applicant meets the following criteria: commitment, cooperation, and cost sharing by governments and non-profits, a clear anticipated outcome, opportunity for significant public involvement, protection of significant natural or historic resources, and consistency with national park service mission.	July 1st	Jamie Doubek-Racine National Parks Service Rivers, Trails & Conservation Assistance Florida Field Office 531 South Pineapple Ave., #8 Sarasota, FL 34236 (941) 330-8047 Jamie_Doubek-racine@nps.gov www.nrcr.nps.gov/nrcr/programs/rtca
Hope VI Revitalization Grants	Provides funding for demolition and revitalization of dilapidated public housing.	Comprehensive funding for reconnecting public housing to surrounding neighborhood and traditional street grid in addition to construction of housing. New Urbanism principles applied, including pedestrian and bike friendly streetscapes.	\$20 million max for entire project.		Grants are awarded to local housing authorities.	Contact local housing authority.	Contact local housing authority.	Jeff Ridell, HUD. (202) 401-8812, ext. 7378 www.HUD.gov/HopeVI

Table 6. Potential Funding Sources

Program Name	Program Description	Type of Projects Allowed	Funds Available	Match	Application Process	Selection Process	Application Deadline	Contact
FHWA Pedestrian Safety Campaign	One of FHWA's ongoing safety programs, this program serves as a free outreach program communities can utilize to promote pedestrian safety.	The purpose of the campaign is to sensitive drivers to the fact that pedestrians are legitimate road users and should always be expected on or near the roadway, educate pedestrians about minimizing risks to their safety, and to develop program materials to explain or enhance operation of pedestrian facilities, such as crosswalks and pedestrian signals.	This is a free program that communities and states may utilize.	N/A	States and communities.	The program is free and ready-made.	N/A	Tamara Redmon Federal Highway Administration (202) 366-4668 tamara.redmon@fhwa.dot.gov http://safety.fhwa.dot.gov/pecampaign/index.htm .
Bikes Belong Coalition Grant Program	Assists in developing bicycle facility projects that will be funded by TEA-21	Facility Improvements, education, increasing ridership.	Maximum grant of \$10000.	None	Local governments and non-profits apply on a quarterly basis by the following deadlines.	Contact Bikes Belong	Quarterly: February 16, May 16, August 15, November 14	Bikes Belong Coalition 368 Beacon Street, Suite 102 Brookline, MA 02446-2800 Phone: (617) 734-2800 mail@bikesbelong.org/ www.bikesbelong.org
American Greenways Program	Develop new, action-oriented greenway projects. Assist grassroots greenway organizations. Leverage additional money for conservation and greenway development. Recognize and encourage greenway proponents and organizations.	Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects. In general, grants can be used for all appropriate expenses needed to complete a greenway project including planning, technical assistance, legal and other costs.	The maximum grant is \$2,500. However, most grants range from \$500 to \$1,500.	None	Awards will primarily go to local, regional, or statewide nonprofit organizations. Although public agencies may also apply, community organizations will receive preference.	Grant recipients are selected according to criteria that include: Importance of the project to local greenway development efforts, Demonstrated community support for the project, Likelihood of tangible results, Capacity of the organization to complete the project	June 1st	Leigh Anne McDonald/ American Greenways Coordinator The Conservation Fund 1800 North Kent Street, Suite 1120 Arlington, VA 22209 (703) 525-6300 lmcdonald@conservationfund.org www.conservationfund.org
Bike Florida Mini-Grants	Provides funds to organizations who are promoting bicycle and pedestrian safety programs	Funds to purchase equipment, printed material, or other safety related projects.	\$500-\$1000	None	Any organization that promotes bicycling	Contact Bike Florida	December 1st	Bike Florida and Share the Road Campaign P.O. Box 451514 Kissimmee, FL 34745-1514 www.bikeflorida.org
Florida Bicycle Association Mini-Grants	Through the sale of the "Share the Road" specialty license plates, this mini-grant program administered through the Florida Bicycle Association funds programs that focus on motorist and driver education.	Educational programs for motorist and bicycle education and awareness of proper, legal roadway sharing. This program will not fund helmet purchase and distribution programs, brochure printing or promotional items.	\$500 - \$2000	A match of equivalent or more dollars and/or in-kind contributions is required to receive grant funds.	Units of local government and groups, associations or organizations.	Preference is given to innovate programs and efforts that will garner significant media coverage.	Grants are awarded twice per year.	Laura Hallam, Executive Director Florida Bicycle Association P.O. Box 1547 Orlando, FL 32802 (407) 327-3941 laura@floridabicycle.org http://www.floridabicycle.org/
Active Living by Design	Active Living By Design is a program of The Robert Wood Johnson Foundation. The intent of this program is to establish and evaluate innovative approaches that support active living through changes in local community design, architecture, and transportation. "Active living" is defined as a way of life that integrates physical activity into daily routines.	Active Living by Design awards grants to interdisciplinary, community-oriented partnerships for the purpose of developing and implementing strategies that will increase opportunities for and minimize impediments to physical activity in the community. Grants may be used to serve as catalysts for creating physical improvements advocacy, grant-writing, and organizing volunteer groups. Grants may not used for land acquisition, capital expenditures, or general operating expenses.	Up to \$200,000 over 5 years to 25 communities.	None	Communities which have been invited to apply.	Selection among eligible applicants will be based on proposal strategies which promote active living. Proposals must address communication, partnerships, policy, community and political support, and health issues	May 21.	National Program Office (919) 843-2523 www.activelivingbydesign.org.

Florida Greenways and Trails Land Acquisition Program

This program provides funds for the acquisition of greenways and trails, abandoned rail corridors, and additions to the Florida National Scenic Trail, for recreation and conservation purposes. Established under Preservation 2000, this program is now run under the Florida Forever Act. Projects eligible for funding under this program include those that are located within or adjacent to an opportunity segment identified on the Recreational Prioritization Maps maintained by the Office of Greenways and Trails. One such trail, the Gopher, Frog, and Alligator Trail (GF&A), from Tallahassee to Carrabelle, is a high priority trail opportunity under this program.

This program is administered through the Office of Greenways and Trails of the Florida Department of Environmental Protection. Contact Cindy Radford at (850) 245-2052, or see the program website at www.dep.state.fl.us/gwt/resource/acq.htm.

Florida Scenic Highways Program

State designation as a Scenic Highway provides many funding opportunities on the federal and state levels through government grants, trusts, and assistance programs. Designation as a State Scenic Highway makes a corridor eligible for federal funding through the National Scenic Byways Grant Program. Grants may be used for safety improvements, construction of bicycle and pedestrian facilities, and protection of historical, archeological and cultural resources.

Currently, there is a grassroots effort underway in Leon County to include parts of S.R. 20, Capital Circle Southwest, C.R. 375, and Spring Hill Road as part of the Florida Scenic Highways Program. This will enable Leon County to acquire funds under this program and to enhance many existing recreational facilities, bike trails and bike paths. Below are some of the funding programs available to Florida Scenic Highway Corridors:

- ***National Urban and Community Forestry Matching Grant Program*** - The federal share shall be 50 percent reimbursable with matching 50 percent coming from local funds. These funds are for projects that develop or enhance a community's ability to have a sustained, comprehensive tree care program. No more than 20 percent of the funds may be used for tree planting.
- ***Florida's Plant-A-Tree Trust Fund*** - The State share shall not exceed 50 percent reimbursable, with matching 50 percent coming from local funds. Use of these funds is for projects involving the planting of native trees on rural acres or urban landscapes.

- ***Florida Main Street Program*** - The Division of Historical Resources under the Department of State provides a \$10,000 seed money grant and technical assistance for eligible communities. The Program encourages the revitalization of traditional downtown commercial districts through a community-based comprehensive approach. The applicant is not required to match the grant, but must provide a guaranteed one-year funding support for a Main Street manager.
- ***Florida Small Cities Community Development Block Grant - Neighborhood Revitalization*** - The Department of Community Affairs provides grants for local governments. Use of these grants is limited to the provision of infrastructure and facilities in low to moderate income neighborhoods. Eligible projects include water lines, sewer lines, fire protection, recreation, neighborhood centers, and other eligible public facilities.
- ***Florida Small Cities Community Development Block Grant - Commercial Revitalization*** - The Department of Community Affairs provides grants to eligible jurisdictions to assist in revitalizing downtown areas. Eligible projects include rehabilitation of privately owned building facades, modifications for handicapped access, sidewalks, landscaping, streets, drainage and parks.

The Florida Scenic Highways Program is administered through the Florida Department of Transportation, Office of Environmental Management. The District Three Florida Scenic Highways contact is Laura Haddock, who may be reached at (850) 638-0250.

Florida Recreation and Development Assistance Grant Program

The Florida Recreation and Development Assistance Program provides grants for the acquisition or development of land for public outdoor use or to construct or renovate recreational trails. This program is administered by the Florida Department of Environmental Protection, Bureau of Design and Recreation Services. Contact Diane Langston at (850) 488-7896, or visit the program website at www.dep.state.fl.us/parks/bdrs/.

Florida Communities Trust Program

The Florida Communities Trust (FCT) program is a state grant program that provides funding for the acquisition of community-based parks, open space and greenways that further outdoor recreation and natural resource protection needs identified in local government comprehensive plans. Projects eligible for funding support user and/or resource-based recreation include bike trails, ball parks, and tot-lots. FCT

is administered by the Florida Department of Community Affairs. Contact Hank Benson at (850) 922-2207, or view the program website at www.dca.state.fl.us/ffct/floridaforever.htm.

Florida Highway Beautification Council Grant Program

The Florida Highway Beautification Council provides funding through the Florida Department of Transportation for landscape beautification projects on Florida's roadways. Each applicant is required to contact the District's contact person prior to application submittal. The staff coordinator may be reached at (850) 922-7205, while District Five contacts Preston Toole and Wilson McBurney may be reached at (850) 638-0250 and at (850) 284-5182, respectively.

Federal

National Highway System

This program provides funding for improvements to urban and rural roads that are part of the National Highway System (NHS), and connectors, urban and rural principal arterials and highways that provide motor vehicle access between the NHS and major intermodal transportation facilities. Pedestrian projects on Federal Highway rights-of-way have been made explicitly eligible for funding under the NHS program. Contact the District FHWA office at (850) 942-9650.

Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding to states and localities toward federal-aid highway projects, bridge projects, transit capital projects and public bus terminals and facilities. Under this program, sidewalks improvements to comply with the ADA are eligible projects. Transportation Enhancement Activities and the Hazard Elimination Rail-Highway Crossing Program are set-aside projects under the STP. Contact the District FHWA office at (850) 942-9650.

Transportation Enhancement Program (TEP)

This funding source is intended for projects or features that go beyond what has been customarily provided with transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors, and eligible costs are reimbursed.

TEP is a federal program administered by the Florida Department of Transportation (FDOT). Guidance and direction are provided by each District's Planning office. Selection and implementation of most enhancement projects are handled by the FDOT District Offices, with input from Metropolitan Planning Organizations or County Commissions.

Transportation enhancement activities continue to be funded through a ten percent set-aside from STP funds. In order to maximize the use of available TEP funding, TEA-21 provides innovative financing alternatives for meeting matching requirements. Examples of completed transportation enhancement projects in the Tallahassee and Leon County area include the Goose Pond Trail and St. Marks Trail Extension, Monroe Street pedestrian enhancements, Florida State University Bicycle Parking. The Lafayette Street Pedestrian Tunnel and the Lafayette Streetscape Project are current project and appear in **Table 3** FDOT Work Program. Contact Jerry Campbell, TEP Manager for FDOT District Three, at (850) 638-0250.

Hazard Elimination Program

Also a set-aside from STP funds, the Highway Safety Infrastructure Hazard Elimination Program funds activities for safety improvement projects to correct hazardous locations, sections and elements which may present a danger to motorists, pedestrians, and bicyclists. Most of these funds are distributed to FDOT districts by statutory formula and are identified either by District Safety Engineers or the local CTST. Examples of projects that have been funded by FDOT in District Three include sidewalks, shared-use paths, guardrails, pedestrian signals, and intersection improvements. Contact Robert Berry at the FDOT District Three Office at (850) 638-0250.

Recreational Trails Program

The Recreational Trails Program is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments and organizations, approved by the state, or to state and federally recognized Indian tribal governments for the development of recreational trails, trailheads and trailside facilities. Eligible projects include those that construct, renovate, or maintain recreational trails, trailhead, or trailside facilities and purchase trail construction or maintenance equipment. Funding is available for motorized, non-motorized and mixed-use recreational trail projects. This program is administered through the Florida Office of Greenways and Trails (OGT)/ Department of Environmental Protection, in coordination with the U.S. Department of Transportation and

the Federal Highway Administration. Contact Alexandra Weiss with the OGT, who may be reached at (850) 488-3701.

Land and Water Conservation Trust Fund

The Land and Water Conservation Trust Fund is a competitive program which provides grants for acquisition or development of land for public outdoor recreational use. Funds can be used for outdoor recreation areas and facilities such as beaches, picnic areas, trails, ball fields, tennis and basketball courts and playgrounds, along with associated support facilities such as lighting, parking, restrooms and landscaping. This program is administered by the FDEP Division of Recreation and Parks and Bureau of Design and Recreation Services on behalf of the National Park Service, a division of the U.S. Department of Interior. Contact Collier Clark with the FDEP Bureau of Design and Recreation Services at (850) 488-7896, or visit the program website at www.dep.state.fl.us/parks/bdrs.

National Scenic Byways Program Grants

These grants provide funding to nationally designated Scenic Byways (NSB) and All-American Roads (AAR). Designation is made of roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by the Secretary of Transportation. NSB, AAR, and state-designated byways projects eligible for grants include safety improvements, construction of bicycle and pedestrian facilities, and protection of historical, archeological and cultural resources. See the *State Scenic Highways Program* for a description of the grassroots effort underway in Leon County for a state-designated corridor. Contact Mariano Berrios, State Scenic Highways Program Manager, FDOT, at (850) 410-5894.

Urbanized Area Formula Grants

This program provides grants to urbanized areas and states for transit-related purposes. Eligible projects include capital investments in bus and bus-related activities, such as construction of and maintenance of passenger facilities.

Funding is apportioned based on legislative formulas. For areas with populations of 200,000 or more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed-guideway revenue vehicle miles, and fixed-guideway route miles, as well as population and population

density. Match requirements for recipients are lower for projects with bicycle components. Contact Denny Wood with the FDOT District Three Office at (850) 638-0250.

Transit Enhancements Program

The Transit Enhancements Program projects enhance mass transportation service and are physically or functionally related to transit facilities. This program establishes a one percent set-aside for transit enhancements in urbanized areas over 200,000. The eligible project categories in the transit enhancement program include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, including historic bus and railroad facilities; bus shelters, landscaping and other scenic beautification; public art; pedestrian access and walkways; bicycle access; transit connections to parks; signage, and enhanced access for persons with disabilities. This program is administered through the Federal Transit Administration. Contact Bobby Grice at the FDOT District Three Office at (850) 638-0250.

Urban Transit Capital Program

The Urban Transit Capital Program assists in the financing of facility improvements and equipment. Eligible projects include the acquisition of rolling stock, such as buses, vans and other high-occupancy vehicles; purchase of land for installation of project facilities and right-of-way for transit corridor improvements; acquisition of or construction of mass transportation facilities, maintenance facilities, terminals and passenger waiting areas; and the purchase of computer hardware for planning, scheduling, customer service or communications. The contact for this program is Kathy Rudd of FDOT District Three. She may be contacted at (850) 638-0250 or at kathy.rudd@dot.state.fl.us.

Transportation and Community and System Preservation Pilot Program

The Transportation and Community and System Preservation Pilot Program (TCSP) provides funding to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives. This intent may be achieved through planning grants, implementation grants, and research. Eligible projects include activities involved in the implementation of a transit-oriented development and the channeling of growth through urban growth boundaries, and green corridors. These projects reduce the impact of development and transportation systems on the environment. Contact Bryant Paulk at the FDOT District Three Office at (850) 638-0250.

Transit Capital Investment Grants and Loans

The Capital Investment Grants and Loans Program provides transit capital assistance for new fixed-guideway systems and extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and bus-related facilities. Contact Christie Holland with the FDOT Central Office at (850) 414-4449.

State and Community Highway Safety Grant Program

This federally-funded program provides grants for state and local safety-related agencies as “seed” money to start up new safety programs or to enhance existing grants for projects identified by the FDOT Community Traffic Safety Teams. Federal funds are obligated in support of a highway safety program based on problems identified by the state. States have latitude in determining projects upon which they spend their federal monies. Bicycle and pedestrian safety projects are priorities under this program. The projects must have specific ties to preventing or reducing injuries or fatalities.

The FDOT Safety Office annually develops a comprehensive Highway Safety Plan that identifies projects recommended for federal funding during the upcoming federal fiscal years. Projects that help attain the goals identified in this Plan are considered for eligible funds. Grant program staff identifies traffic and safety problems throughout the state by analyzing data from the Department of Highway Safety and Motor Vehicles, studying the results of observational surveys, and attending meetings of traffic safety communities. Project concept papers are solicited and submitted to the selection committee, which gives high priority to continuation projects. Grants are awarded if Congress approves funding. Contact the FDOT Highway Safety Grant Program at (850) 488-5455. Dennis Scott, the Bicycle and Safety Coordinator, may be reached at this number or at dennis.scott@dot.state.fl.us.

Rivers, Trails and Conservation Assistance Program

This program differs from the other programs described in this section, as they all provide monetary assistance. The Rivers, Trails and Conservation Assistance Program provides staff assistance for river, trail and conservation projects. Selected projects have included conceptual plans for trail corridors, river corridor plans, and statewide river assessments. State and local governments, as well as citizen activist groups and nonprofit organizations, are all eligible applicants.

Projects are selected if they protect significant resources, achieve tangible results, incorporate public involvement during the planning process, and serve a large number of people. This program is administered by the National Park Service. The contact is Jaime Doubek-Racine, who may be reached at (941) 330-8047. Program website is www.ncrc.nps.gov/rtea.

Hope VI Revitalization Grants

Hope VI Grants are available from the Department of Housing and Urban Development (HUD) to revitalize public housing. Grants up to \$20 million can be used not only for the demolition and reconstruction of housing but also for streetscape improvements. Bicycle and pedestrian amenities are encouraged, especially when they connect neighborhoods to transit. Grants are available only to local housing authorities. For general information, go to www.HUD.com/HopeVI, or call Jeff Ridell at (202) 401-8812, extension 7378.

Federal Highway Administration Pedestrian Safety Campaign

The Pedestrian Safety Campaign is a public information campaign that states and communities may utilize to promote pedestrian safety and awareness. The program consists of outreach materials that states and communities can use for the purpose of sensitizing drivers to the fact that pedestrians are legitimate road users and should always be expected on or near the roadway. The materials also educate pedestrians about minimizing risks to their safety, and have been developed to explain or enhance the operation of pedestrian facilities, such as crosswalks and pedestrian signals. Contact Tamara Redmon at the FHWA at (202) 336-8044 or visit the website at <http://safety.fhwa.dot.gov/pedcampaign/index.htm>.

Other

Bikes Belong Coalition Grant Program

This program assists in the development of bicycle facility projects that will be funded by TEA-21. Grants are provided up to \$10,000 each. This program is administered by the Bikes Belong Coalition, which is a bicycle advocacy organization aimed at “putting more people on bikes more often.” Contact the Coalition at (617) 734-2800 or visit the website at www.bikesbelong.org.

American Greenways Program

This program is administered through the Conservation Fund with the intent of building a national network of linked open spaces and natural area. This program strives to connect communities to the outdoors and promotes sustainability at the federal, state, and local levels. Projects are limited to greenways, which are defined as corridors of protected and private land established along rivers, stream valleys, ridges, abandoned railroad corridors, utility rights-of-way, canals, scenic roads, and other linear features. Leigh Anne McDonald is the contact for this program, and may be reached at (703) 525-6300. Visit the program website at www.conservationfund.org.

Bike Florida Mini-Grants

This small-scale grant program is established through the sale of “Share the Road” specialty license plates to provide funds for bicycle and pedestrian programs. These grants provide assistance in the purchasing of equipment (such as road or trail signage, bike repair for educational programs), print materials (printing of bicycle safety information, safety signage for bicycle events, trail maps, etc) or other safety-related projects. Helmet give-a-way programs are not considered eligible. The program website can be found at www.bikeflorida.org.

Florida Bicycle Association Mini-Grants

Proceeds of the “Share the Road” specialty license plates are also used to establish a mini-grant program administered by the Florida Bicycle Association. This grant program provides funds for programs focusing on motorist and bicycle education and awareness of proper, legal roadway sharing. Preference will be given to efforts that garner significant media coverage. Contact Laura Hallam of the Florida Bicycle Association at (850) 327-3941 or at laura@floridabicycle.org for more information. The program website can be found at www.floridabicycle.org.

Active Living by Design

Funding opportunities may also be available through Active Living by Design, which is a program of The Robert Wood Johnson Foundation. The intent of this program is to establish and evaluate innovative approaches that support active living through changes in local community design, architecture, and transportation. “Active living” is defined as a way of life that integrates physical activity into daily

routines. The goal is for individuals to accumulate 30 minutes of activity each day through walking or bicycling for transportation, exercise or pleasure and using recreation facilities, among others.

Active Living by Design awards grants to interdisciplinary, community-oriented partnerships for the purpose of developing and implementing strategies that will increase opportunities for and minimize impediments to physical activity in the community. Grants may be used to serve as catalysts for creating physical improvements advocacy, grant writing, and organizing volunteer groups. Grants may not be used for land acquisition, capital expenditures, or general operating expenses. Grants are awarded for 25 community partnerships up to \$200,000 over a five-year period.

Active Living by Design is an extremely competitive program, as applicants first must be invited to submit an application. However, communities which receive grants may be eligible for the Special Opportunities Fund, which is a competitive program to which grant recipients may apply for the purpose of providing matching dollars for related projects identified by the community. Additionally, program staff will assist grantees in developing strategies to secure additional funding for its projects from additional sources.

To be included on the program's mailing list for future program information, call the National Program Office at (919) 843-2523 or submit an information form on the program website, which can be found at www.activelivingbydesign.org.

Innovative Strategies/Best Practice

Potential funding sources extend beyond the mainstream federal, state, and local programs. Creative strategies can be employed to develop bicycle and pedestrian infrastructure improvements without application processes or match requirements. Rather, these creative strategies listed below integrate bicycle and pedestrian improvements within the framework of the existing government fabric.

Development Mitigation

Innovative strategies can be used for the acquisition of right-of-way or easements in order to avoid the cost associated with obtaining the necessary property for bicycle and pedestrian facilities. Nearly every year, private land developers build and dedicate more miles of public streets than local governments. Therefore, development mitigation provides a great opportunity for coordination and implementation of this plan, while minimizing the expenditures of public funds. By mitigating new development, particularly in currently undeveloped areas, this strategy promotes bicycle and pedestrian planning at the onset in areas that have the greatest potential for a change in their highest and best use.

Development mitigation typically occurs during the development review process, and offers the opportunity to plan development sites with an overall bicycle, pedestrian and greenways system in mind. When completed, the Bicycle and Pedestrian Master Plan will provide an overall plan so that site plans can be designed based upon specific knowledge of a site and its location proximate to multi-use paths, bike lanes, sidewalks and greenways. Furthermore, based on the needs of the overall proposed and planned bicycle and pedestrian network, easements can be coordinated early on in the development review process. Innovative strategies can be used for the acquisition of right-of-way or easements in order to avoid the cost associated with obtaining the necessary property for bicycle and pedestrian facilities. This close coordination and planning can occur as early as the methodology meeting phases when developers and review agency officials meet to discuss each project. As a result, the likely agency to implement this type of strategy would be the City and County Growth Management Departments.

It would be necessary to amend current development review practices and procedures, as it would also be necessary for city and county agencies to make available information relating to the recommendations of the Bicycle and Pedestrian Master Plan.

Concurrency Alternatives

Florida law allows the designation of Multi-modal Transportation Districts (MTDs) as an alternative to more traditional concurrency approaches based on roadway level of service. MTDs are intended to guide quality development and redevelopment activity and improve personal mobility and accessibility for the overall transportation system, including automobiles, bicycles, pedestrians, and transit. Within an MTD, priority is given to non-auto travel modes, such as walking, to promote compact, pedestrian-friendly development and redevelopment in appropriate areas. Secondary importance within an MTD is assigned to automobile mobility within these districts. FDOT has developed a methodology for measuring quality of service for bicyclists and pedestrians along roadway segments, as required per Section 163.3180(15)(a), Florida Statutes, to ensure an environment that is conducive to walking and bicycling.

The City of Tallahassee currently has a designated Transportation Concurrency Exception Area (TCEA) located in part of its urban core. A TCEA is designed to reduce the adverse impact transportation concurrency may have on urban infill and redevelopment and the achievement of other goals and policies of comprehensive plans, such as promoting the development of public transportation [9J-5.0055 (7) FAC and 163.3180 (5) (b) FSA]. TCEAs are established to promote three purposes: (1) urban infill development; (2) urban redevelopment; and (3) downtown revitalization. In a TCEA that is designed to promote urban infill, no more than ten percent of the land can be developable vacant land [9J-

5.0055 (6) (a) 1.a FAC]. Specific development density and intensity thresholds must also be met [9J-5.0055 (6) (a) 1. b FAC].

During the 1999 Legislative session, several adjustments were made to transportation concurrency. In addition to the establishment of MTDs and the development of rules to implement them, including the reduction of certain fees, the legislation allows urban infill and redevelopment areas to be a justification for a TCEA; (2) provides that the concurrency requirement does not apply to public transit facilities; (3) revises the requirement for establishment of the LOS on certain facilities on the Florida Intrastate Highway System; and (4) provides that a multi-use development of regional impact (DRI) may satisfy certain transportation concurrency requirements by payment of a proportionate-share contribution for traffic impacts under certain conditions. As the area within Tallahassee's TCEA continues to develop and re-develop, the TCEA can be used as an incentive for developers to provide enhanced bicycle and pedestrian amenities including better connectivity to transit.

Re-striping Techniques

In some cases it may be possible to re-stripe roadways where sufficient lane widths and right-of-way exists. For example, on multi-lane arterials where bike lanes do not currently exist and where the existing lanes are in excess of 11 feet, it may be possible to re-stripe the roadway to allow for the striping of a five-foot bike lane. The Florida Department of Transportation (FDOT) has recently allowed lanes to be narrowed in cases where the truck traffic is below ten percent and where existing lanes widths are wide enough already. Based on the existing conditions section of this plan, roadways may be identified for consideration of this technique. It should be noted that coordination with the appropriate engineering staff at the City of Tallahassee and Leon County Public Works departments, as well as the FDOT, would be needed for this to occur.

"Piggybacking" onto Other Projects

Title 23 of United States Code (USC) requires the consideration of bicycle and pedestrian facilities on all new transportation construction and reconstruction projects. FDOT requires pedestrian and bicycle facilities to be included on all projects in urban areas. Based on the recommendations of the Bicycle and Pedestrian Master Plan, and after close consideration of facility types and adjacent land uses, "piggybacking" bicycle and pedestrian facilities onto planned and proposed resurfacing projects is a way to lower the net cost of these types of facilities. In many cases, this would mean that minor facility gaps

could be filled in, or, it may mean more substantial portions of bike lanes could be added which would likely require additional funding.

In other areas, bicycle and pedestrian facilities can be incorporated into ongoing planning initiatives. As plans are approved and adopted, and as projects are funded, bicycle and pedestrian facilities can be funded in conjunction with these projects. A few examples of these types of projects include community redevelopment areas, sector planning areas, corridor studies, community development districts, and greenways plans.

The Tallahassee Community Redevelopment Area (CRA) consists of three distinct geographical areas which are comprised of over 1,450 acres of residential, commercial, retail and industrial land uses. Tax increment financing is used to pay for the costs associated with redeveloping these blighted and slum areas. This works by locking in the property value at the base year of the program, which in this case is 2001, with the revenues from the incremental increase in property values due to redevelopment activities going into a trust fund that is used to make additional improvements within the CRA. In Tallahassee, the Community Redevelopment Agency has provided or committed over \$620,000 in tax increment revenues for redevelopment projects within the Community Redevelopment Area. Agency projects include: Providence Neighborhood Improvements, Frenchtown Market Place Project, South Monroe Sector Plan Streetscape and Sidewalk Improvements, and All Saints Streetscape Improvements.

Opportunities exist to coordinate the recommendations of this plan with these projects, as they all involve public infrastructure improvements. The Frenchtown Market Place Project, South Monroe Sector Plan, and the All Saints Streetscape Improvements, in particular, entail sidewalk and streetscape improvements.

The South Monroe Sector, as mentioned above, and the Oak Ridge Sector are active sector planning areas that may be coordinated with this plan, while West Pensacola, Lake Bradford and South Central are sectors established for future planning. Corridor studies, such as the Gaines Street Revitalization Plan, the Tharpe Street Corridor Study, and the Mahan Corridor Study; Community Development Districts which include Piney Z, Capital Region, and Falls Chase; and greenway studies, such as the Tallahassee-Leon County Greenways Master Plan (ongoing); as well as other projects through the Public Works and Parks and Recreation departments, all offer opportunities for coordination. Proper coordination at the planning stage by the Tallahassee-Leon County Planning Department and the Tallahassee-Leon County MPO would be needed for such piggybacking efforts to occur.

Intermodal Center

TalTran recently acquired funding from a variety of sources, including \$500,000 from the Federal Transit Administration (FTA), for an intermodal center that is to be located on the southwest corner of Tennessee Street and North Monroe Street. This center, when completed, will provide a great opportunity for connections between cyclists and transit users to other modes, such as pedestrian travel, to downtown locations. As this project progresses, bicycle and pedestrian facilities should be coordinated so that they can be incorporated into the design and so that they can be included in the overall project costs.

The intermodal center also offers the opportunity to provide a bicycle and pedestrian changing center where cyclists and pedestrians can utilize changing, shower, secure bicycle locker and laundry facilities. This type of facility has been developed in other areas where sufficient traffic exists to encourage non-vehicular travel to and from congested urban cores. Normally run as a not-for-profit 501(c) 3, this type of facility is currently being used successfully in Seattle, Washington and in Long Beach, Palo Alto and Berkeley, California. More information on the Bikestation concept can be found at www.bikestation.org.

Impact Fees

Impact fees shift the cost of providing additional public facilities that are required to meet the needs of new development to that new development. The charge, which is imposed by the local government, represents a partial or total reimbursement for the capital costs of providing additional facilities and services to meet the needs of the new development.

Impact fees could be used to fund a significant amount of bicycle and pedestrian facilities in the Tallahassee-Leon County area. Impact fees can be used to finance the capital costs for sidewalks and bike lanes that are required by new development or to finance greenway and trail development. If the Tallahassee-Leon County area is to remain a desirable and viable place to live, work and visit, it must continue to meet the needs of growth. This means that additional transportation and recreation, including greenways, must be planned, designed and built. However, the prerequisite for providing such facilities is the ability to pay the cost of the improvements. Florida generally does not utilize inflation and growth-responsive revenue sources, such as personal income taxes. Impact fees are one means of addressing the needs of growth, while not placing an ever-increasing burden upon taxpayers.

To enact impact fees, the local governing body must adopt an impact fee ordinance which specifically earmarks the funds with guidance from the Tallahassee-Leon County Planning Department.

The amount of fees charged would be dependant specifically on the number of categories chosen to be addressed by the impact fee ordinance (i.e. Recreation, Transportation, Law Enforcement).

Impact fee ordinances have become less objectionable to the development community, since recent legislation was passed by the Florida Legislature to allow for impact fee credits if developments are planned in a way that promotes multi-modalism or mixed-use development. In addition, Transportation Concurrency Exception Areas or regional activity centers can also be utilized to provide impact fee credits to specific developments.

Municipal Service Taxing Unit or Benefit Unit

A Municipal Service Taxing Unit (MSTU) is a special improvement district created for the purpose of obtaining specific municipal services. Additional taxes are levied upon properties located within the designated geographic area which is to receive the municipal service. The MSTU may encompass the entire unincorporated area or a portion of the unincorporated area. All or part of a municipal boundary may be included within the district as well, subject to the consent of the municipality's governing body. Typically, the taxes, which are paid on a monthly or annual basis, are small because the improvements are amortized over a 30-year period. Ad valorem taxes may be levied to provide these municipal services, with a limit of ten mills, pursuant to s.200.071, F.S. A Municipal Service Benefit Unit (MSBU) differs from a MSTU in that the funding mechanism for the municipal services is attained from sources other than taxes, such as service charges or special assessments. MSTUs or MSBUs can be used to pay for specific capital improvements, such as sidewalk or bicycle facilities.

Existing MSTUs within Leon County include the Emergency Medical Services MSTU and the Primary Health Care MSTU, both of which encompass all of Leon County. The enabling ordinances for both of these special revenue funds allow up to one-half mill to be levied annually.

Examples of Other Creative Revenue Streams

Some examples of other local communities taking action on their own to create funding sources to plan and construct bicycle and pedestrian facilities are listed below. In many of these cases, referendums were proposed and passed based on community-wide support. Some common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets. Some examples follow:

- San Diego County residents voted to impose a one-half cent sales tax for transportation purposes. Out of those funds (\$171 million in year 2000), \$1 million is set aside annually for bicycle projects. The tax is administered by the San Diego Association of Governments and is scheduled to expire in 2008.
- The City of Albuquerque, New Mexico, and Bernalillo County, both have a five percent set-aside of street bond funds which go to trails and bikeways. For the city, this has amounted to approximately \$1.2 million every two years for these facilities. City voters last year passed a one-fourth cent gross receipts tax for transportation, which includes approximately \$1 million per year for the next ten years for trail development. In addition, many of the on-street facilities are being developed as a part of other road projects and are incorporating the bike facilities in the roadway budget for new roads, or when a resurfacing project is planned.
- Pinellas County, Florida built much of the Pinellas Trail system with a portion of a one-cent sales tax increase voted for by county residents.
- Seattle, Washington, and King County voters approved a \$100 million bond issue to protect open space in the urban area; \$33 million was set aside for trail development. The Seattle Department of Public Works used about \$6 million per annum for the city's bike program.
- Denver, Colorado also invested \$5 million in its emerging trail network with a bond issue, which also funded the city's bike planner for a number of years.
- Eagle County, Colorado (which includes Vail) voters passed a transportation tax that earmarks 10 percent for trails. This amounts to about \$300,000 a year.
- In Colorado Springs, Colorado, 20 percent of the new open space sales tax is designated for trail acquisition and development; about \$5-6 million per year. (*Source: Walkinginfo.org.)

Adopt-A-Trail/Sidewalk

The current Adopt-A-Road program is a community participation program that focuses on litter control. This program is designed so that interested groups and individuals who are willing to adopt a segment of a particular city or county roadway can commit to removing litter. Participants are also required to attend a safety orientation. A similar program could be employed for the cleaning and maintaining of bicycle paths and sidewalks in Tallahassee and Leon County. Groups of individuals or organizations could adopt a one-half to one-mile highway segment for a designated period of time.

There are numerous groups within the Tallahassee-Leon County area that would be likely candidates for an Adopt-A-Trail/Sidewalk program, including current users of such facilities, civic organizations, neighborhoods, clubs and school groups. The City and County could post Adopt-A-Trail/Sidewalk signs along the road displaying the group's name, could conduct safety orientations, provide safety equipment, litter bags and equipment, and coordinated trash and debris pick-up at specified locations.

The County Adopt-A-Road Program is operated by Leon County Board of County Commissioners and Leon County Operations, which runs the County Roadside Beautification Program. The City Adopt-A-Road Program is operated by the City of Tallahassee Public Works Department, Streets and Drainage Division. Each of these agencies would be responsible for coordinating this type of program.

Community Service (Maintenance of Bicycle and Pedestrian Facilities)

There are individuals who have either been directed or chosen to provide community service in lieu of jail sentences or fines as a result of being convicted of crimes. The Tallahassee Police Department and the Leon County Sheriff's Office currently use these individuals for roadway cleanup and graffiti removal. This program could be modified to include the cleanup and maintenance of sidewalks, bike trails, and greenways. Preliminary discussions have been held with law enforcement departments and further communication and planning will need to occur, but this type of program would offset some of the additional costs associated with the maintenance of new bicycle and pedestrian facilities. Coordination between the city and county law enforcement agencies and the city, county and state maintenance providers would be necessary for implementation of this strategy.

SUMMARY AND CONCLUSIONS

This Memorandum details funding sources for bicycle and pedestrian facilities that are available from local, state and federal sources. In addition, private sources of funding as well as innovative strategies and other types of initiatives have been included. It is the intent of this section to provide a framework for decision makers to assess existing and future funding shortfalls, as well as to illustrate where existing policies and commitments by the City of Tallahassee and Leon County are having a positive effect on the community.

Through the Master Plan horizon year of 2025, there are approximately \$200 million in funding expected to be available for bicycle and pedestrian projects. Projections are based on the levels of local and state spending as of 2003. In most cases, the money is earmarked for a particular project or type of project. Additionally, there are many identified funding sources that are not currently being used that the Tallahassee-Leon County MPO may decide to seek. The completed Bicycle and Pedestrian Master Plan will provide a list of projects recommended for implementation. At that time, it will be necessary to match existing and potential funding sources with these projects. For example, if a particular short segment of roadway that connects a school with a residential area is in need of pedestrian facilities, it is likely that FDOT Safety funding can be leveraged.

Recently, the MPO has made great strides in seeking and acquiring more funding for bicycle and pedestrian facilities through TEA-21 Enhancements and other means. Furthermore, once the plan is approved and adopted, it is expected that many of these programs and techniques may be used to help meet any shortfalls that may occur once the needs and cost feasible gaming is completed.