

APPENDIX E

Funding Sources

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FUNDING SOURCES

Introduction/Acknowledgements

The following section is a compilation and brief description of sources of funding that have been, or could be used to fund pedestrian and bicycle improvements in New Jersey. The list is not exhaustive, but there has been an attempt to identify the major funding sources that can be utilized to fund bicycle and pedestrian planning and project development activities, as well as construction. Some funding sources may also be used to fund programmatic activities. The section emphasizes those funding sources that have been utilized in, or are unique to, New Jersey.

Much of the material for the original version of this paper was taken directly from a previous draft called, “Funding Pedestrian and Bicycle Planning, Programs and Projects” that was originally taken from both the “Memorandum on Funding Sources for Innovative Local Transportation Projects” prepared by the Tri-State Transportation Campaign, and a paper about bicycle and pedestrian funding within ISTEA prepared by the Bicycle Federation of America. Virtually all of the funding sources that were available for bicycle or pedestrian projects or planning under ISTEA and TEA-21 have been continued under the current federal transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Additional material has been taken from the USDOT publication “A Summary: Bicycle and Pedestrian Provisions of the Federal-Aid Program” and from the Alan M. Voorhees Transportation Center publication “NJ Walks and Bikes!: A Partner’s Guide to Who’s Who in Walking and Biking in New Jersey.”

This compilation is a work in progress to be updated as new sources are identified.

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Funding of *PLANNING AND PROGRAMMATIC ACTIVITIES*

Federal and/or State Funded Programs

Technical Studies Program

This program provides federal grants for consultant-based planning, engineering, design, and evaluation of transportation projects. The funding is for studies, not capital improvements or operating costs. Applicants for grants can include state or local governmental entities. Funding can be, and has been, used to fund pedestrian and bicycle planning activities. For example, Monmouth County has received approval to carry out a planning study to address pedestrian needs and opportunities in several major corridors in the County. Additionally, Somerset County has received funding for a traffic calming study of selected locations in the county. Contact your regional MPO for more information. The North Jersey Transportation Planning Authority (NJTPA) serves Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren counties and is available at www.njtpa.org. The South Jersey Transportation Planning Authority serves Atlantic, Cape May, Cumberland and Salem counties and is available at www.sjtpo.org. The Delaware Valley Regional Planning Commission serves Burlington, Camden, Gloucester and Mercer counties and is available at www.dvrpc.org.

Supportive Task Grants

A portion of funds given to NJTPA to support planning activities are passed through to the subregions (counties) to fund staff planning activities. In 2008-2009, 2.4 million was allocated by the NJTPA to the Subregional Studies Program. It is through this funding that Somerset County was able to obtain planning assistance for their regional bicycle, pedestrian, and greenways network plan titled “*Somerset County Regional Center Pedestrian, Bicycle and Greenways Systems Connection Plan.*” This plan takes a comprehensive and exploratory look at on-road and off-road connections and incorporating streams and corridors as viable options for bicyclist and pedestrian connections.

Transportation Management Associations (TMA)

In New Jersey, Transportation Management Associations receive substantial funding assistance through the Department of Transportation. In recent years, these funds have been from federal sources (CMAQ, or STP) although in the past, funding came from state sources. TMAs have considerable latitude in developing annual work programs to implement Travel Demand Management strategies. TMAs have carried out and are encouraged to continue to develop and undertake work program elements involving the promotion of bicycling and walking including development of bicycling suitability maps, promotional efforts aimed at increasing bicycling and walking, effective cycling presentations and other activities. For example, Keep Middlesex Moving includes promotion of International Walk to School Day as part of their annual work program. In Ringwood, the TMA is TransOptions.

New Jersey TMA Contact Information

CROSS COUNTY CONNECTION TMA
Greentree Executive Campus
2002D Lincoln Drive West
Marlton, NJ 08053
Ph: 856-596-8228
Email: ccctma@transportationchoices.com
www.transportationchoices.com

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GREATER MERCER TMA
15 Roszel Road
Princeton, NJ 08540
Ph: 609-452-1491
www.gmtma.org

HUDSON TMA
574 Summit Avenue
5th Floor
Jersey City, NJ 07306
Ph: 201-792-2825
Fax: 201-795-0240
Email: info@hudsontma.org
www.hudsontma.org

HART COMMUTER INFORMATION SERVICES
84 Park Avenue
Flemington, NJ 08822
Ph: (908) 788-5553
Email: info@hart-tma.com
www.hart-tma.com

KEEP MIDDLESEX MOVING
100 Bayard Street, 2nd Floor, Suite 202
New Brunswick, NJ 08901
Ph: 732-745-4465
Email: kmm@kmm.org
www.kmm.org

MEADOWLINK RIDESHARING
C/O Meadowlands Regional Chamber of Commerce
201 Route 17 N
Rutherford, NJ 07070
Ph: (201) 939-4242
Email: info@meadowlink.org
www.meadowlink.org

RIDEWISE OF RARITAN VALLEY
166 West Main Street
Somerville, NJ 08876
Ph: (908) 704-1011
www.ridewise.org

TRANSOPTIONS
2 Ridgedale Avenue, Suite 200
Cedar Knolls, NJ 07927
Ph: (973) 267-7600
Email: Info@TransOptions.org
www.TransOptions.org

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Local Transportation Planning Assistance Program (LTPA)

Source: NJDOT

The NJDOT Local Transportation Planning Assistance (LTPA) program provides professional transportation and land use planning consulting services to select municipalities desiring to promote the Department's Smart Growth policy and New Jersey's State Development and Redevelopment Plan. The program is designed to help preserve the long term integrity of the state transportation system and to enhance community quality of life objectives. Through transportation and land use planning experts under contract with the NJDOT, municipalities are able to update and develop municipal circulation elements to their master plans, conduct traffic calming studies, develop access management plans and conduct other transportation related initiatives to improve the way transportation can service the community and region. Potential and designated State Plan Endorsed Communities and Centers, Transit Oriented Developments, and municipalities participating in the Department's Transit Village and smart growth corridor planning initiatives receive highest priority. This program is administered by the Division of Local Aid and Economic Development, Local Transportation Planning Assistance Unit. For more information please contact (609) 530-2869.

Bicycle/Pedestrian Planning Assistance

Source: NJDOT

This program provides NJDOT consultant support in the development of local pedestrian/bicycle circulation plans and facility inventories. The Division of Statewide Planning, Bureau of Commuter and Mobility Strategies, Office of Bicycle and Pedestrian Programs administer this program. The program provides municipalities with consultant expertise in the professional disciplines of transportation and pedestrian/bicycle planning to develop local circulation elements and other transportation related planning initiatives. Potential and designated State Development and Redevelopment Plan Centers, target neighborhoods under the Urban Strategies Initiatives and improving bicycle and pedestrian access and safety locations receive priority. Assistance is to be provided under a partnership arrangement, and applicants must commit staff and or/financial resources to these efforts. All studies undertaken must have a public outreach aspect, including continuing involvement by both the official representatives of the municipality as well as participation by local citizens. It should be noted that the Ringwood Bicycle and Pedestrian Plan has been funded under this program.

For more information please contact the Bicycle & Pedestrian Office at (609) 530-4646.

Smart Growth Planning Grants: Smart Future Planning Grants

Source: NJDCA

<http://www.state.nj.us/dca/osg/resources/grants/index.shtml>

This program is administered by the New Jersey Department of Community Affairs (NJDCA) and provides grant funding for smart growth planning initiatives. Applications can be submitted for one of the six available categories: Community Visioning, Agriculture Retention and Farmland Preservation, Transit Oriented Design, Reconnecting Your Community, Urban Transfer Development Rights, or Neighborhood Planning. Hudson County proposed using grant money for the Hudson River Waterfront Implementation Plan, which would provide a continuous walkway along the Hudson River. Similar planning projects to improve the pedestrian or bicycle environment could be proposed by other counties or municipalities.

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Natural Resource Conservation Program

Source: NJDA

The New Jersey Department of Agriculture (NJDA) helps to protect and conserve the state's soil, water and related natural resources through the stewardship efforts of its Natural Resource Conservation Program. The program offers technical support, financial and regulatory assistance, and educational outreach to landowners throughout the state for stream improvements, urban gardening and forestry, open space protection, soil conservation, and non-point source pollution reduction. For further information, check the website at

<http://www.state.nj.us/agriculture/divisions/anr/nrc> or telephone (609) 292-5532.

Urban Conservation Action Partnership (UCAP)

Source: NJDA

The State Soil Conservation Committee played a major role in the establishment of the Urban Conservation Action Partnership Program (UCAP), covering the six northeastern New Jersey counties. UCAP provides technical assistance on complex natural resource conservation issues to more than 50 local governments in Bergen, Essex, Hudson, Morris, Passaic and Union Counties. Examples of UCAP projects include stream improvement, urban gardening and forestry, and open space protection. To learn more about this program, find your local conservation district at <http://www.state.nj.us/agriculture/divisions/anr/nrc/conservdistricts.html> or contact the State Soil Conservation Committee by email at james.sadley@ag.state.nj.us, by telephone at (609) 292-5540, or by mail at PO Box 330, Trenton, NJ 08625.

Small Cities Development Block Grant

Source: US HUD/NJDCA

<http://www.state.nj.us/dca/dcr/sccdbg/index.shtml>

This federally funded program, administered through the New Jersey Department of Community Affairs, provides grant funding for economic development, housing rehabilitation, community revitalization, and public facilities designed to benefit people of low and moderate income or to address recent local needs for which no other source of funding is available. Additional information about this program can be obtained by contacting Terence Schrider at tschrider@dca.state.nj.us or (609) 633-6283.

Association of New Jersey Environmental Commissioners (ANJEC)

Source: ANJEC – Smart Growth Planning Grants for Municipalities

www.anjec.org

A matching grant program with grants of up to \$20,000 for New Jersey communities. The goal of the grant program is to promote local land use planning that reduces sprawl, creates efficient, walkable communities with open space and green areas and protects environmentally sensitive areas.

New Jersey Historic Trust

<http://www.njht.org>

The Historic Trust provides matching grants, loans and protection for New Jersey's historic resources. Funding assistance is limited to certified nonprofit organizations and units of local or county governments. Private owners of historic resources may benefit from the Trust's easement or property donations programs. For more information, telephone (609) 984-0473.

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Freshwater Wetlands Mitigation Council

<http://www.nj.gov/dep/landuse/fww/mitigate/mcouncil.html>.

The Freshwater Wetlands Mitigation Council's role in the state's wetland mitigation program is to serve as a repository for land donations and monetary contribution collected as a result of freshwater wetlands/state open water impacts that cannot be mitigated for on-site, off-site, or at a wetland mitigation bank. The Council also reviews and approves freshwater wetland mitigation banks. Furthermore, the Council is responsible for the management and disbursement of dollars from the Wetland Mitigation Fund to finance mitigation projects. With those funds, the council has the power to purchase land to provide areas for enhancement or restoration of degraded freshwater wetlands, to engage in the enhancement or restoration of degraded freshwater wetlands and transition areas determined to be of critical importance in protecting freshwater wetlands. For more information, contact the council at (609)777-0454.

Other Sources of Funding

Bicycle and pedestrian planning activities and programs can and have been funded through local funds budgeted through county and municipal budgets.

Funding of *PROJECTS*

Federal Funding Under SAFETEA-LU

All the major funding programs under SAFETEA-LU include bicycle and pedestrian facilities and programs as eligible activities.

Division of Local Aid and Economic Development

<http://www.state.nj.us/transportation/business/localaid/funding.shtm>.

The Division of Local Aid and Economic Development oversees the development and authorization of funds in the Capital Program, Statewide Transportation Improvement Program, and Study and Development Program. The division also manages problem statements for NJDOT. Staff members work with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system. The SAFETEA-LU legislation has provided funding assistance to local governments for roads, bridges, and other transportation projects. For more information, telephone (609) 530-3640.

Surface Transportation Program (STP) Funds

The program is broadly defined and gives states flexibility to invest in a wide variety of transportation activities. Bicycle and pedestrian facilities and walkways are specifically listed as eligible activities under this program. Pedestrian and bicycle improvements may be incidental improvements within larger projects which establish bicycle compatibility or designated bicycle and pedestrian accommodations. The funds can also be used for independent bicycle and pedestrian projects along or in the vicinity of roadways. Projects could include shoulder paving, bicycle safe drainage grates, construction of sidewalks or bikeways, installation of pedestrian signals, crosswalks or overpasses. Under SAFETEA-LU, it is specified that these funds may be used for the modification of sidewalks to comply with the Americans with Disabilities Act.

It should be noted that STP funds may be used for non-construction projects (such as maps, brochures and public service announcements) related to safe bicycle use and walking. These funds are administered partially through NJDOT and partially through the state's Metropolitan Planning Organizations (MPOs).

STP Resources

Local Scoping Projects

Source: FHWA/NJTPA/NJDOT

www.state.nj.us/transportation/business/localaid/scoping.shtm

This program, administered by the Metropolitan Planning Organization (MPO) (NJTPA for Ringwood Borough) provides federal funds (on a competitive basis) to the sub-regions (counties) to advance projects through preliminary engineering and environmental reviews, ultimately making that project eligible for inclusion in the TIP (as a Local Lead project). Bicycle and pedestrian projects are eligible for funding under this program. Municipalities are eligible for the program but must work through the County.

Approximately \$5 M is available each year in cooperation with the NJTPA for Local Scoping projects. The purpose of this program is to identify any cultural or environmental issues that

may or will require mitigation during the design and or construction phases of the ensuing federal project. Projects that have successfully completed the Local Scoping process become eligible for federal funding for Design Engineering, Right of Way Acquisition and Construction through the Local Lead Program. NJDOT is involved in the selection process and in requesting authorization of federal funding and review of environmental documents.

Local Lead Projects

Source: FHWA/NJTPA/NJDOT

www.state.nj.us/transportation/business/localaid/lead.shtm

This program, administered by the MPO (NJTPA) provides funding (on a competitive basis) to the sub-regions (counties) to advance projects through final design and right-of-way. Approximately \$80 M is available in cooperation with the MPOs for Local Lead projects. Program funding is to provide for highway and bridge related projects on the county/local road system. Bicycle and pedestrian projects are eligible for funding under this program. Typically, these are projects that have gone through the Local Scoping program. Once a project is selected, NJDOT is involved in processing, establishing federal funding, and reviews.

Transportation Enhancements (TE)

Source: FHWA/NJDOT

www.state.nj.us/transportation/business/localaid/enhancements.shtm

This federally funded program, administered by NJDOT's Division of Local Aid and Economic Development, focuses on non-traditional transportation-related projects that promote alternative modes of transportation while preserving and protecting environmental resources. Counties, municipalities and non-profit organizations are eligible to apply. The program is intended to foster more livable communities, enhance the overall travel experience, and promote new transportation partnerships. The program is funded by a 10% set-aside percent of Federal Surface Transportation Program Funds.

The Transportation Enhancement Program links state and federal policy. The grants are used to help local governments creatively integrate transportation facilities into their local surroundings. Two of the possible kinds of projects that can be funded with these grants are directly related to pedestrian and bicycle facilities and activities, and several others are indirectly related. The types of projects that can qualify include "provision of facilities for pedestrians and bicycles" and "provision of safety and educational activities for pedestrians and bicyclists." Others include "acquisition of scenic easements and scenic or historic sites," which could be used to enhance the pedestrian experience, "landscaping and other scenic beautification", which might be part of a streetscape project that can be beneficial to pedestrians and "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)." The grants can also be used for other types of projects, which may have a more indirect or secondary benefit for bicyclists and pedestrians.

Several restrictions apply to the grants. Proposals must be for a complete, identifiable, and usable facility or activity. Additionally, the funds cannot be used for planning documents or studies, but rather for design, property acquisition or construction of projects. The proposed bicycle and pedestrian facilities cannot be solely for recreation; they must be proposed as transportation facilities. The projects must be ready for implementation or construction within two years after the project is selected for a grant. The proposal must

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also show, through an attached resolution or letter, that the facility or project will be maintained for at least 20 years. The proposal should show that the entire project would be wholly funded, either in combination with other funding sources, or solely through this grant program. Grants from this program can be used as matching funds; projects with supplemental funding will be given higher priority. Work that is performed before the project is formally approved by the Federal Highway Administration (FHWA), such as surveys, preliminary engineering or final design, will not be funded through the program.

Project proposals should show the proposed project will increase availability, awareness or protection of historical, community, visual or natural resources. The impact on the surrounding communities should also be addressed, as should the ways in which it will link various transportation modes. Projects should also be consistent with the goals of the State Development and Redevelopment Plan.

Certain types of projects will be given higher priority than others. Projects that are located in a “Designated Center” and those that are part of larger state, regional or municipal plans are favored. Projects that connect community or regional activity centers, such as shopping areas, libraries and schools, are given higher priority in the selection process than other proposals.

Additionally, NJDOT analyzes user impact when evaluating proposals. Especially helpful to communities that are trying to make their environments more pedestrian and bicyclist friendly is the fact that NJDOT takes into consideration how the project would promote the use of non-automotive forms of transportation. Furthermore, the projects’ urgency will be taken into consideration, such as a project that will lose other funding sources should it not receive matching funds. Finally, Urban Aid communities, proposals that include letters of community support and projects that have an economic benefit or have value as a cultural resource will also be given additional consideration.

Local agencies and non-profit groups can also apply for grants, but they need to have their projects endorsed by the governing board in the municipality in the form of a resolution. Regional projects must have both municipal and county endorsement. The projects must also conform to the National Environmental Policy Act, the National Historic Preservation Act and the Department of Transportation Act, Section 4(f). The projects must also be designed to meet American Association of State Highway and Transportation Officials (AASHTO) standards and NJDOT’s Planning and Design Guidelines for Bicycle and Pedestrian Facilities, the American Disabilities Act, state and local building codes, and other applicable professional design standards. All projects funded through this program are subject to the NJDOT policy requiring that bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT.

These grants are funded through the federal SAFETEA-LU Act. Applications are submitted to the New Jersey Department of Transportation (DOT) and reviewed by several state agencies, including the DOT and the Department of Environmental Protection, as well as the Metropolitan Planning Organizations (MPOs) and representatives from outside the traditional transportation group. This committee reviews the applications and creates a short

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list to be submitted to the Commissioner of Transportation. Those applications that pass the basic eligibility part of the screening process are sent to the county planning department for the county perspective. Applicants should notify the county planning department about the proposed project. The funds are distributed on a reimbursement basis.

Safe Routes to School (SRTS)

Source: FHWA/NJDOT

http://www.state.nj.us/transportation/business/local_aid/srts.shtm

Safe Routes to School (SRTS) is a Federal-Aid program created in SAFETEA-LU and administered by the NJDOT's Division of Local Aid and Economic Development in cooperation with the State SRTS Coordinator. The program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to enable and encourage children to walk and bicycle to school, to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8). The program encompasses a comprehensive approach that includes the five E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Counties and municipalities, school districts, and non-profit organizations are eligible to apply. For more information, contact Elise Bremer-Nei, New Jersey Safe Routes to School Coordinator, at (609) 530-2765.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Source: FHWA/NJTPA/NJDOT

Authorized by SAFETEA-LU, The Congestion Mitigation and Air Quality Improvement Program provides funds for surface transportation and other projects that help to reduce congestion and improve air quality. The funds are mainly used to help communities in non-attainment areas and maintenance areas to reduce emissions. Non-attainment areas are those areas designated by the Environmental Protection Agency as not meeting the National Ambient Air Quality Standards (NAAQS). A maintenance area was once a non-attainment area but has now reached NAAQS. The SAFETEA-LU CMAQ program provides more than \$8.6 billion in funds to State Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and transit agencies to invest in emissions-reducing projects. Pedestrian and Bicycle Programs are two kinds of many programs that can be funded using CMAQ funds.

Bicycle and pedestrian programs that can be funded under this program can come in one of many forms. Some include creating trails or storage facilities or marketing efforts designed to encourage bike riding and walking as forms of transportation. Education and outreach programs are also eligible for CMAQ funds and could be used to increase public knowledge about the benefits of biking and walking.

The funds are made available through the MPOs and NJDOT to local governments and non-profit organizations, as well as to private organizations as part of a public-private partnership

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CMAQ funds are only released as reimbursement payments for completed work. CMAQ funds require a state or local match. Usually, this breaks to 80% federal funding and 20% state or local funding.

Source: "The Congestion Mitigation and Air Quality Improvement Program" by the U.S. Department of Transportation, FHWA, Federal Transit Administration

National Recreational Trails Fund (Symms Trails System Act)

Source: NJDEP

<http://www.state.nj.us/dep/parksandforests/natural/njtrails.html>.

An annual sum is apportioned to the states for use in developing trails related projects, many of which benefit bicyclists and pedestrians. Funding is from federal motor fuels taxes collected on sale of fuel for motorized recreational vehicles (ATVs, off road motorcycles, snowmobiles) and is administered through the Federal Highway Administration. In New Jersey, the program, including solicitation of projects and project selection, is administered by the Office of Natural Lands Management in the Department of Environmental Protection. State, county, and local governments and non-profit organizations are eligible for funds.

In 2007, New Jersey earmarked approximately 1.1 million in federal grant money for trail projects. The deadline for submitting applications for 2009 is December 15, 2008. Next year's application and additional information can be obtained from Larry Miller at 609-984-1339 or larry.miller@dep.state.nj.us.

Scenic Byways

Source: NJDOT

<http://www.state.nj.us/transportation/community/scenic/designation.shtm>

The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. Funds for this program can also be used in the development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state.

Benefits of adoption as a Scenic Byway under the Program could include direct funding of projects and preferential treatment in the funding/selection process for other funding sources administered by the Department.

Section 402 Safety Funds

These funds are administered by the National Highway Traffic Safety Administration (NHTSA) to be spent on non-construction activities to improve the safety of the traveling public. Pedestrian and bicycle projects are on the NHTSA priority list. In each state, the program is administered by a designated Highway Safety representative. In New Jersey, the designated representative is the Director of the Division of Highway Traffic Safety in the Department of Law and Public Safety.

Pedestrian Safety Grants

Source: NHTSA/NJDLPS

www.nj.gov/lps/hts/grants/pedestriangrants.html

www.njsaferoads.com/downloads/instrucgrant.pdf

www.njsaferoads.com/downloads/grant_application.pdf

This program, administered by the New Jersey Department of Law and Public Safety, Division of Highway Traffic Safety, provides federal (Section 402) funding to governmental subdivisions, often police departments, often for pedestrian safety education and enforcement. The education component provides funding for materials to educate high-risk pedestrian groups. The enforcement component provides overtime funding to enforce traffic laws at high-risk pedestrian locations. Grants are typically given to police departments. In some cases, these funds have been used for minor facility improvements including crosswalk striping and signing.

Comprehensive Traffic Safety Programs (CTSP)

Source: NHTSA/NJDLPS

http://www.state.nj.us/oag/hts/downloads/grant_application-instruct-08.pdf

http://www.nj.gov/oag/hts/downloads/grant_application-08.pdf

This program, administered by the New Jersey Department of Law and Public Safety, Division of Highway Traffic Safety, provides federal (Section 402) funding to governmental subdivisions, typically to counties, to initiate a comprehensive traffic safety program. Under the guidance of a steering committee at the county level, funds can address a variety of traffic safety issues including impaired driving, pedestrian/bicycle safety, school bus safety, work zone safety, aggressive driving, speed enforcement and child safety.

Federal Funding under the American Recovery and Reinvestment Act

The American Recovery and Reinvestment Act signed into law on February 17, 2009, will provide approximately \$650 million for New Jersey's highway and bridge infrastructure projects and approximately \$425 million for New Jersey's transit operations and projects.

The distribution and breakdown of funding within New Jersey is governed by the language of the American Recovery and Reinvestment Act. Of the \$650 million in highway and bridge funding three percent of these funds (\$19,553,234) is earmarked for Transportation Enhancement projects. Approximately \$469 million is dedicated to state highway and bridge projects to be selected by New Jersey Department of Transportation (NJDOT). NJDOT's project selection is based on regional balance and each project's readiness to start construction, design or right-of-way acquisition.

Approximately \$162 million will be suballocated to New Jersey's three Metropolitan Planning Organizations (MPOs) for selection of projects, which could include projects on the state, county or municipal road systems that are eligible for federal funding as outlined below. Each MPO will select projects for funding based on its own prioritization process, but readiness for advancement plays a major part in project selection at the MPO level.

Theoretically, the NJDOT and the MPOs could elect to fund projects that benefit pedestrians and bicyclists (including independent bicycle and pedestrian projects).

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In addition to dedicated funding to state, Congress has established a \$1.5 billion discretionary grant program for projects that will significantly impact the nation, a metropolitan area or a region, of which no state can receive more than 20 percent. At this time, it is unknown whether or not these funds can be used to fund bicycle and pedestrian projects or activities. The Secretary of the United States Department of Transportation (USDOT) is required to publish the criteria for this program within 90 days of enactment of the legislation.

State Funding

Local Aid for Centers of Place

Source: NJDOT

<http://www.state.nj.us/transportation/business/localaid/centerplace.shtm>

Currently, the Centers of Place program is designed to assist municipalities that have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides funds to non-traditional transportation improvements that advance municipal growth management objectives. NJDOT notifies eligible municipalities about the application process.

The funding from this program is meant to help communities in New Jersey make non-traditional transportation improvements that are meant to aid in managing growth. The funds can only be used by those communities that have formally participated in implementing the New Jersey State Development and Redevelopment Plan (SDRP). The State Planning Commission designates these communities as Centers (Urban, Regional, Town, or Village Center) as part of this process and the Centers prepare a Strategic Revitalization Plan and Program, approved by the Commissioner of Transportation or enter into an officially recognized Urban Complex. If a project is selected for funding, it must follow certain standards, including the NJDOT Bicycle Compatible Roadways Planning and Design Guidelines and the AASHTO Guide for the Development of New Bicycle Facilities.

Many different kinds of projects that can be funded with Local Aid for Centers of Place would benefit pedestrians and bicyclists. These include traffic calming improvements, bicycle lanes or modifications to existing roadways to accommodate bicycles, bicycle lockers at transportation facilities, retail complexes and public buildings, mid-block connections/paths to ease bicycle and pedestrian circulation, and strategies which enable mixed use of a 'Main Street' as both public space and a transportation link. Additionally, bicycle trails and pedestrian trails in abandoned railway corridors can also be funded through Local Aid for Centers of Place. Other possible projects that could benefit pedestrians or bicyclists and that can be funded through this program include signage for downtown circulation and street side landscaping.

The grants can be used for project-related activities including preliminary or final design (for Urban Aid or Depressed Rural Centers according to the Transportation Trust Fund Authority Act) and/or construction, including construction inspection and material testing according to the Transportation Trust Fund Authority Act. These grants cannot be used for roadway projects that are eligible for funding through NJDOT's State Aid to Counties and Municipalities Program, such as resurfacing, rehabilitation or reconstruction, and signalization. They also cannot be used for right-of-way purchases or for operating costs associated with any project.

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Priority is given to projects that meet several criteria, including that the project is transportation related, construction ready, compatible with the State Development and Redevelopment Plan, located in an Urban Coordinating Council target area, has local commitment, has supplemental funds, has community support and is coordinated with other funding sources or programs. Form SA-96 must be submitted to the Division of Local Government Services District Office to apply for funding. Supplemental materials, including photographs and maps, are encouraged.

Municipalities that want to make improvements on county or state roads must have the appropriate resolution or permission to proceed. Applications are evaluated by the Centers of Place Review Committee, which includes representatives from several state offices, including the DOT, the Office of State Planning, the Economic Development Authority and Downtown New Jersey. This committee makes recommendations to the Commissioner of Transportation.

Several New Jersey communities have received funding from NJDOT through this program for local pedestrian- and bicycle-oriented projects. Wildwood City, in Cape May County, received \$200,000 for their Pacific Avenue Streetscape project. Jersey City, in Hudson County is using their \$500,000 grant for a wayfinding project. Franklin Township in Somerset County received \$150,000 for a pedestrian access project in Kingston Village. Eight other municipalities also received grants ranging from \$75,000 to \$500,000 for other projects including town center redevelopments and streetscapes.

Sources: "New Jersey Department of Transportation Centers of Place Handbook: Procedures for Local Aid for Centers of Place Program, November 1998" and <http://www.state.nj.us/dca/lgs/>.

County Aid Program

Source: NJDOT

<http://www.state.nj.us/transportation/business/localaid/countyaid.shtm>

Currently, County Aid is used for the improvement of public roads and bridges under county jurisdiction. Public transportation, bicycle and pedestrian projects, and other transportation initiatives are eligible for funds.

This program provides funding to counties for transportation projects. These funds are allocated to New Jersey's 21 counties by a formula that takes into account road mileage and population. Annually, each county develops a Capital Transportation Program that identifies all projects to be undertaken and their estimated cost. Projects may include improvements to public roads and bridges under county jurisdiction, public transportation or other transportation related work. Funding can be used for design, ROW, and construction.

Independent pedestrian and bicycle projects can be funded under the County Aid program; however, few independent pedestrian and bicycle projects have been funded.

As state funded projects, all projects funded under the county aid program are subject to the NJDOT policy that requires that all bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT. The Department of Transportation will continue efforts to encourage counties to comply with this policy mandate.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Municipal Aid Program

Source: NJDOT

<http://www.state.nj.us/transportation/business/localaid/municaid.shtm>

Currently, funds are appropriated by the legislature for municipalities in each county based on a formula contained in legislation. These funds can be used for a variety of transportation projects including bicycle and pedestrian related projects. Additional funds are allotted for municipalities that qualify for Urban Aid.

The Municipal Aid program provides funding to municipalities for transportation projects. Funding is made available for municipalities in each county based on a formula that takes into account municipal road mileage within the county and county population. These funds are allocated to individual projects within various municipalities through a competitive process. Funding is allotted to municipalities that qualify for Urban Aid under N.J.S.A. 52:D-178 et seq.

All 566 municipalities may apply. Projects may be improvements to public roads and bridges under municipal jurisdiction. Applications are solicited, evaluated, and rated by NJDOT staff. The results are presented to a Screening Committee comprised of Municipal Engineers and NJDOT staff, appointed by the Commissioner. The Committee evaluates the projects and makes recommendations to the Commissioner for approval.

NJDOT will pay 75% of the award amount at the time that the award of construction is approved by the NJDOT. The remaining amount is paid upon project completion.

As is the case with the County Aid program, independent pedestrian and bicycle projects can be funded under the Municipal Aid program; however, few if any independent pedestrian and bicycle projects have been funded through this program.

As with county aid projects, all projects funded under the Municipal Aid program are subject to NJDOT policy that requires that all bicycle and pedestrian traffic be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by the NJDOT.

Discretionary Aid Program

Source: NJDOT

<http://www.state.nj.us/transportation/business/localaid/descrfunding.shtm>

Currently, subject to funding appropriations, a discretionary fund is established to address emergencies and regional needs throughout the state. Any county or municipality may apply at any time. Under this program, a county or municipality may apply for funding for pedestrian safety and bikeway projects.

The Discretionary Aid program provides funding to address emergency or regional needs throughout the state. Any county or municipality may apply at any time. These projects are approved at the discretion of the Commissioner.

As state funded projects, all projects funded under the discretionary aid program are subject to NJDOT policy which requires that all bicycle and pedestrian traffic should be incorporated into the planning, design, construction and operation of all projects and programs funded or processed by NJDOT.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

NJDOT will pay 75% of the award amount at the time of the award of construction with the remaining amount to be paid upon project completion

Bikeways Projects

Source: NJDOT

<http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>

This program provides funds for municipalities and counties for the construction of bicycle projects. These could include roadway improvements, which enable a roadway or street to safely accommodate bicycle traffic, or designated bikeways (signed bike routes, bike lanes or multi-use trails). The solicitation for project applications occurs at the same time as the solicitation for municipal aid projects. Applications are solicited, evaluated, and rated by NJDOT staff. Based on this evaluation, a list of recommended projects is proposed to the Commissioner of Transportation, who makes the final selection. The program is administered by NJDOT's Division of Local Government Services.

Safe Streets to Transit

Source: NJDOT

www.state.nj.us/transportation/business/localaid/safe.shtm

This competitive program is administered by NJDOT's Division of Local Aid and Economic Development. These funds can be used by both counties and municipalities for projects that improve pedestrian access and safety along routes to transit facilities and all nodes of public transportation. NJDOT Staff evaluates projects and the Commissioner determines the final selection.

Office of Green Acres

Source: NJDEP

<http://www.nj.gov/dep/greenacres/>

The Green Acres program provides loans and grants to counties, towns and nonprofit land trusts to preserve land and develop parks for recreation and conservation purposes. (In a separate part of the program, Green Acres also directly purchases land for the state to increase the state's ownership of open space). The open space land that is purchased by the local government or nonprofit can be used for outdoor recreation, which is why the program is important for funding pedestrian and bicycle projects. The development of bikeways, trails, and other outdoor recreation is eligible for Green Acres funding.

Currently, the mission of the Office of Green Acres is to achieve, in partnership with others, a system of interconnected open spaces that protect, preserve, and enhance New Jersey's natural environment, which serves the historic, scenic, and recreational needs of the public through use and enjoyment. Green Acres' primary focus is acquiring land that creates linkages between existing protected lands to form open space corridors. These corridors provide linear habitat for wildlife to move through, parkland for recreation, and areas of scenic beauty between towns and urban centers. Recreation needs are as diverse as the people who play. To meet these needs, Green Acres funds different types of parks in a variety of settings. Whether in rural, suburban, or urban areas, parks play an important role in sustaining New Jersey's high quality of life. Increasingly, Green Acres gathers other public and private partners together to assist in buying and managing open space. The Program works with municipal and county governments, nonprofit organizations, and the state Farmland Preservation Program to meet compatible conservation goals. To gather more information, call (609) 984-0500.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

County or Municipal Capital (Public Works) Funding

County or municipal funding can be used to fund pedestrian improvements including sidewalks, trails, crosswalks signals, traffic calming and other projects on rights of way under county or municipal jurisdiction, by including the project in the municipal (or county) budget, or bonding for it in the same way bonds are used to fund the construction and rehabilitation of roadway improvements for cars. Pedestrian improvements can be fully or partially assessed against the property owners along whose frontage the improvement (most commonly, a sidewalk) is placed.

As with other categories of funding, bicycle and pedestrian improvements may be incidental to larger roadway projects, or they can be independent.

Even small amounts of funding from the county or municipality can be very important since they may be used to leverage or show local commitment in applications for other funding sources (e.g., TE, Local Aid For Centers, etc.).

Special Improvement District (SID) Funding

Bicycle and Pedestrian improvements can be funded through the creation of a local Special Improvement District. The Borough of Fair Lawn, for example, established a Special Improvement District in which assessments are made on those seeking to develop or improve property. The Borough provided \$100,000 in matching funds. The funding is used for infrastructure improvements, including pedestrian improvements within the district. This form of funding can be used to leverage or show local commitment in applications for other funding.

Developer Provided Facilities

The Residential Site Improvement Standards (RSIS) currently in effect in New Jersey require new residential developments to include sidewalks. Other municipal and state zoning or access code regulations have been used to require developers to provide both onsite and offsite improvements to benefit bicycle and pedestrian traffic.

Open Space Trust Funds

Source: Passaic County

http://www.passaiccountynj.org/Departments/Planning/Farmland_Preservation.php

Many counties have established open space trust funds, which can be used to purchase land for bicycle and pedestrian facilities. For example, Atlantic County used \$459,000 from the Atlantic County Open Space Trust Fund to help pay for the Atlantic County Bikeway East. Some private organizations also have established open space trust funds, including the Passaic River Coalition, which has established a Land Trust. Among other activities, the Land Trust acquires land for recreation. The Passaic County Open Space and Farmland Preservation Trust Fund is funded through property taxes and funds the preservation of local lands that are deemed important. The funds are distributed to municipalities or non-profit organizations for land acquisition only. The fund does not provide for development of any facilities. Additional information about this fund can be obtained at the Passaic County Planning Department at (973) 881-4049, or Passaic County Planning Department, Open Space and Farmland Preservation Program, 920 Riverview Drive, Suite 250, Totowa, New Jersey, 07512.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Other Funding Sources

Bicycles Belong

www.bikesbelong.org

The Bicycles Belong Coalition is sponsored by member companies of the American bicycle industry. The Coalition's stated goal is to put more people on bikes more often through the implementation of the SAFETEA-LU legislation. One of the Coalition's primary activities is the funding of local bicycle advocacy organizations that are trying to ensure that SAFETEA-LU funded bicycle or trail facilities get built. Grants are awarded for up to \$10,000 on a rolling basis. By June 2000, almost \$200,000 has been awarded to advocacy organizations in the District of Columbia, Marin County, CA, Milwaukee, WI, Dallas, TX, Los Angeles, New York City, Portland, Maine, and others. Information about the Coalition, including grant applications and related information, is on their website.

Bikes Belong
1368 Beacon Street, Suite 102
Brookline, MA 02446-2800
617-734-2800 Fax: 617-734-2810

The National Institutes of Health

<http://www.grants.nih.gov/grants>

The National Institutes of Health funds projects that "study primary and secondary prevention approaches targeting environmental factors that contribute to inappropriate weight gain in children, adolescents, and adults." Applications may be submitted by for-profit and non-profit organizations (e.g., universities, colleges, hospitals, laboratories, units of state and local governments, and eligible agencies of the federal government).

In addition to a variety of other suggested project goals, including many that involve nutrition, here are some from the application guidelines that apply to pedestrian and bicycle work:

- Promoting walking or bicycling to school or to worksites
- Increasing physical activity during before and after school care
- Decreasing sedentary behaviors in children and adolescents
- Promoting physical activity at worksites
- Increasing family participation in physical activity

Local School Districts

Local communities with bicycle/pedestrian plans that effect schools or will serve schools can approach local school districts or private schools about funding those projects. The Phillipsburg Board of Education in Lopatcong Township, Warren County, has pledged to build trails near a proposed new high school, which would be built adjacent to a Lopatcong Township recreation center. As part of the discussions with the Board of Education concerning the new high school, the Board agreed to construct part of a proposed bikeway on the Board of Education property. Another example is in Hightstown, in Mercer County. The borough, the county, the state and the Peddie School are sharing the costs of engineering and constructing pedestrian improvements to a bridge that, in part, connects faculty housing to the school.

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Bicycle & Pedestrian Plan

General Mills Foundation

<http://www.generalmills.com/corporate/commitment/champions.aspx>

The foundation provides grants through the Champions Youth Nutrition and Fitness program. Annually, the foundation awards 50 grants, each for up to \$10,000. Applicants must be a non-profit organization. The American Dietetic Association will assist in evaluating the proposals.

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Borough of RINGWOOD

Bicycle & Pedestrian Plan

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NJ Department of Environmental Protection, Office of Natural Lands Management

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TransOptions - Transportation Management Agency (TMA)

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www.transoptions.org

Borough of RINGWOOD

Bicycle & Pedestrian Plan

American Recovery and Reinvestment Act of 2009

Take Action Now to Get Bicycle, Pedestrian and Safe Routes Projects Funded at Local and State levels through Federal Stimulus Dollars

Over the past several months, the Safe Routes to School National Partnership has asked for your help in ensuring that the federal economic stimulus/recovery bill included funding for bicycle, pedestrian, Safe Routes to School, and Complete Streets projects.

We are now pleased to report on the outcome of this work. The economic stimulus bill, called the American Recovery and Reinvestment Act of 2009 (ARRA), was signed into law by President Barack Obama on February 17, 2009. The law provides \$789 billion in spending and tax cuts to stimulate the economy.

ARRA provides an important opportunity for states, cities, counties and schools to create healthier communities. Funding is available in the law to build sidewalks, bike lanes, pathways, and to create complete streets. This infrastructure can help to create an interconnected bicycle and pedestrian network, improving safety and providing opportunities for increased physical activity for both children and adults.

However, advocates will need to work quickly to ensure that states and local municipalities are aware of ready-to-go bicycle, pedestrian, and Safe Routes to School projects. Advocates should also ask questions about the design of roadway projects that will be constructed to ensure that they adhere to Complete Streets principles that serve all roadway users. Time is of the essence as states and localities are already making decisions about how to spend their stimulus funds, as there are provisions in the law where states will lose funding if it is not spent quickly.

The Safe Routes to School National Partnership worked with America Bikes to develop resources to help local advocates tap into the economic stimulus funding for healthy and active transportation. Please visit [our website](#) to access:

- [Frequently Asked Questions](#) about how much funding is included for bike/ped in the stimulus bill, in what categories, eligible uses of funding, and more.
- A sample letter and suggested talking points to help you [take action](#) at the state level and in your community to ensure that a maximum amount of stimulus funds will be used for bike/ped/SRTS/Complete Streets projects.

Thank you for all for your help and hard work over the past several months on the economic stimulus bill. Now is the time to get commitments to build your projects. Good luck, and please keep us posted on your successes.