

Appendix 6: Funding Sources

Aside from Ten Year Plan funds, projects involving pedestrian and bicycle infrastructure (AKA complete streets) can look to three other primary sources of funding: Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP). These funds have various constraints, outlined below.

TAP Program Funding

- Funding for projects that support non-motorized users.
- In 2018, 38 TAP applications were submitted in New Hampshire, but only 9 were selected due to limited funding. The number of submitted applications compared to the available funding demonstrates how big the perceived need is relative to the available resources. The selected projects ranged in size from \$300,000 to \$800,000.
- Requires a 20% local match.

CMAQ Funds

- Intended to support projects that improve air quality or reduce vehicle emissions.
- Allows a range of projects; one category is specifically dedicated to bicycle and pedestrian improvements that would be used for transportation and would reduce single-occupant vehicle travel.
- Program will fund projects up to \$1.5 million; larger projects can combine other funding sources.
- Requires at least a 20% match, and projects have a higher chance of selection if they have higher air quality benefits.

HSIP Funds

- Can only be used in areas with significant safety concerns and require no local matching funds.
- To qualify, the specific area of concern generally must have had a serious or fatal crash in the last 10 years. A municipality must apply, often with the support of their RPC/MPO, to have a particular concern studied through the HSIP program via a Road Safety Audit (RSA).
- Improvements may be identified within the RSA effort. The Department selects roughly four RSAs, some of which may progress into HSIP funds which can be used for proven alternatives.
- HSIP funds can often be accessed more quickly than other funding mechanisms.

Urban Compact Road Segments

- Some roads are state-numbered highways but sit within an Urban Compact. Urban Compact areas are maintained and managed by the local municipality, and changes to those facilities would generally be driven through a local process and subject to local design regulations. Changes to state-numbered highways in an Urban Compact can be funded through local funds or through a state aid bridge or federal funding program.
- Changes within an Urban Compact can happen quickly if projects use only local funding as that is subject to less regulation. The funding source for a project will affect the requirements of a project, its design, and its public input.

- Urban Compact areas are ones most likely to support more-frequent walking and short-trip bicycling, as they are within more densely-developed areas of communities and frequently closer to multiple destinations. Because these areas are subject to local control, incorporation of walking and bicycling accommodations in projects in these areas can vary widely.

The Local Public Agency (LPA) process is one mechanism for accessing TA, CMAQ, or HSIP funding for these projects to provide substantial financial support to communities. These funding mechanisms all include review by NHDOT.

An important step in supporting accommodations for pedestrians and bicyclists is tracking annual expenditures on walking and bicycling projects and elements of project funding through other funding programs including BUILD, INFRA, TIFIA, FTA, ATI NHPP and STDG.