

Bicycle and Pedestrian Obligations: FY 1992 through 2020 (millions of dollars)

Year	New Projects	Total Obligations	CMAQ	CMAQ %	TA/TAP *see note	TA/TAP %*	STP TE	STP TE %	STBG/STP Other	STBG STP Other %	SRTS NTPP	SRTS NTPP %	HSIP STP Safety	HSIP / STP Safety %	RTP	RTP %	All Other Funds	All Other Funds %
2020	1,027	\$925.451	\$163.832	17.70%	\$351.664	38.00%	\$11.076	1.20%	\$220.547	23.83%	\$20.507	2.22%	\$41.662	4.50%	\$16.951	1.83%	\$99.212	10.72%
2019	1,330	\$1,021.489	\$122.332	11.98%	\$440.189	43.09%	\$62.497	6.12%	\$169.331	16.58%	\$18.241	1.79%	\$12.368	1.21%	\$39.262	3.84%	\$157.268	15.40%
2018	1,123	\$915.805	\$185.856	20.29%	\$361.379	39.46%	\$19.446	2.12%	\$212.326	23.19%	\$30.854	3.37%	\$16.544	1.81%	\$26.313	2.87%	\$63.086	6.89%
2017	1,205	\$970.200	\$170.500	17.58%	\$411.900	42.45%	\$39.900	4.12%	\$197.700	20.37%	\$28.500	2.94%	\$28.900	2.97%	\$30.500	3.15%	\$62.300	6.42%
2016	1,511	\$859.800	\$152.200	17.70%	\$306.600	35.65%	\$112.500	13.08%	\$148.400	17.25%	\$38.600	4.49%	\$15.100	1.76%	\$21.300	2.48%	\$73.100	7.59%
2015	1,562	\$833.700	\$118.500	14.22%	\$157.600	18.91%	\$186.400	22.36%	\$155.100	18.60%	\$83.300	9.99%	\$30.100	3.61%	\$29.600	3.55%	\$72.700	8.77%
2014	2,485	\$820.500	\$125.700	15.32%	\$125.400	15.29%	\$161.500	19.69%	\$128.400	15.64%	\$96.800	11.79%	\$14.900	1.82%	\$22.400	2.73%	\$145.400	17.72%
2013	2,424	\$676.100	\$58.800	8.70%	\$52.100	7.70%	\$205.100	30.34%	\$97.600	14.43%	\$137.300	20.33%	\$8.900	1.32%	\$11.800	1.75%	\$104.500	15.46%
2012	2,248	\$853.700	\$156.500	18.33%			\$293.200	34.34%	\$76.700	8.99%	\$169.300	19.83%	\$5.300	0.63%	\$18.800	2.21%	\$133.900	15.68%
2011	2,763	\$790.900	\$97.400	12.32%			\$265.700	33.60%	\$90.600	11.46%	\$131.000	16.57%	\$5.800	0.74%	\$30.600	3.87%	\$169.900	21.48%
2010	3,007	\$1,036.600	\$68.400	6.59%			\$283.100	27.31%	\$86.000	8.30%	\$117.200	11.30%	\$8.700	0.84%	\$18.200	1.75%	\$455.000	43.89%
2009	3,010	\$1,188.300	\$115.500	9.72%			\$292.100	24.57%	\$70.100	5.89%	\$118.200	9.94%	\$6.500	0.55%	\$21.400	1.79%	\$564.500	47.50%
2008	1,817	\$540.900	\$69.500	12.85%			\$249.900	46.19%	\$45.600	8.43%	\$91.200	16.86%	\$1.800	0.33%	\$11.000	2.04%	\$71.900	13.30%
2007	1,584	\$564.000	\$57.300	10.15%			\$287.200	50.93%	\$43.400	7.69%	\$45.700	8.11%	\$0.900	0.16%	\$15.900	2.82%	\$113.600	20.14%
2006	1,320	\$394.900	\$29.200	7.39%			\$232.600	58.91%	\$13.600	3.43%	\$17.500	4.42%	\$3.500	0.91%	\$16.500	4.19%	\$82.000	25.21%
2005	1,077	\$400.000	\$41.400	10.34%			\$240.700	60.18%	\$48.700	12.18%			\$1.100	0.28%	\$14.700	3.68%	\$53.300	13.33%
2004	1,226	\$426.100	\$44.900	10.54%			\$272.700	63.85%	\$46.100	10.99%			\$2.400	0.57%	\$16.200	3.79%	\$43.800	10.25%
2003	1,237	\$430.100	\$35.000	8.15%			\$278.100	64.65%	\$36.600	8.51%			\$2.900	0.67%	\$9.100	2.11%	\$68.400	15.91%
2002	1,287	\$433.700	\$46.500	10.72%			\$265.000	61.11%	\$36.900	8.51%			\$3.300	0.77%	\$10.800	2.49%	\$71.200	16.41%
2001	1,081	\$339.200	\$44.300	13.08%			\$224.300	66.13%	\$34.800	8.84%					\$1.300	0.32%	\$34.500	10.55%
2000	971	\$296.600	\$34.400	11.61%			\$217.500	73.29%	\$19.400	5.82%					\$3.300	1.11%	\$22.000	8.54%
1999	724	\$204.100	\$12.600	6.19%			\$153.900	75.37%	\$20.000	9.36%					\$2.900	1.41%	\$14.700	8.63%
1998	681	\$216.600	\$15.900	7.33%			\$151.500	69.96%	\$16.100	6.49%							\$33.100	15.28%
1997	715	\$238.800	\$25.000	10.48%			\$179.200	75.04%	\$14.000	5.86%							\$20.600	8.62%
1996	706	\$197.100	\$19.300	9.78%			\$153.900	78.07%	\$15.400	7.83%							\$8.500	4.32%
1995	778	\$178.700	\$9.000	5.01%			\$150.700	84.42%	\$13.600	7.62%							\$5.400	3.00%
1994	461	\$112.600	\$2.700	2.43%			\$96.900	86.10%	\$7.000	6.19%							\$6.000	5.29%
1993	163	\$33.600	\$3.300	9.75%			\$23.800	70.86%	\$2.300	6.87%							\$4.200	12.52%
1992	50	\$22.900	\$0.000	0.00%			\$13.100	57.21%	\$6.400	27.94%							\$3.400	14.84%
Totals	39,573	\$15,922.444	\$2,025.820	12.72%	\$2,206.832	13.86%	\$5,123.520	32.18%	\$2,072.704	13.02%	\$1,144.202	7.19%	\$210.674	1.32%	\$388.825	2.44%	\$2,757.466	17.32%

Source: FHWA Fiscal Management Information System (FMIS). Projects coded as Improvement Types for bicycle and pedestrian, rail-trails, or bicycle and pedestrian safety. FMIS does not have separate Improvement Type codes for pedestrian-only or bicycle-only projects, or specific kinds of facilities. Projects may be independent bicycle and pedestrian projects, or may be part of larger highway projects (if States code project portions separately).

Many projects that benefit pedestrians and bicyclists may be part of larger highway projects but not coded bicycle and pedestrian projects. FMIS does not allow multiple codes to capture bicycle and pedestrian projects coded under other Improvement Types, such as right-of-way, preliminary engineering, or construction. Actual obligations for bicycle and pedestrian facilities are larger, but not quantifiable.

New projects are projects obligated for the first time in a particular fiscal year.

Total Obligations includes new obligations for new projects, new obligations for projects funded over more than one fiscal year, and deobligations from previously obligated projects. Therefore, dividing total obligations by new projects does not necessarily provide a meaningful result.

FY 2009 and 2010 include funds obligated under the American Recovery and Reinvestment Act (ARRA).

The table includes all Safe Routes to School and Nonmotorized Transportation Pilot Program projects, but does not double count projects coded as bicycle and pedestrian.

*** Note for Transportation Alternatives Set-Aside.** According to the Transportation Alternatives Annual Reports: https://www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/, since 2016, more than 90% of TA Set-Aside projects (excluding RTP) are bicycle and pedestrian projects. In FY 2019, 97.6% of project selections were bicycle and pedestrian projects. However, many States code TA projects with Improvement Types such as right-of-way, preliminary engineering, or construction. In FY 2020, TA Set-Aside obligations in FMIS were \$539,468,278.71 (excluding RTP), therefore, probably \$490 to \$525 million was for bicycle and pedestrian projects.

Abbreviations	
CMAQ	Congestion Mitigation and Air Quality Improvement Program (FY 1992-present).
STP TE	Surface Transportation Program set-aside for Transportation Enhancement Activities (FY 1992-2012). New funds available through FY 2015.
TA/TAP	Transportation Alternatives Set-Aside (FY 2016 to present, excludes RTP set-aside).
	Transportation Alternatives Program (FY 2013-2015, excludes RTP set-aside). Funds available through FY 2018.
STBG/STP Other	Surface Transportation Block Grant Program (FY 2016-present, excludes TA Set-Aside) and Surface Transportation Program (STP), excluding TE (FY 1992-present). Includes STP Safety FY 1992-2001, excludes STP Safety after FY 2002.
HSIP / STP Safety	Highway Safety Improvement Program (HSIP), including STP Safety 1992-2005. STP Safety included with Other STP FY 1992-2001. STP Safety only had significant pedestrian and bicycle funding FY 2002-2009. HSIP replaced STP Safety in FY 2006. Many HSIP projects that benefit pedestrians and bicyclists may be part of larger highway projects and coded as highway projects, so the HSIP figure does not account for many projects that benefit bicyclist and pedestrians. (HSIP 2006-present).
SRTS & NTPP	Safe Routes to School and Nonmotorized Transportation Pilot Programs (FY 2006-2012). These programs have funds remaining because funds are available until expended. This Table includes all SRTS and NTPP obligations as bicycle and pedestrian obligations, however, many States only code SRTS and NTPP as other Improvement Types. The Total Obligations column does not double count project coded as bicycle and
RTP	Recreational Trails Program (1992-present, including FY 2013-2015 funds set aside from TAP and funds after FY 2016 from TA Set-Aside). Included in "All other" until 1999.
All Other includes	National Highway Performance Program / National Highway System; High Priority Projects; Bridge; Interstate Maintenance; Public Lands Highway Discretionary earmarks; Corridor Planning and Development and Border Infrastructure; Transportation, Community, and System Preservation; National Scenic Byways; Ferry Boats; Congressionally-designated projects and earmarked funds; Minimum Allocation; Equity Bonus; and ARRA. Included RTP until 1999.
ARRA	American Recovery and Reinvestment Act of 2009. FY 2009: \$151 million FY 2010: \$128.40 million FY 2011-2017: Minor adjustments to close out projects.
ARRA TE	ARRA 3% set-aside for Transportation Enhancement Activities. FY 2009: \$254.30 million FY 2010: \$208.60 million FY 2011-2017: Minor adjustments to close out projects.