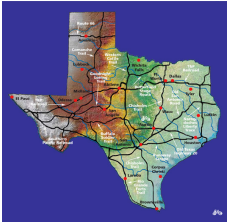


**HCR 64 - Rep. Gary VanDeaver:** a resolution related to guidelines for Federal and other funding of large bicycle/multi-use network trail projects that connect and economically benefit large and small Texas communities.



Contact: BikeTexas Legislative Team  
Robin Stallings: (512) 694-9158 or [robin@biketexas.org](mailto:robin@biketexas.org)  
Mark Stine: (512) 921-0581 or [mark@biketexas.org](mailto:mark@biketexas.org)  
Lori Merlino: (512) 550-0895 or [lori@biketexas.org](mailto:lori@biketexas.org)  
BikeTexas Office (512) 476-7433

- **Initial legislation passed in 2005 Texas Legislature created Texas Transportation Code Section 201.9025 to explore statewide bicycle tourism trails and other multiuse trails.**
- **In 2018, TxDOT completed the two-year Texas Bicycle Tourism Trails Study; the study recommended that TxDOT, working with stakeholders and using study criteria, identify, fund and develop segments selected from the proposed Texas state-wide network that demonstrate the economic and other effects of such trails on local communities.**  
<http://ftp.dot.state.tx.us/pub/txdot-info/ptn/btts-final-report.pdf>, page 77
- **Such network-focused projects in other states have demonstrated significant economic and community development benefits in small and rural communities.**
- **This resolution specifically *encourages* the Texas Transportation Commission to fund network-focused projects using existing Federal Funds dedicated to bicycle network and/or multi-use trail projects in Texas.**
- **Federal funding for these projects may range up to \$80 million dollars.**
- **The Commission may provide 75% of the 20% local match required by Federal law for such projects.**

## CONCURRENT RESOLUTION

WHEREAS, The 2018 Texas Bicycle Tourism Trails Study published by the Texas Department of Transportation identifies numerous potential benefits of a statewide bicycle tourism trail network; and

WHEREAS, In the study, TxDOT uses the term "bicycle tourism" to describe a range of activities, from long-distance touring and bike-packing to local day rides, urban cycling, and events such as races; and

WHEREAS, The report found that well-designed and well-constructed bicycle trails have a significant positive impact on local economies; the cyclists who use them spend money on a wide variety of products and services, and in states with such trails, daily expenditures by cyclists on longer trips average \$136 per day; trails can serve as venues for bicycle events that draw participants and their families from far and wide; moreover, many studies conducted across the country have shown that bikeways are prized amenities that raise nearby property values; and

WHEREAS, Bikeways were also found to promote the health and well-being of users and the general public; these dedicated routes not only create safe opportunities for exercise and stress reduction, but also foster community interaction, mitigate urban heat islands, and encourage preservation of natural habitats and the environment; in addition, they raise national and international awareness of the state's uniquely beautiful landscapes and of neighboring historic and cultural sites; and

WHEREAS, The study recommends the development of pilot projects to test large-scale implementation of bikeways; it suggests prioritizing network segments using such characteristics as accessibility to potential users and other transportation modes, including airports and motor vehicle parking, and also by considering proximity to existing bikeways, established bicycle events, and such features as natural scenery, historic sites, and state and national parks; and

WHEREAS, The Bicycle Tourism Trails Study presents a compelling case for investing in a statewide network of bikeways in order to recognize significant economic and social benefits; now, therefore, be it

RESOLVED, That the 86th Legislature of the State of Texas hereby encourage the Texas Department of Transportation to develop and support bikeway network projects; and, be it further

RESOLVED, That the department leverage \$8 to \$80 million from existing federal funds designated for non-motorized uses, such as Transportation Alternative Program Funds, Transportation Alternative Program Flex Funds, and successor programs, and identify a state source for up to 20 percent of the total cost to fund the projects; no more than 5 percent of the cost should be obtained from local sources; and, be it further

RESOLVED, That the department give priority to network-focused projects that include multiple municipal or county jurisdictions; and, be it further

RESOLVED, That the projects prioritize the safety of all road users and be suitable for users who are between the ages of 8 and 80; and, be it further

RESOLVED, That official copies of this resolution be forwarded to the chair of the Texas Transportation Commission and to the executive director of the Texas Department of Transportation as an expression of the sentiment of the members of the 86th Texas Legislature.