

Welcome to the first National Learning Network webinar! This webinar is the first in a series of monthly webinars on various topics, designed to help expand your knowledge of all things related to Safe Routes to School. Today we are going to give a very quick overview of the federal transportation funding process, along with an update of the current federal transportation bill. My name is Robert Ping, I work for the Safe Routes to School National Partnership. You will also hear from our director, Deb Hubsmith, with an update on the federal transportation bill, Julie Yip, Oregon's SRTS coordinator, working for the state dept of trans. And Sam Shelton, with the Solano county transportation authority in northern California.

Archives of this webinar and future webinars, can be found here:  
<http://www.saferoutespartnership.org/resourcecenter/National-Learning-Network>



**Safe Routes to School**  
National Partnership




**SAFE ROUTES to School**  
NATIONAL PARTNERSHIP

- 1 Founded in 2005
- 2 Over 500 organizations, agencies and schools
- 3 Works to advance policies that support Safe Routes to School at national, state and local levels
- 4 Provides best practices, technical assistance, policy change, and builds leadership

[saferoutespartnership.org](http://saferoutespartnership.org)

Launched in August 2005, the Safe Routes to School National Partnership is a fast-growing network of hundreds of organizations, government agencies and professional groups working to set goals, share best practices, leverage infrastructure and program funding and advance policy change to help agencies that implement Safe Routes to School programs.

The Safe Routes to School National Partnership's mission is to advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities.

In 2007, the National Partnership initiated the [state network project](#) to establish Safe Routes to School networks in nine states and the District of Columbia. For 2010 and 2011, the project was funded in the District of Columbia and nineteen states. The Robert Wood Johnson Foundation (RWJF) provided a three-year renewal grant of \$2,999,725 to [build on policy wins from recent years](#), and advance built environment improvements in all 50 states and the District of Columbia. Specifically, in advancing state-level policy reform in seven states (Calif., Fla., Miss., N.C., N.J., Ohio and Tenn.), and in developing a [national learning network](#) to share best practices among advocates for advancing street-scale improvements and joint-use agreements that develop opportunities for cities and schools to collaborate on creating safe places for



**Robert Ping**  
Technical Assistance Director



- ✦ Technical Assistance – CPPW, TARC, National Learning Network
- ✦ State Network Project - Policy Change in 20 States
- ✦ Congressional SRTS Task Force
- ✦ Portland SRTS Program Manager
- ✦ Oregon SRTS Technical Assistance
- ✦ Bicycle Safety Education - Oregon and CA Bay Area
- ✦ SF Bay Area: Policy, Bicycle Advocacy, Earn-a-Bike, Youth Mentoring, Youth Education, Environmental Advocacy
- ✦ Various committees: School Siting, Diversity, Childhood Obesity, National Physical Plan, Bicycle Education Network, Portland SRTS



Robert is technical assistance director for the Safe Routes to School National Partnership, working to help states leverage Safe Routes to School and Transportation Enhancements funding to create street scale improvements for walking and bicycling in underserved communities in all 50 states and DC. He manages the national learning network and provides technical assistance and training for organizations and communities implementing programs and policies that will increase walking and bicycling to school and in daily life. Robert was formerly the National Partnership's state network director from 2007-2011, supervising twenty state policy networks, three regional policy networks and five Safe Routes to School programs, and providing technical assistance to communities and organizations.

Robert served on the congressional Safe Routes to School Task Force in 2007-2008. From 2003-2007 he was the Safe Routes to School program director for Oregon's Bicycle Transportation Alliance and Willamette Pedestrian Coalition, providing technical assistance to Oregon communities, supervising the statewide Youth Bicycle Safety Education program, and managing Portland's comprehensive SRTS program serving 19 schools. From 1987-2003 Robert worked with the SF Bay Area's Transform and directed bicycle advocacy and youth education programs including the Bicycle Community Project, Pedal Power, Youth Homes, and Trips for Kids-Marin.

Robert has been a 'bikeaholic' since the age of seven. He is a bike commuter,



## Two Poll Questions

We want to know about you!



Audience survey poll was conducted:

**Please describe your Federal Funding experience:**

- 52% Have been part of a funded project and/or program
- 4% Have been part of a funding application, but not received funding
  
- 22% Have never been part of a funding application

**Please describe yourself:**

- 16% Public Health Agency staff
- 3% School or School District staff/rep
- 29% Transportation Planner/Engineer
- 16% Bicycling/Walking Advocate
- 6% Elected Official/staff
- 4% Parent or Community Advocate
- 2% I am a Student



## Federal Transportation Funding: SAFETEA-LU

- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Signed into law August 10, 2005
- Guaranteed funding for highways, highway safety, and public transportation
- Originally \$244.1 billion
- Extended until June 30, 2012 (Ninth extension!)



You can see your own state's guidelines and program information here:  
<http://www.saferoutespartnership.org/state>

**FHWA GUIDANCE:** <http://safety.fhwa.dot.gov/saferoutes/guidance/>

The federal legislation gave State DOTs the flexibility to develop their own application guidelines for their state SRTS programs.

The federal legislation gave State DOTs the flexibility to develop their own application guidelines for their state SRTS programs. To help, the Federal Highway Administration (FHWA) provided guidance to State DOTs regarding the distribution and tracking of funds. With these tools in hand, each State DOT has developed their own methods to distribute the SRTS funds.

Happens differently in each state as a result.



## Show Me the Money: Highway Trust Fund

- The Highway Trust Fund is the source of funding for most of SAFETEA-LU programs

Composed of:

- Highway Account - highway and intermodal programs
- Mass Transit Account
- Federal motor fuel taxes are major source of income into the Fund



<http://www.fhwa.dot.gov/highwaytrustfund/>



## Federal Transportation Funding: Previous Versions

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)



[http://en.wikipedia.org/wiki/Intermodal\\_Surface\\_Transportation\\_Efficiency\\_Act](http://en.wikipedia.org/wiki/Intermodal_Surface_Transportation_Efficiency_Act)

The **Intermodal Surface Transportation Efficiency Act of 1991** (Public Law 102-240; **ISTEA**, pronounced *Ice-Tea*) is a [United States federal law](#) that posed a major change to [transportation planning](#) and [policy](#), as the first U.S. federal legislation on the subject in the post-[Interstate Highway System](#) era. It presented an overall intermodal approach to highway and transit funding with collaborative [planning](#) requirements, giving significant additional powers to [metropolitan planning organizations](#). Signed into law on December 18, 1991 by President George H. W. Bush, it expired in 1997. It was preceded by the [Surface Transportation and Uniform Relocation Assistance Act of 1987](#) and followed by the [Transportation Equity Act for the 21st Century \(TEA-21\)](#) and most recently in 2005, the [Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\)](#). ISTEA also provided funds for non-motorized commuter trails; the first trail to be so funded was the Cedar Lake Regional trail in Minneapolis, MN, which was built in 1995.

[http://en.wikipedia.org/wiki/Transportation\\_Equity\\_Act\\_for\\_the\\_21st\\_Century](http://en.wikipedia.org/wiki/Transportation_Equity_Act_for_the_21st_Century)



## Deb Hubsmith

Director



- ❖ Founding director of Safe Routes to School National Partnership
- ❖ Oversight and direction for all programs, policies, and staff.
- ❖ Helped create Marin County's successful national pilot program
- ❖ Assisted development of first state Safe Routes to School program in California.
- ❖ Worked extensively on campaign for national Safe Routes to School program.
- ❖ Testified before Committees of the U.S. Congress
- ❖ Congressional SRTS Task Force
- ❖ Safe Routes to School advocacy, program implementation and legislative development for 15 years.



Deb Hubsmith is the founding director of the Safe Routes to School National Partnership and provides oversight and direction for all programs, policies, and staff.

Deb has worked on Safe Routes to School advocacy, program implementation and legislative development for 15 years. She started as a grassroots advocate, helping to create Marin County's successful national pilot program, and assisting with the development of the first state Safe Routes to School program in California. Deb then took the results to the national level where she worked extensively on the campaign to authorize a national Safe Routes to School program for the United States. Funds were allocated by the U.S. Congress in 2005 as part of the federal transportation bill SAFETEA-LU – nearly \$1 billion has since been allocated to all 50 states and Washington D.C. for state programs that are resulting in thousands of miles of bicycle and pedestrian facilities and educational programs that support active transportation for children nationwide. Deb is working with the National Partnership staff and their more than 550 partner affiliate organizations to build a national movement by creating and implementing strategies to advance Safe Routes to School, bicycling, and walking through programs, policy change and publicity at local, regional, state and national levels.

Deb serves as an energetic spokesperson for Safe Routes to School, and has testified before Committees of the U.S. Congress on how Safe Routes to School is improving



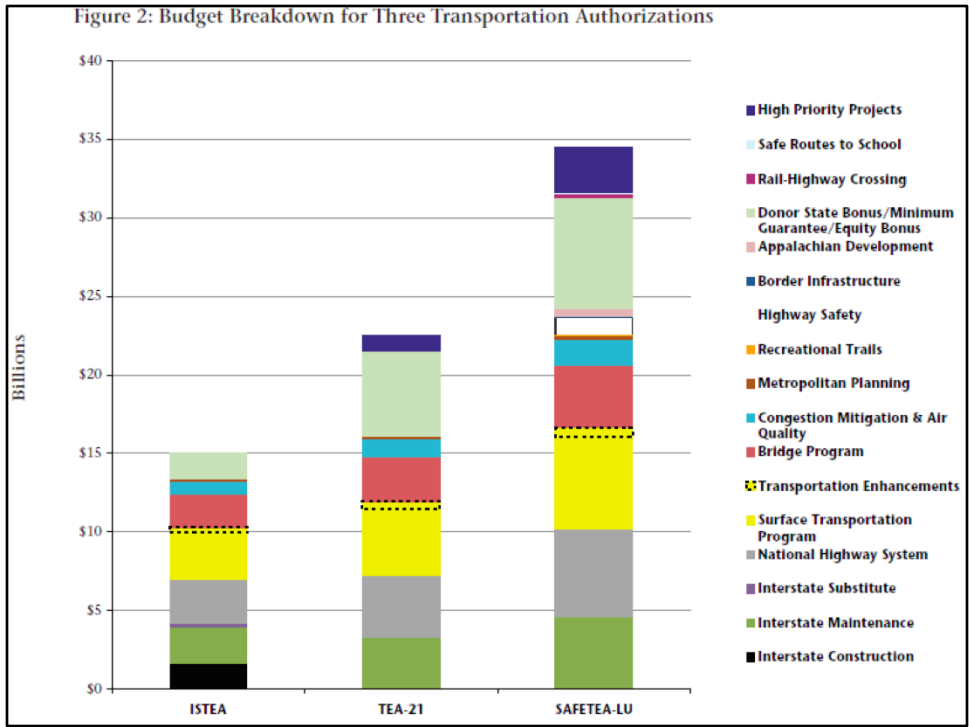


## Federal Transportation Funding: What Is Next?

- SENATE – MAP-21 - Cardin-Cochran Amendment allows for local and regional governments to access funding
- HOUSE – HR-7 – would delete bicycle/pedestrian funding
- Both sides in conference now...



<http://www.saferoutespartnership.org/blog/congressional-conference-transportation-gears>

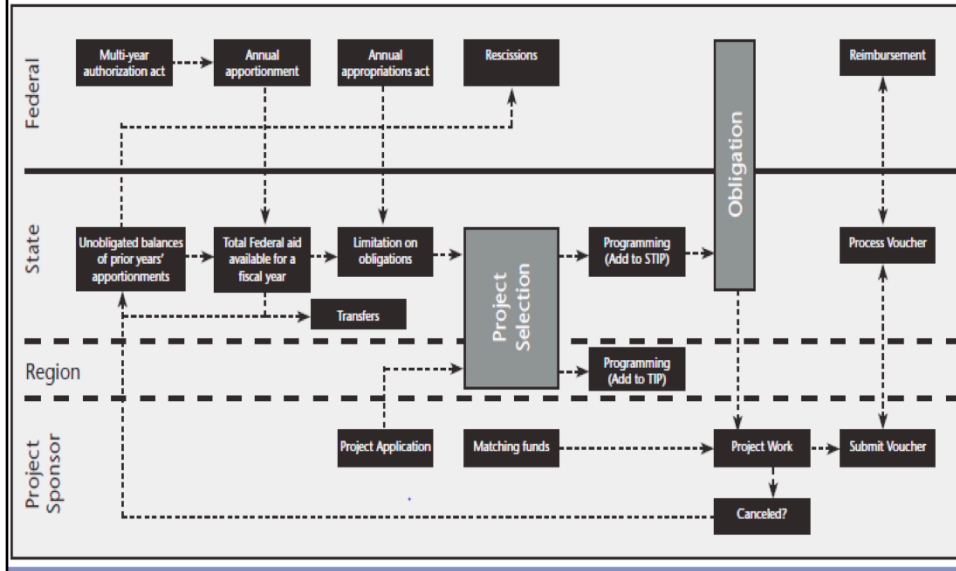


<http://www.enhancements.org/>



# Federal Funding Cycle

(From: NTEC)



<http://www.enhancements.org/>



## Metropolitan Planning Organization: MPO

- For urbanized areas with more than 50,000 residents
- Required to evaluate multimodal solutions to roadway congestion and other transportation problems.
- May or may not control federal funding
- Create long-range transportation plan and short-term Transportation Improvement Program (TIP)
- Involve the public
- May have multiple committees



[http://en.wikipedia.org/wiki/Metropolitan\\_planning\\_organization](http://en.wikipedia.org/wiki/Metropolitan_planning_organization)

A **metropolitan planning organization (MPO)** is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. The United States Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. Congress created MPOs in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3-C”) planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §§ 134–135). Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law. As of 2005, there are 385 MPOs in the U.S.



## Five Steps to Federal Funding



<http://www.saferoutespartnership.org/state/state-resources>

Federal funding comes with a lot of 'red tape', and the Safe Routes to School program is no exception. Thus, the SRTS National Partnership has created a [Five Steps to Federal Funding](#) fact sheet to help explain the basic process that states and local communities go through to spend the federal SRTS funds.

[http://www.saferoutespartnership.org/sites/default/files/pdf/Five\\_Steps\\_to\\_Federal\\_Funding.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Five_Steps_to_Federal_Funding.pdf)