

ONE YEAR LATER

WHERE WE ARE ON TRANSPORTATION ALTERNATIVES





The screenshot displays a GoToWebinar interface. At the top, there is a menu bar with 'File', 'View', and 'Help' options. Below this, there are two main panels. The first panel, titled 'Audio', contains radio buttons for 'Telephone' and 'Mic & Speakers', with a 'Settings' link next to the latter. A 'MUTED' indicator and a volume slider are also present. The second panel, titled 'Questions', is highlighted with a red border and contains a large text input area with a placeholder '[Enter a question for staff]' and a 'Send' button. To the left of the main interface is a vertical sidebar with icons for navigation. At the bottom of the interface, the text 'Webinar Housekeeping' and 'Webinar ID: 275-918-366' is displayed, followed by the 'GoToWebinar' logo.

QUESTIONS & COMMENTS

Submit your text questions and comments using the Questions Panel

ONE YEAR LATER: WHERE WE ARE ON TRANSPORTATION ALTERNATIVES



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Caron Whitaker, Vice President of Government Relations League of American Bicyclists

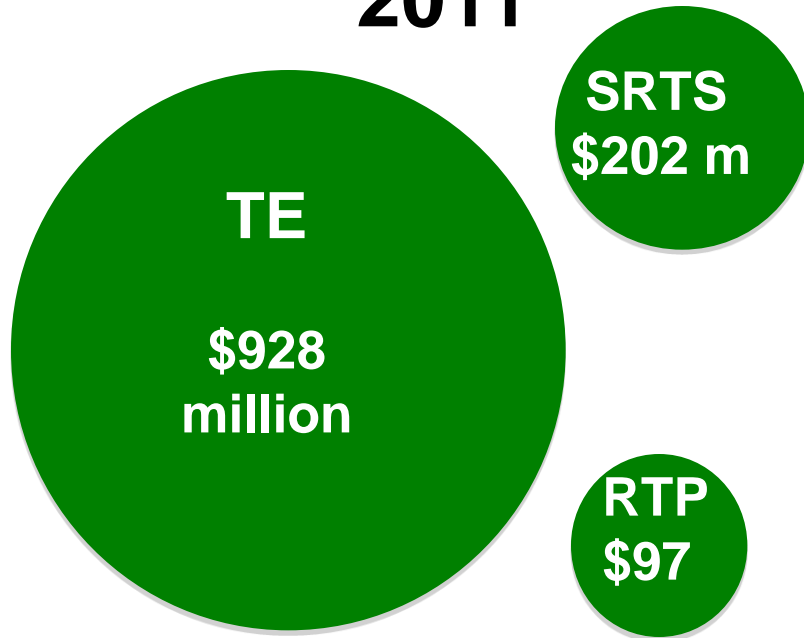
caron@bikeleague.org



Prior to joining the League of American Bicyclists in 2012, Caron served as the Campaign Director for America Bikes where she coordinated and implemented America Bikes federal policy agenda. Before that, she worked for the National Wildlife Federation on smart growth, international policy, and community engagement. In addition, Caron served as a Community Land Use Planner for the State of North Carolina Division of Coastal Management, providing technical assistance to local governments and staffing a stakeholders' council responsible for revising state planning regulations.

TRANSPORTATION ALTERNATIVES

SAFETEA LU - FY 2011



Total: \$1.2 Billion

MAP-21

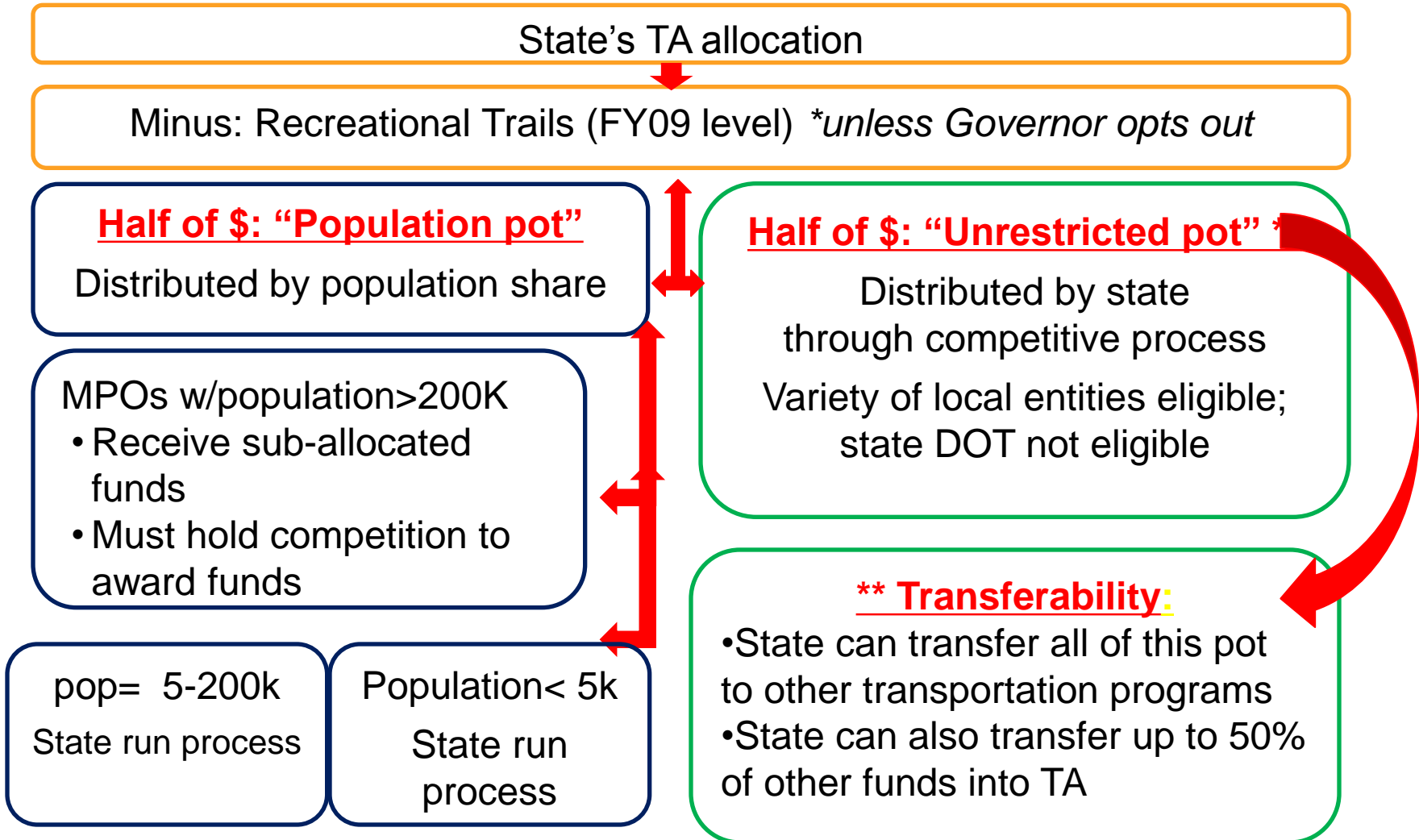


TOTAL: \$808
MILLION

 Nationally approx. 30% cut

 State cuts range from 18% (GA) to 51% (VT)

FUNDING DISTRIBUTION



GUIDANCE

What is Guidance?

Final Guidance

- Eligibility
- Transferring of Funds

MAP-21 - Moving Ahead for Progress in the 21st Century

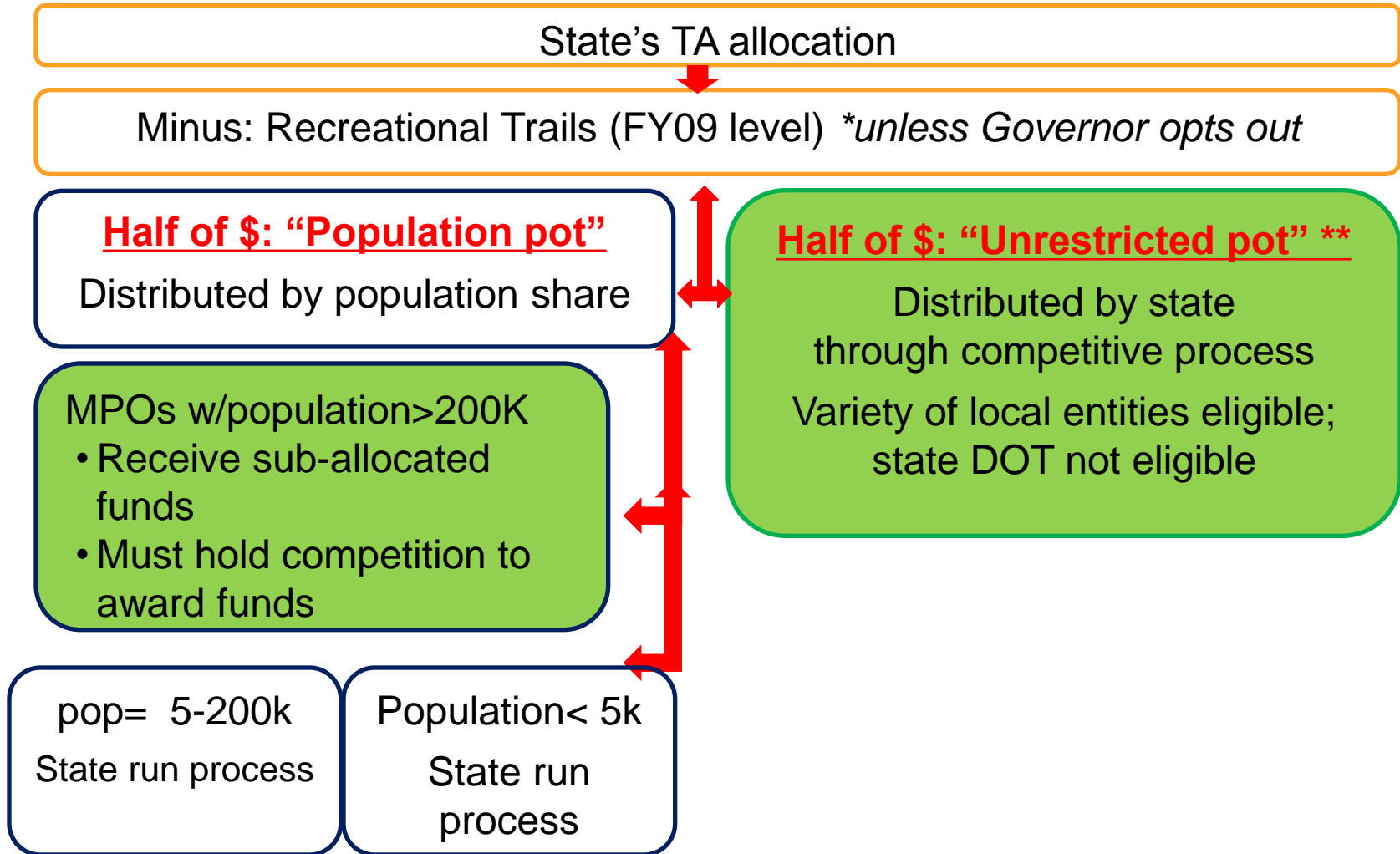
Guidance

- **Infrastructure**
 - [Interim Guidance on Culvert and Storm Sewer Pipe Selection](#)
 - [Ferry Boat Formula Program \(FBP\)](#)
 - [National Highway Performance Program \(NHPP\)](#)
 - [Puerto Rico Highway Program](#)
 - [Surface Transportation Program \(STP\)](#)
 - [Territorial Highway Program](#)
- **Environment, Planning, and Realty**
 - [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
 - [Transportation Alternatives Program \(TAP\)](#)
 - [Metropolitan Planning \(PL\)](#)
- **Safety**
 - [Highway Safety Improvement Program \(HSIP\)](#)
- **Operations**
 - [Emergency Permits](#)
- **Innovative Program Delivery**
 - [Tolling](#)
 - [Major Projects Finance Plan](#)
- **Federal Lands**
 - [Federal Lands Transportation Program \(FLTP\)](#)
 - [Federal Lands Access Program \(FLAP\)](#)
 - [Section 4\(f\) Exception for Federal Lands Transportation Facilities](#)
 - [Application of Reimbursable Authority to Non-Federal Agencies Under the Federal Lands Transportation Programs](#)
- **Freight**
 - [Prioritization of Projects to Improve Freight Movement](#)
 - [Interim Guidance on State Freight Plans and State Freight Advisory Committees \(PDF\)](#)

GUIDANCE- ELIGIBILITY OF COMMUNITIES

- All communities, regardless of size, within an MPO jurisdiction are eligible for MPO sub-allocated funds
- All communities, regardless of size, within an MPO are also eligible for State competition
- MPOs are NOT eligible for State funding

COMMUNITIES WIN MPO



SMALL COMMUNITY NOT IN MPO

State's TA allocation

Minus: Recreational Trails (FY09 level) **unless Governor opts out*

Half of \$: "Population pot"

Distributed by population share

MPOs w/population > 200K

- Receive sub-allocated funds
- Must hold competition to award funds

pop = 5-200k
State run process

Population < 5k
State run process

Half of \$: "Unrestricted pot" **

Distributed by state
through competitive process
Variety of local entities eligible;
state DOT not eligible

GUIDANCE- WHO SETS THE PRIORITIES?

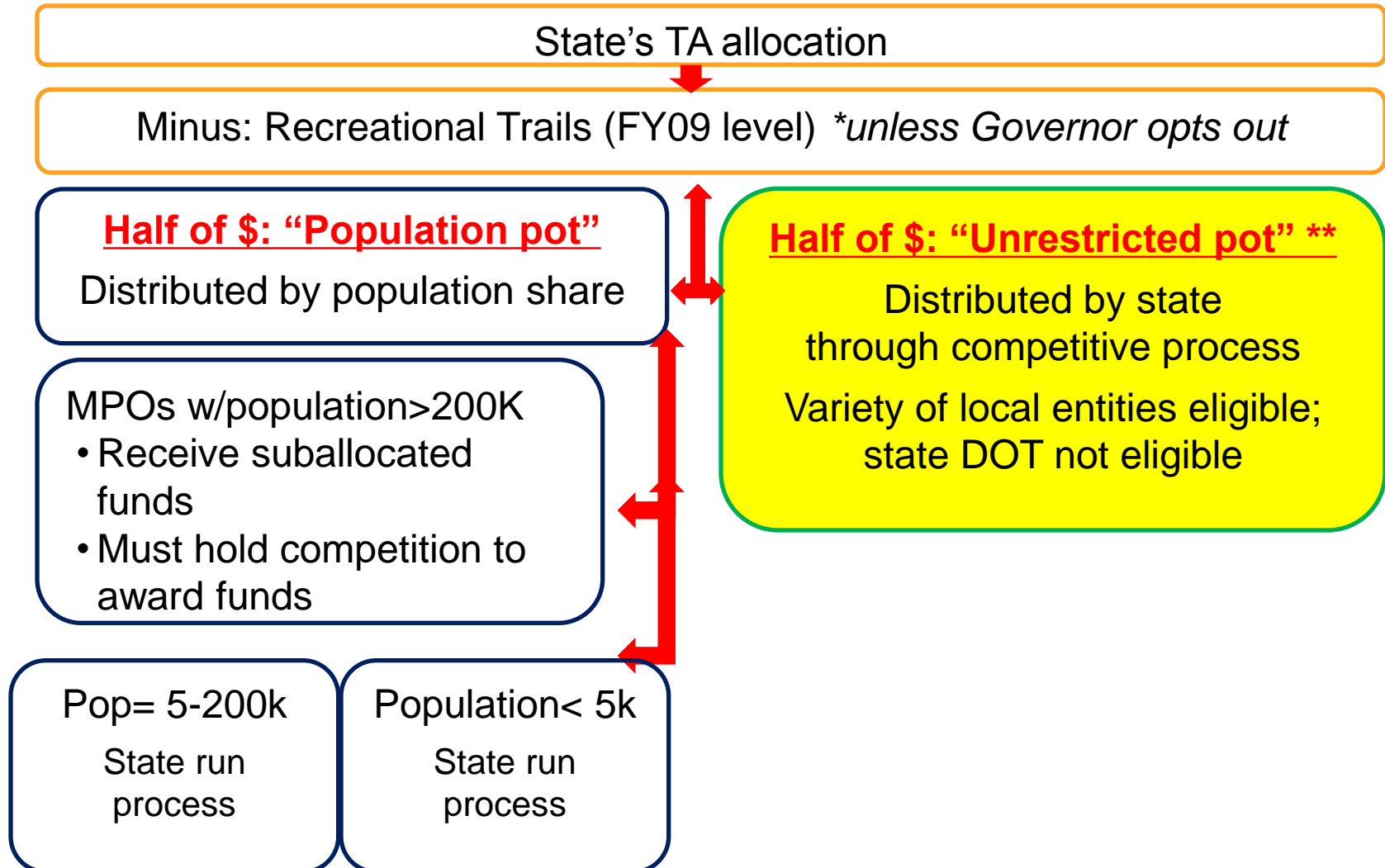
Competitive Process

- All funds must go through a competitive process
- States can set priorities for Unrestricted State controlled funding
 - BUT States cannot sub-allocate (must be competitive)
- MPOs set priorities for MPO funding (population pot)

Unresolved

- Priorities for Pot 1 (population- distributed) funds for smaller localities

STATE SETS PRIORITIES



MPO SETS PRIORITIES

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UNCLEAR WHO SETS PRIORITIES

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State run
process

GUIDANCE- FUNDING



Planning Process

- Projects can still be grouped in planning documents
 - Transportation Improvement Plan (TIP) and
 - Statewide Transportation Improvement Program (STIP)

Existing Funds

- States can use existing Transportation Enhancement funds to use for previously eligible projects.
- States can use existing SRTS funds as 100% federally funded projects

GUIDANCE- ELIGIBLE ACTIVITIES



Boulevard Defined

- **Institute of Transportation Engineers**

“Walkable, low-speed divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists...”

- **Eligible Project should demonstrate some of the following:**

- Traffic Calming
- Bike/ped facilities
- Accessibility requirements/ guidelines
- Promotion of transit
- Environmentally sensitive elements

GUIDANCE- TBA



Flexibility of Excess Reserved Funding (Coburn Opt out)

- Law- If a state has more than one year of apportioned funds that has not been obligated – the state can use those funds for any CMAQ eligible project.
- Example: state gets \$100 a year for the TAP program
 - During year 3 the state has \$150 dollars of unobligated TAP funding.
 - The state can use \$50 for CMAQ

TBA (Q&A) – Do MPO funds and Rec Trail funds count as unobligated?

Margo Pedroso, Deputy Director

Safe Routes to School National Partnership

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Margo Pedroso manages government relations, grassroots lobbying, policy research and analysis to advance the Safe Routes to School national movement, and assists the director with partner outreach, fundraising and strategic planning. Prior to joining the Safe Routes to School National Partnership, Margo spearheaded public policy and advocacy for MENTOR/National Mentoring Partnership. Margo has also held positions with the federal Institute of Museum and Library Services and the U.S. House of Representatives Committee on Education and the Workforce, focused on government relations and education policy. In total, she has more than fifteen years of experience handling appropriations and policy issues, focusing particularly on priorities that will improve the lives of children.

SNAPSHOT OF STATE DECISIONS

- **Within the guidance, states have a lot of options about funding levels, process and staffing**
- **Our goals for states:**
 - Spend existing money
 - Don't transfer out; transfer in
 - Use a good competitive process
 - Retain key staff
 - Also looking to address new matching requirements for Safe Routes to School
- **Now have a new snapshot of state decisions, available at: <http://www.saferoutespartnership.org/TAPchart>**



SPEND EXISTING MONEY



- **40 states have some Safe Routes to School funds left**
 - Dollars remain available until expended and are 100% federal funding with no required match
- **Most states have plans to use the funds:**
 - 22 have set application deadlines
 - 6 will use in a future application cycle but no date set
 - 9 will supplement existing projects/contracts
 - 2 have not made a decision (AZ, PA)
 - 1 will not use the funds (OK)

TRANSFERRING FUNDS

- **Most states are not transferring out their TAP funds**
 - 35 states have committed not to transfer funds
 - 9 states have not made a decision (AK, AR, FL, HI, IL, LA, NC, TX, WY)
 - 7 will transfer at least some of their funds (AZ, GA, IA, ND, OK, SC, UT)
- **9 states so far are adding money to TAP**
 - CA, CO, DE, FL, MN, NJ, OR, WA, WI



RETAIN KEY STAFF

- **Most states are retaining their Safe Routes to School staff, at least in part**
 - 23 states are keeping their SRTS coordinator at full-time
 - 17 will keep the SRTS coordinator, but add other duties
 - 4 states have not yet decided (AK, AR, CA, ND)
 - 7 states will not retain their SRTS coordinator (IN, KS, MT, NE, OK, TX, WY)



SAFE ROUTES TO SCHOOL MATCHING REQUIREMENTS



- Match is generally 20% from state/local dollars; can be less in some states
- 4 states (FL, MI, NJ, OH) will use states funds to meet the 20% match commitment for Safe Routes to School projects; 1 (WA) provides some state assistance on the match
- 18 states will require the entire match to be cash
- 22 states will allow at least some in-kind contributions for the match
- 6 states have not yet decided their match policy (AR, CA, LA, MN, UT, WI)



KEY TAKEAWAYS

- **Overall, it is not as negative as we had feared—but even so, there is definitely less money overall**
- **There are several states where funding for bike, ped, SRTS will be extremely limited**
- **A number of states still have key decisions to make**
- **These are not one-time decisions and can change**
 - Even in states with good decisions – keep a close eye on whether they deliver, and whether they stick to those decisions in future years
 - Push to get those TAP application deadlines set and applications processes rolling



Darren Flusche, Policy Director

**League of American Bicyclists & Advocacy
Advance**

darren@bikeleague.org



Darren joined the League in April 2009. Before moving to D.C., he worked for six years in New York City on a number of urban policy areas including transportation, education and philanthropy, and the arts. Darren has earned a B.A. in history from Syracuse University and a Masters of Public Administration with a concentration in public policy analysis from New York University. Darren keeps his eye on the latest research and data on bicycling and walking. Through the Advocacy Advance program, he provides support to state and local advocates on a range of topics, especially federal, state, and local funding campaigns. Darren commutes to work by bicycle daily.

MPO WORKING GROUP



Mitch Barloga, Northwestern Indiana Regional Planning Commission (Portage, IN)

Aaron Bartlett, Mid-America Regional Council (Kansas City, MO)

Ann Chanecka, Pima Association of Governments and City of Tucson (Tucson, AZ)

Sandy Fry, Capitol Region Council of Governments (Hartford, CT)

David Henderson, Miami---Dade Metropolitan Planning Organization (Miami, FL)

Dan Jatres, New Orleans Regional Planning Commission (New Orleans, LA)

Leslie Meehan, Nashville Area Metropolitan Planning Organization (Nashville, TN)

Tom Murtha, Chicago Metropolitan Agency for Planning (Chicago, IL)

Byron Rushing, Atlanta Regional Commission (Atlanta, GA)

Gabe Thum, Pima Association of Governments (Tucson, AZ)

MPO RESOURCES



AdvocacyAdvance.org

“How Metropolitan Planning Organizations Plan for and Fund Bicycling and Walking Investments”

Today: Monday, July 22nd:

“Transportation Alternatives Program Competitive Grant Processes: Examples of Regional Applications”

[http://www.advocacyadvance.org/site_images/content/MPO_TAP_\(Final\).pdf](http://www.advocacyadvance.org/site_images/content/MPO_TAP_(Final).pdf)

AdvocacyAdvance.org

PLAYING THE HAND YOU'RE DEALT



Waiting game

**One call for two years
(Chicago, IL)**

MPO "Pot II" eligibility

Minimums (Fayetteville, AR)

Caps (Birmingham, AL)

Think bigger (Denver)



(c)

PRIORITY AREAS



Transportation & Mobility

Safety

Intermodal connection

Quality of life

Equity

Safe Routes to School



TRANSPORTATION & MOBILITY & MOBILITY



Northwestern Indiana Regional Commission (Portage, IN)

Usage

Destinations

Employment

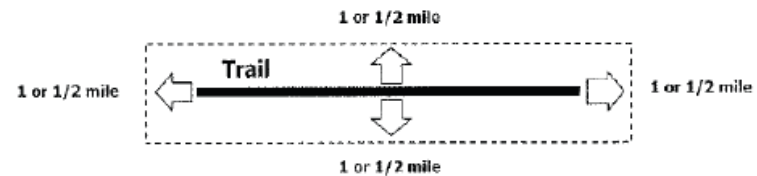
Connectivity

VI Potential Trail User Pool (25 Points Maximum) - SHOW ALL WORK VIA ATTACHMENT!

Part 1 - Draw Map

On a map, create a band at either 1/2 mile on either side of the **proposed segment of trail corridor** that the project is contained within or 1 mile on either side of the trail corridor. If the 1/2 mile (each side) band is chosen, the generators are worth 1 point each. If the 1 mile (each side) band is chosen, the generators are worth 1/2 point each. The project sponsor should look at both conditions to determine which will provide the best score.

To create the band around the trail, start with the trail as the center and add a parallel line to each side of the trail and close the ends of the bands with two perpendicular lines. For a 1/2 mile condition the map would look as follows:



Part 2 - Count CORRIDOR SPECIFIC GENERATORS:

Within the boxed area that you have created, count all the following traffic generators that are WHOLLY or PARTIALLY contained within the box. List each traffic generator ONCE and IN ONLY ONE CATEGORY BELOW:

- 1) Parks:
- 2) Schools:
- 3) Post Offices:
- 4) Public Libraries:
- 5) Other municipal buildings such as town/city hall and other buildings involved in public businesses:
- 6) Existing or funded Regional Priority Trail Corridors:
- 7) Are there twenty or more retail business within the trail band?
No = 0 / Yes = 1

SAFETY

Memphis Urban Area MPO (Memphis, TN)

Safety and Security:

All crashes (auto, ped, bike/length of project)

History of crash incapacitating or killing a pedestrian or bicyclist? (List the date and location of the fatal accidents.)

Traffic calming and design improvements?

Incorporate any security improvements?

INTERMODAL CONNECTION

**Metropolitan
Washington Council of
Governments
(Washington, DC)**

**Within 3/4 of a
Metrorail?**

**Linkages to transit
and/or employment?**



QUALITY OF LIFE

Knoxville Regional Planning Organization (Knoxville, TN)



TAP APPLICATION FORM

PROJECT/PROGRAM NAME: _

LAND USES WITH ¼ MILE OF FACILITY

Below, check boxes **at left** to indicate if these land uses are present within ¼ mile of your proposed bike/ped project.

<input type="checkbox"/> Public Park	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> School	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Library	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Transit Stop	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Retail	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Employment	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Residential	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some
<input type="checkbox"/> Other _____	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Some


Check "Yes, No, or Some" **at right** to indicate if there will be a direct Bike/Ped connection between your proposed facility and these land uses. If "Some," please expand on the Notes page.

EQUITY

Serving Communities of Concern

Does the project/program serve residents of the Communities of Concern within the TPO urbanized area?

High concentration seniors, those living in households with no motor vehicles, people with disabilities, racial minorities, and people living in poverty.



**Chocolate City Freedom Ride:
A Environmental Justice Tour of DC**

Bike or Metro Rail Tour
June 2nd 12-4pm

For More Info visit EJCC.org
Or Contact Kari @ (202) 630-4621

Stephanie Weber, Regional Network Manager Safe Routes to School National Partnership

stephanie@saferoutespartnership.org



As regional network manager, Stephanie Weber provides technical assistance to the regional staff to ensure that they are leveraging resources and have current and necessary tools and best practices on policies and Safe Routes to School to maximize the regional-level investment in Safe Routes to School. Prior to joining the National Partnership's staff, Stephanie served as the organizer for Virginia's Safe Routes to School network from its inception in May 2007. In addition to her direct role with Safe Routes to School, she worked with **[BikeWalk Virginia](#)** for nearly six years as a public relations coordinator and also as education director. She managed a number of different grant-funded programs and coordinated the state's annual bike & pedestrian conference for several years.

SUPPORTING SAFE ROUTES

- **Safe Routes model provides a comprehensive approach to improving the built environment**
- **Emphasis on improving safety**
- **Provides non-infrastructure component**
- **Studies on array of benefits:**
 - Congestion mitigation
 - Air quality
 - Physical health
 - Busing costs
 - Academic readiness



PRIORITIZING SAFE ROUTES

- **States may eliminate stand-alone state Safe Routes program and less funding available**
- **Impact the safety of children by focusing improvements around homes/schools, where they spend the most time**
- **Safe Routes improvements benefit all residents (and broaden support when it is about the safety of children)**
- **Eligibility for “safe routes for non-drivers” allows projects connecting homes, parks, libraries and other family destinations**
- **Lots of momentum around Safe Routes, many projects in the pipeline**



APPLICATION MODELS

- **State DOT applications serve as general foundation**
- **Approaches:**
 - Assessing proximity to schools
 - Specifying as Safe Routes to School project
- **Application scoring should**
 - Not hinder non-infrastructure projects
 - Be conducted by committees that include someone familiar with Safe Routes to School



KEY CONCEPTS

- **Data Collection** – requesting parent surveys and student tallies with application provides a baseline for evaluation
- **Potential Benefits** – design application to draw out increase in biking/walking for children, enhanced safety, potential reduction in busing costs
- **School & Neighborhood Engagement** – Safe Routes committees engage school, neighborhood supporters into the process
- **Equity** – prioritizing projects in lower-income communities can increase overall benefits
- **Community Connections** – Safe Routes projects often include connections to other family-friendly destinations

**Brighid O' Keane, Advocacy & Programs Director
Alliance for Bicycling and Walking & Advocacy
Advance**

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Brighid O' Keane is the Advocacy & Programs Director for the Alliance for Biking & Walking and the Advocacy Advance partnership. She works with advocates at the Alliance's 230 member organizations to support pedestrian and bicycle campaigns and organizational development. An environmental policy graduate of the University of Colorado, Boulder, Brighid has worked in Colorado, California, Alaska and Thailand on community organizing, organizational development and facilitation.

MY STATE IS TRANSFERRING OUT OF TA

If your state says they will still spend funds on bike/ped...

- Meet with DOT, Governor's staff
- Thank them, and get a firm commitment (in writing)
- Discuss program details and eligibility
- Activate grassroots and media, if necessary

If not...

- Gather photos and testimonials of successful TE/SRTS projects
- Get letters of support from local elected officials and a diverse coalition of stakeholders
- Engage the media
- Meet with DOT, Governor's staff to show the demand to fund these projects in 2014 and/or through other funding programs

MY STATE HASN'T DECIDED YET

- **Contact your state lead:**
www.AdvocacyAdvance.org/MAP21
- Gather examples of good projects in your state
- Build or join a coalition
- Circulate and send sign-on letters to the decision maker(s)
- Request and have a meeting with your DOT Director and/or Governor
- Follow up with DOT staff
- Engage the media
- **Advocacy Toolkit:**
www.AdvocacyAdvance.org/MAP-21



MINE HAS... NOW WHAT?

- Publicly thank your DOT and Governor
- Monitor projects and timeline
- Host ribbon cutting events, take pictures, engage the media
- Gather data and testimonials from local communities and elected officials (e.g. economic benefits)
- Communicate with agency staff – make sure TA is implemented in FY14



ADDITIONAL ADVOCACY ASKS

- Transfer money into TA to supplement funding
- Preserve a good competitive process – prioritize bike/ped in project selection
- Retain state DOT bike/ped and SRTS staff
- Spend remaining SAFETEA-LU funds



HOW DO I WORK WITH MY MPO?

New Advocacy Advance Report: *“Working with Metropolitan Planning Organizations: 5 Advocacy Lessons”*

- Find out who has influence
- Show up!
- Follow (or re-direct) the money
- Be a watchdog
- Treat it like a campaign



www.AdvocacyAdvance.org/resources

STORY OF A CAMPAIGN: IDAHO PEDESTRIAN & BICYCLE ALLIANCE

Idaho had not received TE funds since '09, so many needed bike / ped projects hadn't been funded. High probability of transferring out of TA. IPBA...

1. Built a coalition of stakeholders
2. Met with ITD staff to get as much internal buy-in as possible. Identified a champion.
3. Demonstrated the need for funds
4. Asked Legislators to call the ITD representative in their district and voice their constituents' concerns
- 5. Celebrated Campaign Success!**



ATTEND A NAVIGATING MAP-21 WORKSHOP

August 8 – Chesapeake, VA

September 26 – Charleston, WV

October 17 – Omaha, NE

Week of November 4 – Florida (multiple locations)

Register online: www.AdvocacyAdvance.org/trainings



FOR MORE INFORMATION:

Safe Routes to School National Partnership

www.saferoutespartnership.org

Advocacy Advance

www.advocacyadvance.org

League of American Bicyclists

www.bikeleague.org

Alliance for Bicycling and Walking

www.peoplepoweredmovement.org



QUESTIONS & ANSWERS



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CLOSING

RECORDING AND SLIDES AVAILABLE!

WEBINAR SURVEY

UPCOMING WEBINAR:

**HOW HIGHWAY SAFETY FUNDS CAN BOOST SAFE ROUTES TO SCHOOL:
TAPPING INTO THE HIGHWAY SAFETY IMPROVEMENT PROGRAM**
AUGUST 1ST, 2013 @ 2PM EASTERN

THANK YOU!!

