



Darren Flusche

Policy Director



- ✦ Darren Flusche joined the League of American Bicyclists 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 commutes to work by bicycle daily.





Advocacy Advance

Tools to Increase
Biking and Walking



June 7, 2012

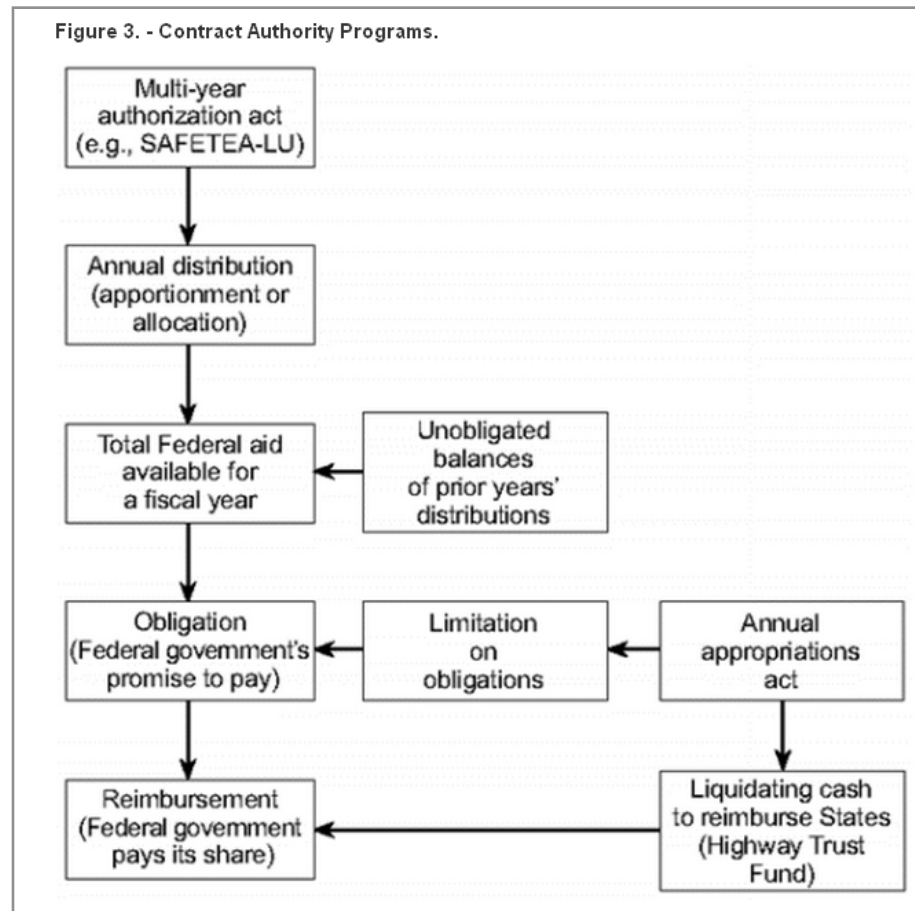
FEDERAL FUNDING 201 WEBINAR

Outline

- Overview of Federal Process
- Definitions
- Steps from award to build
- Rescissions



Overview of Federal Process



Definitions

- Authorization & Apportionment
- Obligation limitations (obligation authority)
- Award vs. Obligation
- Rescission

ALLOCATED PROGRAM	FY 2006 AUTHORIZATION	OBLIGATION LIMITATION RATIO	FY 2006 LIMITATION
Safe Routes to School Administrative Expenses	2,970,000	87%	2,583,900



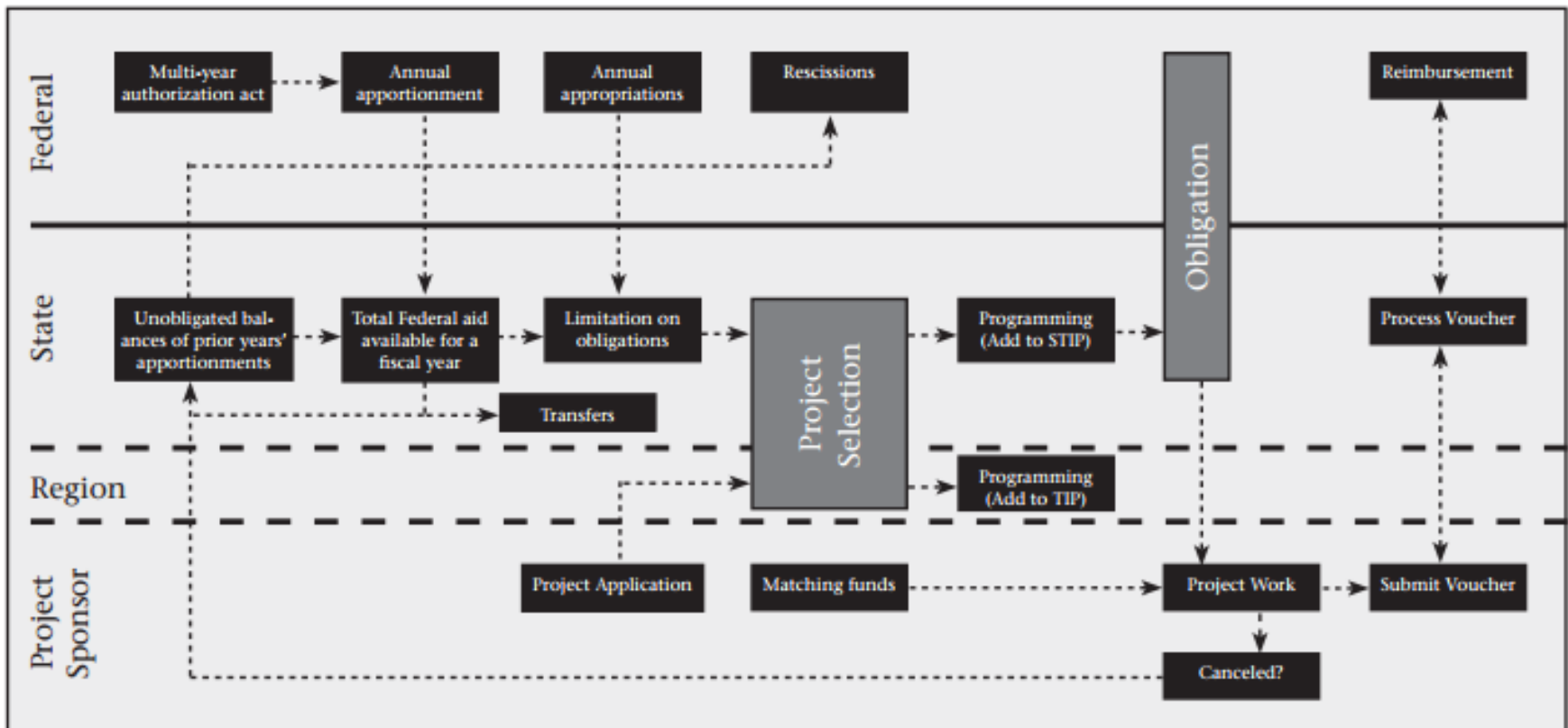
Federal Rules for SRTS

PROGRAM	SAFE ROUTES TO SCHOOL
FACTORS	Total school enrollment in primary and middle schools (grades K-8)
STATUTE	1404 of SAFETEA-LU
MINIMUM APPORTIONMENT	\$1 million
FEDERAL SHARE	100%
AVAILABILITY YEARS	until expended



Another look...

Figure 4: The Transportation Funding Lifecycle



Source: National Transportation Enhancements Clearinghouse

http://enhancements.org/download/Spending_Report/TE_Spending_Report_FY11.pdf

Steps to Track

- ❑ Application Guidelines Developed
- ❑ Application Period Opens
- ❑ Grants Awarded
- ❑ Obligation and Notice to Proceed
- ❑ Construction and Programs Begin



Source: City of Boulder

Tips from Fort Collins Experience

- ❑ Partner SRTS projects with others in the Capital Improvements Plan (CIP)
- ❑ Get to know your school district facilities staff and state SRTS coordinator



City of Santa Clara

Ft. Collins Example

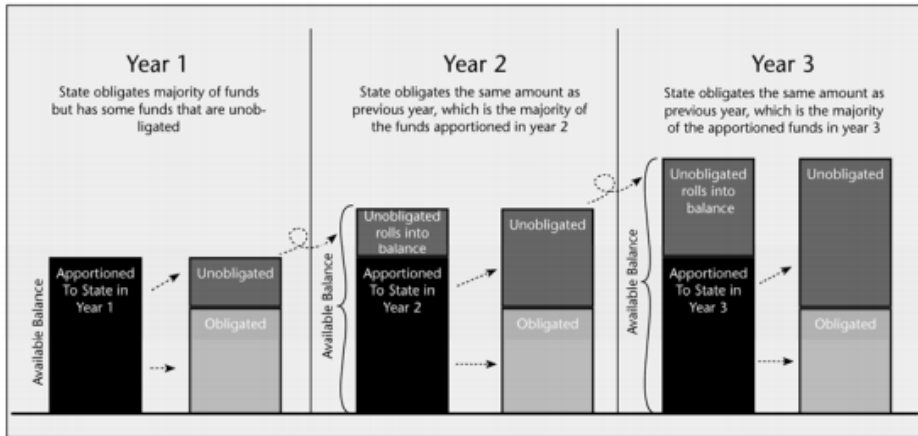
- State wanted rural projects and programs
- County schools asked Fort Collins for help
- Health group partner
 - Established Bicycle and Pedestrian Education Coalition (BPEC)
- Local hospital as grant administrator
- Sponsored by County (avoids “admin”)
- Bicycle Colorado to lead education classes
- BPEC to provide support and volunteers
- Relationship with state SRTS coordinator led to more programs and funds in CO



Source: platinumbikeplan.blogspot.com

Rescissions

Figure 1: How TE Funds Accumulate



Source: National Transportation Enhancements Clearinghouse / www.enhancements.org

As a safety program, SRTS has been exempt from most past rescissions. Exception was 2009, which was cancelled.

MAP-21 includes an across the board rescission.

RESCISSIONS AND RESTORATION

Fighting for priority

In September 2009, Congress *rescinded*, or cancelled, \$8.7 billion¹ worth of unspent transportation funds from State DOTs. In March 2010, the HIRE Act restored those funds.² Bicycling and walking advocates should strongly encourage Departments of Transportation to make bicycling and walking projects a priority and quickly spend the restored funding.

Rescissions are essentially a bookkeeping measure when properly administered. It allows USDOT to recoup unspent funds. However, some state DOTs have turned into an opportunity to gut neglected bicycle and pedestrian funding sources in order to preserve favored programs.

All funding programs should receive equal consideration to others: they should be spent proportionally and rescinded proportionally. Instead, some of the strongest programs for bicycle and pedestrian projects – Transportation Enhancements (TE), Congestion Mitigation & Air Quality (CMAQ) – suffered higher rescission rates than other programs. In some states, Safe Routes to School and Recreational Trails also had higher rates of rescissions. The figure on page 4 shows how rescissions disproportionately targeted TE funding, for example.

The rescissions unfairly targeted these programs. The funds have been restored to the programs from which they were rescinded.³ Now DOTs should prioritize these programs and use them to implement bicycle and pedestrian projects.

Advocates should:

- 1) Identify cities, towns, and Municipal Planning Organizations (MPOs) that have benefited from TE, CMAQ, SRTS, and Rec Trails projects and highlight them to show the DOT, the state legislature, and the governor's office their importance
- 2) Urge the head of state DOTs and governors to ensure bicycle and pedestrian projects get their fair share of funding from these funding sources quickly. In some case, state legislatures can be helpful as well. If you are doing any public events, such as ribbon cuttings, you can use that opportunity to encourage elected officials to invest more in bicycle and pedestrian projects
- 3) Meet with state DOT personnel⁴ to review USDOT guidance on each funding source as it relates to bicycle and pedestrian projects and make sure they are implementing good projects and programs⁵

Most states should have eligible projects already in the pipeline. For example, the MPO in Chicago has a waiting list of CMAQ projects that are pre-selected to receive funding made available by dropped or delayed projects or additional available obligation authority. If your state does not have such projects

Action Steps to Get Money Spent

- Share excellent examples
- Urge DOT heads & governors spend SRTS quickly
- Make sure they are implementing good projects and programs
- Work with local applicants



Source: Mass.gov