

# Moving Ahead For Progress?

## Opportunities for Communities in the Wake of MAP-21



Jeff Olson, Alta Planning + Design

Andy Clarke, League of American Bicyclists

## All is Not Lost!

**While MAP-21 leaves much to be desired, there are reasons to be hopeful about the future:**

- Bicycle and pedestrian projects remain eligible for major funding.
- Federal surface transportation reauthorization is not sole source of funding for walking and bicycling.
  - Variety of Public Private and Non-Profit sources exist
  - New Programs could emerge as ARRA and TIGER did after SAFETY-LU

## Key Opportunities

- **Congestion Mitigation and Air Quality (CMAQ) grew by nearly 30%.**
- **MAP-21's emphasis on safety is a boon for active transportation.**
  - Highway Safety Improvement funds doubled.
  - Bicycle and Pedestrian projects mentioned specifically.
- **Opportunities to respond to the mandatory sidepath provision**
  - National sidepath study
  - Inventory of roadways on Federal lands

# Resources

- **Bicycle Friendly America Program**
- **National Bicycle and Pedestrian Project**
- **Tools that help communities:**
  - Document existing levels of walking and bicycling
  - Predict future use
  - Analyze projected benefits of bicycle and pedestrian investments, and
  - Track impacts of completed projects

# OVERVIEW OF MAP-21

## MAP-21: The Basics

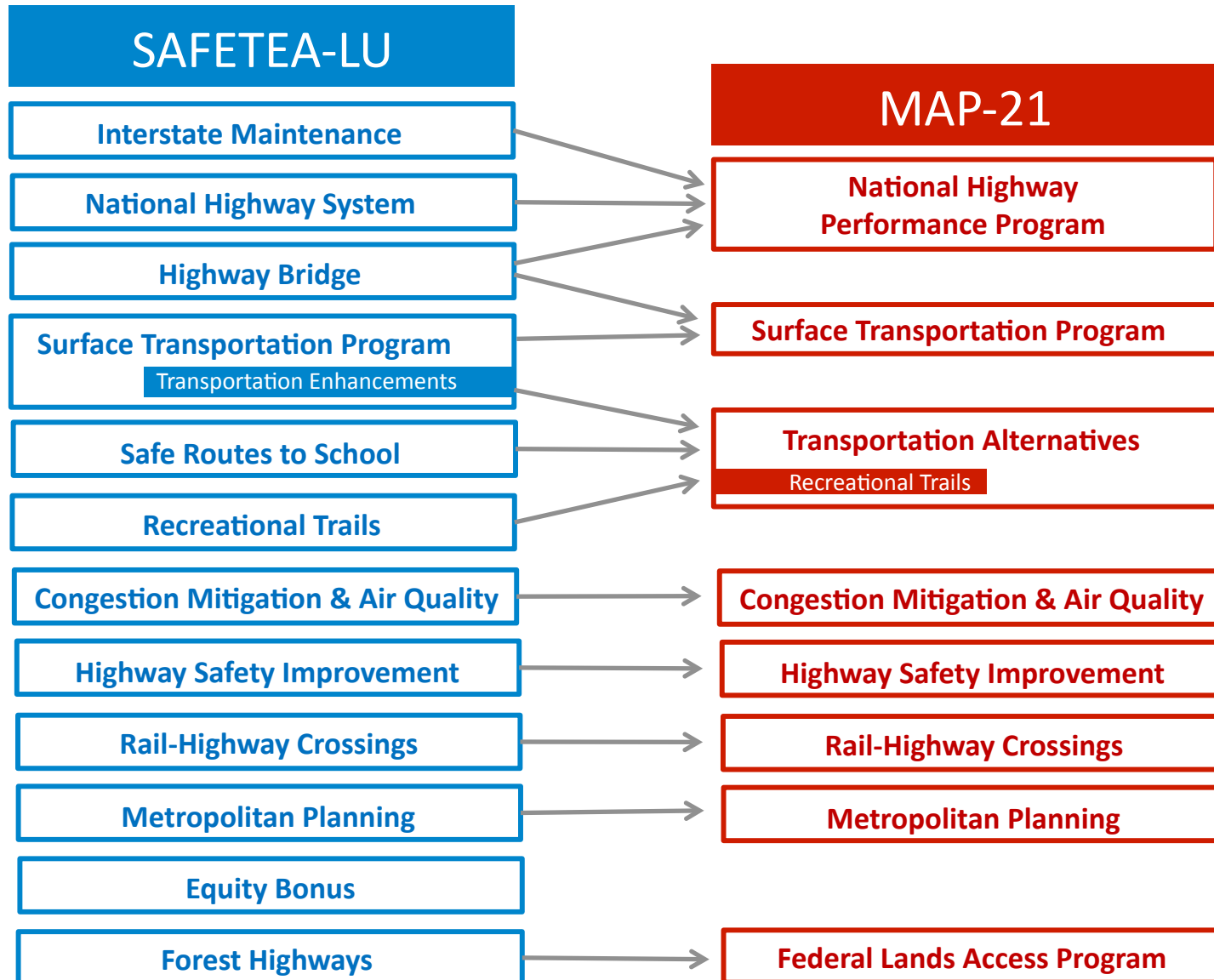
- H.R. 4348, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was approved by Congress on June 29, 2012 and signed by President Obama on June 6th, 2012.
- Replaces SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- 27-month reauthorization of Surface Transportation funding takes us through September 2014.



## MAP-21: The Basics

- Total funding on par with SAFETEA-LU, with a small inflationary adjustment.
- The overall number of programs is consolidated by two-thirds.
- Revenue provisions take effect immediately.
- Most policy provisions will not take effect until October 1, 2012.
- Many unknowns regarding details and interpretations.

# Program Consolidation



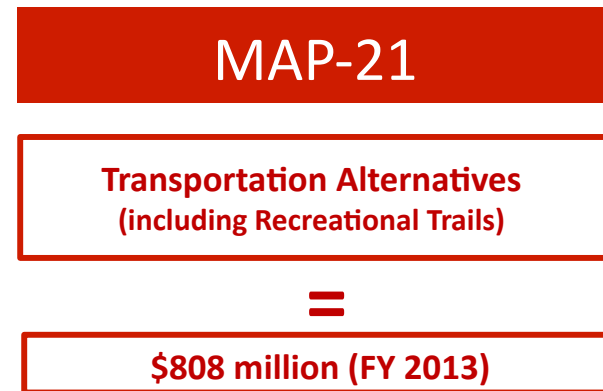
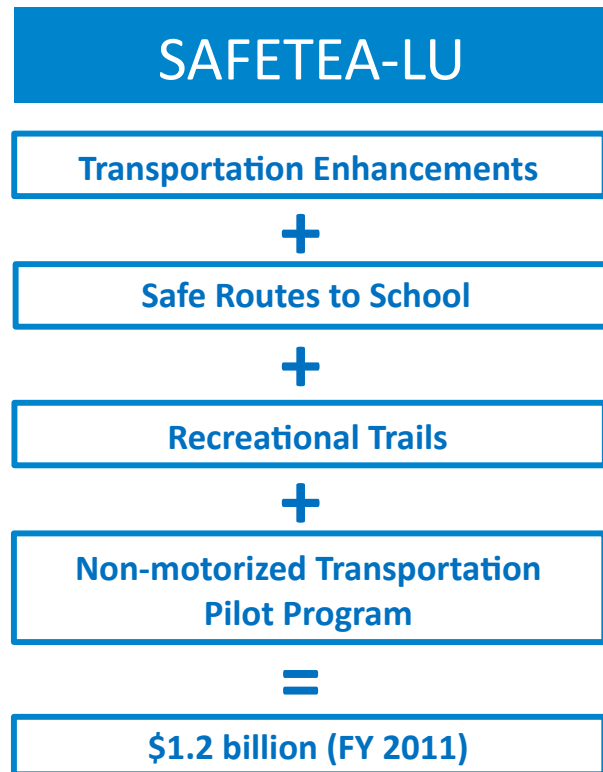


## Changes that Impact Walking and Bicycling

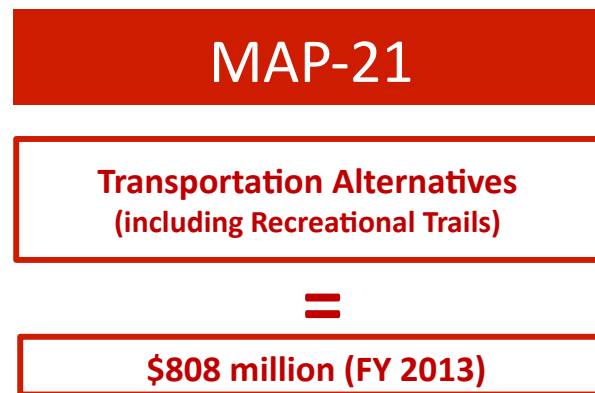
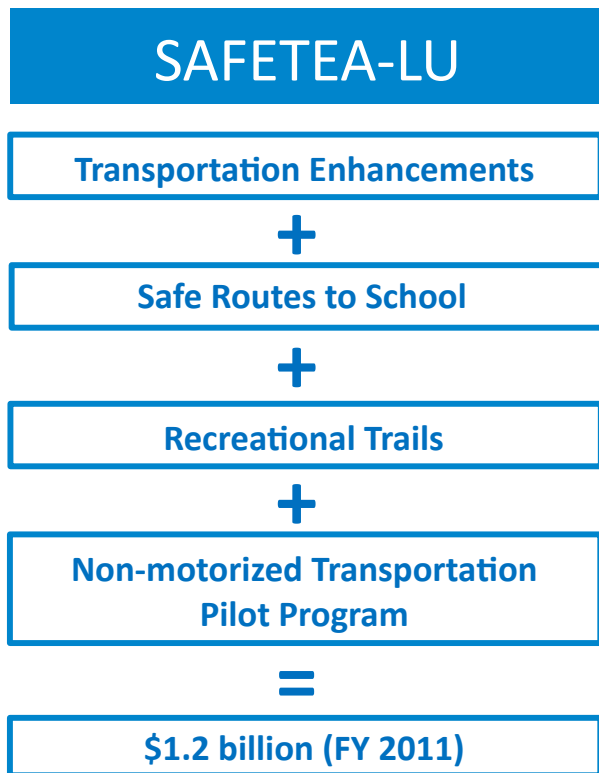
- Transportation Enhancements (TE), eliminated, replaced with new program called Transportation Alternatives (TA).
- Governors may opt out of 50% of Transportation Alternatives funds.
- Dedicated Safe Routes to School funding discontinued, but remains eligible under Transportation Alternatives.
- Safe Routes to School Coordinator no longer required at the State level.
- Mandatory sidepath law introduced.
- Governors may also opt out of Recreational Trails Program funding.

# PED-BIKE FUNDING CHANGES

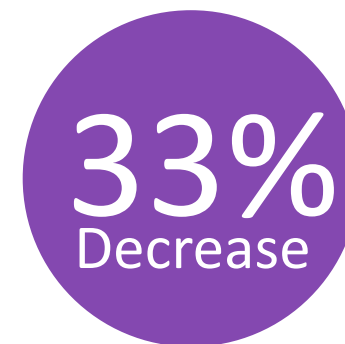
# Summary of Key Funding Changes



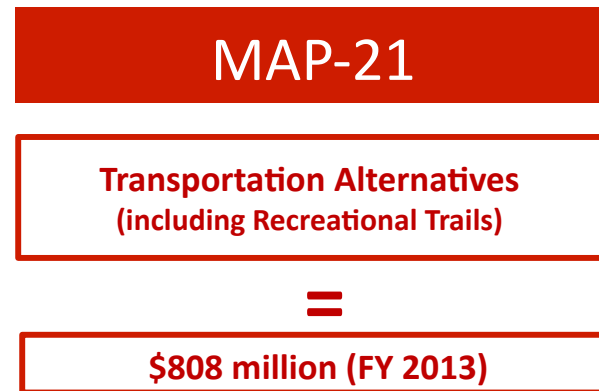
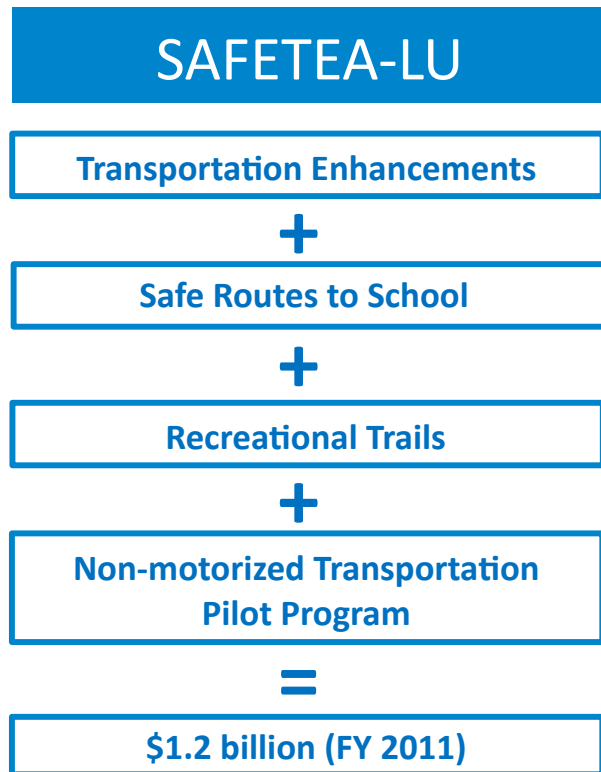
# Summary of Key Funding Changes: FY 2011 vs. FY 2013



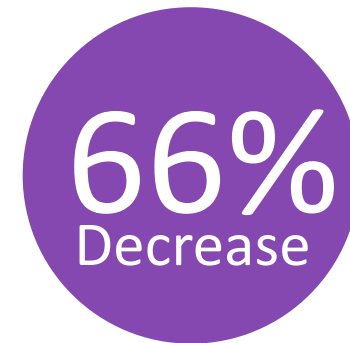
**Best-case scenario**  
(no states opt out of any TA funds):



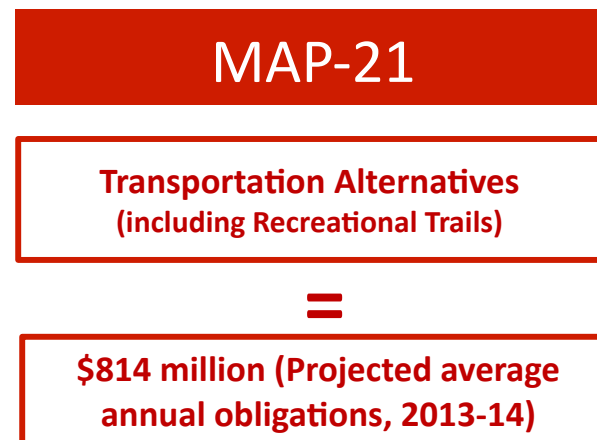
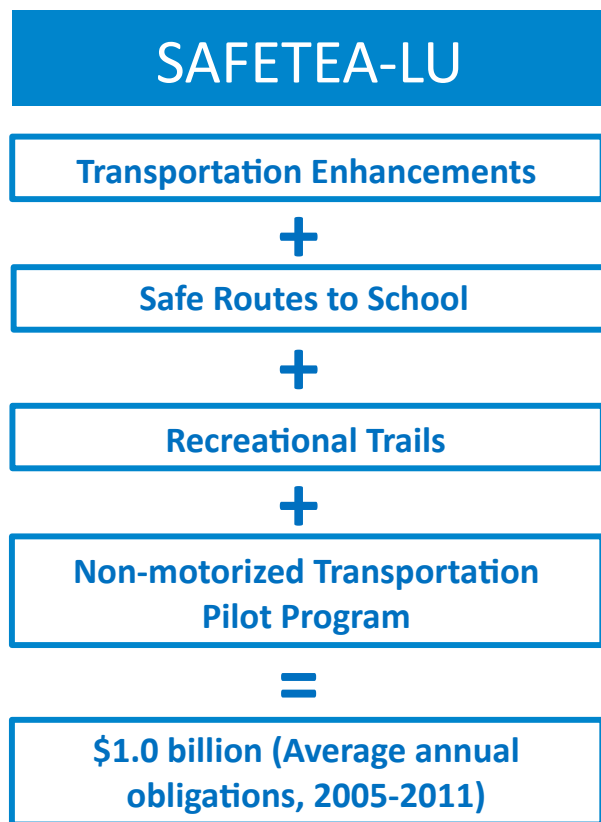
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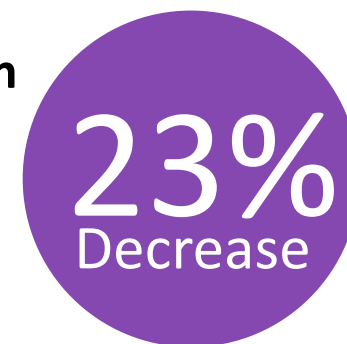
**Worse-case scenario**  
(all states opt out of all TA funds):



# Summary of Key Funding Changes: SAFETEA-LU vs. MAP-21

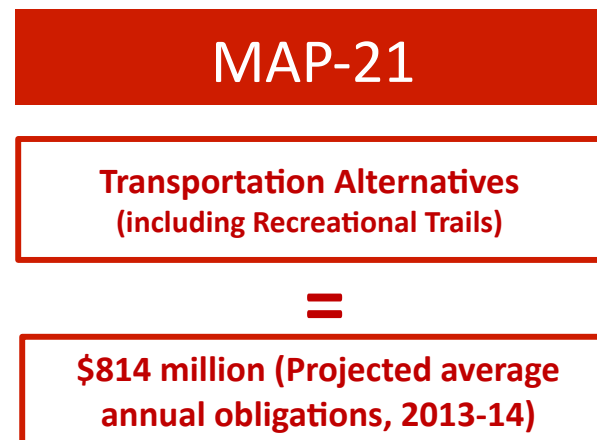
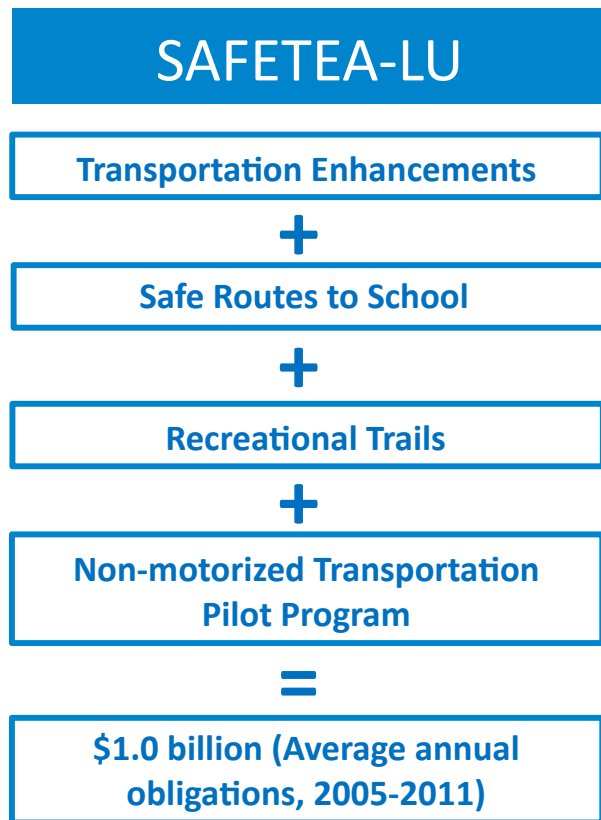


Based on a comparison of average annual funds:

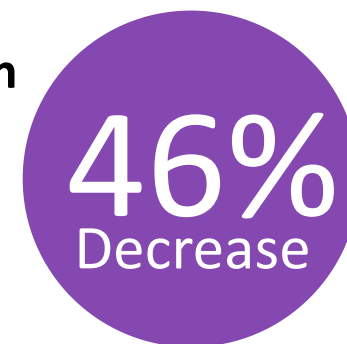


(Assumption: No states opt out of any TA funds)

# Summary of Key Funding Changes: SAFETEA-LU vs. MAP-21



Based on a comparison of average annual funds:



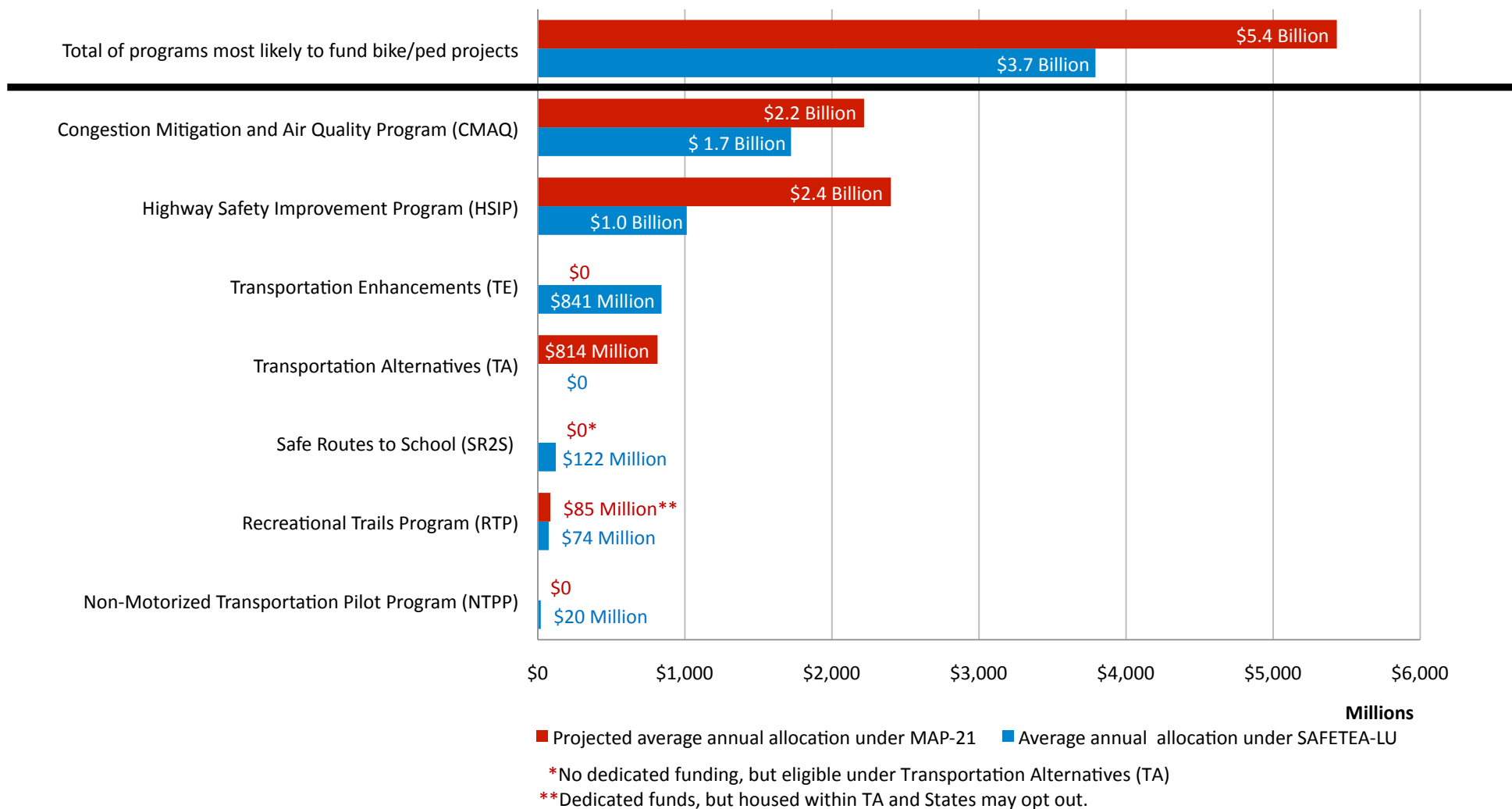
(Assumption: All states opt out of all TA funds)

## Summary of Key Funding Changes

- Funding tables released by the FHWA also reveal that the **projected average annual obligations for several programs relevant to walking and bicycling will exceed average annual allocations delivered under SAFETEA-LU**. Under MAP-21:
  - Average annual funding for the Highway Safety Improvement Program (HSIP) will more than double, from \$1.0 billion to \$2.4 billion per year.
  - Average annual funding for the Congestion Mitigation and Air Quality (CMAQ) Program will increase by 29%, from \$1.7 billion to \$2.2 billion per year.
  - Average annual funding for the Recreational Trails Program (RTP) will increase by 15%, from \$74 million to \$85 million per year, (if no States opt out.)



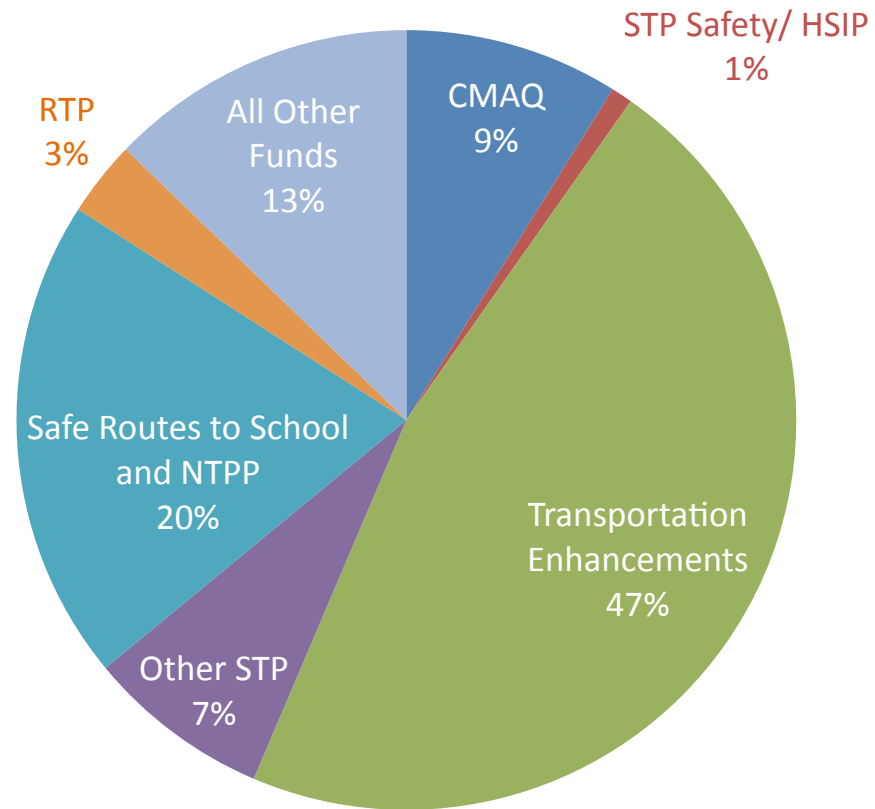
# Summary of Key Funding Changes



Source: FHWA



# Distribution of FHWA-Funded Bicycle and Pedestrian Projects by Program, 1992-2011\*

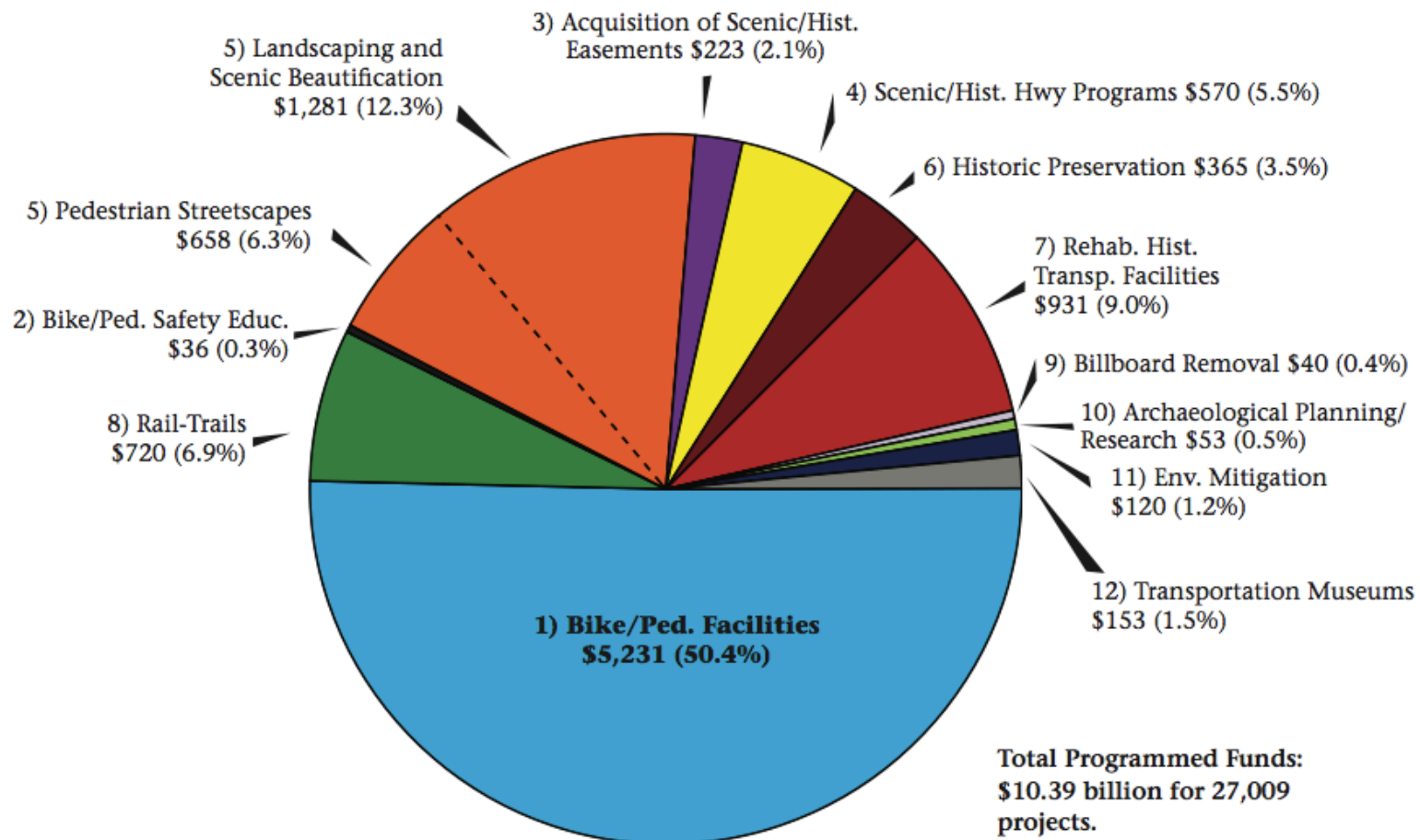


\*Does not include American Recovery and Reinvestment Act (ARRA) Funds

Source: FHWA

# Breakdown of Transportation Enhancements Spending, 1992-2011

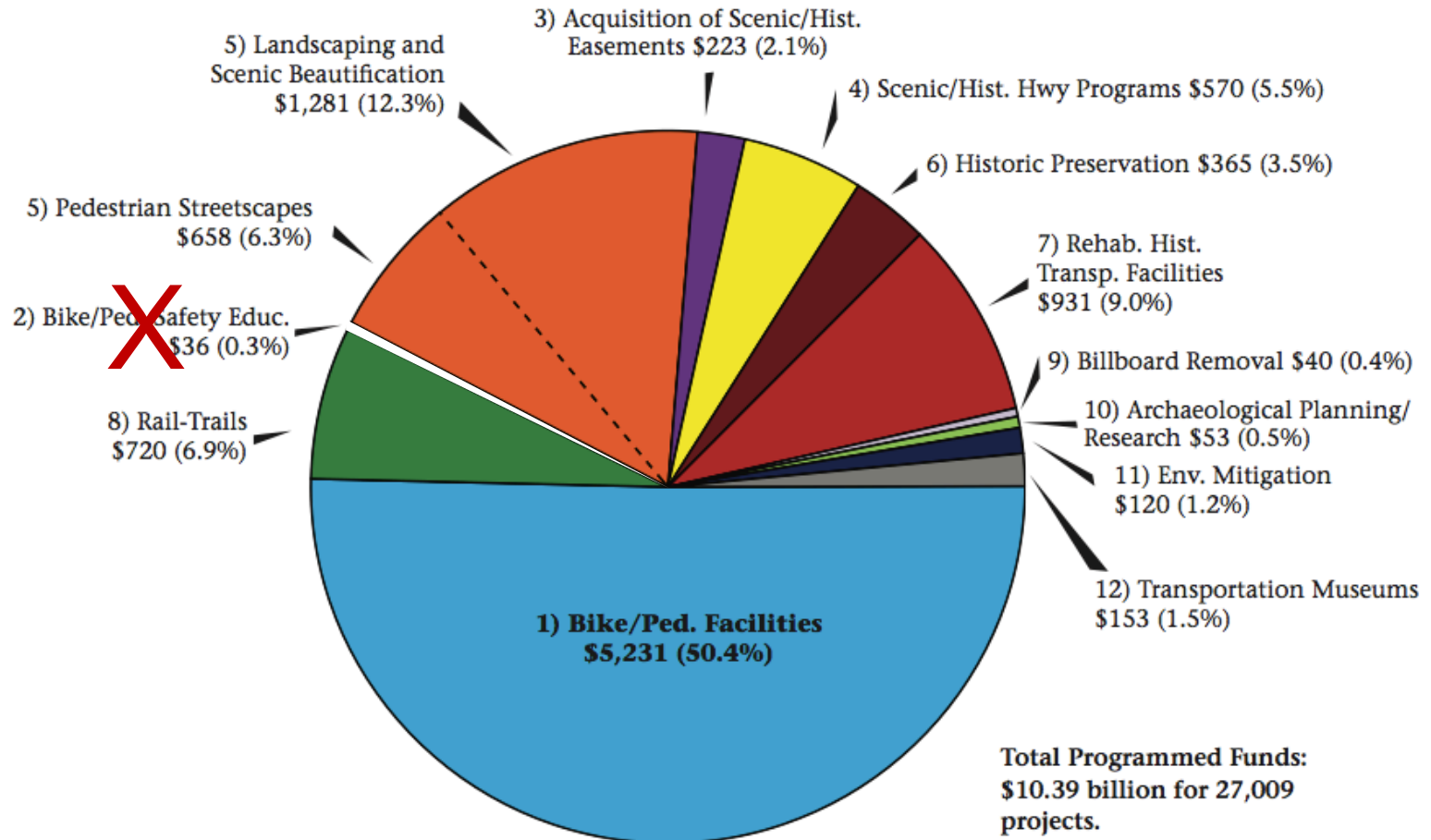
In millions of dollars



Source: Transportation Enhancements Spending Report FY 1992-FY 2011, National Transportation Enhancements Clearinghouse

# Changes in Eligible Activities Under Transportation Alternatives

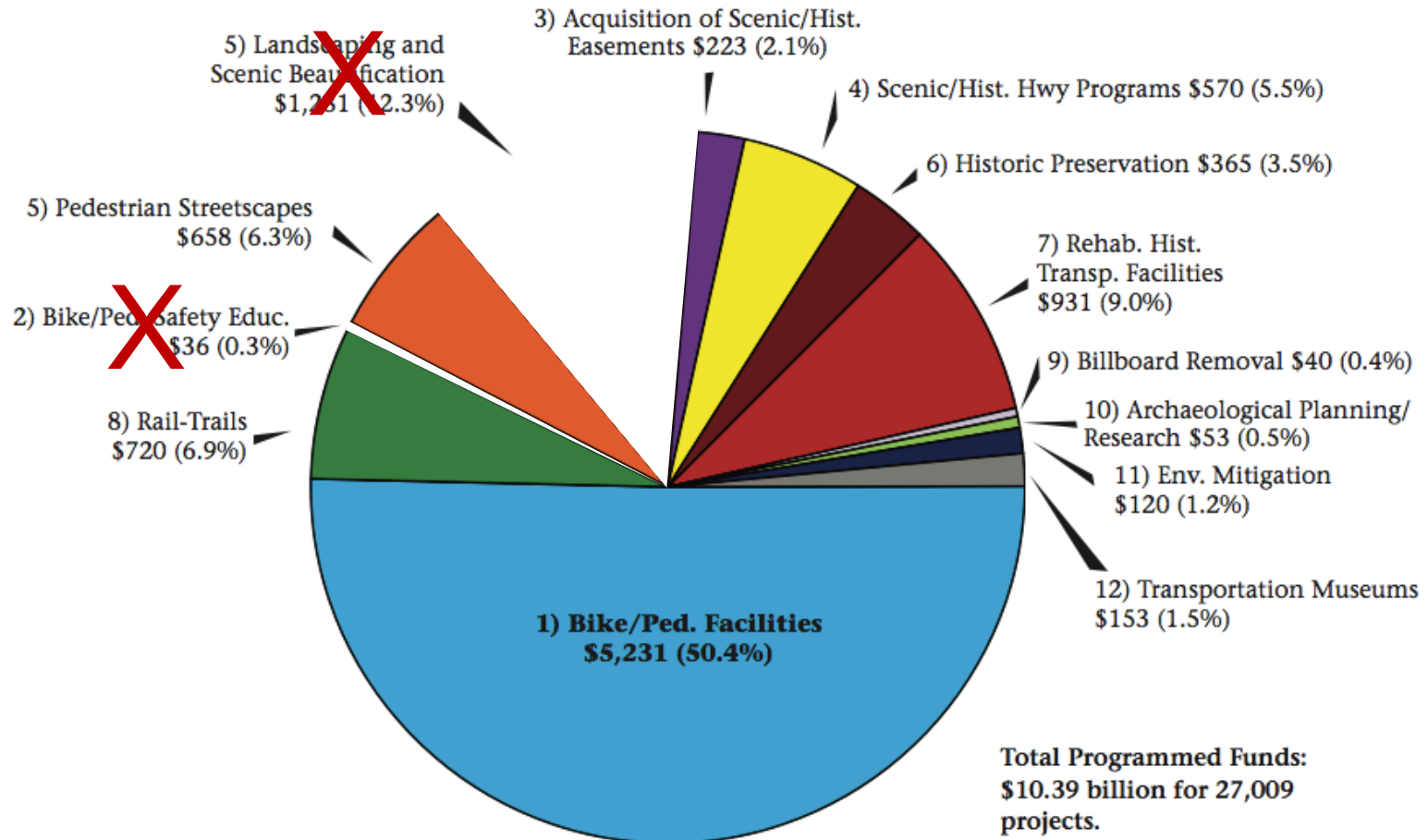
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Source: Transportation Enhancements Spending Report FY 1992-FY 2011, National Transportation Enhancements Clearinghouse

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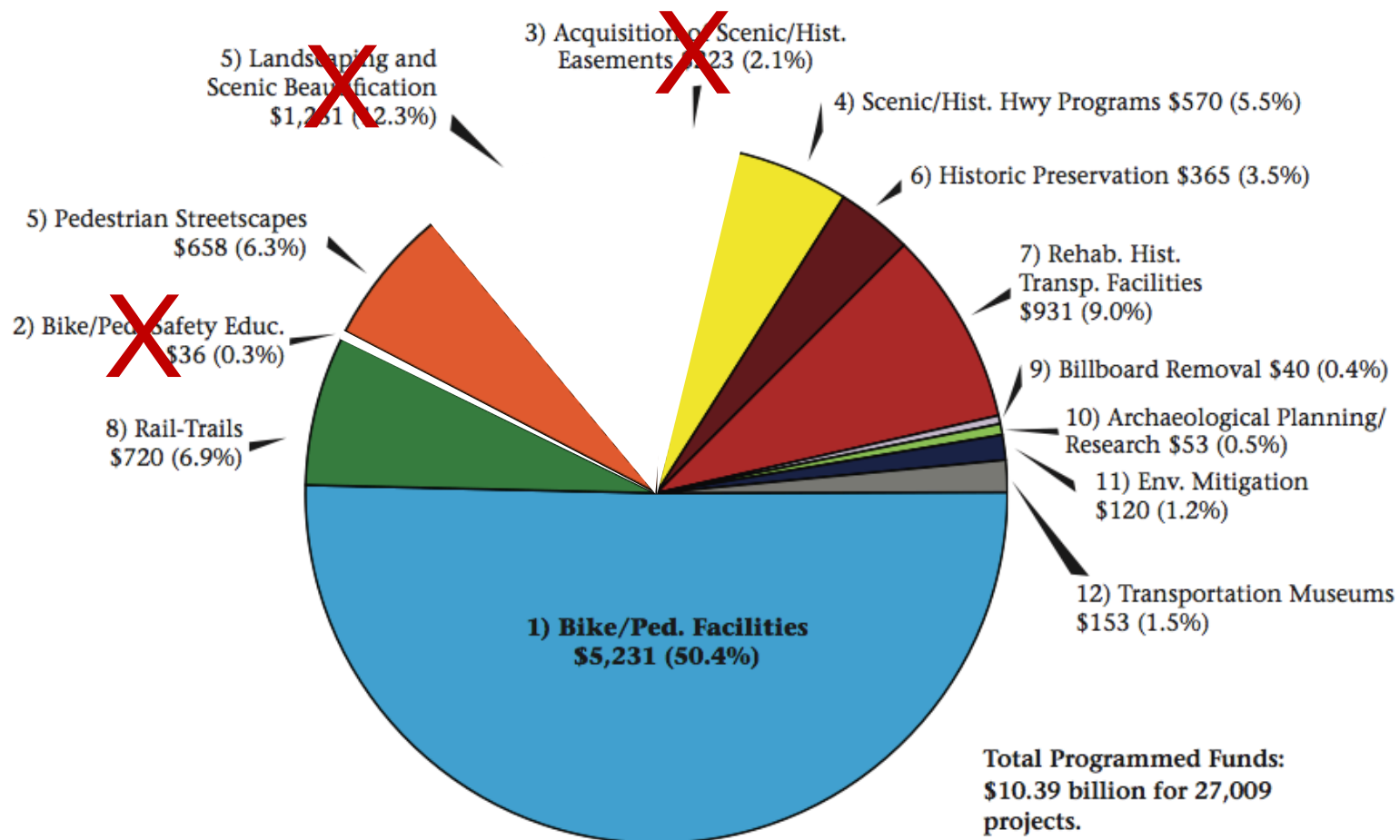
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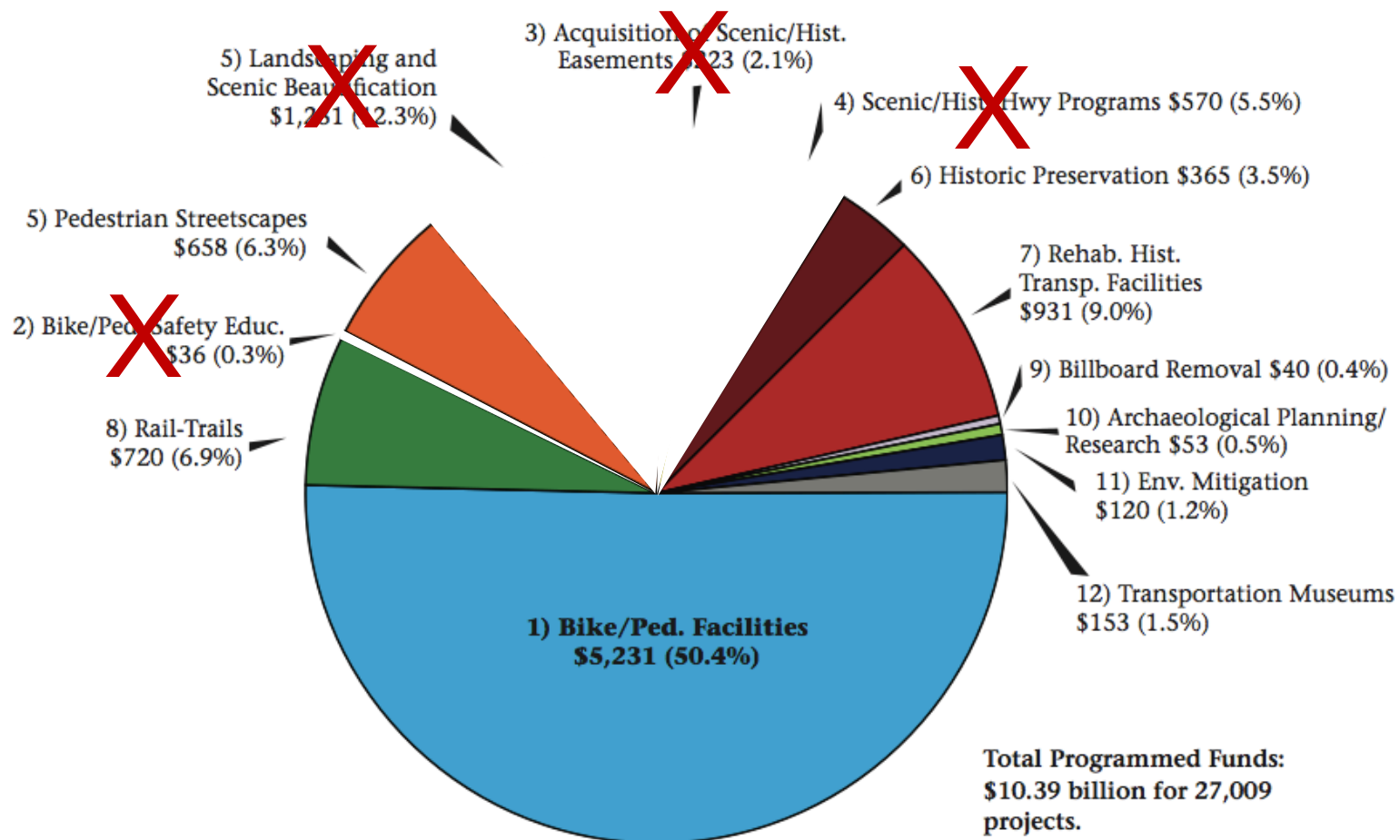
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Source: Transportation Enhancements Spending Report FY 1992-FY 2011, National Transportation Enhancements Clearinghouse

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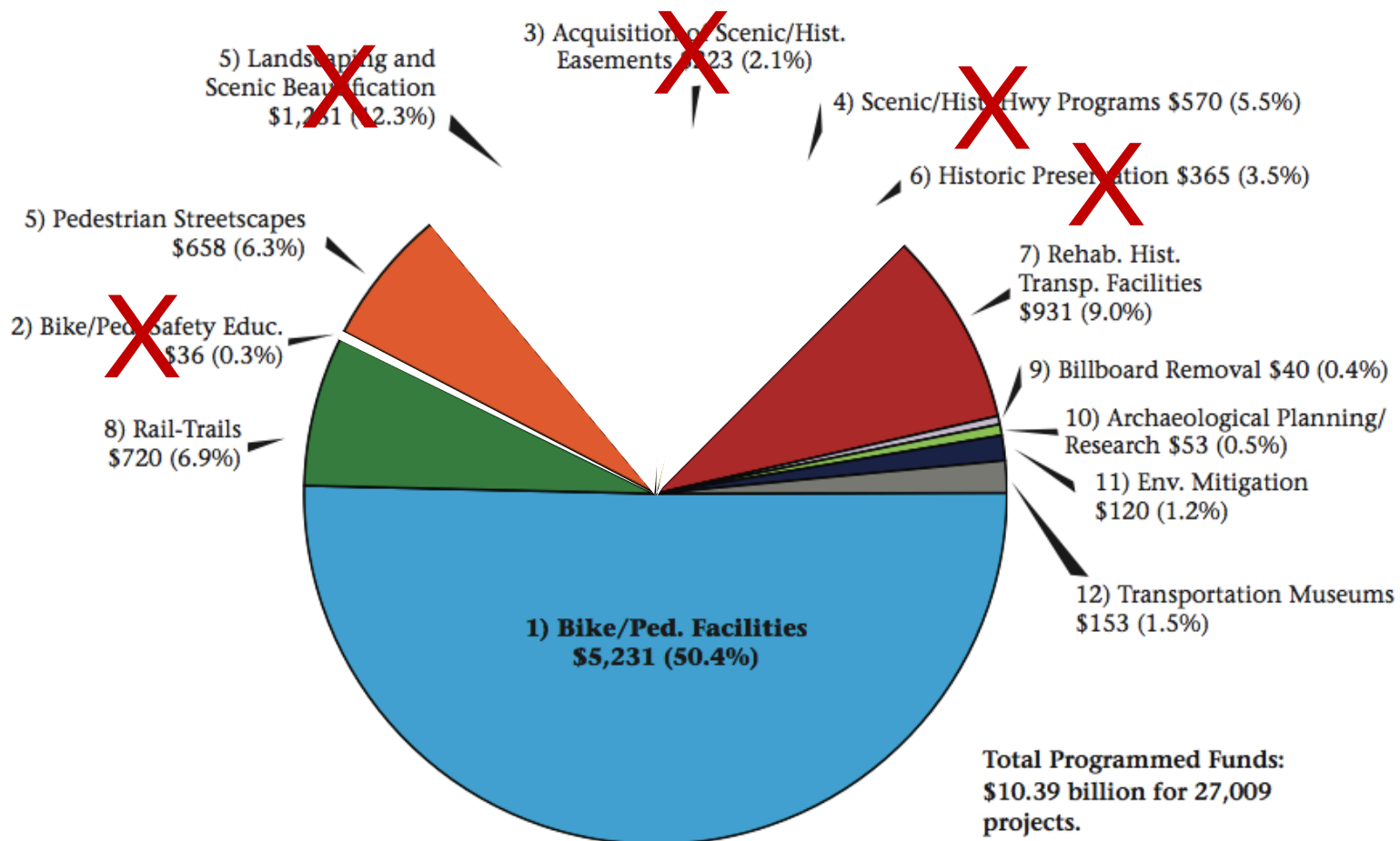


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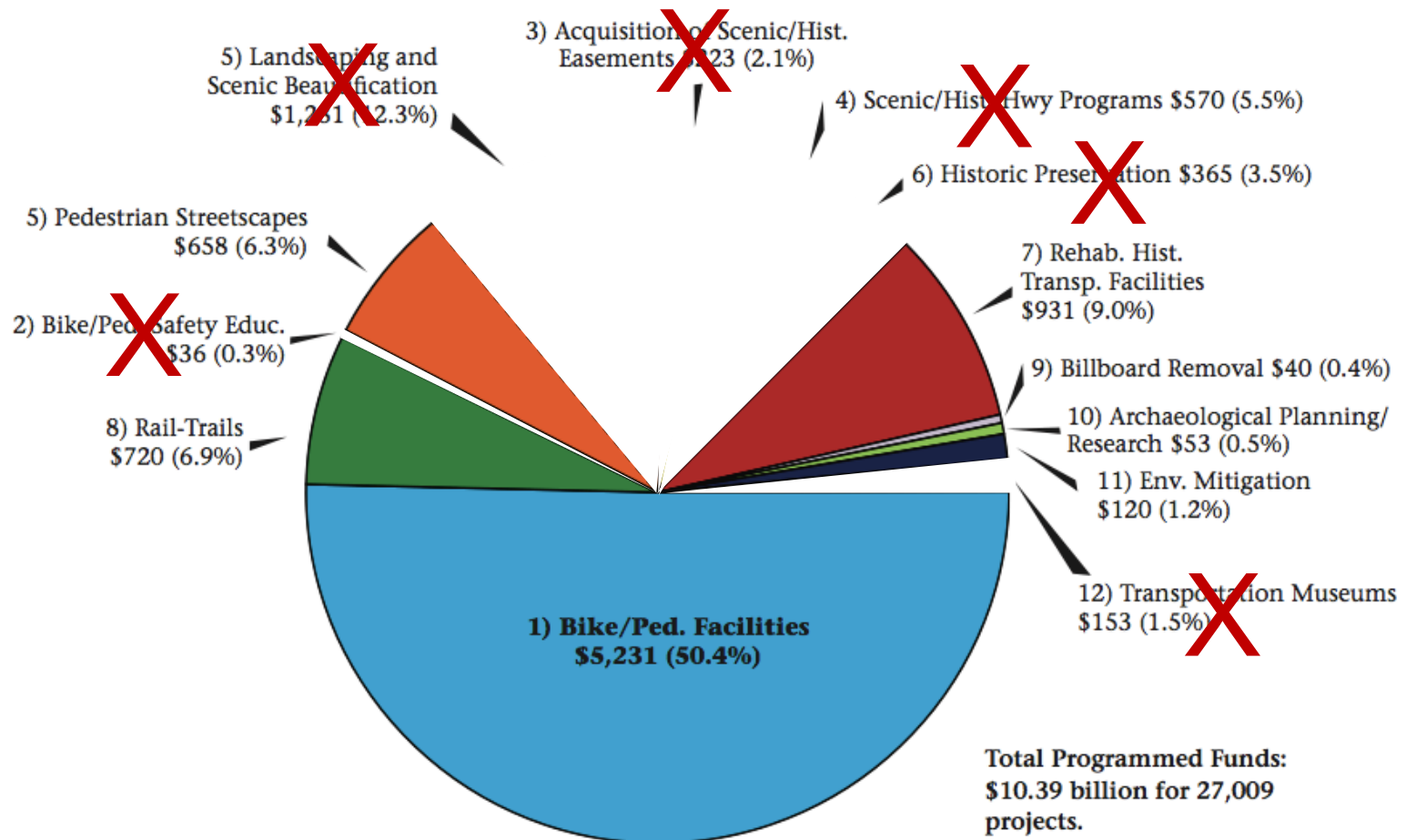
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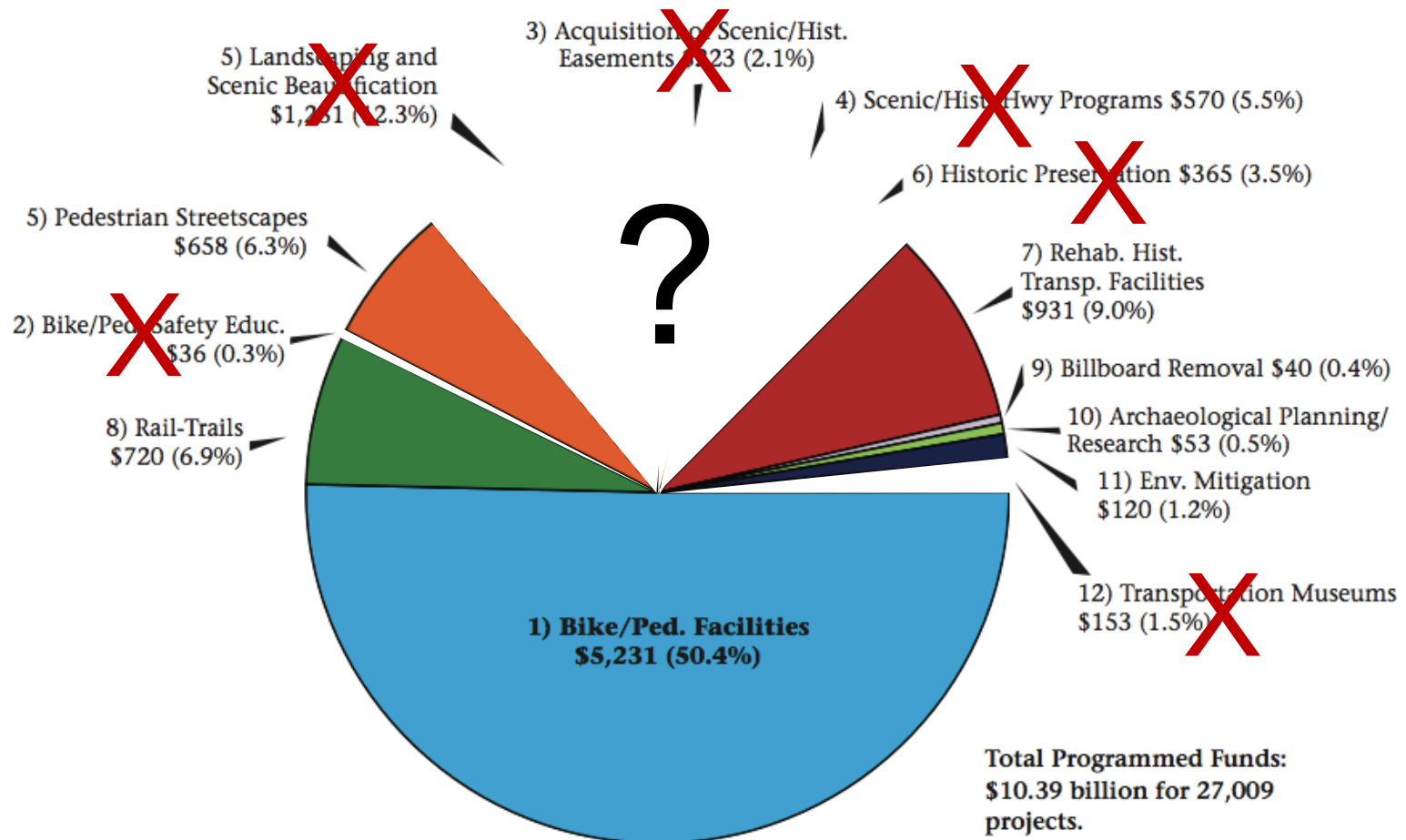
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Source: Transportation Enhancements Spending Report FY 1992-FY 2011, National Transportation Enhancements Clearinghouse

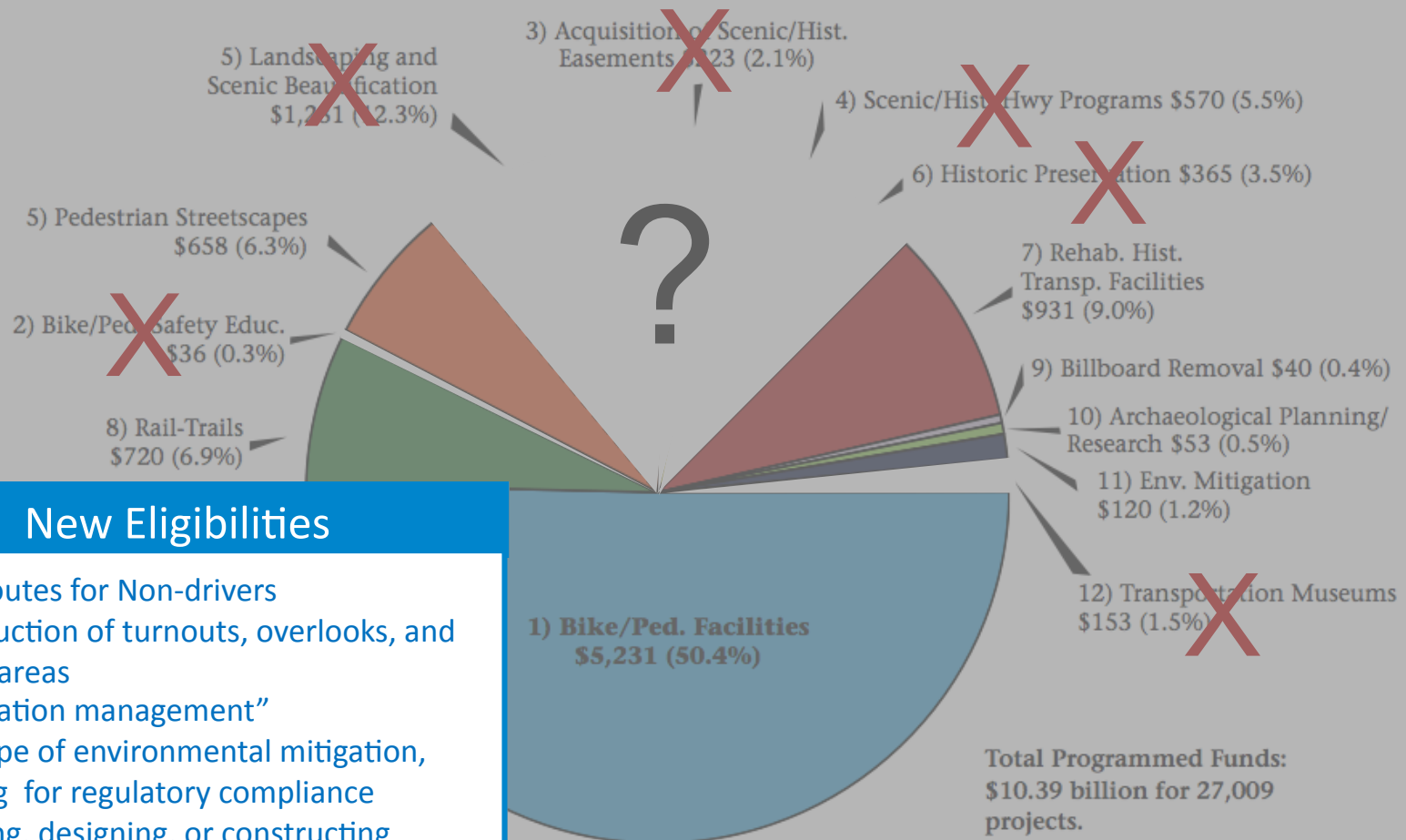
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In millions of dollars



Source: Transportation Enhancements Spending Report FY 1992-FY 2011, National Transportation Enhancements Clearinghouse

# Changes in Funding Eligibility Under Transportation Alternatives



## New Eligibilities

- Safe Routes for Non-drivers
- Construction of turnouts, overlooks, and viewing areas
- “Vegetation management”
- ANY type of environmental mitigation, including for regulatory compliance
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

# PROGRAM DETAILS

# Transportation Alternatives

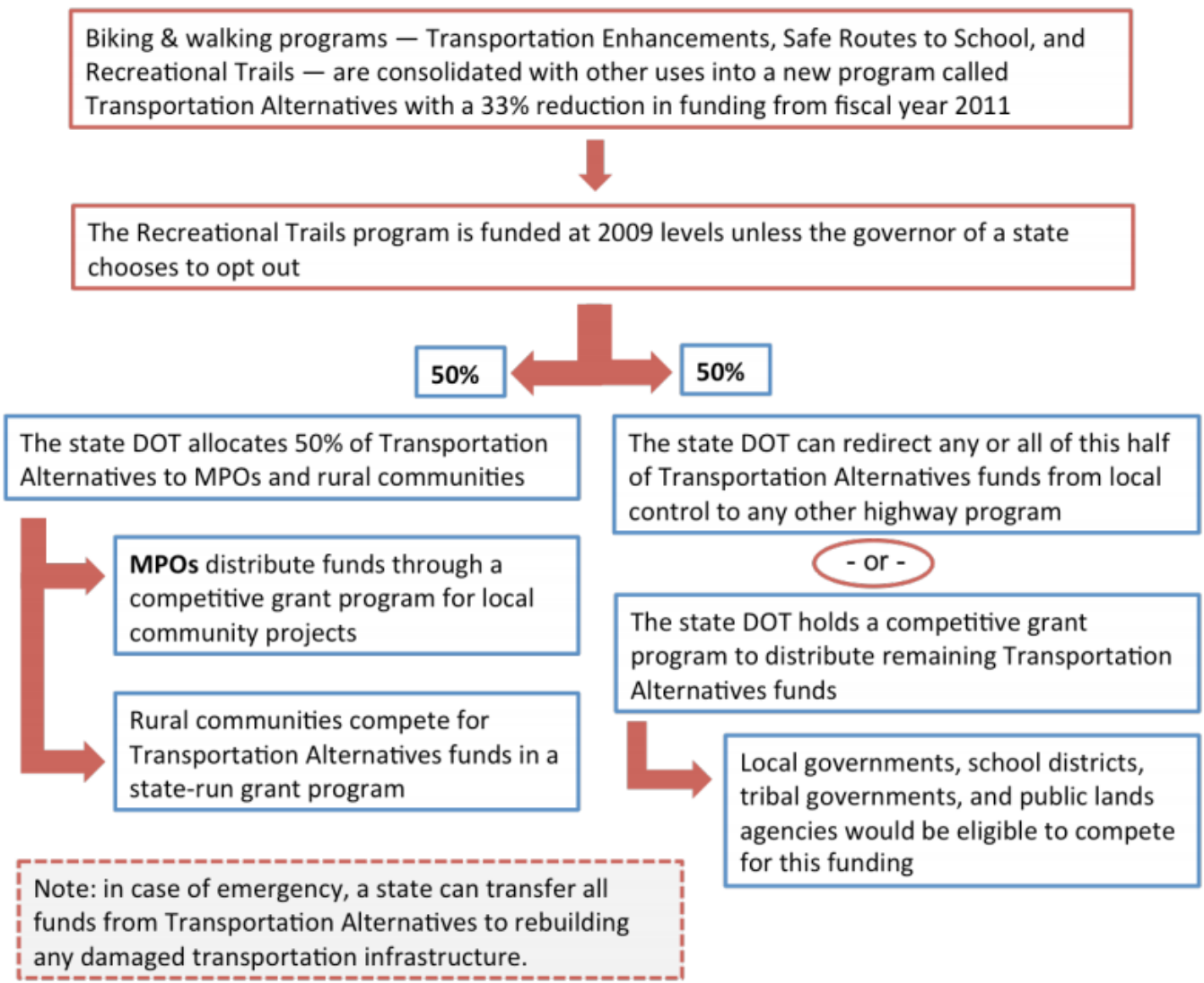


Diagram courtesy of America Bikes

## Transportation Alternatives

*“The major compromise reached on Transportation Alternatives is to essentially expand both flexibility for states and control for metropolitan regions, albeit over a reduced pot of resources.”*

**- Jason Jordan, APA Director of Policy and Government Affairs**

## Congestion Mitigation and Air Quality Program

- \$2.26 billion in FY 2013 and \$2.28 billion in FY 2014
- 50% of CMAQ funds transferable to other programs (21% under SAFETEA-LU).
- Includes ban on using CMAQ funding for single occupancy vehicle lanes.
- New eligibilities:
  - Turn lanes
  - Projects or programs that shifts traffic demand to non-peak hours or other transportation modes during peak hours



## Congestion Mitigation and Air Quality Program (cont.)

- Performance Plan requirement for regions above 1 million in population outlining
  - baseline conditions,
  - targets for performance measures, and
  - description of how funded projects will help meet air quality targets.
- US DOT and EPA will evaluate projects based on the cost-effectiveness of:
  - Congestion mitigation
  - Air quality improvements
- US DOT and EPA will assess and document the following outcomes:
  - Emissions reductions
  - Air quality and human health impacts

# Highway Safety Improvement Program

- HSIP funding roughly doubles to ~\$2.5 billion annually
- Bicycle and pedestrian infrastructure specifically named, including school crossings and improvements that benefit people with disabilities.
- Required state safety plan must consult with non-motorized representatives.
- Improvements in data collection requirements for non-motorized modes.
- Projects will be evaluated on cost-effectiveness of reducing serious injuries and fatalities.

## Recreational Trails Program

- No longer a separate program
- Now falls under Transportation Alternatives
- Dedicated funding preserved at FY 2009 levels (\$85 million per year), unless the governor decides to opt out
- Required State advisory committee must include motorized and non-motorized stakeholders
- Funding breakdown as follows:
  - 30% to motorized trail users
  - 30% to non-motorized trail users
  - 40% to multi-use trails

## Transit Programs

- New Starts capital investment funding preserved
- Maintains 80/20 Highway/Transit split
- Transit in the Parks Program Eliminated

## Performance Measures

- MAP-21 requires establishment of national goals, performance measures, and accountability in planning and funding transportation investments.
- Goal types:
  - air quality,
  - freight movement,
  - safety, and
  - state of good repair for both highways and transit.
- US DOT request for assistance in developing performance measures and plans includes future web portal to solicit ideas.
- No financial penalties tied to performance.

## Other Notables

- “Streamlining” provisions
- Required bike-ped coordinator (but does not provide dedicated funding)
- All users must be accommodated when replacing bridges.
- New TOD pilot program funded at \$10 million to increase pedestrian and bicycle access to transit.
- Senate passed Complete Streets language was not included in the final authorization.
- Bike/Ped projects not eligible for “Projects of National and Regional Significance”

NEXT STEPS

## To do list:

- **Urge your governor not to opt out of any Transportation Alternatives or Recreational Trails Funds!**
- Work to get SAFETEA-LU TE funds programmed and obligated.
- Finish projects in the pipeline.
- Provide feedback on performance measures to FHWA.
- Start thinking about the next re-authorization now – it's only two years away!
- **Evaluate expected and actual benefits of bicycle and pedestrian projects, in the terms that the FHWA and US DOT favor.**
- **Get the word out that these projects are nationally significant, particularly from an economic development perspective.**



## Building the case for Walking and Bicycling

- Collect bicycle and pedestrian count data
- Health Impact Assessments of active transportation projects
- Benefit Cost Analysis of active transportation projects
- Economic Impact Analyses of active transportation projects (especially job creation)
- Media events that showcase positive transformations, economic development case studies, health data
- Bicycle Friendly Communities awards programs
- Social media

## Looking Beyond MAP-21: Additional Funding Sources

- The CDC's Communities Putting Prevention to Work (CPPW) and Community Transformation Grants
- Bonds
- Sales taxes
- Utility/street taxes
- Lottery funds
- State transportation funds
- State general funds
- License/registration fees
- Community foundation grants
- Impact and utility fees
- Parking fees
- Developer dedications
- Incidental projects (to bigger development projects)

## Major Takeaway Points

MAP-21 is a mixed bag.

- **Lost:**
  - Guaranteed access to small pots of money
  
- **Gained:**
  - Opportunities to compete for flexible funds in larger pots (HSIP and CMAQ)
  - Planning and performance measure requirements provide opportunity to demand better outcomes from the overall program
  
- Efforts of individual communities and advocates remain invaluable

## Additional Resources and Analysis

**America Bikes:**

[http://www.americabikes.org/analysis\\_of\\_the\\_new\\_transportation\\_bill\\_map\\_21](http://www.americabikes.org/analysis_of_the_new_transportation_bill_map_21)

**League of American Bicyclists:**

<http://blog.bikeleague.org/blog/category/league-news/navigating-map-21/>

**Rails to Trails Conservancy:**

[http://support.railstotrails.org/site/PageNavigator/20120701\\_Bill\\_Analysis.html](http://support.railstotrails.org/site/PageNavigator/20120701_Bill_Analysis.html)

**Transportation for America:**

<http://t4america.org/pressers/2012/06/29/newly-approved-transportation-bill-is-a-clear-step-backwards-a-message-from-t4-america/>

**American Planning Association:**

<http://blogs.planning.org/policy/2012/07/09/inside-map-21-transportation-alternatives/>

Thank You!



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