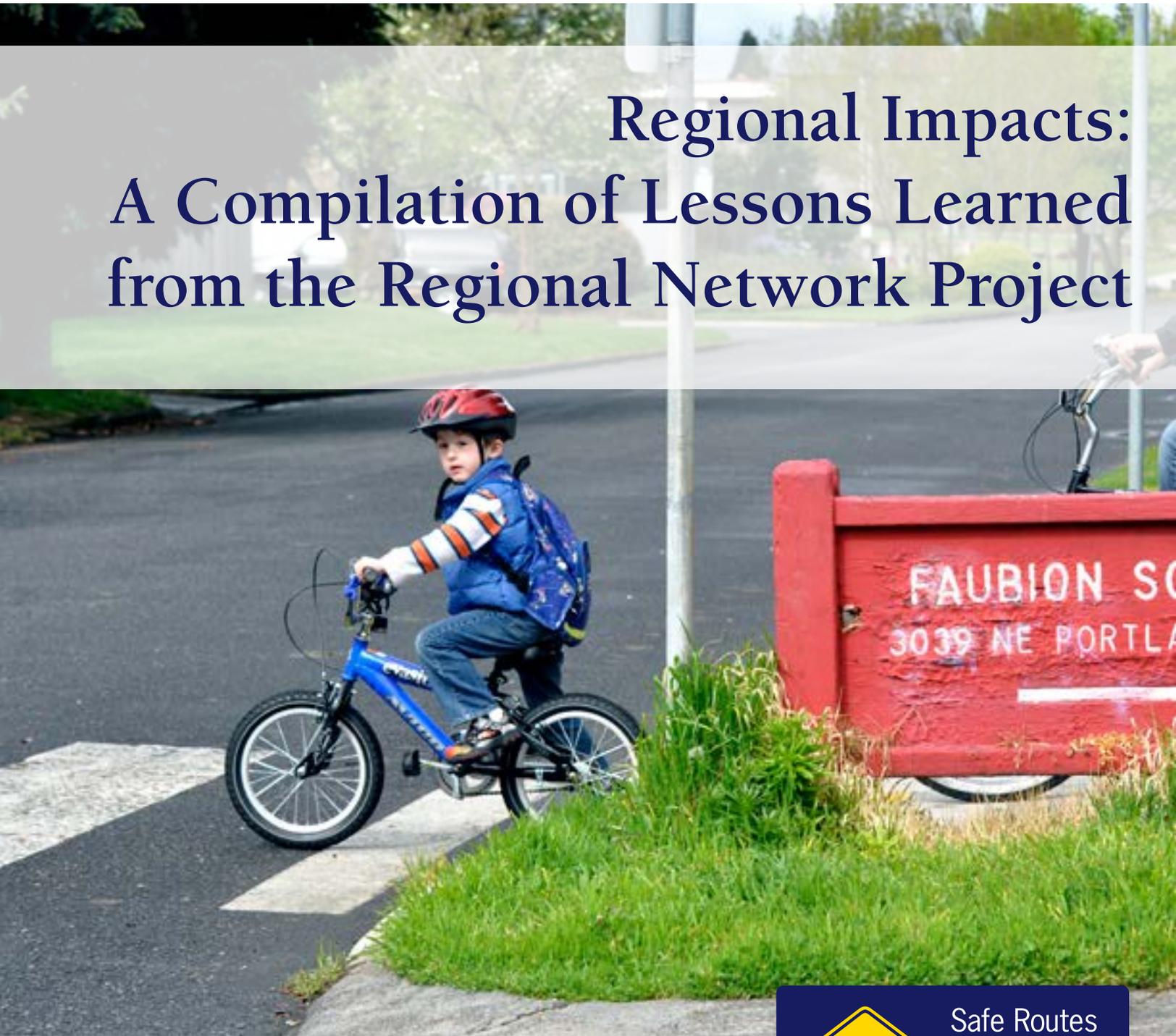


Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project



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The regional network project would not be possible without the dedication and passion of the regional policy managers -- Rye Baerg, Pauline Chow, Christine Green, Doug Joiner and Marty Martinez -- as well as Jessica Meaney, Southern California policy director who is funded by Centers for Disease Control and Prevention through the Los Angeles County Department of Public Health.. While this report highlights some of their work over the past two years through the case studies, it does not fully encompass all that they have achieved. Special thanks also to Rye Baerg who contributed to the general report.

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Transportation plays a critical role in the health and economic development of a region. When people have the ability to choose to walk or bicycle safely to a destination, they are going to be more physically fit, and regional leaders will be better able to reduce congestion issues, improve air quality and attract a broader array of employers seeking livable communities. Developing a region that supports active transportation does not happen overnight, however. Planning, long-term investment and supportive policies are critical components to making active transportation as an integral part of a region's transportation system.

Metropolitan Planning Organizations (MPOs) are federally-mandated and funded organizations that carry out the planning process for urban areas with populations greater than 50,000. While the power of MPOs varies widely, they perform a number of important functions that can influence how transportation dollars are spent.

- **Planning:** MPOs are often responsible for planning large transportation projects or providing planning grants to their local jurisdictions. Through this function they can influence how cities develop their transportation plans and projects.
- **Collaboration:** One of the most important functions of an MPO is to coordinate the development of transportation projects across its region and multiple municipalities. While many active transportation projects do not cross city boundaries, MPOs develop the overarching vision for multi-modal transportation for a region.
- **Policy:** Complete Streets policies and other active transportation policies at the regional level can ensure that any project funded through the regional agency improves conditions for bicycling and walking.
- **Funding:** MPOs have a fair amount of discretion in how they spend federal and state transportation dollars. Through 'call for project' processes or other planning efforts, MPOs can determine how much of their funding is



devoted to bicycle, pedestrian and Safe Routes to School projects and programs.

- **Modeling:** MPOs are responsible for transportation modeling which is used to justify investments in specific modes of transportation. Without strong activity-based models that can accurately predict the number of trips taken by active transportation, it is difficult to justify increasing dollars for these modes. MPOs can also help create valuable data resources for local cities by including active transportation objectives into surveys, data collection efforts and projections.

The focus at the MPO level increased with passage of the federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) in summer 2012. MAP-21 altered the transportation funding process dramatically. Not only did the law combine existing funds for Safe Routes to School, Transportation Enhancements and the Recreational Trails Program into the new Transportation Alternatives Program (TAP), it also stipulated that MPOs in population centers greater than 200,000 manage approximately 25 percent of the federal funds directly. Further, the law required MPOs to establish a competitive process to allocate the TAP funds. Advocacy at the regional level has now become an imperative for advancing active transportation policy change and increasing opportunities for physical activity.



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This report provides guidance in working with MPOs and highlights lessons learned in the regions where the Safe Routes to School National Partnership (National Partnership) has concentrated efforts through the four-year implementation of the regional network project, which dedicates staff to effect change at the regional level. While there has been growth in resources focused on working at the MPO level, there is still much to be learned about how the various MPOs function and the opportunities for advancing policies that improve active transportation and the built environment. Through the National Partnership's efforts at the regional level, we share our experience and lessons learned as we work to increase and strengthen policies related to active transportation, particularly Safe Routes to School.

The Regional Network Project

In 2010, the National Partnership's regional network project was borne out of recognizing that MPOs have a critical role in the planning and development of our communities. With funding from Kaiser Permanente, we launched the regional network project in Southern California, the Greater Washington, DC region and Atlanta, Georgia. The regional network project dedicates six full-time¹ and one part-time regional policy managers (RPMs) and a Southern California policy director who work to advance policy change at the regional level. Through this project, we have realized how working at the regional level has catalyzed even greater change at the local level. In 2012, the regional network project deepened work in Southern California and the Greater Washington, DC region and also expanded efforts into Northern California and, to a limited extent, in Denver, Colorado. In fall 2013, working collaboratively with America Walks, we began working in the Willamette Valley region of Oregon.

The structure and function among the MPOs that the National Partnership works with vary substantially, making direct comparisons between them difficult; however, advocacy efforts in these regions follow the fundamental principles of advocacy at any level: building relationships with key decision makers, capitalizing on opportunities to provide input and being prepared with data and information on the benefits of active transportation.

In this report, we provide an overview of how building a network and working with regional leaders has advanced policy change for active transportation in the regions covered by the regional network project.

¹The full-time Atlanta regional policy manager is a contractor with the National Association of Chronic Disease Directors and works with the regional network project under a memorandum of understanding.



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Building A Network

Since its inception, the National Partnership has rallied diverse groups to advocate for Safe Routes to School and active transportation. The regional network project has drawn together a coalition of partners with overlapping goals to achieve greater support for walking and bicycling. Success has come from convening and collaborating with key partners who recognize that built environment improvements, particularly near schools, have far-reaching benefits for the health and safety of a community. A network of partners deepens support as well as the knowledge base on issues. The following list is not exhaustive but provides samples of the types of partners involved in the regional network project to date:

- **Non-governmental organizations:** advocates for walking, bicycling, public health, smart growth and land use, child safety, environmental, equity, transit and housing.
- **School representatives:** school district administrators, individual school administrators or faculty, parents and Safe Routes to School coordinators from a particular school or school district.
- **Government representatives (local, regional and state):** elected officials, transportation planners, public health officials and transit authorities.

The following example from the Northern California regional network demonstrates how a coalition can be stronger and more effective than working independently. As detailed in the National Partnership's December 2012 report, [A Regional Government Primer for Practitioners](#), and demonstrated in this case, advocacy efforts at the regional level are dependent on understanding the process and building connections with the people involved in the decision making processes.

Case Study: Building a Network

Northern California

The San Francisco Bay Area's MPO, the Metropolitan Transportation Commission (MTC) has required local jurisdictions with more than 10,000 in population to maintain a Bicycle Advisory Committee (BAC) as a prerequisite for receiving funds from the Transportation Development Act, Article 3 (TDA-3) for bicycle projects. In spring 2013, MTC staff recommended eliminating this requirement because an unspecified number of jurisdictions were not complying, and instead attempting to satisfy the requirement by using county-wide BACs.

Advocates, convened by the National Partnership, expressed concern about eliminating the BAC requirement at various meetings with staff and decision makers. Eventually, seventeen organizations submitted a [coalition letter](#) to MTC Commissioners opposing the attempt to weaken the BAC requirement and simultaneously requesting that MTC include pedestrian projects in the review process.

The letter was presented to the MTC Programming and Allocations Committee, where the committee unanimously voted to maintain the requirement and reverse the staff proposal—an action rarely taken. Despite political maneuvering to reverse the committee's decision, MTC Commissioners voted to keep the requirement and also strengthened it by including pedestrian projects, as recommended. The coalition ultimately prevailed, and the support for advisory committee review of bicycle and pedestrian projects will help ensure quality active transportation projects throughout the Bay Area.



Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project

Types of Policies to Impact

Given that an MPO's mission is to coordinate the planning process for its region, the opportunity to advance policy change centers on that planning process. Regardless of the size or function of an MPO, they are responsible for data, funding, planning and policies related to transportation in their region. Some MPOs have incorporated active transportation deeply into their planning process while others have not fully developed the tools to support active transportation planning. When MPOs incorporate active transportation into their planning processes, it is our experience that they will increase funding for active transportation projects and encourage local cities to improve conditions for bicycling and walking. At a minimum, MPOs develop the regional long-range transportation plans (LRTPs) and the transportation improvement program (TIP) updates, and multi-modal aspects are often included in these plans and updates. A few examples of the policy opportunities or favorable changes in administrative processes include:

- Strategies for region-wide Safe Routes to School programs
- Complete Streets
- Project prioritization through a variety of parameters, such as data and other metrics to prioritize underserved communities or proximity to key destinations such as schools
- Broader representation on decision-making committees, which strengthens support for active transportation policies

The following pages highlight examples for impacting the LRTP process, standalone Safe Routes to School programs and Complete Streets, and leveraging additional funding from the past two years of the Kaiser Permanente regional network project.

Regional Transportation Plans

As noted earlier, one of the MPOs' primary responsibilities is to develop the regional transportation plan (RTP). While an RTP sets a vision for 20 to 30 years, an MPO will update it much more frequently—every four or five years. These long-term visioning documents establish goals and strategies for regional development and land use, attainment of air quality standards and reduction of traffic congestion. As such, these plans provide multiple prongs for potential policy change, as evidenced in the Southern California regional work.

Adoption of such a comprehensive list of policies and projects may not happen immediately at the regional level, but by defining the goals and opportunities, advocates can prioritize resources and measure success in an otherwise amorphous process.



Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project

Case Study: Regional Transportation Plans

Southern California

Both the Southern California Association of Governments (SCAG) and the San Diego Association of Governments (SANDAG) are MPOs that perform a number of the same tasks, including developing their Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) every four years, but their size and ability to directly fund projects diverge dramatically.

SANDAG consists of one county (San Diego) and 18 cities with a population of three million people. It has direct funding authority and builds a variety of transportation-related projects, including bicycle and pedestrian projects.

SCAG is comprised of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), 191 cities and 18 million people. It has little direct funding authority and instead distributes funds to each of the six county transportation commissions (CTCs).

As part of the regional network project, National Partnership regional policy managers have impacted passage and implementation of these two MPOs RTP/SCSs. The RPMs are working with SANDAG and SCAG on an array of new policies and programs, including:

- Sustainable Transportation Demonstration Program or Early Action Program
- Countywide Safe Routes to School Strategic Plan
- First Mile/Last Mile Planning
- Countywide Complete Streets Policy
- Project Evaluation Criteria/Performance Measurement and Monitoring
- Land Use Considerations
- Health Impact Assessments/Metrics
- Expand Funding for Active Transportation
- Expand Technical Assistance for Local Cities
- Develop a List of Shovel Ready Projects
- Support all the E's (Engineering, Education, Enforcement, Encouragement, Equity and Evaluation)

Full details of these policies can be found [here](#).



Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project

Funding at the Regional Level

There are a number of potential funding streams available at the federal, state and local levels for active transportation projects. Funds specific to the region, however, have historically been relatively limited. As mentioned earlier, MAP-21 resulted in a new funding environment for regions, stipulating that MPOs competitively award a percentage of a state's TAP funds within their regions. As another example, the San Francisco Bay Area's MTC has used a portion of its funding from Congestion Management Air Quality Improvement (CMAQ) program for active transportation projects, including a standalone Safe Routes to School program. This is discussed in more detail in the next section, *Safe Routes to School*.

MAP-21 was passed in July 2012, but it was not until a year later that the Federal Highway Administration (FHWA) issued its guidance for implementing elements from MAP-21, including the newly-established TAP. As a result, many MPOs are still initiating their process to allocate their TAP funds. The process in California differed completely from the rest of the nation as they developed a new program, the [Active Transportation Program](#), utilizing not only their TAP allocation but also augmenting it with state funds.

In July 2013, the National Partnership joined Advocacy Advance, a partnership between the League of American Bicyclists and the Alliance for Bicycling and Walking, to host a webinar on TAP, highlighting MPOs that had started the process for allocating their funds and also providing details on how to ensure ongoing support for Safe Routes to School. Two MPOs that initiated their competitive grant process prior to FHWA's guidance were the Atlanta Regional Commission (ARC) and the National Capital Transportation Planning Board (TPB), both of which are MPOs in the regional network project. In both cases, Safe Routes to School was specifically identified as a priority, as a result, at least in part, to the network's presence and ongoing efforts to support the program.

Case Study: Funding at the Regional Level

Greater Washington, DC

Since Greater Washington, DC is larger than 200,000 people, the Transportation Planning Board (TPB) is the designated regional coordinator for TAP. The TPB took an important step when setting up the TAP by coordinating with the states. In Greater Washington, DC, that includes Maryland, Virginia and the District of Columbia. For both the state and regional TAP competitive grant processes, there was one application and one timeline. Having one application and deadline for both the regional and state TAP reduced confusion for local municipalities and school districts.

The TPB appointed an application committee with representation from all the jurisdictions in the region and experts on the eligible projects to decide the regional grants. The TPB set these priorities for regional funding:

- Complete Streets
- Bicycle and pedestrian facilities
- Recreational trails
- Safe Routes to School
- Stormwater management of highway runoff
- Historic preservation of transportation facilities

The TPB completed its competitive process for the selection of TAP projects for its portion of funding for fiscal years (FY) 2013 and 2014 and approved a [slate](#) of projects in July 2013.



Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project

Case Study: Funding at the Regional Level

Atlanta Regional Commission

As the MPO in the Atlanta region, the Atlanta Regional Commission (ARC) is responsible for awarding its suballocation of TAP funds. Total funding for Fiscal Year (FY) 2014 was approximately \$14-15 million, and ARC established several criteria to maximize the regional impact:

- **Needs Based:** Funded projects should have a scope and limits that are based on overall trip patterns, not necessarily limited by political boundaries or facility ownership; successful projects will address overall trip pattern needs in an area and impact multiple jurisdictions.
- **Comprehensive:** The outcome of a successful proposal should be a corridor that is safe and convenient for all existing and potential active transportation modes (pedestrians, bicyclists and transit users), as well as automobile and freight traffic; a successful proposal will address mobility, access, and/or safety needs in a comprehensive manner.

- **Collaborative:** Successful proposals should include all public agencies and relevant stakeholder groups that can directly contribute to achieving the desired outcomes along the corridor; a successful proposal will demonstrate which partner agencies/organizations will need to be involved in delivering the project/program and what steps have been (and are currently being) taken to assemble these entities.

ARC's application project solicitation was conducted through a two-stage process comprised of 1) letters of interest submitted from potential project sponsors, and 2) from a shortlist of proposed projects, submission of proposal documents which provided additional details on need, scope and implementability. [Awards](#) were announced in October 2013.



Regional Impacts: A Compilation of Lessons Learned from the Regional Network Project

Safe Routes to School

Despite the consolidation of funding for Safe Routes to School and other active transportation programs at the federal level, support for Safe Routes to School remains strong. Through the regional network project, we have seen a commitment from MPOs and local jurisdictions to sustain their local programs.

In addition to the TAP funds, there are other sources of federal funding that can be used for Safe Routes to School, such as the Highway Safety Improvement Program. In the San Francisco Bay Area, MTC has used Congestion Mitigation and Air Quality Improvement (CMAQ) funds to support the Regional Safe Routes to School (RSTS) program, augmenting federal and state dollars with funding directly to its counties. SANDAG is in the process of implementing a region-wide Safe Routes to School plan. These programs are a direct result of advocating at the regional level to secure funding and prioritize projects, and in both cases, we have worked with the MPOs and other advocates on the implementation of these Safe Routes to School policies.

While the Greater Washington, DC region does not have a region-wide Safe Routes to School program, a number of the local jurisdictions have strong programs, some of which have been funded directly from local sources. Details on some of these programs can be found [here](#). Through the regional network project, we have worked to help sustain some of these programs and in some cases, have provided technical assistance.

Case Study: Safe Routes to School

Bay Area MTC

In 2009, MTC created the RSTS as part of a climate change initiatives program consisting of four primary elements:

- Public Education / Outreach
- Safe Routes to School
- Innovative Grants
- Climate Action Program Evaluation

The funding can be applied to infrastructure and non-infrastructure projects. Since CMAQ money is used the projects must meet certain conditions, such as requiring all programs to address air congestion and not simply enhance student safety.

In 2011, MTC staff recommended merging the RSTS program into the One Bay Area Grant (OBAG) program. That change would have resulted in elimination of the program. Led by the National Partnership, advocates worked together and provided testimony on the benefits of the program, ultimately prevailing in sustaining the program for \$20 million over the next four years.



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Prioritizing Safe Routes to School Investments

Many cities and agencies do not have the resources to build or implement all of the needed improvements and programs on a city-wide or district-wide basis. In this revenue-constrained environment, it is important to ensure that limited resources will be spent where they will maximize their impact to improve safety, enhance access or increase opportunities for physical activity.

In the past, decisions about where to install a new crosswalk or invest in educational programs were often made on a reactionary basis in response to a particular traffic collision, on behalf of a concerned parent, or to assure political buy-in from local government officials. Fortunately, improvements in data collection and geographic information systems (GIS) analysis allow for detailed data-driven analyses to be performed that help prioritize investments based upon equity and measurable need. As performance metrics such as cost effectiveness and injury prevention become increasingly tied to transportation funding sources, prioritization efforts will allow communities to demonstrate the clear benefits and need for specific Safe Routes to School projects.

The particular factors chosen for such an analysis may vary depending on the data sources available and the particular outcomes desired by the community or planning agency. For instance, traffic collisions may be the primary concern in one community while potential mode shift may be the primary concern in another community. Advocating at the regional level requires engagement in the process for determining the prioritization process. This report highlights examples of how two jurisdictions, Los Angeles and Riverside County, prioritized Safe Routes to School projects and programs. The RPMs have worked with key staff and other partners in both of these examples to support and strengthen the efforts.

Case Study: Prioritizing Safe Routes to School Investments

Los Angeles

The City of Los Angeles recently embarked upon a citywide Safe Routes to School planning process. The Los Angeles Unified School District is the second largest school district in the nation and includes more than 700 schools, including 495 schools within the City of Los Angeles and 564 Title 1 schools. In order to determine which schools should be prioritized for the initial round of infrastructure investments, the Los Angeles Department of Transportation developed a prioritization methodology using GIS to normalize data for cross-comparison to identify the top 50 schools.

The methodology developed by the Los Angeles Department of Transportation used the following factors to determine which schools will receive a suite of infrastructure and non-infrastructure countermeasures:

- Number of vehicle-pedestrian/bicycle collisions
- Number of students who live within 1/4 mile from school
- Number of students eligible for Free-Reduced Price Meals
- Lack of prior state/federal Safe Routes to School funding



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Prioritizing Safe Routes to School Investments (cont.)

Prioritization can also be expanded to the implementation of non-infrastructure efforts. The National Partnership worked with a graduate student from the University of California Los Angeles to conduct a GIS prioritization analysis for the implementation of shared use agreements in South Los Angeles. The analysis used the following criteria to develop a list of priority schools for shared use agreements.

- Low park acreage per 1,000 people
- Low median household income
- High percentage of multi-family housing units
- The size of outdoor recreational facilities
- Variety of outdoor recreational facilities
- Relative need surrounding schools within a 1/2 mile and 1 mile network buffer.

Prioritization of Safe Routes to School projects requires an investment in acquiring data. States and counties that collect this data regularly will be at an advantage when they begin their prioritization efforts. For example, in California, Caltrans has partnered with the Safe Transportation Research and Education Center ([SafeTrec](#)) at the University of California Berkeley to geocode collisions from across the state. This data can be readily accessed by local jurisdictions and advocates interested in learning about potentially dangerous intersections. As a result, they are able to make strong arguments for high-priority projects.

Case Study: Prioritizing Safe Routes to School Investments

Riverside County

Since 2008, Riverside County Injury Prevention Services has partnered with city and county public works departments to secure more than \$2.5 million in infrastructure and non-infrastructure Safe Routes to School funding. The program leveraged thousands of dollars in donations, staff time, and contributions from private and public sector organizations, volunteers and community organizations. The success of this program was due in large part to the role that the Riverside County Department of Public Health played in prioritizing investments in high-need schools. The data collection efforts conducted by the Department of Public Health were instrumental in the grant writing process to clearly define the need at particular schools.

The Department of Public Health used the following factors to select schools for Safe Routes to School investments:

- Existing infrastructure Safe Routes to School projects at the schools
- More than 75 percent of the student population receiving free and reduced meals
- Income levels based on Census data
- Obesity and fitness levels for 5th, 7th, and 9th grade students based on Healthy Fitness Zone statistics
- Existing relationships and support from principals and PTA members



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Complete Streets

While MPOs and local jurisdictions continue to find ways to support Safe Routes to School, we have also seen an increase in Complete Streets policies that ensure that streets are designed to accommodate all modes of transportation. States and cities have been adopting Complete Street policies for the past decade. Through our work with the regional network project, we are seeing MPOs adopt Complete Streets policies as well. While some regional Complete

Streets policies serve to encourage their local jurisdictions to follow suit (see the *Case Study: A Region-Wide Complete Streets Policy for Greater Washington, DC* on this page), other MPOs have tied funding to the adoption of local Complete Streets policies, as is the case in the San Francisco Bay Area. While both of these examples contain mechanisms to evaluate implementation, as of the writing of this report, it is too soon for the MPOs to have an assessment on the success of their new Complete Streets policies.

Case Study: Complete Streets

A Region-Wide Complete Streets Policy for Greater Washington, DC

In May 2012, the Transportation Planning Board (TPB) adopted a [policy in support of Complete Streets](#) that also encourages member jurisdictions to adopt their own Complete Streets policy. By taking this step, the TBP elevates the importance of walking and bicycling in the Greater Washington, DC area. The policy provides a template for local jurisdictions to follow when writing their own Complete Streets policy. As a result, the Transportation Improvement Program (TIP) submission form seeks information on local Complete Streets policies and how the proposed TIP project complies with the policy.

While the TPB Complete Streets policy does not require local jurisdictions to adopt their own policy, it is important to have this policy at the regional level as it sets the expectation that transportation planning and projects will include persons of all ages and abilities. It means that more people, including children, will be able to walk or bicycle to destinations, and transit riders will be safer on the way to their stops or stations.

Case Study: Complete Streets

MTC's Complete Streets Requirement

In 2012, MTC created the [One Bay Area Grant \(OBAG\)](#) program. The four-year, \$320 million OBAG program is a new funding approach to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy.

Led by the National Partnership, advocates launched a campaign to require, as a condition for receiving OBAG funding, that local jurisdictions must either pass a Complete Streets policy or demonstrate that their General Plan complied with the California Complete Streets Act of 2008, AB 1358 (Leno) which required local jurisdictions to address the needs of all road users in their next General Plan circulation element update. This bill helped give MTC the justification to enact its Complete Streets requirement.

Advocates convened by the National Partnership helped MTC staff develop [guidance](#), including a sample resolution and minimum criteria that resolutions must meet. The resolutions must meet nine minimum criteria to ensure streets are accessible to all users, that all departments are involved, that all phases of projects address Complete Streets, that public input is provided through BPACs, and that projects include an evaluation component.



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Conclusion

MPOs have a significant role in determining transportation improvements throughout a region, but until recently, they have been largely overlooked by active transportation advocates working to improve bicycling and walking conditions in their communities. The passage of MAP-21 elevated the importance of working with MPOs to improve active transportation in regions. As with advocacy efforts at the local, state and federal levels, success at the regional level requires a thorough knowledge of the decision making process, strong relationships with regional leaders and collaboration with a diverse group of partners.

The National Partnership's regional network project has focused on advancing policies and leveraging funding through MPOs throughout the country, and as a result, funding and policies for active transportation, including Safe Routes to School, has been strengthened in these regions. Whether it has been through the coordinated voice of a larger network of supporters in each region or capitalizing on key meetings and opportunities with decision makers, the focus on active transportation is growing and strengthening.

Notes/Definitions

AA	Advocacy Advance
ALR	Active Living Research
AMPO	Association of Metropolitan Planning Organization
CMAQ	Congestion Mitigation and Air Quality
D.C.	Greater Washington, D.C. Region
FTIP	Federal Transportation Improvement Program
LA Cty	Los Angeles County
N. CA	Northern California Region
Nat.	National
NARC	National Association of Regional Councils
S. CA	Southern California Region
SRTSNP	Safe Routes to School National Partnership

Appendix

Topics	Author	Region	Date
National and General: Working at the MPO Level			
Building Broad Coalitions (platforms)	SRTSNP	Nat.	2012
Safe Routes to School: A Primer for Regional Governments	SRTSNP	Nat.	2012
Safe Routes to School: A Regional Government Primer for Practitioners	SRTSNP	Nat.	2012
Developing Strong TAP Programs	SRTSNP & AA	Nat.	2013
Advocacy Advance TAP Resources	AA	Nat.	2013
How MPOs Plan for and Fund Bike/Ped Investments	AA	Nat.	2012
Bike/Ped MPO Best Practices	AMPO	Nat.	Various
Best Practices for Land Use and Transportation Policies	AMPO	Nat.	Various
Institutionalizing Smart Growth Principles Into the Metropolitan Planning Process	AMPO	Nat.	2003
Integrating Public Health and Transportation Planning	NARC	Nat.	2012
Creating Healthy RTPs (CA specific)	TransForm	Nat.	2012
Regional Response to Fed Funding for Bike/Ped Projects	UC Davis (ALR funded)	Nat.	2009
Regional Policies and Funding			
Implementing Complete Streets Policies	SRTSNP	D.C.	2012
Policies That Advance Walking and Bicycling	SRTSNP	D.C.	2012
Importance of BPACs in Advancing Active Transportation	SRTSNP	N. CA	2013
Prioritizing Safe Routes to School Investments	SRTSNP	S. CA	2013
Regional Complete Streets Campaign	SRTSNP	N. CA	2013
Active Transportation Planning at the Regional Level	SRTSNP	S. CA	2013
CMAQ Funds and Safe Routes to School	SRTSNP	N. CA	2013
Local Safe Routes to School Programs			
Alexandria City Schools, VA Safe Routes to School Program	SRTSNP	D.C.	2012
District of Columbia Safe Routes to School Program	SRTSNP	D.C.	2012
Montgomery County, MD Safe Routes to School Program	SRTSNP	D.C.	2012
Takoma Park, MD Safe Routes to School Program	SRTSNP	D.C.	2012
Vienna, VA Area Safe Routes to School Program	SRTSNP	D.C.	2012
Local Programs and Campaigns (Other Than Safe Routes to School)			
Prince George's County Shared Use Agreement	SRTSNP	D.C.	2012
Prince William County Public Schools, VA Bicycle Education	SRTSNP	D.C.	2012