Navigating MAP-21

The Safe Routes to School Edition

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Safe Routes to School National Partnership
MAP-21 Overview

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

- Signed into law July 6, 2012
- Goes into effect October 1, 2012
- Until then current transportation law/funding in effect
- Lasts for two years
- Overall, provides level funding for states from FY12

Focus for today

- On impact of MAP-21 specific to Safe Routes to School
- See webinar 1 in this series for broader discussion: www.advocacyadvance.org/MAP21#webinars
- Next webinar September 5 at 2pm
Consolidates bike/ped programs into new program and changes eligibilities. Includes:

- Recreational Trails
- Safe Routes to School (per current law)
- Transportation Alternatives (rename of Transportation Enhancements)
- Redevelopment of under-used highways to boulevards

All current TE eligibilities, except:

ADDLS:
- Turnoffs, overlooks, viewing areas
- Safe routes for non-drivers
- ANY environmental mitigation

REMOVES:
- Tourist/welcome centers
- Museums
- Buying scenic/historic sites
- Streetscaping
- Bike/ped education
Transportation Alternatives

Funding is significantly reduced

- Nationally approx. 30% cut
- State cuts range from 18% (GA) to 51% (VT)

<table>
<thead>
<tr>
<th>Year</th>
<th>Transportation Enhancements</th>
<th>All total:</th>
<th>Rec Trails</th>
<th>Safe Routes to School</th>
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<tbody>
<tr>
<td>FY2011</td>
<td>$928M</td>
<td>$1.2B</td>
<td>$97M</td>
<td>$202M</td>
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<tr>
<td>FY2013</td>
<td>$808M</td>
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Transportation Alternatives

$808M
Transportation Alternatives

Sets up a new funding structure with complicated funding flow.

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 suballocated funds
  - Must hold competition to award funds
- Remainder distributed by state-run competition
  - Split between areas with population of 5-200k and below 5k

**Half of $$**: “Unrestricted pot”
- Distributed by state through competition
- Variety of local entities eligible; state DOT not eligible

**Transferability**:
- State can transfer all of this pot to other transportation programs
- State can also transfer up to 50% of other funds into TA
Safe Routes to School Issues

Safe Routes to School language in MAP-21 references current law (Sec. 1404)
- Lack of clarity when Sec. 1404 conflicts w/MAP-21
- These issues will have to be resolved by USDOT

Federal Share/Local Match
- For rest of TA, it’s 80% federal; 20% local dollars
- Safe Routes to School is 100% federally funded
- Our view: states should be able to fund SRTS projects at 100%

Infrastructure/Non-infrastructure
- Current law: states spend 10-30% on non-infrastructure
- NI definitely eligible, unclear how minimums could apply; Congress restricted most other TA uses to construction
- Our view: states should be encouraged to fund NI as comprehensive approach to Safe Routes to School
Safe Routes to School Issues

Safe Routes to School Coordinators
- Required by Sec. 1404, but tied to SRTS funding that is no longer being provided
- Thousands of SRTS projects still in pipeline; requires staffing to get projects built
- Our view: SRTS coordinators should be retained by all states

National Center for Safe Routes to School
- Was required to be funded out of SRTS administrative funds
- No funding set-aside provided in MAP-21
- Our view: National Center should be retained by USDOT

Structure of Program and Application Process
- Can retain their existing SRTS structure/process intact
- Can hold just one TA competition for all uses
- Our view: states have the flexibility to retain SRTS; work with advocates to retain the best elements of the program
Other Funding Opportunities

Safe Routes for Non-Drivers
- As a new eligibility in Transportation Alternatives, now also eligible for Surface Transportation Program funding
- Creates possible opening for your state to fund SRTS projects from the bigger STP pot

Highway Safety Improvement Program
- Still includes as eligible uses bike/ped safety improvements and signs and signals at bike/ped crossings and in school zones
- Now requires inclusion of bike/ped rep on planning and better bike/ped safety data collection

Congestion Mitigation and Air Quality
- New eligibility for projects that shift traffic to non-peak hours or reduce demand for roads
- May provide opening for bike/ped/SRTS
Next Steps for the National Partnership

**Federal guidance**

- USDOT provides recommendations and interpretation of MAP-21 for states
- Will be critical to answering outstanding issues on Safe Routes to School
- Partnering with America Bikes to work with USDOT on our questions and concerns

**Coordinator outreach**

- Gathering intel from every state’s SRTS coordinator
- Helping us understand which states are in good situation or in danger

**State by state campaigns**

- Working with Advocacy Advance (League of American Bicyclists and Alliance for Bicycling and Walking)
- Goal to ensure that EVERY state takes full advantage of its Transportation Alternatives campaign
Campaign Goals:

- **Fully fund** Transportation Alternatives:
  - Don’t opt out of Recreational Trails
  - Don’t transfer any funding out of TA
  - Transfer funding into TA to correct the funding shortfall

- **Fully staff** Transportation Alternatives: Retain the Safe Routes to School coordinators and other bike/ped coordinators

- **Fully implement** Transportation Alternatives: Work with advocates to create a good process and get funding out the door

- **Fully spend** all existing funds:
  - Nationally, states have $300M left in unused Safe Routes funds.
  - They need to hold competitions this year to spend what’s left

- **Fully maximize** other transportation funds for bike/ped:
  - Make sure to use STP, HSIP, CMAQ for SRTS and bike/ped.
Campaign structure

- Lead person has been identified for nearly all states
- State leads are responsible for:
  - Gathering intel on the state DOT and determining the most effective ask and strategy
  - Coordinating with advocates to press the DOT/Governor (or other appropriate decision-maker) to fully support bicycling, walking and Safe Routes to School

Get involved

- Look up your state lead at www.bit.ly/MAP21stateleads
- Get in touch and see how you can help with the campaign
- Make sure Safe Routes to School is well-represented in the campaigns – loop in other SRTS advocates too
- Share intel on your state’s Safe Routes to School situation with margo@saferoutespartnership.org
For More Information

- Visit our MAP-21 Resource Center at www.saferoutespartnership.org/national#map21resourcecenter

  All our MAP-21 updates, blogs and resources are posted there, including funding charts, links to state leads, and our positions.

- Questions or comments? Contact me at margo@saferoutespartnership.org

- Go to www.saferoutespartnership.org and sign up for our e-news!