KEEPING THE MONEY FLOWING 
AT THE STATE AND LOCAL LEVEL
Advocacy Advance Partnership

League of American Bicyclists

Alliance for Biking & Walking

Advocacy Advance
Tools to Increase Biking and Walking

Funded by SRAM
Navigating MAP-21

www.AdvocacyAdvance.org/MAP21
Agenda

- Introduction to MAP-21
- Panelists, Q&A
  - Cyndi Steiner, New Jersey Bike & Walk Coalition
  - Blake Trask, Bicycle Alliance of Washington
  - Kyle Lawrence, Shenandoah Valley Bicycle Coalition
- Discussion
Index Cards

- Name
- Organization
- State
- Phone / Email
Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21:

- 2 year bill
- October 1, 2012 - September 30, 2014
- Extends funding at current level over all programs
Transportation Alternatives Program

- Program consolidation
- 30% Reduction in funding
- Changes in eligibility
- Opt-out and transfers
- Distribution of funds
Biking & walking programs — Transportation Enhancements, Safe Routes to School, and Recreational Trails — are consolidated with other uses into a new program called Transportation Alternatives with a 33% reduction in funding from fiscal year 2011.

The Recreational Trails program is funded at 2009 levels unless the Governor chooses to opt out.

The state DOT distributes half of Transportation Alternatives to based on population. The state DOT can direct any or all of this half of Transportation Alternatives funds from local control to any other highway program.

- or -

The state DOT holds a competitive grant program to distribute remaining Transportation Alternatives funds.

Local governments, school districts, tribal governments, and public lands agencies would be eligible to compete for this funding; DOTs are not eligible.

(a) **MPOs with population >200,000** distribute funds through their own competitive grant program for local.

(b) **Areas with population <200,000** compete for Transportation Alternatives funds in a state-run grant program.

Rural communities (population <5,000) will have a separate grant program.
A Home Run on MAP-21 Funding

The Transportation Alternatives Program
Campaign in New Jersey

New Jersey Bike & Walk Coalition
Safe Routes to School National Partnership
Tri-State Transportation Campaign
NJ Future
What the dollars look like...

Bike/Ped Funding in NJ

Source: Safe Routes to School National Partnership
## Comparison of Dedicated Bike/Ped funding in 2012 vs. 2013 and 2014 funding for Transportation Alternatives – New Jersey

<table>
<thead>
<tr>
<th></th>
<th>FY12 Transportation Enhancements *estimated</th>
<th>FY12 Recreational Trails</th>
<th>FY12 Safe Routes to School</th>
<th>FY12 Total (TE, SRTS, RTP)**</th>
<th>2013 Transportation Alternatives Apportionments</th>
<th>Percent cut from FY12</th>
<th>2014 Transportation Alternatives Apportionments (increase of 1.38% from FY13)</th>
<th>Percent cut from FY12</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$19,098,735</td>
<td>$1,145,260</td>
<td>$4,729,747</td>
<td>$24,973,742</td>
<td>$17,557,243</td>
<td>-29.70%</td>
<td>$17,799,079</td>
<td>-28.73%</td>
</tr>
</tbody>
</table>

Source: Safe Routes Partnership
<table>
<thead>
<tr>
<th>Metropolitan Planning Organization</th>
<th>Population</th>
<th>Estimated Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Jersey Transportation Planning Authority**</td>
<td>6,172,627</td>
<td>$5,732,667</td>
</tr>
<tr>
<td>South Jersey Transportation Planning Organization</td>
<td>248,402</td>
<td>$230,697</td>
</tr>
<tr>
<td>Delaware Valley Regional Planning Commission**</td>
<td>1,442,025</td>
<td>$1,339,243</td>
</tr>
<tr>
<td>State</td>
<td>8,791,894</td>
<td>$17,557,243</td>
</tr>
</tbody>
</table>

Source: Rails to Trails Conservancy
Goals of the Campaign

- **Fully fund, staff and implement** the new TA program
  - *Fully fund* — no transfers out or opt-out
  - *Fully staff* — maintain SRTS and Bike/Ped coordinators
  - *Fully implement* — promptly award TA grants

- **Fully maximize the state’s investments**: each MAP-21 funding program to include bike & ped in all transportation projects.

- **Fully spend** remaining funds from TE, SRTS and Rec Trails.
New Jersey Campaign

- New Jersey Bike & Walk Coalition tapped as NJ’s state campaign leader

- Partners
  - SRTS National Partnership
  - New Jersey Future
  - Tri-State Transportation Campaign

- Our primary “ask”: restore dedicated bike and pedestrian funding to 2012 levels
Key campaign steps

**Step 1:** Sign-on letter to DOT commissioner and governor
- 68 organizations signed our letter
- Letter submitted Sept 26, 2012
- Response received Nov 2012
  - B&P and SRTS state offices preserved
  - No commitment on funding

**Step 2:** Met with DOT commissioner
- Jan 2-13 - obtained commitments on all “asks”

**Step 3:** Fully obligate TA funds
- We are now monitoring
New Jersey did not opt out of Recreational Trails funds
Commissioner agreed to:

- keep the federal funding at 2012 levels ($25 million dollars for New Jersey)
- ensure that the 50% state portion ($8.1 million) remained in bike and pedestrian projects instead of being reallocated elsewhere within the transportation program
- maintain the Office of Bike and Pedestrian Programs and the Safe Routes to School state office
- complete the 2012 Safe Routes to School grant awards round and initiate another awards round for 2013
- all Sandy-related repairs and rebuilds are to adhere to the state’s Complete Streets policy
Step 3: Fully obligate TA funds

Awards and Obligations committee made up of:
- NJDOT
- MPOs
- AARP
- Project for Public Spaces
- TMAs (Transportation Management Authorities)

Working with:
- MPOs
- DOT directors who control CMAQ, STP and HSIP funds, TE and TAP funds
- local advocacy groups, townships to identify projects
Benefits of a Bicycle

- Puts a big fat smile on your face
- Shapes up that boodie
- Zero emissions
- Slows global warming
- Whizzes past traffic jams
- Gives you legs of steel
- It carries your goodies home
- It feels like flying
- Faster and easier than walking
- It's as quiet as a mouse
- No need to pay for gas, parking fees, or auto insurance...hurray!
- The Earth sends a lil extra luv to those on bicycles (this is scientifically documented)
Contact

Cyndi Steiner, Executive Director

New Jersey Bike & Walk Coalition

Cyndi.Steiner@njbwc.org
Index Cards – TA in your state

- Green = good news
- Red = bad news
- Yellow = no news

Write one thing you know about TA in your state on the yellow card (e.g. deadline to apply, funding levels, state contact, etc.)
New Opportunities in MAP-21

Preserving Washington's Federal Safe Routes to School Funding and Leveraging Success to the Highway Safety Improvement Program
What is the situation in Washington?

**Situation:** WSDOT proposed sending state TA allocation local, (would keep diminished SRTS grant program on state level funding – also would decrease funding for bike/ped safety grant program)

**Problem:** MPOs and locals not used to SRTS, big drop in SRTS funding projected with this scenario
Washington Context

1. CMAQ, STP, and TA/TE funds are generally okay for walking & biking

2. SRTS has been favored by both state house and senate transportation committee chairs and is popular statewide
Opportunity: Expand pie of federal funding by going for HSIP and not TA

Long-term strategy (beyond MAP-21): HSIP dollars have been car-centric, but perceived as well spent by the state.
BAW’s Campaign

**Target:** Governor’s Steering Committee

**Ask:** Retain federal SRTS investments to remain on state level; only use HSIP, and encourage all TA funds to go local

**Partners:** Bicycle Alliance partnered with statewide campaign Transportation for Washington to advocate for continued fed funding
Results & Upcoming Challenges

Success (mostly)!
Governor’s Steering Committee Recommended Federal SRTS investments at FY09 levels ($3.6M) with 2/3 coming from state TA portion and 1/3 from HSIP.

Tension: Still using TA funding, which MPOs/RTPOs want for their TIPs.

Precedent: Using HSIP for non-DOT directed projects changes dynamic and increases non-motorized HSIP funding from <1%.

New Challenge(s): Preserving agreement after election (lost senate transportation committee chair and governor is leaving).
Update & Next Steps

- State Legislation: SB 5506 works to secure floor of federal funding using mix of HSIP/TA funding
- New opportunities with change in governor and new WSDOT secretary
- Update of state strategic highway safety plan underway
- Continued education of legislature moving forward
Contact

Blake Trask, Policy Director

Bicycle Alliance of Washington

Blake@BicycleAlliance.org
Index Cards – Eligibility in your state

- Green = pursuing eligible programs
- Red = not pursuing
- Yellow = unknown

Write the funding program on the red card (CMAQ, HSIP, STP, 402, etc.)
Harrisonburg, Virginia

The Story of Bicycle Development in a Small Rural City

www.SVBCoalition.org

All Volunteer Org
Recognition

International Mountain Bicycling Association
HARRISONBURG BRONZE LEVEL

Bicycle Friendly Community
HARRISONBURG, VA
BRONZE

Advocacy Advance
Tools to Increase Biking and Walking
Recreation Destination: Mountain Biking

Bike Capital of Virginia
Bike Capital of Virginia

Recreation Destination: Road Biking
$250,000 in RTP Funds over 3 Years

Bike Capital of Virginia
Context

- Low Hanging Fruit:
  - Sharrows
  - Bike Lanes

- Lacking separate facilities

- Citizen initiative for Greenway
Groundwork

- Davis, California Bike Trip
- Advisory Capacity
- Bike and Pedestrian Plan
- Mountain Bike Trails in City Parks/National Forest
The “Ask”

- Fund Greenways in the City
- Fund a large infrastructure project with separate facilities
- Budget Surplus!
Partnerships

- Northend Greenway
- James Madison University
- Rockingham County
- Advocacy Advance: Action 2020 Workshop

Harrisonburg’s Northend Greenway will be an attractive and safe bicycle and pedestrian path connecting neighborhoods in North Harrisonburg and the downtown district via public green space, easily accessible to all residents, including children, families, and those of low income.
Outcome

- $1 million for Harrisonburg Greenways
- Apply for VDOT Revenue Sharing Funds to double the investment
- The start of a north-south greenway connection through the city
Next Steps

- Critical mass of bike/pedestrian infrastructure
- Full time city bike and pedestrian coordinator
- Transportation bond specifically for bike/ped
- Bring local college and Rockingham County up to speed with City of Harrisonburg

- “Bike Capital of Virginia”
Contact

Kyle Lawrence, President

Shenandoah Valley Bicycle Coalition

Lawrence.kyle.d@gmail.com
Twitter: @KyleDLawrence

Advocacy Advance
Tools to Increase Biking and Walking
Index Cards – State & Local Funding

- **Green** = state funding campaign
- **Yellow** = local funding campaign

Write the state and/or local funding source on the **green** card (bond measure, sales tax, etc.)
Advocacy Advance Partnership

Summit tag: #nbs13

Resources, grants, trainings, technical assistance

www.AdvocacyAdvance.org

Brighid@AdvocacyAdvance.org
Summit tag: #nbs13

www.AdvocacyAdvance.org
Brighid@AdvocacyAdvance.org

Navigating MAP-21 Workshops

- 4/4 Wichita, KS
- 4/25 Indianapolis, IN
- 5/21 Baton Rouge, LA
- 7/18 NW Arkansas
- 8/8 Chesapeake, VA
- 9/26 Charleston, WV
- 10/17 Omaha, NE
- Nov. Florida (multiple locations)

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