



Tools to Increase Biking and Walking

Advocacy **Advance**



Chattanooga Regional Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for the Chattanooga/Northwest Georgia region. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402).

Transportation Alternatives Program (TAP)

MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: 50% will be distributed by the state DOT through a competitive grant process and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.

When is your TAP call for proposals and application deadline? When is the state's call for proposals and application deadline?

TPO has already programmed TAP funds for 2014-2017. Assuming the new transportation bill continues TAP, our next call for projects will be held in tandem with the 2017-2020 TIP Surface Transportation Program (STP) call for projects in spring 2016.

TDOT's TAP call for projects opened on July 1st, with a deadline of **4:00 PM Eastern November 3, 2014**. Selected projects from 2014 are being announced individually, between June 1st and September 30th, with conciliatory letters being sent to non-awarded applicants on October 1, 2014. Communities that submitted but were not awarded in 2013 should be ready to re-submit applications by the November 3rd deadline for consideration in the 2015 Program cycle. TDOT TAP Application for 2015 cycle is available at <http://www.tdot.state.tn.us/local/grants.htm>.

GDOT opted to transfer TAP funds to STP and existing backlogged projects, so there will be no call for projects.

Are you doing a separate SAFETEA-LU call for proposals?

No

Has the TAP application been written?

Yes

What are the selection criteria?

TPO's Community to Region Performance Framework allows us to score projects on how well they perform in the following categories:

- System Maintenance
- Congestion Reduction
- Safety and Security
- Economic Growth/Freight Movement
- Environmental Sustainability
- System Reliability
- Project Delivery

The total number of points available for each category depends on the geographic scale of each project, but most bike/ped projects would fall into the "Within Community" category. This means that

performance measure categories such as economic growth/freight movement will carry less weight for most projects than some categories, such as environmental sustainability and safety and security. Once projects are scored, the selection committee uses those scores as a factor in ranking the projects that will be sent to our TPO policy board for approval.

TDOT's evaluation criteria:

- Relationship of the proposed project to surface transportation
- Verification that the project meets one or more of the [10 eligible activities](#)
- Maps provided illustrate how the project will enhance local transportation infrastructure
- Relationship of the project to existing, proposed or future state and local transportation plans
- Detailed project budget template prepared per the instructions.

Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?

TPO: Typically, yes. The weights on the performance measure categories tend to score bicycling and walking projects more highly than other eligible activities.

TDOT: No

Will the selection process prioritize a few large projects or more, smaller projects?

TPO: The process does not expressly prioritize either, but given the small sub-allocation, we are only able to fund either one large project or a few smaller projects. Because the TPO's selection committee looks at all projects together—regardless of whether the project would be eligible for TAP—bike/ped projects that score very highly might be funded with funding programs typically used for traditional roadway projects. For example, during the most recent selection process (for the 2014-2017 TIP), the Riverwalk extension scored higher than any other project submitted (including all roadway projects), so it was funded with Surface Transportation Program (STP) funds. A few smaller projects were funded with TAP.

TDOT: Multiple projects spanning scale and geographic region.

Who sits on the selection committee?

Members of the **TPO's** Executive Board, Technical Coordinating Committee, and Multimodal Advisory Committee (which includes members of Bike Walk Chattanooga) are invited to sit on the selection committee.

Are bicycling/walking advocates included as part of the selection committee?

In the **TPO's** last TAP selection committee meeting, 40% of committee members were biking/walking advocates.

TDOT: No

Are you spending remaining SRTS funds from SAFETEA-LU?

TDOT: Yes. The final cycle of SRTS funds will be disbursed through the 2014 cycle (applications

GDOT: No

Are you keeping your Safe Routes to School Coordinator? What is his / her contact information?

TDOT: Yes.

Diana Benedict, TDOT Safe Routes to School Coordinator

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GDOT: Yes.

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How is your state / region handling Safe Routes to School-type projects within the TAP application?

TPO: SRTS projects are eligible.

TDOT: construction projects are eligible under the “Safe Routes for Non-drivers” category, but education/encouragement projects are not eligible.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

All responses are for the TPO's handling of the Surface Transportation Program.

Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?

Yes, but there is no system for doing so. The distribution all depends on the TPO's Community to Region Performance Framework scoring and selection committee ranking/TPO Board endorsement.

What is the project selection process?

All projects are evaluated together, so that the projects scoring highest-- regardless of whether they are eligible for TAP funding-- are included in the STP selection process. In our 2014-2017 TIP, we had several bicycle, pedestrian, and transit projects funded with STP, because they scored highly. Of the **new** projects submitted during the 2014-2017 TIP process, STP was approved to fund approximately \$5.3 million of bike/ped/transit projects (approximately \$2.7 million to bike/ped and \$2.6 million for transit).

Who sets the project selection policy?

The TPO Coordinator and the Director of Strategic Long Range Planning set the project selection policy.

Who makes funding decisions/selects projects?

The selection committee selects projects, and then sends to the TPO Technical Coordinating Committee (TCC) and Executive Board for approval. During the 2040 RTP process, an invitation to serve on the selection committee was extended to members of the TPO TCC and Board, on which bike/ped and transit are represented.

What does the project application look like? How was it written? Do good bike/ped projects score well?

The application is done online through SurveyMonkey. It captures basic information about the project, including the type of project, project description, purpose and need, and various questions that allow us to evaluate project performance in the categories of system maintenance, congestion reduction, safety and security, economic growth/freight movement, environmental sustainability, system reliability, and project delivery. Project sponsors must also send in a line-item budget and evidence of a local match.

Bike/ped projects must be compatible with the 2010 Bicycle and Pedestrian Plan, and greenway projects should be consistent with the Trust for Public Land's Greenways Master Plan.

Who rates the applications?

Staff and consultants (when needed) score the projects using the 2040 RTP Performance Measures for Systems-Level and Project-Level Evaluation. The selection committee then uses those scores, along with

in-person explanation of the projects by project sponsors at the meeting, to inform their ranking of the projects.

Who administers the projects?

Local jurisdictions (cities, counties, CARTA). In rare cases, the TPO will administer an educational program .

What is the timeline for project selection? Key dates for application and selection?

The STP call for projects is on a rolling basis to correspond with our 4-year Transportation Improvement Program (TIP) process. Funds are already programmed for 2014-2017, meaning, we will not hold another STP call for projects until beginning the 2017-2020 TIP process in spring 2016.

STP Resources:

Federal Highway Administration STP Fact Sheet: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

TPO Adopted 2014-2017 TIP:

[http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/Transportation_Improvement_Program_\(TIP\)/2014-2017_TIP/FY_2014-2017_Final_Approved_TIP_Document_10152013.pdf](http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/Transportation_Improvement_Program_(TIP)/2014-2017_TIP/FY_2014-2017_Final_Approved_TIP_Document_10152013.pdf)

TPO TIP Informational Page: http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/TIP.htm

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion.

See our Advocacy Advance report on CMAQ: http://www.advocacyadvance.org/docs/lab_cmaq.pdf

FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

****All responses are for TDOT's handling of the Surface Transportation Program.****

Where are the non-attainment areas in your state?

The following counties (non-attainment areas) are eligible for CMAQ projects in **Tennessee**: Anderson, Blount, Cocke (partial county), Davidson, Hamilton, Jefferson, Knox, Loudon, Montgomery, Roane (partial county), Rutherford, Sevier, Shelby, Sumner, Williamson and Wilson.

Who sets project selection policy?

The state.

What is the project selection process?

<http://www.tdot.state.tn.us/cmaq/docs/CMAQ-ProjectSelectionCriteria-January2014.pdf>

Applicant submits the application to TDOT, and then an MPO representative presents all projects submitted to TDOT's Selection Committee with the opportunity for questions and additional information requests. The committee reviews and scores each project, and TDOT gives selected projects to TDOT Commissioner for approval.

Who makes the project-selection decisions?

TDOT's CMAQ Selection Committee reviews and ranks the submitted projects.

When are programming decisions made?

As part of the application, the applicant submits a detailed budget and timeline including funds needed for each phase and fiscal year. Selected projects are awarded the funds that had been requested.

Can good bike/ped projects compete for funds?

Yes.

Funding History

2011 Award:

- GreenTrips (www.greentripsCHA.org) education and incentive program (TPO) - \$474,750

2010 Award:

- Countywide Intelligent Transportation System (ITS) Project (Hamilton County/City of Chattanooga) - \$1,875,000 in TIP for FY2014 CONST, \$5,910,915 obligated in FY2012
- Chattanooga Bicycle Transit System (City of Chattanooga) - \$2,075,000

CMAQ Resources:

TPO: http://www.chcrpa.org/TPO_reorganized/Air_Quality_and_Congestion_Mgmt/CMAQ.htm

TDOT: <http://www.tdot.state.tn.us/cmaq/>



Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

Are bicycle and pedestrian safety identified as emphasis areas in your state's Strategic Highway Safety Plan?

TDOT: No. TDOT's current Strategic Highway Safety Plan (SHSP) does **not** include bicyclist/pedestrian safety as emphasis areas; **however**, the new draft was recently released and DOES include "vulnerable users" as an emphasis area. Vulnerable users include senior drivers, motorcyclists, pedestrians, and bicyclists. Strategies for reducing fatalities and injuries among these groups include: improving infrastructure for bicyclists and pedestrians; increase awareness of vulnerable road users; improve safety of vulnerable road users on existing routes; increase the effectiveness of enforcing current laws protecting vulnerable road users; assess growing needs and concerns of vulnerable road users; improve and strengthen laws pertaining to vulnerable road users; and develop and implement programs that reduce the frequency and severity of crashes specifically involving senior drivers and pedestrians.

GDOT: Yes. GDOT's 2012 SHSP includes Pedestrian and Bicyclist Safety as one of the key emphasis areas (pp. 32-35 of SHSP) and includes education, enforcement, and engineering strategies to reach its program goal. Pedestrian and bicycle facilities, as well as traffic calming projects, may be eligible for HSIP funding as hazard elimination projects.

Have state HSIP funds been allocated to bicycle and pedestrian safety at an amount proportional to fatalities?

TDOT: No.

GDOT: Yes, beginning in FY2012 and continuing more fully in FY2013 and beyond. Based on GDOT policy to allocate funding based on crash type percentages. Low representation of bicycles (typically <1% of crashes) have meant very low levels of funding out of the HSIP pot based on cost-benefit analysis and difficulty with practical minimum project funding levels. Pedestrian projects have been elevated from low funding levels to 10-15% annually, based on pedestrian crash percentages.

What are the project selection criteria?

TDOT's Project Safety Office collects and processes crash data and selects HSIP project locations through crash frequency data. HSIP project locations typically undergo a Road Safety Audit Review (RSAR) process, in which TDOT, local jurisdiction, and MPO staff, as well as other relevant representatives, look at the project location (remotely as well as through site visits) and create design solutions for the issues. Traffic engineers from TDOT headquarters and the regional office work with local government representatives to provide guidance, concepts, ideas and history on projects.

GDOT's HSIP project selection is largely data driven to identify problem locations with consistently high crash rates, including systemic problems, site problems, modal trends, and cost/benefit analysis; this is particularly helpful for pedestrian crashes where numbers are high and increasing as a general percentage of overall crashes. Project determination depends heavily on the Roadway Safety Audity processes, using professional expertise to evaluate high crash locations and determine the best countermeasures. It often focuses small fixes along a priority corridor.

Who sets the project selection criteria?

For both **TDOT** and **GDOT**, staff set the criteria based on safety best practices and identified through data driven analysis.

Who makes the project selections?

TDOT makes the ultimate decision, but works with local government officials and MPO staff to develop the design solutions.

Largely **GDOT** staff, although decisions are based on planning efforts conducted by **GDOT**, **GOHS**, safety task teams (including bike/ped), and safety stakeholders. The process is data-driven, in response to crash reports, developed by the **GDOT** staff and safety partners.

When are the proposals and decisions made?

TDOT's decisions are heavily directed by crash data and the RSAR process.

GDOT's decisions are made as needed and as funding becomes available; project solicitation from **GDOT** district offices as money becomes available, especially to help identify off-system high crash locations.

HSIP Resources:

Federal Highway Administration HSIP Website: <http://safety.fhwa.dot.gov/hsip/>

Tennessee SHSP (2009): <http://www.tdot.state.tn.us/incident/StrategicHighwayplan09.pdf>

TN HSIP 2013 Annual Report: <http://safety.fhwa.dot.gov/hsip/reports/pdf/tn.pdf>

Georgia SHSP (2012): <http://www.gahighwaysafety.org/pdf/SHSP-2012.pdf>

GA HSIP 2013 Annual Report: <http://safety.fhwa.dot.gov/hsip/reports/pdf/ga.pdf>

Section 402 – State and Community Highway Safety Grants

Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

Which agency administers 402 grants?

Tennessee Governor’s Highway Safety Office (GHSO): <http://tntrafficsafety.org/>

Georgia Governor’s Office of Highway Safety (GOHS): <http://www.gahighwaysafety.org/>

What is the selection process?

TN GHSO: All interested agencies submit an application online at www.TNGHSOGrants.org. Applications are received during the month of March. All grant applications go through a review process.

GA GOHS: There is an annual call for projects based on funding availability. Grants are awarded to state and local safety-related agencies as “seed” money to assist in the development and implementation of programs that address traffic safety deficiencies or expand ongoing safety program activities in safety priority program areas. Funding may be available for projects in other program areas if there is documented evidence of an identified problem.

Who makes the selection decisions?

TN GHSO: TN GHSO receives recommendations from the review team. Applications are awarded based on data and funding availability.

GA GOHS: GOHS staff and executive committee select projects.

What else do we need to know?

TN GHSO: Currently, the TN GHSO does not have a dedicated program to bicycle or pedestrian safety. These programs are coordinated by TDOT, Multi-Modal division. Jessica Wilson is the primary point of contact.

GA GOHS: Pedestrian/Bike Safety is a GOHS program area, and Section 402 funds are being used by public and non-profit grantees for education, enforcement, and engineering solutions.

402 Resources:

<http://safety.fhwa.dot.gov/policy/section402/>

TN GHSO Bicycle & Pedestrian Safety resources: <http://tntrafficsafety.org/programs/bicycle-pedestrian>

GA 2012 Highway Safety Plan: <http://www.gahighwaysafety.org/fullpanel/uploads/files/2012hsp.pdf>

Other Relevant Funding Sources

TDOT's Multimodal Access Grant is a new state-funded program to give \$30 million to multimodal projects across the state over the next three years. The multimodal access grant was created to support the transportation needs of transit users, pedestrians and bicyclists through infrastructure projects that address existing gaps along state routes.

Multimodal facilities play an important role in providing transportation choices for people across Tennessee. With half of all trips in the United States three miles or less, good walking, biking and transit facilities are essential to the continued growth and success of our towns and cities. Multimodal Access projects are **state-funded at 95 percent with a 5 percent local match**. Total project costs must not exceed \$1 million.

Awards have been made for the first round of applications, and the second round will take place in 2015. Applications must be submitted by Rural Planning Organizations (RPOs) or Metropolitan Planning Organizations (MPOs).

For questions, contact Jessica Wilson at 615-741-5025 or Jessica.L.Wilson@tn.gov.

Adapted from source: <http://www.tdot.state.tn.us/publictrans/fund.htm>

Advocacy Funding through Share the Road License Plates

In Tennessee, purchasing a Share the Road license plate supports the [Jeff Roth Cycling Foundation](#). More info at <http://www.tn.gov/revenue/vehicle/licenseplates/miscellaneous/miscellaneous.shtml>

In Georgia, purchasing a Share the Road license plates benefits state advocacy organization [Georgia Bikes!](#). More info at <http://www.gahighwaysafety.org/campaigns/bicycle-and-pedestrian-safety/share-the-road-license-plates/>

General questions

Who owns the majority of the roads?

City/County

How are the non-federal matching funds paid for?

Typically, the jurisdiction (city or county) provides the match from their budget. In some cases, a private organization such as a foundation will provide the match.

Contacts

State Bicycle & Pedestrian Coordinator

TDOT: Jessica Wilson
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GDOT: Katelyn DiGioia
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Transportation Improvement Program (TIP)

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Statewide TIP (STIP)

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Surface Transportation Program

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Congestion Mitigation and Air Quality

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Highway Safety Improvement Program

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Section 402 safety grants

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GOHS: Josh Turner
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Safe Routes to Schools

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Transportation Alternatives Program**TPO:** Jenny Park

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423.643.5938

TDOT: Neil Hansen

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GDOT: N/A**Regional Bicycle and Pedestrian Coordinators***Chattanooga/N. GA Region:*

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Bike Walk Tennessee

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Georgia Bikes

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Safe Routes to School National Partnership

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Jeff Roth Cycling Foundation

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Chattanooga-Hamilton County/N. Georgia Transportation Planning Organization (TPO) Contactshttp://www.chcrpa.org/TPO_reorganized/About_the_TPO/TPO_Staff_Contacts.htm

For general inquiries: tpo@chattanooga.gov

Documents

Safety plans

- TDOT Strategic Highway Safety Plan (2009)
<http://www.tdot.state.tn.us/incident/StrategicHighwayplan09.pdf>
- GDOT Strategic Highway Safety Plan (2012)

Clean air policy: <http://www.tdot.state.tn.us/cmaq/map21.shtml>

Transportation Improvement Program/State Transportation Improvement Program

- 2014-2017 TIP: http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/TIP.htm
- TN 2014-2017 Statewide Transportation Improvement Program:
<http://www.tdot.state.tn.us/programdev/docs/STIP2014-17.pdf>
- GA 2014-2017 Statewide Transportation Improvement Program:
<http://www.dot.ga.gov/Projects/programs/Pages/STIP.aspx>

2040 Regional Transportation Plan

<http://www.chcrpa.org/2040RTP.htm>

Unified Planning Work Program

http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/UPWP.htm

Chattanooga Area Regional Bicycle and Pedestrian Plan (2010)

http://www.chcrpa.org/TPO_reorganized/Plans_and_Programs/Multi-Intermodal_Land_Use_and_TransPlanning/Bicycle-Pedestrian_Planning/Bicycle_and_Pedestrian_Plan.htm