



Tools to Increase Biking and Walking

Advocacy **Advance**



Harrisburg 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 Harrisburg, PA. 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?

Call for Projects – February.

Deadline – April 4th

State & MPO Application period was concurrent

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

No

Has the TAP application been written?

Yes

What are the selection criteria?

Safety, Readiness, Connectivity, Intergovernmental cooperation, and Financing

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

Yes, only Bike/Ped facilities, Conversion of Rail Corridors to Trails, and rehabilitation of historic transportation facilities providing a current transportation use are eligible for HATS's TAP allocation.

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

With an allotment of less than \$1 million, we will likely select several smaller projects. There is no formal prioritization of project size.

Who sits on the selection committee?

3 HATS Transportation Planning Staff members and a Technical Committee Representative from each of the Region's three counties.

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

No

Are you spending remaining SRTS funds from SAFETEA-LU?

N/A

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

PennDOT has transitioned their SRSC to head the Commonwealth's TAP.

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

Only non-construction projects eligible to be funded. HATS will not fund non-infrastructure SRTS projects.

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.

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

No

What is the project selection process?

STP project selection is part of a wider project ranking process for all funding types. Project rankings are based on points derived from 14 criteria which include safety & security, accessibility & mobility, environmental benefit, municipal & county priorities, and coordination with the region's growth management plan.

Who sets the project selection policy?

The RTP update taskforce vets selection criteria which are then approved by both the HATS Technical and Coordinating Committees.

Who makes funding decisions/selects projects?

HATS & PennDOT

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

There is no application. Each transportation problem is documented on our problem form and input into a system to link the planning process to NEPA. These problems are then evaluated based on HATS criteria. Good Bike/Ped Projects traditionally score higher since they can have significant benefits, however municipal & advocates have not traditionally brought bike-ped issues forward.

In the case of potential projects proposed by advocates, it would be crucial to make sure the municipality is on board since in many cases a local match is required.

Who rates the applications?

HATS Staff

Who administers the projects?

While a problem is on the Regional Transportation Plan, HATS staff keeps track of relevant materials as supplied by the sponsors. Once a project is moved onto the TIP, PennDOT assigns a project manager to oversee any project that is funded.

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

RTP listing is on an rolling basis. The TIP is updated every two years. Currently we are working on the Draft 2015 TIP, and expect to adopt it later this year.

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>

Where are the non-attainment areas in your state?

<http://www.epa.gov/oaqps001/greenbk/ancl.html>, though the PA DEP has submitted a Maintenance Plan for our region to EPA.

In January, 2014, the Harrisburg-Lebanon-Carlisle region applied for “attainment” status.

http://www.dep.state.pa.us/dep/deputate/airwaste/aq/plans/plans/harlebcar25/HbgLebCar97_Proposed_PM25_Redesignation_Request.pdf

Who sets project selection policy and makes project selection decisions?

Part of the larger project development process.

When are programming decisions made?

CMAQ projects must be determined eligible by PennDOT & FHWA.

Can good bike/ped projects compete for funds?

Yes, though the project would need to be primarily for transportation. Support of the municipality is crucial.

Funding History

Refer to HATS TIP for current CMAQ Projects.

Highway Safety Improvement Program (HSIP)

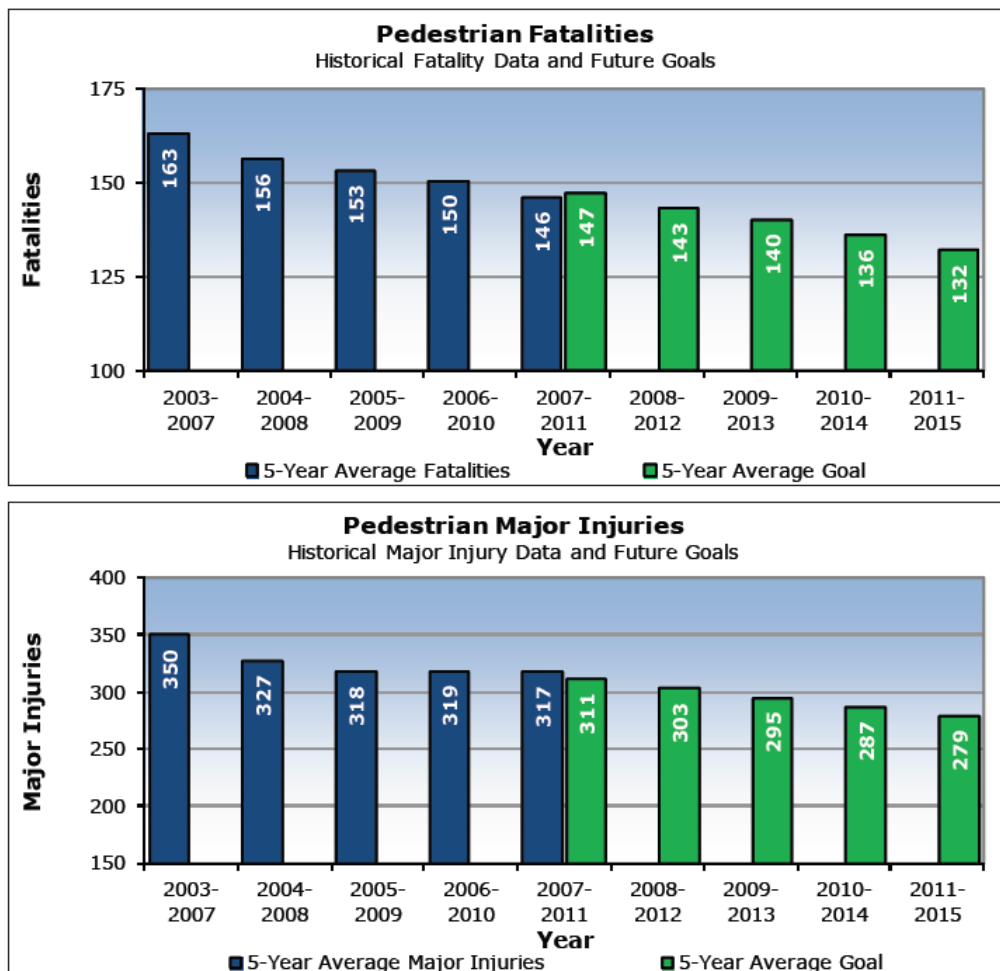
The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible 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?

Listed, but not one of the “Vital Seven”. Pedestrian Safety is listed 3rd and Bicycle Safety is 7th out of 9 Additional Safety Focus Areas – listed in priority order.

<http://www.justdrivepa.org/Resources/Strategic%20Highway%20Safety%20Plan.pdf>



Text from the Strategic Highway Safety Plan:

“Pedestrian fatalities represent a significant number of the overall highway fatalities in Pennsylvania. Pedestrians are legitimate roadway users but are sometimes overlooked in the construction and maintenance of transportation systems. Although pedestrian mobility is often the chief planning goal, access is often not possible. Thus, access to the transportation system must be first achieved before pedestrian mobility can succeed. Whether building new infrastructure or renovating existing facilities, plans should consider pedestrians as equal users of the transportation network.”

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

Highway Safety Improvement Program (HSIP) obligations, 2009-2013			
	Bike/Ped Obligations	Total Program Obligations	Percent Bike/Ped
Nationally	\$33,148,612	\$7,594,773,705	0.40%
PENNSYLVANIA	\$0	\$244,345,024	0.00%

Data Source: FHWA FMIS Database

What are the project selection criteria?

Part of the Project Development process, see above.

Who makes the project selections?

The bulk of HSIP funded projects are usually decided by PennDOT, though HATS has advocated for safety projects in the past.

What projects are identified in the Strategic Highway Safety Plan for District 8?

MPMS #	District	County, Title, Route, Sec
88332	8	Adams US15 PA394 to PA 234 15 25
94894	8	Adams 94 & 394 Intersection Imp 94 25
85652	8	Adams PA 116 and Oxford Ave 116 30
73602	8	Adams 234 & 3001 Improvements 234 20
85654	8	Cumberland PA 641 & Central Blvd. 641 25
75620	8	Dauphin PA 39 to Lebanon Co. Line 22 33
86970	8	Franklin US11 & PA997 Intersection 11 75
89187	8	Lancaster US 30/ Ronks Road Intsct 30 097
90490	8	Lancaster PA 272 Intersection Impvt 272 37
89198	8	Lancaster PA 501/Oregeon Pk Intsct 501 017
85656	8	Lancaster Belmont Rd Intsec 741 017
82327	8	Lancaster Strasburg Pk Intersection 2029 6
87156	8	Lebanon SR72 & Jonestown Rd Inter 72 044
75790	8	Lebanon CCIP Palmyra to Cleona 422 20
94937	8	Lebanon 422 & Ramona Rd Intersect 422 28
85655	8	Perry PA 34 & PA 850 Intersect. 34 35
93171	8	York Mount Zion Rd Improvement 24 22
80694	8	York PA74/Spring Lane Rd Inter 74 46
93716	8	York Queen St Intersection Imp 74 0
93168	8	York Bridgeville Rd Widening 425 7
93172	8	York Bull Road Improvement 4001 14

HSIP Resources:

<http://www.justdrivepa.org/Resources/Strategic%20Highway%20Safety%20Plan.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?

PennDOT

What is the selection process?

Grants are awarded to support Pennsylvania’s Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP). Funds are granted to perform data-driven and result-oriented specific activities to implement strategies identified in the CSHSIP.

Who makes the selection decisions?

PennDOT’s Safety Advisory Committee (SAC)

General questions

Who owns the majority of the roads?

Individual municipalities & counties own the majority of roads (~75%), however 85% of daily vehicle miles traveled are on the 25% of roads on the Federal Aid System which are owned predominately by the Commonwealth, though there are some municipally owned roads as well.

How are the non-federal matching funds paid for?

State funded for PennDOT Sponsored Projects. General fund from the sponsoring municipality for locally sponsored projects.

Documents

Safety plans

[PennDOT 2012 SHSP:](#)

<http://www.justdrivepa.org/Resources/Strategic%20Highway%20Safety%20Plan.pdf>

Clean air policy:

[HATS CMP](#)

[PA State Implementation Plan](#)

Transportation Improvement Program/State Transportation Improvement Program

[Current HATS Highway TIP](#)

[Current PennDOT STIP](#)

Contacts

State Bicycle & Pedestrian Coordinator

No statewide coordinator, Dave Holcombe, dholcombe@state.pa.us, is the District 8 Coordinator.

Transportation Improvement Program (TIP) – Tim Smith, HATS Transportation Coordinator, 717-234-2639, tjsmith@tcrpc-pa.org.

Statewide TIP (STIP) – Larry Shifflet, lashifflet@state.pa.us, Bureau Director, PennDOT Center for Program Development.

Surface Transportation Program – HATS - Tim Smith, HATS Transportation Coordinator, 717-234-2639, tjsmith@tcrpc-pa.org. Adam Grimes, adgrimes@pa.gov, is the Interim of PennDOT District 8, and the assigned representative from Central Office.

Congestion Mitigation and Air Quality - HATS - Tim Smith, HATS Transportation Coordinator, 717-234-2639, tjsmith@tcrpc-pa.org.

Highway Safety Improvement Program - HATS - Tim Smith, HATS Transportation Coordinator, 717-234-2639, tjsmith@tcrpc-pa.org.

Section 402 safety grants - Thomas R. Glass, 717-783-2113. thglass@state.pa.us

Safe Routes to Schools & Transportation Alternatives – Possibly defunct since the adoption of MAP-21. PennDOT's current TAP Coordinator, is the former SRTS Coordinator - Chris Metka, at 717-787-8065 or cmetka@pa.gov

Regional Bicycle and Pedestrian Coordinators – Interim Bike-Ped Planner at HATS is Elijah Yearick, eyearick@tcrpc-pa.org, Dave Holcombe is District 8's.