



Tools to Increase Biking and Walking

Advocacy Advance



**Capitol Region Planning Commission (CRPC), the Baton Rouge Metropolitan
Planning Organization (BRMPO)
Louisiana Department of Transportation and Development (LADOTD)
Louisiana Highway Safety Commission (LHSC)
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 Baton Rouge Regional area. 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 (TA)

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 DOTD's grant process.

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

Louisiana Department of Transportation and Development (LADOTD): DOTD takes applications on a bi-annual basis. Prior to MAP-21 applications were accepted during odd number years only during the months of June and July. But going forward applications will be accepted during even number years. So there will be no call for projects in 2013.

Capital Region Planning Commission (CRPC) process: Prior to MAP-21 the Transportation Enhancement (TE) funds were entirely administered by LADOTD. BRMPO intends to use the LADOTD's process for the first round of call for proposals under MAP-21. So the deadlines for both CRPC and State will be the same.

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

No

Has the TA application been written?

LADOTD: DOTD is in the process of working through the changes in MAP-21 to update its Transportation Enhancement Program guidelines. The current process is based on SAFETEA-LU but the new processes will be as close as possible to the old processes with a few tweaks. DOTD will continue having separate application process for the Recreational Trails Program, Safe Routes to School Program and the Transportation Enhancement Program. Please see LPA website and websites for the specific programs for further guidance.

CRPC: BRMPO intends to use LADOTD's guidelines and process for the initial call for TA projects under MAP-21. However, the MPO plans to develop its own process for subsequent call for TA projects.

What are the selection criteria?

Each funding program has its process described in the LPA Manual.

http://www.dotd.la.gov/administration/lpa/documents/LPA_Final_Manual_05-2012.pdf

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

LADOTD: No effort is made to prioritize. A large majority of applications submitted are related to bicycling and walking projects so they have a tendency to be selected.

CRPC: The selection process will ensure that needs across the transportation system are met in a uniform manner.

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

LADOTD: LADOTD has no control over what is submitted. Prioritization of projects for TEP will be a function of the TMAs (Baton Rouge, Lafayette, New Orleans & Shreveport) and the DOTD District Administrator where the project is located.

CRPC: The selection process will ensure that needs across the transportation system are met in a uniform manner.

Who sits on the selection committee?

LADOTD: LADOTD does not have a selection committee per se but has an eligibility review committee. The committee is comprised of DOTD Enhancement personnel, DOTD Landscaping, CRT's Scenic Byway Program Manager, DOTD Compliance, and the FHWA liaison for Transportation Alternative Program. See above for how projects are prioritized for selection. Further information can be found in the TEP manual

CRPC: CRPC as of now does not have an established selection committee for TAP>200K projects. Our plan is to form a selection committee in the upcoming months. It will probably consist of a subset of members from the MPO TAC and representatives from the Bike/Ped committee.

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

LADOTD: LADOTD does not have bicycling/walking advocates on the selection committee.

CRPC: CRPC will try to include representatives from the Bike/Ped committee on the selection committee.

TAP Resources:

<http://www.dotd.la.gov/administration/lpa/> (LPA Manual)

<http://www.dotd.la.gov/planning/tep/> (TEP)

http://www.dotd.la.gov/planning/highway_safety/safe_routes/ (SRTS)

<http://www.crt.state.la.us/parks/ioutdoorrec.aspx> (NRT)

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?

LADOTD: Funding is distributed amongst project categories by a budget partition.

CRPC: The portion of STP funds (STP>200K) apportioned to BRMPO are not distributed among funding categories and are only applicable to federal aid eligible routes (Rural Major Collector and above)

What is the project selection process?

LADOTD: Each project category has a different selection process which is documented. The selection process also includes public participation and participation from MPO and various local governments.

CRPC: The Baton Rouge Urbanized Area – MPO's STP>200K Project Selection Process consists of five (5) steps:

1. Project Call
2. Project Submission
3. Project Review and Evaluation
4. Technical Advisory Committee Approval and Recommendation
5. Transportation Policy Committee Review and Approval

Who sets the project selection policy?

LADOTD: Project selection policy follows along with federal and state regulations and LADOTD policies.

CRPC: The MPO's Technical Advisory Committee (TAC) Working Group which consists of representatives from Municipalities and Parishes within the MPO area, LADOTD, FHWA and Public Transit (CATS).

Who makes funding decisions/selects projects?

LADOTD: Project selection includes LADOTD district offices, various LADOTD offices, other state offices & FHWA.

CRPC: Based on the current process, the applications are selected only by the sponsoring agencies that have applied for projects during a particular project call.

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

LADOTD: Bike/ped facilities have their own project category (See Transportation Alternatives Program). LADOTD has a Complete Streets policy and considers bike/ped facilities under other project categories i.e. Capacity, Safety, Preservation, etc.

CRPC: The STP>200K annual allocation for the Baton Rouge Study Area has been divided into three (3) eligibility categories for project funding. This division of funds will ensure that needs across the transportation system are met in a uniform manner. (30% for System Preservation, 40% for Capacity and 30% for Safety and Other). Good bike/ped projects will score well as they only compete with projects under the Safety & Other category.

Who rates the applications?

LADOTD: Each project category has a separate selection team which include DOTD personnel with expertise in that field, and in some cases FHWA personnel other state personnel, i.e. state police.

CRPC: Based on the current process, the applications are rated only by the sponsoring agencies that have applied for projects during that particular project call.

Who administers the projects?

LADOTD: Each project category has a Program Manager who manages the program.

CRPC: BRMPO administers until the project are included in the TIP. The sponsoring agency (LPA) will be responsible and need to work with LADOTD once the project is authorized.

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

LADOTD: Different project categories have different call for projects but LADOTD does public hearings in all 9 districts taking in public comments. These comments are distributed to the district offices and the project selection teams when considering projects.

CRPC: Based on the current process, a call for projects is announced every January to submit projects for inclusion in the outer year of the MPO's Transportation Improvement Program (TIP). The sponsoring agencies generally have 90 calendar days from the day of announcement to submit the projects. It typically takes another 90 days for reviewing, prioritizing and selecting the projects.

STP Resources:

http://crpc-la.org/crpc_new/Documents/TIP/CRPC%20Project%20Selection%20Process_Final.pdf
http://www.dotd.la.gov/administration/lpa/documents/LPA_Specific_Program_Information.pdf

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?

Baton Rouge MPO Parishes (Ascension, E. Baton Rouge, Iberville, Livingston and W. Baton Rouge)

Who sets project selection policy?

Project selection policy follows along with federal and state regulations along with LADOTD policies.

What is the project selection process?

DOTD will issue a call for projects from qualified applicants during even numbered years. The state MPO'S parishes, and municipalities in areas that qualify for CMAQ funds can submit applications. All applications will be required to have a stage 0 document and an air quality analysis shall be in conformance with FHWA current guidance.

Who makes the project-selection decisions?

Applications will be reviewed and chosen by a selection committee consisting of the following individuals:

- DOTD's Transportation Planning Engineer
- DOTD's Air Quality Engineer
- DOTD's Road Design representative
- FHWA representative (ex officio)
- LA DEQ's representative
- DOTD's Public Transit Administrator

When are programming decisions made?

After the selection committee chooses projects.

Can good bike/ped projects compete for funds?

Yes, per the CMAQ project selection process (click the link under resources) Bicycle and Pedestrian Projects are one of five possible types of projects that are eligible for consideration. The project selection process also outlines three possible categories (high, medium, and low) to rate potential projects.

Funding History

Starting in 2012, available funding will be \$5.5 million per year. Sixteen parishes are eligible to receive funds.

CMAQ Resources:

http://crpc-la.org/crpc_new/Documents/Air_Quality/CMAQ%20Selection%20Process.pdf

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?

At this moment bicycle and pedestrian is not identified as emphasis area in the state highway safety program. The state is making revisions to the SHSP and is looking to add this to an emphasis area or make it a standalone emphasis area in the future.

Have state HSIP funds been allocated to bicycle and pedestrian safety at a “fair share” in proportion to fatalities?

UNKNOWN

What are the project selection criteria?

There are two sources of funding; HSIP and Safety Transfer Funds. HSIP funds are Section 148 funds and require a 10% match. Safety Transfer Funds are Section 154 and Section 164 funds, which are available to the Highway Safety Department because Louisiana does not meet minimum federal standards for the open container law or DWI repeat offender law. Safety Transfer Funds have contributed \$15M annually but that amount may change with new MAP-21 guidance.

Who sets the project selection criteria?

DOTD

Who makes the project selections?

The following LaDOTD department, persons or entities select projects as a team: Highway Safety Administrator, Highway Safety Program Manager, Road Design, Highway Safety Commission, Scoping, State Police, Traffic Safety and FHWA.

When are the proposals and decisions made?

The Team meets once a year to select and approve projects. Projects are submitted intermittently throughout the year on the Stage Zero forms from the districts across the state.

HSIP Resources:

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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?

The Louisiana Highway Safety Commission administers the Section 402 - State and Community Highway Safety Grants

What is the selection process?

There is a yearly open application period. We advertise the availability of applications across the state through newspaper advertisements and email broadcasts. During the application period, the application form is available on our website. Applications are submitted electronically through our website. The most recent application period closed on March 9th, 2013. Projects are funded during the federal fiscal year so projects for the upcoming fiscal year will begin on October 1st, 2013.

Who makes the selection decisions?

The final funding decisions are made by the 21 member Louisiana Highway Safety Commission under the direction of the Executive Director.

What else do we need to know?

There will be another application period around the beginning of 2014 that is tentatively scheduled to begin in February.

402 Resources:

www.lahighwaysafety.org as well as Facebook, and twitter pages.

Other Relevant Funding Sources

General questions

Who owns the majority of the roads?

The Majority of the Roads are owned by Parish as well as Municipal Governments.

How are the non-federal matching funds paid for?

The Louisiana Transportation Trust Fund, funded by a permanent 16 cent tax on gasoline and special fuels statewide. The TTF is augmented with revenue from tolls, permits, vehicle registration fees and bond sales. The Fund is constitutionally protected from being used for other needs, dedicating the revenue to transportation an-related programs and projects only.

The capital outlay program I a state fund supported through the sale of general obligation bonds, raising up to a statutory cap of \$200 million each year. This is a discretionary fund for all categories of capital infrastructure.

State general funds are also contributes to transportation funding to help fund the state highway program and to supplement federal funds in the overlay and other maintenance programs.

Municipalities use local tax dollars and general revenue bonds to finance, maintain and build streets. They also receive some state and federal monies through the parish transportation fund

Contacts

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Highway Safety Improvement Program

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Section 402 safety grants

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Safe Routes to Schools

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Transportation Alternatives Program

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Documents

Safety plans

http://crpc-la.org/crpc_new/TransPlan/Bike_Safety.html

http://crpc-la.org/crpc_new/Documents/NMP/Bike_Ped_Safety_Final_Report.pdf

http://www.dotd.la.gov/planning/highway_safety/

<http://www.destinationzerodeaths.com/>

Clean air policy:

Transportation Improvement Program/State Transportation Improvement Program

TIP: http://crpc-la.org/crpc_new/TransPlan/TIP.html

STIP: <http://www.dotd.la.gov/multimodal/stip.aspx>