



Tools to Increase Biking and Walking

Advocacy **Advance**



Charleston 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 Charleston. 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?

Generally the Intent-to-Apply/Application period runs from September to February/March.

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

The last round of applications relevant to SAFETY-LU have had projects awarded so there will be no further applications taken under SAFETY-LU.

Has the TAP application been written?

Yes.

What are the selection criteria?

A sampling of the criteria would include: Concept – Is the scope of work performable and beneficial to the community?; Regional Significance: - Does the project have a positive effect beyond the local community?; Match – Has the local match been demonstrated to be available at this time?. A sponsor's past performance may also be factored into the selection as well as do they have several active projects at the time of application.

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

We have not had any environmental mitigation or boulevard conversation applications. In the past, bicycle/pedestrian related projects have been a majority of the projects chosen.

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

Large and small projects compete equally.

Who sits on the selection committee?

WVDOH Grant Administration staff with a technical committee of an urban planning member, a landscape architect, and an environmental specialist. This group's recommendations are then communicated to the WV Secretary of Transportation.

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

Many of the Grant Administration staff are bicyclists/walkers in their personal life. The trail staff from the RTP program also participate in the meeting.

Is you spending remaining SRTS funds from SAFETEA-LU?

Yes

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

A grant administration staff member functioned as the SRTS coordinator, they are still available.

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

They are noted and the former SRTS staff are going to be assigned those projects rather than TA staff.

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?

All project requests and their merits are first presented to the Project Review Committee (PRC) for consideration.

Who sets the project selection policy?

Secretary of Transportation

Who makes funding decisions/selects projects?

PRC

Who administers the projects?

Internal Divisions such as Engineering Division, Planning Division, or Districts

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

STP funds are assigned and programmed by Programming Division once PRC has approved projects. There is no call for projects strictly for STP funds.

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?

Brooke/Hancock, Oho/Marshall, Kanawha/Putnam, Berkeley Counties.

Who sets project selection policy?

CMAQ Committee and ultimately the Project Review Committee (PRC)

What is the project selection process?

Committee evaluates and ranks projects ensuring eligibility

Who makes the project-selection decisions?

PRC

When are programming decisions made?

CMAQ application review is ongoing. Committee meets as needed.

Can good bike/ped projects compete for funds?

Absolutely

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?

No

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

No

What are the project selection criteria?

Projects considered for HSIP funding are submitted to Traffic Engineering Division. The division pulls all recorded accidents in the area and looks at the potential reduction of accidents with the project.

Who makes the project selections?

Projects are reviewed case by case. Once a project has been approved, project is programmed by Traffic Engineering Division.

When are the proposals and decisions made?

Proposed projects can be submitted at any time.

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*

Section 402 Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. Section 402 funds can be used for a variety of safety initiatives including conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects.

In West Virginia, the Governor’s Highway Safety Program administers Section 402 funds. There are eight (8) Regional Traffic Safety Programs that cover all 55 counties in WV.

Safety Program staff at the WV State Capitol, along with the eight regional program coordinators, conducts a Problem Identification Assessment throughout the year and develops a Highway Safety Plan which is submitted to the National Highway Safety Administration (NHTSA) for approval. The plan is based on NHTSA priorities along with what the State of West Virginia identifies as problem areas. The agency funds programs designed to address driver behavior issues in an effort to reduce crashes, injuries, and fatalities. Priority is placed upon issues such as reducing impaired driving, increasing occupant protection, improving traffic records and improving police traffic services. The WV Division of Motor Vehicles Commissioner gives final approval to all projects.

For additional information on the WV Governor’s Highway Safety Program and to view the current plan and report, visit their webpage at:

www.transportation.wv.gov/dmv/HighwaySafety/Pages/default.aspx

General questions

Who owns the majority of the roads?

The State of WV owns over 90% of all roads in WV

Contacts

State Bicycle & Pedestrian Coordinator

Perry Keller

Transportation Improvement Program (TIP)

Perry Keller

Statewide TIP (STIP)

Anthony Carovillano (Programming Division)

Surface Transportation Program

Greg Bailey

Congestion Mitigation and Air Quality

Perry McCutcheon

Highway Safety Improvement Program

Tom Hammonds (Traffic Engineering)

Section 402 safety grants

Tom Hammonds (Traffic Engineering)

Safe Routes to Schools

Becky Davidson/Ryan Burns

Transportation Enhancements

Bill Robinson