



Tools to Increase Biking and Walking

Advocacy Advance



New Orleans 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 Louisiana. 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).

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?

Yes, funding is distributed among categories which are tied to federal categories.

What is the project selection process?

The RPC'S project selection criteria actually represent a process, not a quantifiable list of parameters. The criterion used is dependent on the problems presented. Additionally, the criterion used is a series of questions, which not only relate to problem identification, but also to the capacity of perceived solution to resolve the problem. An outline of these questions can be found on page 34 of the New Orleans Metropolitan Transportation Plan (MTP) (http://www.norpc.org/metropolitan_transportation_plan.html). The process must also take into consideration the impact of the entire transportation program and its dynamics.

Who sets the project selection policy?

RPC's metropolitan planning process is firmly based in nationally recognized best practices, and consistently complies with both the letter and the spirit of federal transportation planning legislation.

Who makes funding decisions/selects projects?

Projects are selected for inclusion in the TIP and/or MTP following an extensive vetting period that involves consultation with the public, elected officials, community leaders, relevant agencies and RPC's own planning staff.

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

The project selection process looks to answer about a dozen questions as part of the project evaluation prioritization process. This process is aided by a variety of RPC programs to ensure a comprehensive view. The Project Scoring Scorecard rates projects on 8 overall criteria. One of these criteria is a rating of the Complete Streets impact of the project.

Who rates the applications?

Candidate projects are quantitatively rated for their potential impact on a variety of factors. These projects are ranked by a committee of RPC staff on a variety of topics, resulting in a single composite score. The actual factors considered are derived from a variety of federal, state and regional policies that help define RPC's overarching planning priorities.

Who administers the projects?

Projects are administered by various agencies depending on the local sponsor. In many cases the Louisiana DOTD administers projects on the state network or funded by programs such as TEP, SRTS, Rec Trails and LRSP. Other projects on the federal aid network are administered by the local sponsor in coordination with RPC. Stage 0 and 1 projects are administered by the RPC.

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

The TIP is updated biannually with the next update planned for 2014. However supplemental updates can be made during the life of the TIP.

STP Resources:

Jeff Roesel, Director of Planning, Regional Planning Commission

jroesel@norpc.org

504.483.8528

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 Louisiana's non-attainment areas?

CMAQ funds are available in ozone nonattainment and maintenance parishes. This includes 16 of Louisiana's 64 parishes: Ascension, Beauregard, Calcasieu, East Baton Rouge, Grant, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, St. Bernard, St. Charles, St. James, St. Mary and West Baton Rouge.

Who sets project selection policy?

DOTD Project Selection Process states that proposed projects and the required air quality analysis shall be in conformance with FHWA's current guidance for the CMAQ Program. It goes on to state that projects being considered will be graded on both quantitative and qualitative benefits.

What is the project selection process?

The selection process begins with the Transportation Planning Section, which releases a call for application to the DOTD Districts, MPOs, Parishes and Municipalities. From this call, an initial list in Priority are prepared and sent to the CMAQ team (members listed in the next question). This committee recommends a final list of projects to be funded and sends that back to the Transportation Planning Section.

Who makes the project-selection decisions?

Project lists are generated by the DOTD District offices, MPOs, Parishes and Municipalities. Projects are reviewed and selected by a selection committee consisting of the following individuals: DOTD Transportation Planning Engineer, DOTD Air Quality Engineer, DOTD Road Design representative, FHWA representative, LA DEQ representative, DOTD Public Transit Administrator

When are programming decisions made?

Louisiana DOTD put out their most recent call for applications for project on May 31, 2012 with an application deadline of September 1, 2012. This was to obligate funds for federal fiscal years 2013-2016. The next call for applications is planned for a similar timeframe in 2014.

Can good bike/ped projects compete for funds?

Yes. Per the Project Selection Tool for CMAQ Projects, Bicycle and Pedestrian Projects are one of five categories of projects generally considered. This tool also lays out examples of High, Medium and Low Priority projects.

Funding History

The New Orleans region has not received CMAQ funding in past years. The call for projects in 2012 included eligibility for 4 parishes (Jefferson, Orleans, St. Bernard and St. Charles Parishes) in the New Orleans Urbanized area.

CMAQ Resources:

Jay Carney, Project Control Engineer

jay.carney@la.gov

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 Louisiana’s Strategic Highway Safety Plan?

Only pedestrians are named as an emphasis area in the LA Strategy Highway Safety Plan SHSP due a high pedestrian fatality rate per 100,000 population.

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:

Karla Sibile Courtade, Highway Safety Program Manager

karla.courtade@la.gov

225.379.1928

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 402 grants.

What is the selection process?

HSC advertises a Call for Proposals on their website and mails notifications to current grantees and to the journals of record (Advocate, T-P, perhaps other newspapers). It will list the criteria created for the year as guided by NHTSA, crash data analysis and findings for that year and generally by emphasis areas from the State Highway Safety Plan. Often there is a lot of money for occupant protection as well as drinking and driving because these are the most problematic safety areas. They believe that distracted driving will be a NHTSA focus area in the next round.

Who makes the selection decisions?

HSC has a multi-step review process. HSC coordinator’s review the programmatic and financial plans of all submittals and make preliminary recommendations to the Executive Director. The ED reviews the viable submittals and makes recommendations to the Highway Safety Commission which makes the final selections.

When are selections made?

With MAP-21 they believe the submittal and selection process will be moved back 2 to 3 months. They expect there will be a Jan 2013 submittal deadline (rather than March) with May 2013 selection (rather than August) for 2014 projects which begin October 1, 2013. These probably new deadlines are a result of MAP-21.

What else do we need to know?

They do not fund projects that are eligible under other programs like Safe Routes to School. Funding is not limited by roadway ownership or functional class (State routes, Federal-Aid network, Local Roads). The Highway Safety Commission is still waiting on improved NHTSA guidance before they advertise the next program. New MAP-21 rules which may come much later.

402 Resources:

Ken Trull, Deputy Director Highway Safety Commission

ken.trull@dps.la.gov

225.925.6994

Other Relevant Funding Sources

General questions

Who owns the majority of the roads?

Parish and 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

State Bicycle & Pedestrian Coordinator

Brian Parsons, Bicycle & Pedestrian Coordinator

brian.parsons@la.gov

225.379.1954

Transportation Improvement Program (TIP)

Jeff Roesel, Director of Planning, Regional Planning Commission

jroesel@norpc.org

504.483.8528

Statewide TIP (STIP)

Surface Transportation Program

Jeff Roesel, Director of Planning, Regional Planning Commission

jroesel@norpc.org

504.483.8528

Congestion Mitigation and Air Quality

Jay Carney, Project Control Engineer

jay.carney@la.gov

Highway Safety Improvement Program

Karla Sibille Courtade, Highway Safety Program Manager

karla.courtade@la.gov

225.379.1928

Section 402 safety grants

Ken Trull, Deputy Director Highway Safety Commission

ken.trull@dps.la.gov

225.925.6994

Safe Routes to Schools

Shalanda Cole, Safe Routes to School Coordinator

shalanda.cole@la.gov

504.484.0204

Transportation Enhancements

Val Horton, Enhancements Manager, DOTD

val.horton@la.gov

225.379.1585

Regional Bicycle and Pedestrian Coordinators

Karen Parsons, Principal Planner, Regional Planning Commission

kparsons@norpc.org

504.483.8511

Documents

Safety plans

Louisiana Strategic Highway Safety Plan (<http://www.destinationzerodeaths.com/strategic/>)

Clean air policy:

N/A

Transportation Improvement Program/State Transportation Improvement Program

New Orleans Urbanized Area TIP (http://www.norpc.org/transportation_improvement_plans.html)

St. Tammany Urbanized Areas TIP (http://www.norpc.org/transportation_improvement_plans.html)