

## **Navigating MAP-21 Webinar Series: “Guidance on Guidance: How the USDOT's interpretation of MAP-21 affects your state and region”**



### Questions and Answers

*Q: From Delaware: We are looking to document the meaning of the new MAP-21 language on “representation of different modes” on the Highway Safety Improvement Program Stakeholders Committee. Does that mean representatives from non-profit organizations?*

A: (Caron) The HSIP Stakeholders Committee helps the state develop their safety plan and designate the priority of projects for the plan. “Representation of different modes” is not defined in guidance, but I would suggest 2 things: 1) Look to see who sits on that committee now, and I’m guessing that most states have an NGO on the committee. Then you have an argument / precedent. 2) MAP-21 calls for a “state non-motorized rep”, and that can be your argument for biking and walking to be represented. It also calls for “safety stakeholders” which is another table you can fight to get a seat at.

*Q: From West Virginia: How much of the 20% local match can be in-kind (e.g. personnel time, donated land).*

A: (Darren) That hasn’t changed under MAP-21 guidance, so it still varies by state. Some states are more flexible with what they count at the match and others are more rigid and require a monetary match. You can find out about your state by going to the [Enhancements Clearinghouse](#) and look up your state profile.



# Advocacy Advance

## Tools to Increase Biking and Walking

A: (Caron) The federal guidance says that in-kind must be “directly necessary” to the project. The state has to prove that is the case in order to use it as in-kind.

*Q: From Minnesota: Is Safe Routes to School eligibility still tied to K-8, or now open to all schools including colleges?*

A: (Caron) SRTS is still tied to K-8 projects. If you’re looking to fund infrastructure projects, Transportation Alternatives has a new use called “safe routes for non-drivers” which focuses on building networks. If you’re looking for non-infrastructure funding (education or safety), look at the Section 402 highway safety grant program.

*Q: From Ohio: Are MPOs eligible to fund the bike/ped coordinator position?*

A: (Caron) That would not be funded under Transportation Alternatives. TA will only fund a state-level Safe Routes to School Coordinator.

*Q: From Texas: Are CMAQ funds restricted to infrastructure or bike share only, or can it be used for education or incentive programs, such as bike to work events?*

A: (Darren) CMAQ can be used for non-construction projects as well as infrastructure. It has been used to fund things like bike maps, workshops on implementing bike infrastructure, etc. [Download](#) the Advocacy Advance report on CMAQ for more information on these projects.

*Q: From Idaho: Does the restriction on obligation authority for state DOTs impact unused SAFETA-LU Safe Routes to School funds?*

A: (Darren) Yes, the obligation limitation still applies. If you want to know more about this topic, contact [Darren@BikeLeague.org](mailto:Darren@BikeLeague.org).

*Q: From North Dakota: Is streetscaping still eligible for funding under MAP-21?*

A: (Caron) This is a tricky one. A streetscaping project on its own is unlikely to be eligible, but if it’s part of a larger project it is.

*Q: Now that guidance is out, what is my next step as an advocate?*



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A: (Darren) A lot of this information is available to MPO and state staff, but it's always a good idea to let them know what the opportunities are. Also make sure that the "local entities" (local governments, regional transportation authorizes, transit agencies, natural resource or public land agencies, schools and school districts, and tribal governments) know about the opportunities in Transportation Alternatives (they are eligible to sponsor projects) and the full range of funding programs to apply for and the full range of eligibility. Make sure they understand what is required to apply for federal regulations so they're easier and quicker to implement. We encourage mayors to reach out to their state DOT to encourage funding for biking and walking, especially in states where there isn't widespread support for these projects.

A: (Caron) Now that guidance is out, it's time for MPOs to start moving and set up the grant programs.