Oregon TAP - OBPAC

- 155 Notice Of Intents
- 62 Invited to Apply by TE-OBPAC
- 50 applications requesting $48 million advanced
- 11 Projects, 5 reserves advanced
- Commitment to SRTS projects through 2015
<table>
<thead>
<tr>
<th>Category</th>
<th>APPLICANT</th>
<th>PROJECT</th>
<th>TAP</th>
<th>OBPAC</th>
<th>Local Match</th>
<th>TAP/OBPAC Award</th>
<th>Total with local match</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OPRD &amp; ODOT Region 1</td>
<td>Historic Columbia River Highway State Trail: Warren Creek - Lindsay Creek State Park (Phase 1)</td>
<td>$1,002,000</td>
<td>$114,700</td>
<td>$1,002,000</td>
<td>$1,116,700</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oregon Parks &amp; Recreation Department</td>
<td>OC&amp;E Woods Line State Trail: Crossing Safety Improvements (PE/Readiness Phase)</td>
<td>$313,000</td>
<td>$78,200</td>
<td>$313,000</td>
<td>$391,200</td>
<td></td>
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<tr>
<td></td>
<td>City of Yachats</td>
<td>US101: 7th Street - Ocean View Drive Sidewalk &amp; Bike Lanes</td>
<td>$1,040,000</td>
<td>$119,800</td>
<td>$1,040,000</td>
<td>$1,159,800</td>
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<tr>
<td></td>
<td>Yamhill County</td>
<td>Hagg Lake - McMinnville Rail-to-Trail Corridor Acquisition (Yamhelass Westsider Trail, Phase 1)</td>
<td>$1,400,000</td>
<td>$200,000</td>
<td>$1,400,000</td>
<td>$1,600,000</td>
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<tr>
<td></td>
<td>City of Coos Bay</td>
<td>Empire Blvd: Fulton Ave - Wisconsin Ave Sidewalk &amp; Bike Lanes</td>
<td>$549,100</td>
<td>$838,100</td>
<td>$1,387,200</td>
<td>$1,547,200</td>
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<tr>
<td></td>
<td>City of Corvallis</td>
<td>9th Street &amp; Walnut Blvd. Pedestrian Crossings</td>
<td>$274,000</td>
<td>$31,000</td>
<td>$274,000</td>
<td>$305,000</td>
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<tr>
<td></td>
<td>City of Gervais</td>
<td>Ivy Street Sidewalk Connection @ UP Railroad Crossing</td>
<td>$287,000</td>
<td>$33,000</td>
<td>$287,000</td>
<td>$320,000</td>
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<tr>
<td></td>
<td>ODOT District 8 &amp; Jackson County</td>
<td>Bear Creek Greenway: Highway 62 Connection (Medford)</td>
<td>$449,500</td>
<td>$51,500</td>
<td>$449,500</td>
<td>$501,000</td>
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<tr>
<td></td>
<td>City of Phoenix</td>
<td>OR99 @ Oak St: South Couplet Sidewalk &amp; Pedestrian Crossing</td>
<td>$294,000</td>
<td>$324,100</td>
<td>$294,000</td>
<td>$618,100</td>
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<tr>
<td></td>
<td>Portland Bureau of Transportation</td>
<td>N. Williams Ave: Broadway-Killingsworth Bike &amp; Ped Safety</td>
<td>$1,346,000</td>
<td>$157,000</td>
<td>$1,346,000</td>
<td>$1,503,000</td>
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<tr>
<td></td>
<td>City of Salem</td>
<td>Brown Rd NE: Carolina Ave - San Francisco Ave Sidewalk &amp; Bike Lanes</td>
<td>$600,000</td>
<td>$70,000</td>
<td>$610,000</td>
<td>$680,000</td>
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<tr>
<td></td>
<td>Portland Bureau of Transportation</td>
<td>Portland State University: Marquam Hill Greenway (Phase 1)</td>
<td>$1,092,000</td>
<td>$119,800</td>
<td>$1,092,000</td>
<td>$1,211,800</td>
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</tr>
</tbody>
</table>

**TAP Category**

**RESERVE LIST for both TAP and OBPAC (in priority ranking)**

<table>
<thead>
<tr>
<th>Category</th>
<th>APPLICANT</th>
<th>PROJECT</th>
<th>TAP</th>
<th>OBPAC</th>
<th>Local Match</th>
<th>TAP/OBPAC Award</th>
<th>Total with local match</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>City of Hillsboro &amp; Washington County</td>
<td>Rock Creek Trail @ Cornell Rd: Signalized Mid-Block Crossing</td>
<td>$524,000</td>
<td>$150,000</td>
<td>$524,000</td>
<td>$674,000</td>
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<td></td>
<td>Jackson County &amp; Rogue River Greenway Foundation</td>
<td>Rogue River Greenway: N. River Rd Section (PE/Readiness Phase)</td>
<td>$403,000</td>
<td>$47,000</td>
<td>$403,000</td>
<td>$450,000</td>
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<td></td>
<td>Lane County</td>
<td>Row River Trail @ Row River Rd Crossing</td>
<td>$625,000</td>
<td>$75,000</td>
<td>$625,000</td>
<td>$700,000</td>
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<td></td>
<td>Marion County</td>
<td>Hayesville Dr NE: Happy Dr - Fuhrer St Bicycle/Ped Enhancements</td>
<td>$1,450,000</td>
<td>$550,000</td>
<td>$1,450,000</td>
<td>$2,000,000</td>
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<tr>
<td></td>
<td>City of Fairview &amp; Multnomah County</td>
<td>Arata Rd: NE 223rd - Wood Village Blvd Sidewalk &amp; Bike Lanes</td>
<td>$851,000</td>
<td>$97,400</td>
<td>$851,000</td>
<td>$948,400</td>
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<tr>
<td>Category</td>
<td>Project Description</td>
<td>TAP/OBPAC Award</td>
<td>Total with local match</td>
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<td>---------------------------</td>
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<td>Applicant</td>
<td>Historic Columbia River Highway State Trail: Warren Creek - Lindsay Creek State Park</td>
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<td>$680,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Florida

- 2013 Obligation: $30.93 million
- 62.96% of Apportioned Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
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<tr>
<td>2014</td>
<td>$55,133,807</td>
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<tr>
<td>2015</td>
<td>$54,828,904</td>
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<tr>
<td>2016</td>
<td>$51,202,613</td>
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<tr>
<td>2017</td>
<td>$47,354,126</td>
</tr>
<tr>
<td>2018</td>
<td>$47,348,413</td>
</tr>
</tbody>
</table>

Total: $255,867,863
Community Choices for Idaho

Goals:

- Provides an annual process to solicit locally identified projects and potential funding opportunities.
- Enhances ITD’s ability to leverage all funding sources for sponsored projects, including the Transportation Alternatives Program funding source.
- 70-90% for Infrastructure projects
- 10-30% non-infrastructure projects
Idaho

Application Process:

- **Pre-Application**: Letter of intent outlining project sponsor, elements, and preliminary cost estimates. Eligible projects invited to full application.
- **Full-Application**: 2 Page with supporting materials.
- **Selection Process**: Ranked based on project need, benefits (mobility, safety, economic opportunity), and feasibility (stakeholder support, project sustainability, financial commitment, technical feasibility).
Advisory Committee

- Jim Coleman, ITD Board Member District 1
- Julie DeLorenzo, ITD Board Member District 3
- Lee Gagner, ITD Board Member District 6
- Mike Edwards, Department of Environmental Quality, CMAQ Committee
- Terry Heslin, BLM, Scenic Byway Advisory Committee (designated representative by the SBAC Chairman Reid Rogers)
- Toni Tisdale, COMPASS
- Eric Kingston, Idaho Housing and Finance Authority, Idaho Bicycle and Pedestrian Committee
- Lori Porreca, Federal Highway Administration
- Elaine Clegg, Idaho Smart Growth, Safe Routes to School Committee
- Deb Smith, CEDA, Public Transportation Advisory Committee
**Virginia**

- **FY 13:** Selected prior to MAP-21, TMAs approved
- **FY 14:** Funding only for existing projects

<table>
<thead>
<tr>
<th>TAP</th>
<th>Fed</th>
<th>Match</th>
<th>Total</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$5,429,169</td>
<td>$1,357,292</td>
<td>$6,786,461</td>
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<tr>
<td>2</td>
<td>$460,000</td>
<td>$115,000</td>
<td>$575,000</td>
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<td>3</td>
<td>$136,000</td>
<td>$34,000</td>
<td>$170,000</td>
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<td>4</td>
<td>$483,000</td>
<td>$120,750</td>
<td>$603,750</td>
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<table>
<thead>
<tr>
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<th>Federal</th>
<th>Match</th>
<th>Total</th>
<th>Count</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>$10,620,196.00</td>
<td>$2,655,050.00</td>
<td>$13,275,246.00</td>
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<tr>
<td>2</td>
<td>$440,000.00</td>
<td>$110,000.00</td>
<td>$550,000.00</td>
<td>2</td>
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<tr>
<td>3</td>
<td>$1,718,000.00</td>
<td>$429,500.00</td>
<td>$2,147,500.00</td>
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<tr>
<td>4</td>
<td>$628,000.00</td>
<td>$157,000.00</td>
<td>$785,000.00</td>
<td>2</td>
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<tr>
<td>6</td>
<td>$1,397,000.00</td>
<td>$349,250.00</td>
<td>$1,746,250.00</td>
<td>4</td>
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</table>
NAVIGATING MAP-21

TA Professionals Seminar
July 17, 2013
Advocacy Advance Partnership

THE LEAGUE OF AMERICAN BICYCLISTS since 1880

Alliance for Biking & Walking

Advocacy Advance
Tools to Increase Biking and Walking

Funded by SRAM
Navigating MAP-21 Campaign

- Fully fund, staff, and implement TA
- Fully spend existing funds
- Maximize bike/ped spending across all programs

www.AdvocacyAdvance.org/map21
Navigating MAP-21
Transportation Alternatives

www.AdvocacyAdvance.org/MAP21

Compiled by Advocacy Advance
Data Source: FHWA
Workshops

Anchorage, AK
Tucson, AZ
Hartford, CT
Atlanta, GA
Indianapolis, IN
Wichita, KS
Baton Rouge, LA
New Orleans, LA

Concordia, MO
Jefferson City, MO
Rochester, NY
Tulsa, OK
Pittsburgh, PA
Memphis, TN
Houston, TX
Harrisonburg, VA
Upcoming Workshops

- July 18: Bentonville, AR
- Aug 8: Chesapeake, VA
- Sep 26: Charleston, WV
- Oct 17: Omaha, NE
- Nov 4-8: Florida (multiple locations)

www.AdvocacyAdvance.org/trainings
**Webinar 7/22 (2pm ET) One Year Later: Where We Are on TAP**

---

### Status of Implementation of the Transportation Alternatives Program and the Impact on Safe Routes to School

Current as of July 1, 2013

<table>
<thead>
<tr>
<th>State</th>
<th>Leftover funds? (as of 3/13)</th>
<th>Plans for remaining SRTS funds</th>
<th>Transferring Funds Out of TAP?</th>
<th>Adding Money to TAP?</th>
<th>SRTS - standalone program or combined with TAP?</th>
<th>Due date of first TAP award cycle</th>
<th>Coordinator retained?</th>
<th>For SRTS Projects under TAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
<td>No</td>
<td>Combined with TAP</td>
<td>Summer 2013</td>
<td>Yes + TAP duties</td>
<td>20% match, cash only</td>
</tr>
<tr>
<td>Alaska</td>
<td>~$5M</td>
<td>Applications due May 2013; some for existing contracts</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>Yes + TAP duties</td>
<td>10% match, cash only</td>
</tr>
<tr>
<td>Arizona</td>
<td>~$5M</td>
<td>To be determined</td>
<td>No decision yet</td>
<td>Likely no</td>
<td>Combined with TAP</td>
<td>No decision yet</td>
<td>Yes</td>
<td>5.7% match, cash only</td>
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<tr>
<td>Arkansas</td>
<td>~$4M</td>
<td>Applications due February 2013</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
</tr>
<tr>
<td>California</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
<td>For 2013, added $2.6M from STP; no decision for 2014</td>
<td>No decision yet</td>
<td>Standalone SRTS ($1.5M) for 2013; combined with TAP starting in 2014</td>
<td>March 2013 for standalone SRTS TAP funds</td>
<td>Yes</td>
</tr>
<tr>
<td>Colorado</td>
<td>~$4M</td>
<td>Applications due December 2013</td>
<td>No</td>
<td>Added $2.6M for HSIP</td>
<td>No decision yet</td>
<td>Standalone SRTS ($1.5M) for 2013; combined with TAP starting in 2014</td>
<td>March 2013 for standalone SRTS TAP funds</td>
<td>Yes</td>
</tr>
<tr>
<td>Connecticut</td>
<td>~$3M</td>
<td>Using for existing projects</td>
<td>No</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>Yes</td>
</tr>
<tr>
<td>Delaware</td>
<td>~$3M</td>
<td>Funds available on rolling basis</td>
<td>No</td>
<td>Adding $2.6M for 2014</td>
<td>Combined with TAP</td>
<td>No decision yet</td>
<td>Yes + other duties</td>
<td>20% match, in-kind allowed; some state assistance</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>~$3M</td>
<td>Funds available on rolling basis</td>
<td>No</td>
<td>Adding to SRTS from STP, other sources</td>
<td>Standalone SRTS</td>
<td>March 2013 for standalone SRTS TAP funds</td>
<td>Yes</td>
<td>20% match, cash only</td>
</tr>
<tr>
<td>Florida</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>State provides the required match</td>
</tr>
<tr>
<td>Georgia</td>
<td>~$13M</td>
<td>Using for existing projects</td>
<td>Yes, but using other funds for bike/ped</td>
<td>No</td>
<td>No decision yet</td>
<td>No decision yet</td>
<td>Yes + other duties</td>
<td>20% match, in-kind allowed</td>
</tr>
</tbody>
</table>

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Register Online: [www.advocacyadvance.org/trainings#webinars](www.advocacyadvance.org/trainings#webinars)
### Key Findings

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Yes</th>
<th>No</th>
<th>Undecided</th>
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</thead>
<tbody>
<tr>
<td>Fully fund TA</td>
<td>35 states</td>
<td>6 states</td>
<td>10 states</td>
</tr>
<tr>
<td>Add $ to TA</td>
<td>9 states</td>
<td>22 states</td>
<td>20 states</td>
</tr>
<tr>
<td>Set up a grant process</td>
<td>26 states</td>
<td>25 states</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Additional Resources

- Research and reports
  - Local funding
  - Performance measures
  - State Transportation Improvement Program
- Grants and scholarships
- Technical assistance
Metropolitan Planning Organizations

Darren Flusche
Policy Director
League of American Bicyclists, Advocacy Advance
MAP-21
2013
$52 billion

Biking projects are eligible under many funding programs, but one of the most important is...

2013
$809 million
TRANSPORTATION ALTERNATIVES

EACH STATE DEPARTMENT OF TRANSPORTATION GETS ITS SHARE OF THIS MONEY

$81 million
State DOTs can take Recreational Trails funds off the top and...

$728 million
...the rest of the money is available for local projects through competitive processes.

$364 million
The state DOT distributes half the money based on population...

$364 million
For the other half of the money, the state DOT runs a competitive process to fund local projects.

Communities with populations of less than 5,000 residents
Communities with populations of 5,000 to 200,000 residents
Metropolitan areas of more than 200,000 residents

Entities in large metro areas can participate in a separate MPO competitive process.

Local entities can apply for money through the state-run competitive grant process.

WARNING!
Your DOT can decide to take this money, that could be spent on biking and walking, to fund highways or other road uses!

The local entities that are eligible to apply for funding are school districts, local governments, local transportation planning agencies, tribal governments and public land management agencies.
## Distribution of Funds: Arkansas

### Arkansas's Transportation Alternatives Allocations

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL TAP</td>
<td>$10,835,135</td>
</tr>
<tr>
<td>REC TRAILS</td>
<td>$1,493,969</td>
</tr>
<tr>
<td>REMAINING TAP</td>
<td>$9,341,166</td>
</tr>
<tr>
<td>AREAS OVER 200K</td>
<td>$1,228,127</td>
</tr>
<tr>
<td>5K &lt; AREAS ≤ 200K</td>
<td>$1,246,986</td>
</tr>
<tr>
<td>AREAS ≤ 5K</td>
<td>$2,195,470</td>
</tr>
<tr>
<td>ANY AREA</td>
<td>$4,670,583</td>
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### URBANIZED AREA

<table>
<thead>
<tr>
<th>URBANIZED AREA</th>
<th>POPULATION</th>
<th>TAP SUB-ALLOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fayetteville--Springdale—Rogers</td>
<td>295,081</td>
<td>$472,647</td>
</tr>
<tr>
<td>Little Rock</td>
<td>431,388</td>
<td>$690,977</td>
</tr>
<tr>
<td>Memphis</td>
<td>40,270</td>
<td>$64,503</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>766,739</strong></td>
<td><strong>$1,228,127</strong></td>
</tr>
</tbody>
</table>
MPO Working Group

- Mitch Barloga, Northwestern Indiana Regional Planning Commission (Portage, IN)
- Aaron Bartlett, Mid-America Regional Council (Kansas City, MO)
- Ann Chanecka, Pima Association of Governments and City of Tucson (Tucson, AZ)
- Sandy Fry, Capitol Region Council of Governments (Hartford, CT)
- David Henderson, Miami--Dade Metropolitan Planning Organization (Miami, FL)
- Dan Jatres, New Orleans Regional Planning Commission (New Orleans, LA)
- Leslie Meehan, Nashville Area Metropolitan Planning Organization (Nashville, TN)
- Tom Murtha, Chicago Metropolitan Agency for Planning (Chicago, IL)
- Byron Rushing, Atlanta Regional Commission (Atlanta, GA)
- Gabe Thum, Pima Association of Governments (Tucson, AZ)
AdvocacyAdvance.org

“How Metropolitan Planning Organizations Plan for and Fund Bicycling and Walking Investments”

Release Date: Monday, July 22nd:

“Transportation Alternatives Program Competitive Grant Processes: Examples of Regional Applications”
Regional TAP Trends
The Waiting Game

- MPOs waiting for DOTs
- DOTs waiting for guidance
- Guidance out now
Playing the Hand You’re Dealt

- One call for two years (Chicago, IL)
- MPO “Pot II” eligibility
- Minimums (Fayetteville, AR)
- Caps (Birmingham, AL)
- Think bigger (Denver)
Regional TAP Applications
Priority Areas

- Transportation & Mobility
- Safety
- Intermodal connection
- Quality of life
- Equity
- Safe Routes to School
National Capital Region

- Accessibility for All Users
  - Choices
  - Safety
  - Disabilities
- Safe Routes to School
- Transit & Employment
- Project Coordination

Advocacy Advance
Tools to Increase Biking and Walking
Northwestern Indiana Regional Commission (NIRC)

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Ped/Bike Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ 80% – Pedestrian &amp; Bicycle Projects</td>
<td>□ Enhances regional trail network (45 points)</td>
</tr>
<tr>
<td>□ 10% – Environment &amp; Historic Projects</td>
<td>□ Potential trail users (25)</td>
</tr>
<tr>
<td>□ 10% – Safe Routes to School</td>
<td>□ Environmental Justice</td>
</tr>
<tr>
<td></td>
<td>□ Agency partnerships</td>
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<td>□ Intermodal</td>
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<td>□ Project Readiness</td>
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Advocacy Advance
Tools to Increase Biking and Walking
Priority Areas – Examples
Transportation & Mobility

Northwestern Indiana Regional Commission (Portage, IN)

- Usage
- Destinations
- Employment
- Connectivity

VI

Potential Trail User Pool (25 Points Maximum) - SHOW ALL WORK VIA ATTACHMENT

Part 1 - Draw Map

On a map, create a band at either 1/2 mile on either side of the proposed segment of trail corridor that the project is contained within or 1 mile on either side of the trail corridor. If the 1/2 mile (each side) band is chosen, the generators are worth 1 point each. If the 1 mile (each side) band is chosen, the generators are worth 1 1/2 point each. The project sponsor should look at both conditions to determine which will provide the best score.

To create the band around the trail, start with the trail as the center and add a parallel line to each side of the trail and close the ends of the bands with two perpendicular lines. For a 1 1/2 mile condition the map would look as follows:

Part 2 - Count Corridor Specific Generators:
Within the boxed area that you have created, count all the following traffic generators that are WHOLLY OR PARTIALLY contained within the box. List each traffic generator ONCE and IN ONLY ONE CATEGORY BELOW:

1) Parks:
2) Schools:
3) Post Offices:
4) Public Libraries:
5) Other municipal buildings such as town/city hall and other buildings involved in public businesses:
6) Existing or funded Regional Priority Trail Corridors:
7) Are there twenty or more retail business within the trail band?

No = 0 / Yes = 1
Memphis Urban Area MPO (Memphis, TN)

Safety and Security:

- All crashes (auto, ped, bike/length of project)
- History of crash incapacitating or killing a pedestrian or bicyclist? (List the date and location of the fatal accidents.)
- Traffic calming and design improvements?
- Incorporate any security improvements?
Intermodal Connection

Metropolitan Washington Council of Governments (Washington, DC)

- Within 3/4 of a Metrorail?
- Linkages to transit and/or employment?
Quality of life

Knoxville Regional Planning Organization (Knoxville, TN)
Equity

Serving Communities of Concern

- Does the project/program serve residents of the Communities of Concern within the TPO urbanized area?
- High concentration seniors, those living in households with no motor vehicles, people with disabilities, racial minorities, and people living in poverty.
- Environmental justice

Chocolate City Freedom Ride:
A Environmental Justice Tour of DC

Bike or Metro Rail Tour
June 2nd 12-4pm

For More Info visit EJCC.org
Or Contact Kari @ (202) 630-4621

Advocacy Advance
Tools to Increase Biking and Walking
Safe Routes to School

- Balanced of infrastructure and non-infrastructure (Michigan)
- Data Collection (National Center)
- Potential Benefit (Florida)
- School and Neighborhood Engagement (Florida)
- Equity (Ohio)
- Community Connections (Florida)
Contact Us!

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