

May 27, 2014

TO: Members of the MAG Management Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: SECOND CALL FOR APPLICATIONS FOR FY2015 TRANSPORTATION ALTERNATIVES
NON-INFRASTRUCTURE SAFE ROUTES TO SCHOOL PROJECTS

Member agencies are invited to submit applications for programming Transportation Alternatives (TA) non-infrastructure Safe Routes to School projects in FY2015. **Signed project applications must be submitted to MAG by 10:00 a.m. on June 30, 2014. Late applications will not be accepted.**

The Maricopa Association of Governments region is allocated \$400,000 per year to fund Safe Routes to School (SRTS) grants for qualifying projects that would not involve any road improvements. In January of 2014 MAG issued a call for projects for FY2015-2017. Three applications were received and recommended, resulting in an amount remaining for programming of \$285,500 in FY2015 and \$310,000 in each FY2016 and FY2017. This call will include programming of FY2015 funds only in order to fully program that fiscal year program and meet the upcoming June 30, 2015 obligation deadline. The maximum amount for a project is \$135,000. A future call for programming FY2016 - 2017 TA non-infrastructure SRTS projects is anticipated to be issued early in 2015.

This call for SRTS projects will provide an opportunity for previously approved projects in FY2016 and FY2017 to be advanced to FY2015 and/or project scopes modified to increase the overall funding request in FY2015. The grant application process will also be open to new grant applications that can meet the obligation deadline.

The applications may be downloaded from the MAG website under the MAG Transportation Safety Program area, on the Safe Routes to School webpage: <http://srts.azmag.gov>. Under the MAG TA program, all SRTS grant applications must now be submitted by a MAG member agency. In addition, the overall competitive application schedule and the TA program goals and objectives are enclosed with this memorandum.

If there are any questions, please contact Margaret Boone at mboone@azmag.gov or at (602) 254-6300.

cc: Transportation Safety Committee
Bicycle & Pedestrian Committee
MAG Intergovernmental Representatives

Transportation Alternatives - Competitive Process for Non-Infrastructure Projects

Date	Action
May 28, 2014 3:00 p.m.	Application available on MAG SRTS website at http://srts.azmag.gov
June 12, 2014 12:00 Noon	Deadline to request crash data from MAG for Application Part C 10.
June 30, 2014 10:00 a.m.	Due Date and Time for ONE complete and signed copy of each application with a copy on a CD, at MAG - 302 N. 1st Ave, Ste 200, 85003. No late or incomplete applications will be accepted.
June 30, 2014 3:00 p.m.	Application receipts will be provided to the agencies <u>by email</u> . Agencies notified of any missing components.
July 7, 2014 10:00 a.m.	Due Date and Time to provide any missing components <u>by email</u> to MAG staff. No late or incomplete applications will be accepted.
July 7, 2014 3:00 p.m.	Application packets available for the Transportation Safety Committee: Evaluation sheets sent <u>by e-mail</u> , applications posted on the MAG SRTS website.
July 14, 2014 Noon	Due Date and Time for Transportation Safety Committee to submit Final Reading Scores and questions/comments <u>by email</u> to MAG staff.
July 15, 2014 3:00 p.m.	Completed project list sent to the Transportation Safety Committee with July 22, 2014 meeting agenda.
July 22, 2014 10:00 to 11:30 a.m.	Project discussion and evaluation by MAG Transportation Safety Committee. A representative from the local agency applicant must be in attendance.
July 31, 2014	TRC Committee Reviews and recommends projects for funding.
August 2014	MAG Management, TPC, Recommends projects for funding and Regional Council approves projects for funding and amends the TIP.

Transportation Alternatives Non-Infrastructure Program Goals, Objectives & Performance Measures

Goals:

Establish a transparent and documented project application, review, and evaluation process for programming Transportation Alternatives Funding of non-infrastructure projects.

Fund programs eligible under the MAP-21 Transportation Alternatives funding guidelines for non-infrastructure Safe Routes to School.

Support bike and pedestrian activities that promote safe transportation for k-8 students to schools or address an identified or perceived safety issue on routes to k-8 schools.

Fund non-infrastructure programs with the potential of effecting the greatest number of k-8 students, thereby utilizing the funding in the most effective and efficient manner.

Engage the community/partners in supporting non-infrastructure programs, thereby ensuring sustainable programs.

Objectives:

Through the development and delivery of broad-based, community supported, cost effective educational and promotional material, enable and encourage children, including those with disabilities, to walk and bike to school.

Develop training and educational programs which emphasize a safe a transportation alternative for bicycling and walking to school, thereby encouraging a healthy and active lifestyle from an early age.

Establish and sponsor cost effective incentive programs that facilitate the data collection, planning and development of programs and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Evaluation of Projects/Performance Measurement

Quantitative (50%):

- a. Number of bike-car, ped-car crashes on the main walking/biking route to school
- b. % of students that walk/bike to school per k-8 school
- c. Posted speed limit and/or measured ADT (number of lanes if ADT not measured) on the main walking/biking route(s) to school

Qualitative (50%):

- d. Improved safety for K-8 schools/eligible activities under TA non-infrastructure SRTS guidance (see guidance document provided)
- e. Program addresses bike-vehicle or pedestrian-vehicle conflicts (e.g. education components)
- f. Program addresses quantifiable and/or perceived crash risk (e.g. number of bike/ped crashes)
- g. Program is included in local/district/school plans and policies
- h. Program has a method to measure success (before and after)
- i. Program includes education and promoting the project
- j. Program includes ADA consideration (e.g. accessibility on routes and for events)
- k. Program includes method for agency or school to maintain the program

PRESENTATION AND RANKING (Non-weighted) (score determined by Transportation Safety Committee members prior to presentations)

- Value of the project for the local jurisdiction and the region
- Jurisdiction's ability to maintain the project

D. ELIGIBLE PROJECT SPONSORS

Under 23 U.S.C. 213(c)(4)(B), the **Eligible Entities** to receive TAP funds are:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

E. ELIGIBILITY

For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K - 8). Other eligible non-infrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TAP funds regardless of their ability to serve school populations, and SRTS infrastructure projects are broadly eligible under other TAP eligibilities, which do not have any location restrictions.

Existing SRTS programs have used non-infrastructure funds for the following purposes:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.
- Modest incentives for SRTS contests and incentives that encourage more walking and bicycling over time.
- Safety and educational tokens that also advertise the program.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for data gathering, analysis, and evaluation reporting at the local project level.
- Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.
- Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts. The intent is not to pay volunteers for their time. In some cases, however, a State may permit paying

a stipend to a “super volunteer” to coordinate its local program(s). This is an important possibility to keep open for low-income communities. It may be beneficial to set a limit on the maximum value of a stipend, such as \$2000/school year.).

- Costs to employ a SRTS Program Manager, which is a person that runs a SRTS program for an entire city, county, or some other area-wide division that includes numerous schools. (Program Managers may coordinate the efforts of numerous stakeholders and volunteers, manage the process for implementation at the local or regional level, and may be responsible for reporting to the State SRTS Coordinator.)
- Costs to engage the services of a consultant (either non-profit or for-profit) to manage a SRTS program as described in the prior bullet.

Possible SRTS programs for utilizing non-infrastructure funds under the above list:

- Costs to engage the services of a consultant (either non-profit or for-profit) to develop SRTS studies, including data gathering, analysis, and generation of walking/biking route maps. – Under review by FHWA and ADOT
- Bulk item ordering; best for a lead agency to order for several local agency programs, such as bike helmets, crossing guard vests, stop paddles, 15 MPH rollout signs, etc. These items will need to comply with federal, state, and local standards.
- Development of program websites to more easily and efficiently promote, track, and report program progress and obtain community feedback. – Under review by FHWA and ADOT.