



Energy Block Grants Work!
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TODAY'S WEBINAR TOPIC

**Funding Opportunity:
FHWA Grants Available for "Livable"
Transportation Grants**

Speakers:



Andrew Seth
Executive Director
Climate Communities



Sloan Dawson
Urban Planner
Metropolitan Area Planning Ass.
Omaha, NE



Upcoming Grant Opportunities

FHWA Transportation,
Community & System
Preservation Grants
Due January 6, 2012

EPA Urban Waters Small Grants
Due January 23, 2012

December 1, 2011

For more information: www.climatecommunities.us



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Recorded Webinar and PowerPoint Archive

All 2011 recorded webinars and PowerPoints are available at:
www.climatecommunities.us/webinars.html

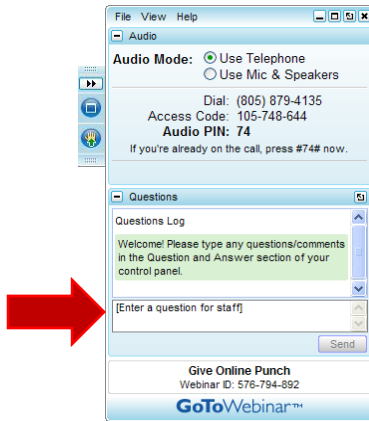




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Asking questions



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Upcoming Webinars

December 8, 2011

EPA Urban Waters Small Grants Program

December 15, 2011

Using Competition to Encourage Energy Efficiency Improvements: Kansas' Take Charge Challenge

Off until January 8, 2012



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Today's Agenda

- I. Overview of Transportation, Community & System Preservation (TCSP) Grant Program
- II. Competitive TCSP Grant Tips
- III. TCSP Profile: Metropolitan Area Planning Agency's (Omaha-Council Bluffs) Bicycle-Pedestrian and Complete Streets Corridor Project



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FY 2012 FHWA Discretionary Grant Programs

- **Transportation, Community, and System Preservation**
- Delta Region Transportation Development
- Ferry Boat
- Highways for LIFE
- Innovative Bridge Research and Deployment
- Interstate Maintenance
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highways
- Rail Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Truck Parking Facilities
- Value Pricing Pilot Program



www.fhwa.dot.gov/discretionary/index.cfm



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FY 2012 TCSP Grant Overview

- Funding Availability: \$29 million
- Match: At least 20% required
- Project must be listed on State Transportation Improvement Program (STIP)
- Project Term: 4 years
- Application Deadline: January 6, 2012



www.fhwa.dot.gov/tcsp/



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TCSP Program Goals

- Improve the efficiency of the transportation system
- Reduce the impacts of transportation on the environment
- Provide efficient access to jobs, services and centers of trade
- Examine community development patterns and strategies to foster private sector development





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TCSP Eligibility

- Local Governments
- Metropolitan Planning Organizations
- Tribal Governments
- States



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**SUSTAINABLE CITY
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www.sCityNetwork.com



TCSP Project Selection Criteria

- Livability
 - Operational improvements
 - Safety improvements
 - Complete street strategies
 - Traffic calming
 - Street connectivity improvements
 - Reduction of conflicts through access management
 - Development of livability plans





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TCSP Project Selection Criteria

- State of good repair
- Safety
- Expeditious completion of project
- State priorities
- Leveraging of private or other public funding
- Amount of TCSP funding
- National distribution



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TCSP Project Examples

- | | |
|--|---------------------------|
| • Transit Programs | • Recreation/Trails |
| • Congestion Mitigation/Air Quality Improvements | • Safety Projects |
| • Carpool/Vanpool Projects | • Federal Aid Highways |
| • Transportation Enhancements | • Byways |
| | • Bridges |
| | • Ferry Boats & Terminals |



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TCSP Grant Process

- Must submit to FHWA Division Office by January 6, 2012
www.fhwa.dot.gov/about/field.cfm
- FHWA Division Offices submit proposals to Headquarters by January 13, 2012
- Awards expected April/May 2012



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Competitive TCSP Grant Tips

- Ensure that your project satisfies most, if not all, of the six HUD-DOT-EPA Livability Principles
 - Provide more transportation choices
 - Promote equitable, affordable housing
 - Enhance economic competitiveness
 - Support existing communities
 - Coordinate and leverage federal policies and investment
 - Value communities and neighborhoods



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Competitive TCSP Grant Tips

- Sweet spot for requests: \$500,000 - \$1 million
- Make the case that your project can be completed quickly
- Demonstrate the jobs and economic development potential of the project
- Exceed the 20% matching requirement
- Include maps, pictures and support letters



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Competitive TCSP Grant Tips

- Coordinate applications with the State DOT and metropolitan planning organization
- Attempt to get highly ranked by your state
- Contact your FHWA Division to share information about the project
- Build Congressional support



HEARTLAND CONNECTIONS:

Identifying Multimodal Corridors in the Omaha-Council Bluffs Metro

Sloan Dawson
 Transportation Planner
 Omaha-Council Bluffs
 Metropolitan Area Planning Agency



Some context

- Omaha-Council Bluffs MSA population (2010): 865,530
- Relatively compact and contiguous urban form relative to larger and smaller regional peers: MSA density >350/square mile
- Land use heavily influenced by unique state law
- Modal split characteristics:
 - Auto: 94%
 - Walk: 2.3%
 - Transit: <1%
 - Bike: <1%
- Typical modal split characteristics for American metros, but structural attributes of region could support higher modal split



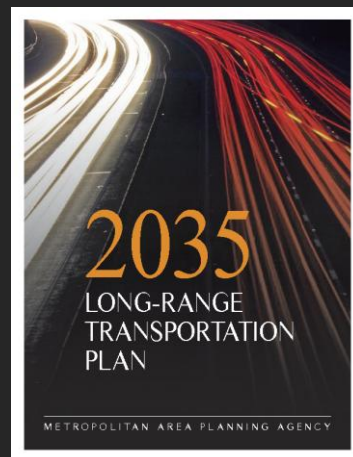
Within the last five years...

- Cycling culture develops and expands
- Young professionals group identifies balanced transportation as a key interest and public policy goal
- Jurisdictions begin responding to demand:
 - City of Omaha hires Bike-Ped Coordinator
 - City of Bellevue enacts Complete Streets ordinance
 - Sarpy County convenes Balanced Transportation Advisory Committee



2035 MAPA LRTP

- 90% of public comments cited need for better transit service, opportunities for active transportation
- Calls for creation of a regional plan for complete streets and multimodal corridors



TCSP funding opportunity

- FY 2011 competition for Transportation, Community, and System Preservation (TCSP) grants opened in spring 2011
- Grants support both *planning* and *implementation* projects
- Program goals include:
 - Improve the efficiency of the transportation system
 - Reduce the impacts of transportation on the environment
 - Reduce the need for costly future public infrastructure
 - Ensure efficient access to jobs, services, and centers of trade
 - Encourage private sector development patterns

From LRTP goal to project proposal

- TCSP grant a natural fit and catalyst for a regional bike-ped/complete streets corridor identification effort
- Began by developing a **statement of purpose and need**: with the increased demand for improved and expanded active transportation facilities, the region needs a coordinated strategy that enhances **connectivity, efficiency, safety, and environmental sustainability** of the overall regional transportation system.

Identifying the needs and opportunities

- CONNECTIVITY
 - Legible “spine” of complete, bicycle- and pedestrian-friendly streets
- EFFICIENCY
 - Prioritization makes most of scarce local and federal funds for investment in active and multimodal transportation
- SAFETY
 - Common standards for street treatments to reinforce system legibility, interactions of different users
- SUSTAINABILITY
 - Positive returns to air quality, public health

Structuring the process

- Phase “0:” complete inventory of current and planned bike-ped and complete street facilities in the region
- Phase 1: initial corridor identification exercise with jurisdictions, public charrettes
- Phase 2: procure consultant to analyze identified corridors, recommend enhancements
- Phase 3: establish standing active transportation advisory committee to oversee implementation of regional corridor plan and advance catalyzing projects to the MAPA Transportation Technical Advisory Committee, which develops the Transportation Improvement Program (TIP)

Identifying the outcomes

- Immediate outcome: plan for a regional “spine” of active and multimodal transportation facilities
 - This is the principal deliverable under TCSP funding
- Intermediate outcomes:
 - roster of projects that operationalize the spine
 - formalization of advisory and technical committees from the project phase into a standing active transportation advisory group responsible
 - i.e., a plan and a pipeline.

Subsequent developments

- Allocation from regional STP funds to support a regional transit vision and strategy
- Decision to combine projects and brand initial planning phases as a multimodal corridor identification effort, to ensure planning for transit, bike, ped, complete streets proceeds in tandem
- This in turn fits into a larger regional vision, which will be supported by a HUD Sustainable Communities Regional Planning grant (announced just last week)

Key takeaways

- Process, process, process. This operates on two levels – you need to have a strong process design for the project itself, but also show how what you're proposing to do fits into larger strategies and processes
- Show how your project will catalyze a systemic response
- Characterize the moment
- Clearly connect needs to outcomes, and highlight how your project will realize each program goal

QUESTIONS?

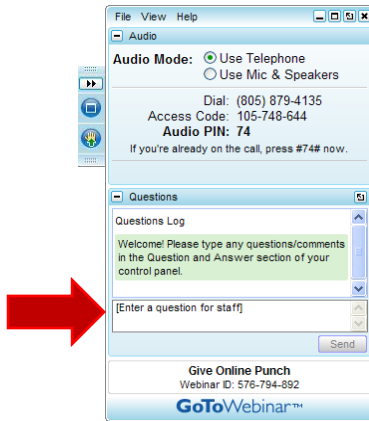
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Need Help? Contact Sustainable Strategies DC



Andrew Seth and Matt Ward have launched a new firm that can help you secure resources for revitalization and tools for success in the green economy



Focus areas:
Community Revitalization, Sustainable Development, Infrastructure Investment, Environmental & Clean Energy Technologies, Clean Transportation, and Brownfield Redevelopment

www.StrategiesDC.com