

Equity and Federal Active Transportation Funding: Results from ARRA Evaluation



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RWJF Active Living
Research

Image courtesy NTEC

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Overview of Presentation

- Transportation and Equity: Key Concerns
- Active Transportation and Transit: A Strong Equity Partnership
- Case Study: ARRA (Stimulus) Projects and Equity
- Implications for Sustainable Communities Funding



Equity Goals for Transportation Funding

1. Create Viable, Affordable Transportation Choices
2. Ensure Access to Jobs
3. Invest Equitably so that Transportation Supports All Communities
4. Make a Positive Impact on Community Health
5. Promote Environmentally Sustainable Communities

Active Transportation and Equity

- Many Residents Reliant on Active Transportation/Transit for Access to Jobs/Daily Services
- Minneapolis NMTTP Study: 29% of all trips in Minneapolis Walking/Bicycling/Transit
- Minneapolis NMTTP Study: 89% of Transit Trips Accessed by Active Transportation
- Promoting Active Transportation/Transit Partnership Provides:
 - 1) Economical
 - 2) Healthy and
 - 3) Sustainable Transportation Choices

Prior Research: Federal Transportation Funding for Bicycle and Pedestrian Projects, 1992-2004

- Over *10,000* bicycle and pedestrian projects funded through ISTEA, TEA-21 (2004)
 - *\$3.17 billion* for ISTEA and TEA-21 combined
 - *\$450 million* in year of highest funding
 - Supported under multiple FHWA programs
- Differences in per capita implementation by state
- Bicycle and pedestrian project implementation *less likely* in areas of persistent poverty and lower education

Prior Research: Policy Strategies for Promoting Active Transportation Choices

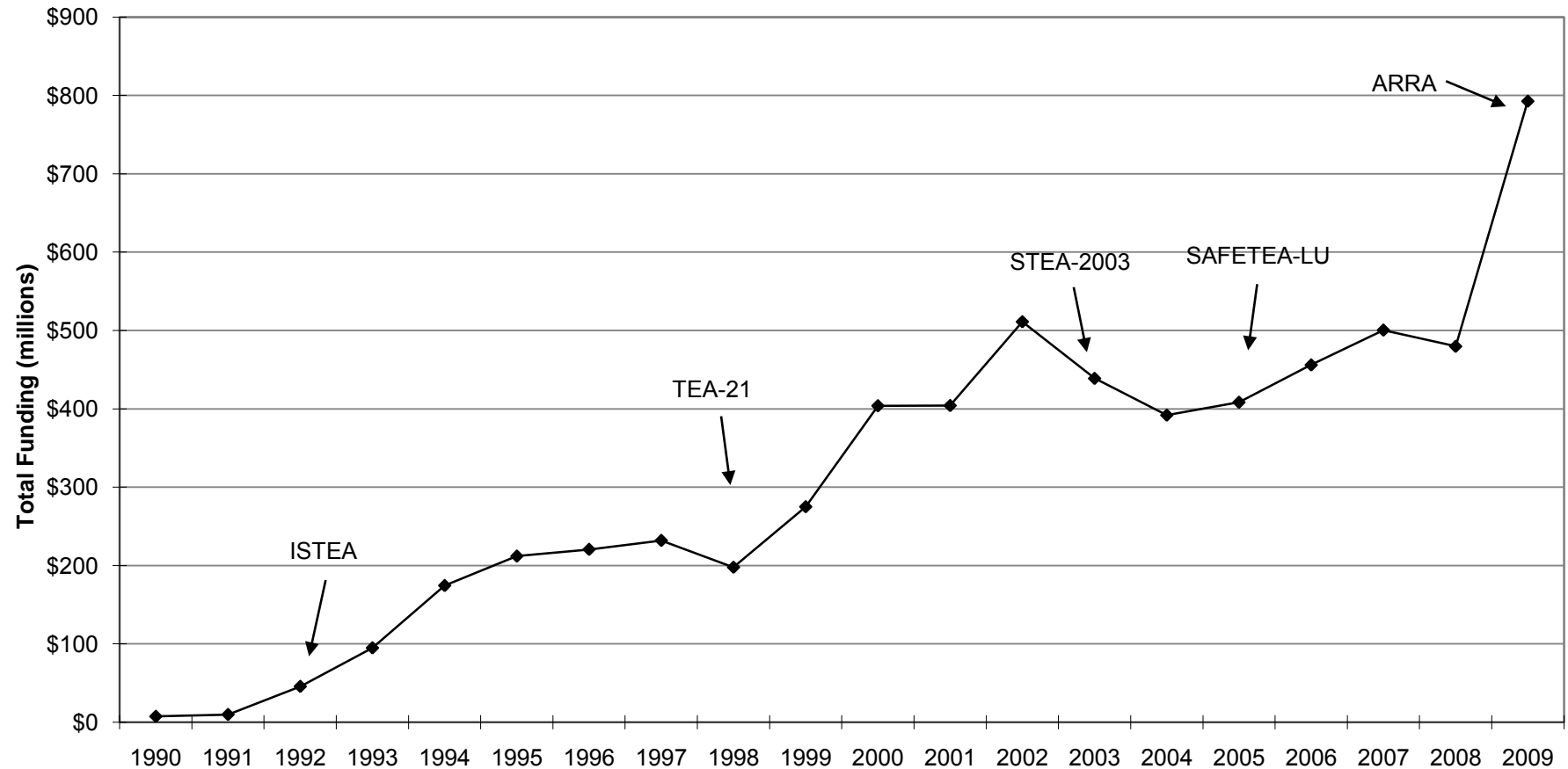
- Improve data tracking and monitoring systems and promote access to data on bicycle and pedestrian project implementation
- Create formal linkages between public health goals and transportation funding guidelines
- Lower barriers to implementing bicycle and pedestrian projects, particularly in underserved communities

Case Study: Stimulus Active Transportation Funding and Equity

- ARRA Projects Passed as Economic Stimulus, but Provided Significant Active Transportation Investment
- Active Transportation Component Ensured Through Transportation Enhancements Inclusion in ARRA (Provided \$412 Million Investment through FY 2009; Total \$800 Million)
- 3% of total 27.5 Billion in FHWA ARRA Funds (NTEC 2010)
- Provided Almost an Entire Additional Year Worth of Funding With No Federal Match Requirement
- Focus was on “Shovel Ready” Projects: Favored Well-Organized Communities

Federal Active Transportation Funding

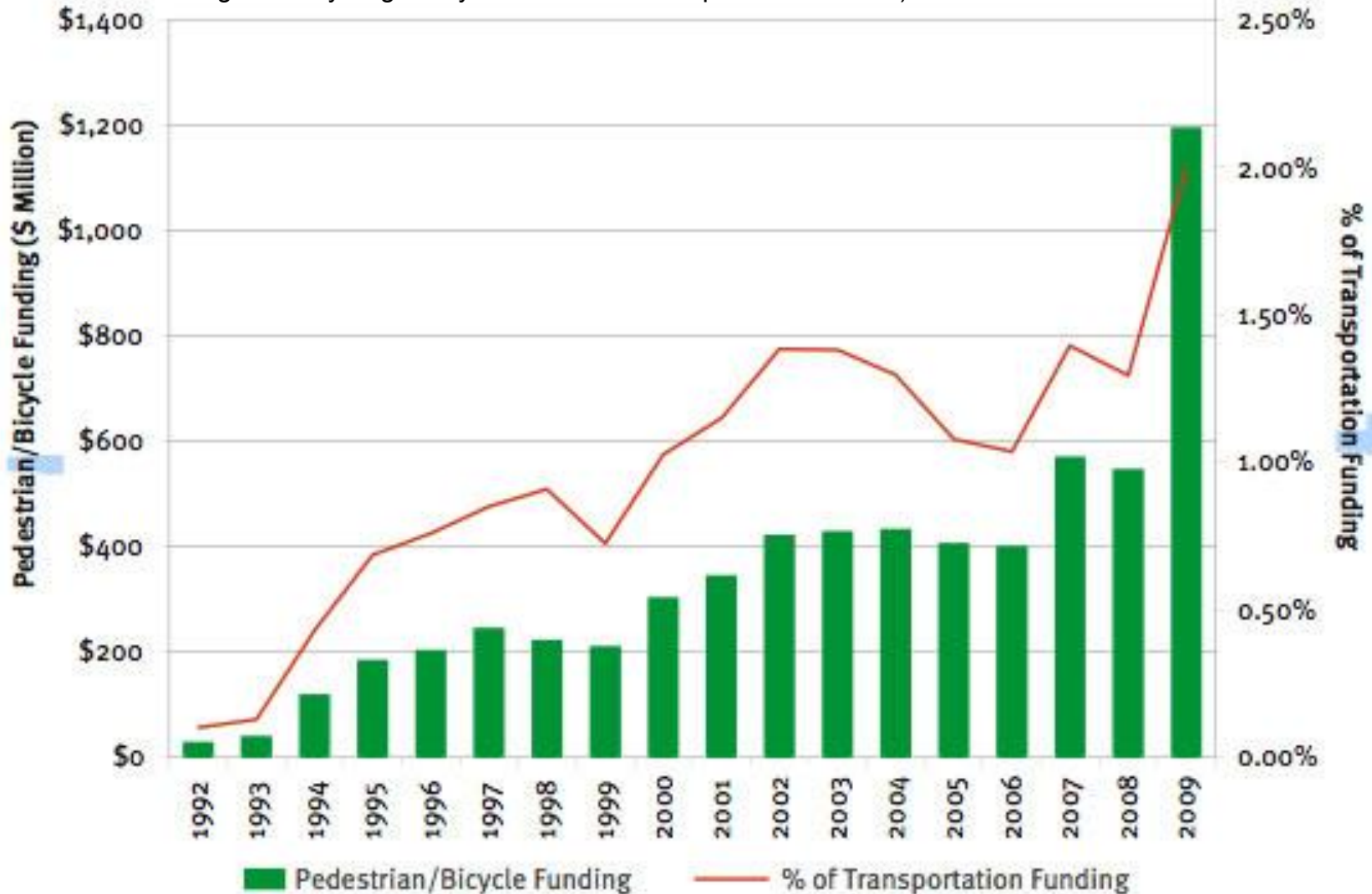
Total yearly federal funding obligations for bicycle and pedestrian-related projects implemented between 1990 and 2009, FMIS 1990-2009



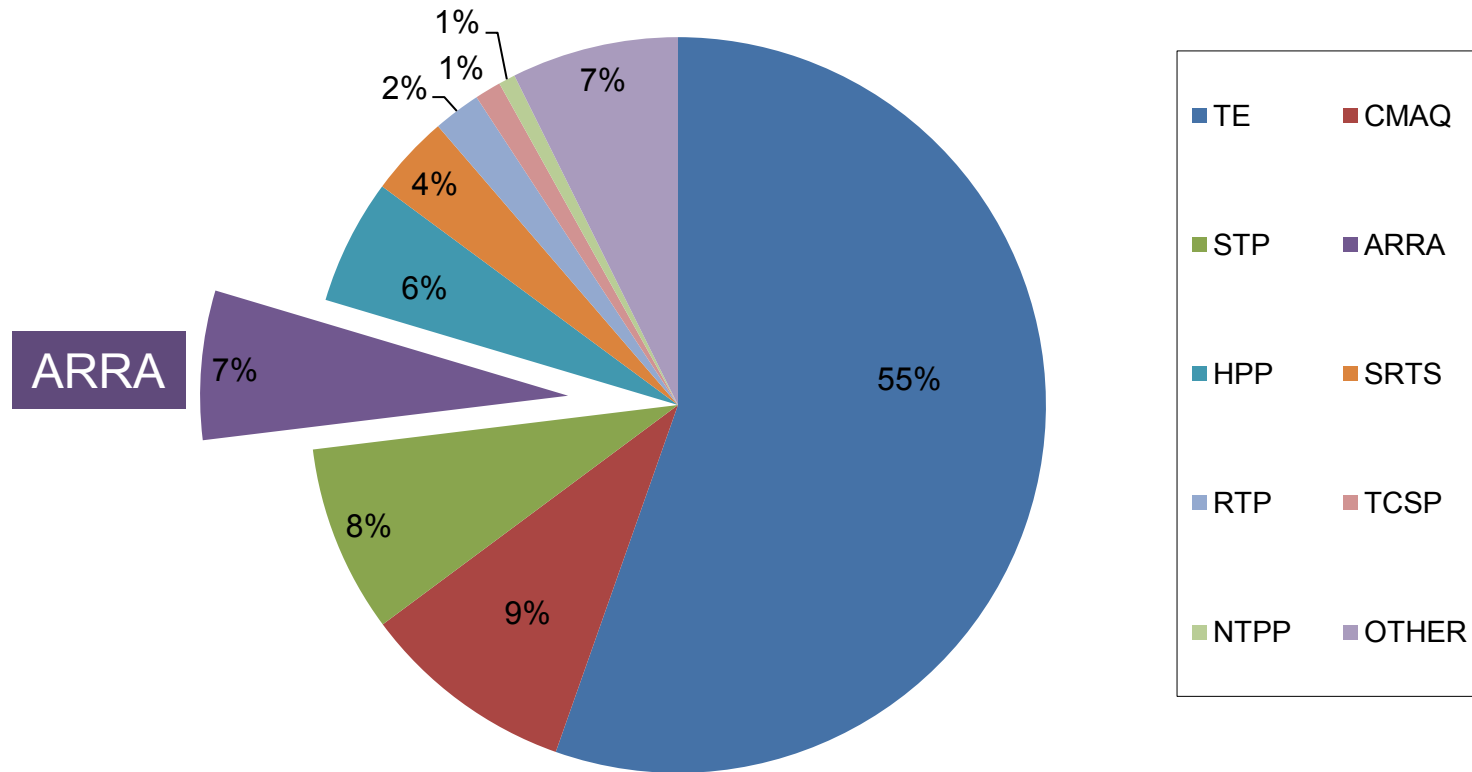
FHWA Includes All ARRA in 2009

Federal Pedestrian and Bicycle Funding, 1992–2009

National Walking and Bicycling Study: 15 Year Status Report FHWA 2010)



Total Bicycle & Pedestrian Funds Obligated, 1974-2009



Descriptive Statistics of ARRA Projects (N=595)

Characteristic

	<u># of Projects</u>		<u>Total Funds Obligated (\$)</u>
	<i>n</i>	%	
All Projects	595	100	412,023,146

	<u># of Projects</u>		<u>Total Funds Obligated (\$)</u>
	<i>n</i>	%	
Local or Statewide Project			
Local (county)	592	99.5	411,319,147
Statewide	3	0.5	703,999

Improvement Type	<u># of Projects</u>		<u>Total Funds Obligated (\$)</u>
	<i>n</i>	%	
Facilities for Pedestrians and Bicycles	565	95	399,541,129
Preservation of Abandoned Railway Corridors	2	0.3	1,750,000
Safety and Education for Peds/Bicyclists	28	5	10,732,017

Key Findings

1. Urban Counties More Likely to Implement ARRA Active Transportation Projects: Large Metropolitan Counties 5 times More Likely to Implement a Project Compared to Noncore Counties
2. Counties with Persistent Poverty or Low Education Less Likely to Implement ARRA project (28% and 16% less likely, respectively). These Differences Not Statistically Significant, However
3. Implementation of Other Federally-funded Active Transportation Projects Associated with Implementation of ARRA: 93% of Counties Implementing ARRA Projects Implemented other Federally-Funded Bicycle and Pedestrian Projects from 1992-2009

Implications

- Active transportation projects are moved forward from funding to implementation by an active constituency that “requests funding” for projects; Example: TE funding, etc
- Problem is that low-income communities can fail to be heard
- ARRA projects moved quickly with increased reliance on pre-existing plans: This may have resulted in more broad distribution of funds
- New Orleans Example: \$12 Million of Total \$14 Million in LA TE Funding

Implications

- “Merit driven” transportation funding is becoming increasingly proposed: transportation reforms designed to create a “bottom up decision-making” model that “links transportation, housing, energy, and environmental concerns” (Puentes 2010)
- While important in altering the transportation culture and creating transformative projects the merit-driven approach can leave behind communities that aren’t as well organized
- Sustainable Communities: Lansing, MI Example

PolicyLink (2010) Key Transportation Equity Issues	Potential Additional Issues
Link Land Use and Transportation Through Land Use Assesment	Should Also Include Health Impact Assessments
Target Funding in Areas with Preexisting Transportation Infrastructure	For Active Transportation, Need to Include Underserved Communities; Need to Avoid "Haves and Have Nots"
Change Match Requirements for Transit and Highways to Make More Balanced System	Should Also Include Transportation Enhancements
Offer Technncial Assistance to Help Encourage All Modes and TOD	Technical Assistance to Underserved Communities Vital: Trail-Oriented Development Assistance

Well-Designed
Trail Amenity
(Crompton
2001)

+

“Walkable
Urbanism”
Land Use Policy
(Leinberger 2007)

+

Development and
Redevelopment
Opportunities
(Shilling and
Logan 2008)



Trail-Oriented Development