

Bike Walk Twin Cities

Non-Motorized Transportation Pilot Program

A Few Fundamentals



What is the Non-Motorized Transportation Pilot Program?

In Section 1807 of the federal 2005 Transportation funding bill -- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) -- Congress established a pilot program to demonstrate the extent to which bicycling and walking could carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

In Minneapolis, the Non-Motorized Transportation Pilot Program is known as Bike Walk Twin Cities.

Why has Congress funded this program?

What is the need?

Congress is acting on transportation, environmental, and health concerns. *"In carrying out the program, the Secretary of*

Transportation shall develop statistical information on changes in motor vehicle, non-motorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment."

Which communities are involved and how were they chosen?

- 1) Columbia, Missouri
- 2) Marin County, California
- 3) Minneapolis area, Minnesota
- 4) Sheboygan County, Wisconsin

The pilot locations were identified by federal statute and represent a range of demographic and geographic conditions.

What is the scope of the program?

Each pilot has \$22 million to invest over a four-year period. Eligible investments are:

- data collection, analysis, and reporting
- educational programs
- promotion
- infrastructure projects that create a bicycle and pedestrian network
- network and project planning

Who administers the Minneapolis pilot?

Congress identified Transit for Livable Communities (TLC) to administer the pilot in the Minneapolis area. TLC is a nonprofit organization working to reform Minnesota's transportation system. Through advocacy, organizing, and research, TLC promotes a balanced transportation system that encourages transit, walking, bicycling, and thoughtful development. TLC is based in St. Paul and has been working in the Twin Cities region for over ten years.

What are the geographic limits of the awards?

Projects are eligible if they meet the criteria identified in the solicitation and are located in Minneapolis or provide connection to Minneapolis from the following communities: Brooklyn Center, Columbia Heights, Edina, Falcon Heights, Fridley, Golden Valley, Lauderdale, Richfield, Robbinsdale, Roseville, St Anthony Park, St. Louis Park, and St. Paul.

How are funds distributed?

The TLC Board of Directors makes project awards with recommendations and input from their appointed body of citizen and professional stakeholders, the Bike/Walk Advisory Committee. TLC has executed three solicitations that included categories of planning, infrastructure, operations, and innovative demonstrations. TLC has also made a number of direct awards. Description of all funded projects is available at www.bikewalktwincities.org

How are the pilot communities implementing the program?

Each pilot has latitude to address specific needs and opportunities in their community. Across the program projects include on-street and off-street bicycle and pedestrian facilities that increase safety and enhance the connectivity to key destinations and population centers. All pilots are also funding educational/outreach programs which create greater awareness of the benefits of bicycling and walking. The BWTC pilot in the Minneapolis area has funded a wide range of projects including the above as well as planning studies, demonstration innovations, and bicycle parking. Focus is on accomplishing short trips by biking or walking rather than driving.

Where is accountability for the program?

NTP is under the auspices of the Secretary of Transportation, specifically the Federal Highway Administration (FHWA). Projects funded under this program are treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code. In Minnesota, this means that funding follows authorization steps through the Minnesota Department of Transportation (Mn/DOT) and FHWA. All pilot communities will report to Congress in late 2010 on the outcomes of the program. The interim report to Congress is available here: www.fhwa.dot.gov/environment/bikeped/n TPP/

Where can I find more information?

Information about all the pilots: www.smartmobility.us/

Information about the Minneapolis area pilot, known as **Bike Walk Twin Cities**:
www.bikewalktc.org or 651-767-0298 ext 112

Information about education and outreach for the Minneapolis area pilot: Bike Walk Ambassadors
612-333-3410