# Active Transportation Funding Policy

**Center TRT, UNC HPDP**

## Logic Model for Nashville MPO Active Transportation Funding Policy

### Inputs
- Data from all MPO-led studies (e.g., 2009 Bike/Ped. Study, etc.)
- Public comments
- Data on health/transportation link
- Content experts
- Model MPO funding policies
- Review of peer MPO policies
- Current federal, state, and local policies
- Public comments
- Policymakers
- MPO Executive Committee (Mayors of the MPO region)
- Community members and stakeholders
- Advocates & champions for bike and pedestrian infrastructure
- Partnerships with government and other organizations
- Political will
- MPO BPAC
- Other

### Activities
#### Through process
- Engage public & partners
- Raise awareness about connection between health & transportation
- Advocate for policy change/funding promoting active transportation
- Educate the public & partners
- Develop/promote/promotional & outreach materials

#### Formulation
- Set priorities
- Select new policy approaches for USTP aligning with RTP principles
- Draft policy solutions
- Draft RTP

#### Enactment
- Engage MPO policy-makers, staff, and other stakeholders
- Enact organizational policies

#### Implementation (MPO level)
- Implement funding policies, including:
  - Distribute ATP Call for Projects
  - Local jurisdictions submit proposals
  - MPO assesses & scores project submissions
  - MPO selects/funds ATP projects (including education) (15% USTP)
  - Select/fund transit and technology projects (15% of USTP)
- Apply scoring criteria to other 70% of USTP

#### Implementation (State DOT)
- Coordinate with jurisdictions to build the MPO-funded projects
- Send quarterly progress reports to MPO

### Monitoring & Maintenance
- Monitor project submissions and assessment/scoring process to ensure high inter-rater reliability
- Maintain multi-disciplinary partnerships/relationships

### Outputs
#### Through process
- # of MPO promotional outreach materials developed/disseminated
- # of social media & other online tools used
- # public comments received/ community interactions
- # media stories about active transit/MPO plans
- Jurisdictions aware of MPO’s new policies
- Public aware of built environment/health connection
- USTP Funding policies proposed:
  - 15% - active transp.
  - 10% mass transit
  - 5% - technology improvements
  - Scoring criteria created for other 70% of USTP
- Funding policies endorsed by Exec. Committee
- Funding leveraged for projects

#### Funding policies
- # Nashville area residents to be reached by education activities
- # Nashville area residents to be reached by planned active transport/public transit infrastructure changes
- # reached through online strategies (website, Facebook, etc.)

#### Adoption
- USTP funding policy adopted by MPO Executive Board
- 2035 RTP and 2011-2014 TIP adopted by Executive Board

#### Implementation (MPO level)
- # and type of active transportation projects submitted & funded (for RTP and ATP)
- Scoring/funding policy acceptable to jurisdictions & MPO staff
- Scoring/funding policy feasible for MPO staff
- Scoring/funding policy affordable

#### Implementation (State DOT)
- # of projects constructed on schedule

### Monitoring & Maintenance
- Maintain reach of policy and education activities
- Monitor State DOT’s project construction

### Outcomes/Effectiveness

#### Short Term (1-3 years)
- Perceptions of the built environment/infrastructure for physical activity and active transportation
- Awareness of importance of active transportation and of supportive infrastructure for biking/walking
- Increased infrastructure for walking (e.g., sidewalks and greenways) & biking (e.g., bike lanes and greenways)
- Increased transportation options for all users (especially zero car households)

#### Intermediate (4-6 years)
- Culture change in support of active transportation
- Increased use of active transportation (biking, walking, and transit)

#### Long Term (7+ years)
- Effective in achieving population level improvements in physical activity
- Effective in achieving population level improvements in chronic diseases (obesity, hypertension, diabetes, cardiovascular disease)
- Equitable distribution of PA behavior improvements across population subgroups, particularly among those at greatest risk of obesity
- Cost Effective in achieving improvements

**Acronyms:**
- **MPO** – Metropolitan Planning Organization
- **ATP** – Active Transportation Program
- **BPAC** – Bicycle and Pedestrian Advisory Committee
- **USTP** – Urban Surface Transportation Program
- **RTP** – Regional Transportation Plan
- **TIP** – Transportation Improvement Program

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*Potential data sources on next page.*
### Process evaluation tools:
- Active Transportation Program Project Proposals
- Census data, including of High Health Impact Areas
- Online TIP map (progress of current and new projects)
- Local transit authority ridership logs and ridership demographics data
- Annual Bicycle and Pedestrian Count Program data – see Technical Memo #3B
- Road use data (where planned technological improvements would be implemented)
- Web analytics software (such as Google Analytics) – logging Facebook fans, unique website visitors, etc.
- Communications log/Communications plan
- Project submission log
- Notes from project evaluator discussions
- Results of surveys and public input events
- Stakeholder interviews (surveys may be appropriate instead) – To be conducted with jurisdictions submitting projects, project evaluators (MPO staff and members of BPAC), MPO partners, etc.
- Survey of MPO jurisdictions
- MPO Budget
- Adopted Regional Transportation Plan (RTP)
- State DOT Quarterly Reports

### Outcome evaluation tools:
- Bike and pedestrian infrastructure inventories
- Descriptions of new (funded) bike/pedestrian projects
- Census data
- Land use data
- Pedestrian Data Environment Scan (PEDS)
- Systematic Pedestrian and Cycling Environmental Scan (SPACES)
- Environmental Supports for Physical Activity Questionnaire