

**Transportation Choices Fund sources** – Ohio should set aside at least \$75 million each year in flexible federal funding, roughly 2 percent of Ohio's multi-billion dollar transportation budget, into a designated fund to expand Ohio's transportation choices (for fiscal years 2014 and 2015). Funding should increase to 10 percent of the state's transportation budget by 2020.

MAP-21 Program	General description	Can funds be used for alternative transportation choices?	Ohio FY 2013	Proposed set aside	Justification of proposed set aside
National Highway Performance Program	Improving the condition and performance of the National Highway System <b>Local Match:</b> 20 percent for NHS 10 percent for Interstate	Can be used for transit projects in certain circumstances (if transit line is adjacent to a freeway, will reduce delay on adjacent highway, and more cost effective improvement than highway), and bike/pedestrian infrastructure	\$743,787,447		
Surface Transportation program	Flexible, Multimodal Program <b>Local Match:</b> 20 percent, all modes	Transit capital projects, though not operating assistance; Bicycle, pedestrian, and recreational trails projects; Electric and natural gas vehicle infrastructure	\$342,118,873	<b>\$30,000,000</b>	Reflects roughly 9 percent of total STP funds, for the 9 percent of households with no access to a car (2011 ACS)
Highway Safety Improvement Program	Improving Safety for all road users <b>Local match:</b> 10 percent	Any project on a public road, sidewalk, trail or bike path in a state's Strategic Highway Safety Plan, including design elements to improve safety for bicycle riders and pedestrians, and persons with disabilities	\$81,734,884	<b>\$8,000,000</b>	Roughly 10 percent of HSIP funds to reflect bicycle and pedestrian fatalities in Ohio.
Congestion Mitigation Air Quality	Improving air quality in areas with high levels of air pollution <b>Local Match:</b> Usually 20 percent, sometimes 10 percent or none	Bicycle and pedestrian infrastructure; Transit capital projects, including commuter rail, and operating assistance under certain conditions (still being defined by FHWA); Carpool and vanpool services; Intermodal freight capital projects; Projects that shift traffic demand to other modes or otherwise reduce demand; Electric and natural gas vehicle infrastructure.	\$92,087,596	<b>\$23,000,000</b>	For transit operations
Metro planning			\$11,028,128		
Transportation Alternatives	Competitive grants for walkable, complete streets <b>Local Match:</b> 20 percent	Bicycle and pedestrian facilities; Safe routes to school projects.	\$27,613,886	<b>\$14,000,000</b>	Reflects Entire Non-Suballocated Portion of Transportation Alternatives.
<b>Total</b>			<b>\$1,298,370,814</b>	<b>\$75,000,000</b>	

**Uniform Transferability.** A state department of transportation may transfer – without seeking prior approval from USDOT – up to 50 percent of funds from any highway account to any other account (this includes the Transportation Alternatives program), ie. STP transfer to CMAQ for transit operations.

Source: Transportation for America, *Handbook: Making the Most of MAP-21* at <http://t4america.org/resources/map-21/handbook/>