

# TE Corner



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## Miami-based Program Gets Results with Category 2 TE Funds



Safety Administration video about pedestrian safety. On the second day, physical education teachers lead the students in safety exercises. On the third day, students create posters illustrating their new



knowledge of pedestrian safety in art class that are entered in a county-wide contest. In addition to this core curriculum, the WalkSafe model includes partnerships with local planning bodies to improve walkability around schools, engagement with parents to promote traffic enforcement, and monitoring outcomes of the program.



The key to WalkSafe's success is twofold: first, WalkSafe founders developed a surveillance system to monitor the program's progress and invited outside analysts to measure the program's impact, accumulating quantitative evidence that WalkSafe makes a real difference<sup>1</sup>. WalkSafe has documented a reduction of over 60% in pediatric pedestrian trauma alerts at Miami hospitals since the start of the program. Second, WalkSafe staff built relationships with the community, including reaching out to the Miami-Dade school board and building the awareness and

<sup>1</sup> Zegeer, Charles, David Henderson, Richard Blomberg, Lauren Marchetti, Scott Masten, Yingling Fan, Laura Sandt, Austin Brown, Jane Stutts, and Libby Thomas. "Evaluation of the Miami-Dade Pedestrian Safety Demonstration Project". National Highway Traffic Safety Administration. June 2008.

political momentum to mandate the WalkSafe curriculum for all county public school students. What began in February 2002 as a pilot project in four schools is now a dynamic community program that will reach every public school in Miami-Dade by the end of 2010. This tremendous expansion of the program was made possible through a three-year TE grant of only \$350,000, procured in 2007. In addition to implementing the program in new schools, this grant covers technical assistance to the schools that have already benefited from the program, helped produce an evaluation of the program, and has assisted in dissemination of the WalkSafe model statewide. WalkSafe has also been resourceful in securing support from private sector partners like Nike and FedEx.

Today, WalkSafe is more than just an injury prevention program. WalkSafe fills the gap between the need and will to do something about child pedestrian safety and the capacity, knowledge, and framework to make something happen. In addition to making a tremendous difference in Miami-Dade, the program was carefully designed to be scalable. The model is currently spreading to other counties in Florida, and the curriculum is available free online to schools in other states. A sister program, BikeSafe, is just getting started.

To learn more about the amazing story of WalkSafe and BikeSafe, and how to get their free curriculum in your community, please visit <http://www.walksafe.us/>.

As of 2008, Category 2 bike and pedestrian safety education projects accounted for only 0.4% of TE projects cumulatively nationwide. WalkSafe, a Miami-based TE-funded program, serves as a model for successful implementation of Category 2 TE funds. Since WalkSafe's implementation in 2002, its educational component has been implemented in 223 schools and trained 6,377 teachers. Most notably, the curriculum has reached 143,045 students in 2009 alone. Necessity is the mother of invention – Florida is home to four of the top ten most dangerous U.S. cities for walking identified in Transportation for America's recently released report, [Dangerous by Design](#).

In 2001, Dr. Gillian Hotz and colleagues at the University of Miami's Miller School of Medicine recognized a pattern of pediatric pedestrian injuries and fatalities in Miami-Dade County and began developing the WalkSafe program. The core of the program is a 3-day, 30 minutes per day curriculum that teaches pedestrian safety to young learners. WalkSafe staff train teachers at each school in the curriculum, and then these teachers implement the program with their students. On the first day, students watch an age-appropriate National Highway Traffic

# Jobs Bill May Mean More TE Funds Under Aggressive Deadlines

**O**n December 16, 2009, the U.S. House of Representatives passed [the Jobs for Main Street Act](#), effectively approving a \$154 billion measure to create and save domestic jobs. With a national unemployment rate at 10.2%, the jobs bill is a successor to the American Reinvestment and Recovery Act (ARRA) and is intended to stimulate the economy through significant investments in transportation infrastructure projects, schools and education, small businesses, job training, police, and housing. Before the bill becomes a law and signed by the President, similar legislation must be acted on by the Senate and the two versions reconciled.

The House jobs bill devotes \$27.5 billion to highway funding, which includes a 3% set-aside, or approximately \$800 million, for Transportation Enhancements. While



this is significant for TE, the bill's language includes a tight turn-around for dispersing funds requiring 50% of its highway funding to be under contract within 90 days of apportionment. ARRA required 50% obligated within 120 days. With such a short timeframe for securing funds, it is important to begin preparing TE projects now.

In addition, the House jobs bill includes a provision that would extend the authorization of SAFETEA-LU until September 30, 2010, which provides the approximately \$800 million annual apportionment for Transportation

Enhancements. SAFETEA-LU, which expired September 30, 2009, has undergone a series of short extensions, the most recent of which will expire on February 28, 2010. A SAFETEA-LU extension folded into the jobs bill will mean security of TE funds through September (the remainder of the 2010 fiscal year).

In June of last year, Congressman James Oberstar (D-MN) released a call for a [six year, \\$450 billion plan](#) for transportation. Traditionally, federal transportation spending has been supported by the Highway Trust Fund. Progress on Oberstar's bill has been stalled by the current reality of declining Highway Trust Fund revenues, primarily gas taxes. As vehicle miles traveled level off and new cars become more fuel efficient, federal gas tax receipts have slowed. Coupled with an increase in spending, due to rising costs and needs, the Fund has been depleted over the past several years. Lawmakers are working to determine other sources of funding for the transportation bill.

Meanwhile, the Senate is expected to focus on a jobs bill after President Obama's State of the Union Address. The Senate will not consider the House bill; rather, they are expected to write their own version that will likely include [job creation measures](#) President Obama called for in December 2009, which include tax breaks for small businesses.

Though the timing and final amount available for highway funding remains unclear, it is important for TE managers to begin thinking about how they will disperse the additional funding created under the jobs bill. Stay tuned for updates on TE funding in future issues of *TE Corner*.

## NTEC Technical Assistance Team



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