Transportation Enhancements, Safe Routes to School, and Recreational Trails to “Transportation Alternatives”

Pamela Liston, October 30th, 2013
Transportation Alternatives Program

These projects are intended to improve non-motorized transportation, enhance the public’s travel experience, revitalize communities, and mitigate the negative impacts of the existing transportation network.
Transportation Alternatives Program

The new program includes:

• Most of the eligible activities from the Transportation Enhancement (TE) Program

• Safe Routes to School Program

• Recreational Trails Program

and a new one:

• Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
SAFETEA-LU vs. MAP-21
Virginia Example

FY09
Transportation Alternatives

Rec trails
FY14
SRTS
Enhancement

22,263,540
4,290,965
1,527,161
1,500,000

0
5,000,000
10,000,000
15,000,000
20,000,000
25,000,000
30,000,000

20,400,000
1,500,000
### TA Sub-allocation of Funds

**Virginia Example**

**FY14 – approx. $22M**
- **Rec Trails** - approx. $1.5M
- **50/50 distribution** – approx $20.5M

- **$10.25M**
  - Allocated based on population
  - $6.4M – 4 TMAs
  - $3.85M – Other areas of the state based on population

- **$10.25M**
  - CTB policy will govern the distribution of these funds
  - Allocated to any area of the state
  - All or part can be transferred to other highway programs
## Estimated Apportionment by TMA / MPO

<table>
<thead>
<tr>
<th>MPO</th>
<th>2010 TMA Population by MPO Area</th>
<th>Estimated Apportionment*</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOVA</td>
<td>2,166,805</td>
<td>$ 2,821,529</td>
</tr>
<tr>
<td>Hampton Roads</td>
<td>1,515,355</td>
<td>$ 1,973,237</td>
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<tr>
<td>Richmond**</td>
<td>823,634</td>
<td>$ 1,072,504</td>
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<tr>
<td>Tri-Cities**</td>
<td>129,922</td>
<td>$ 169,179</td>
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<tr>
<td>Roanoke</td>
<td>210,111</td>
<td>$ 273,598</td>
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<tr>
<td>FAMPO</td>
<td>69,079</td>
<td>$ 89,952</td>
</tr>
</tbody>
</table>
Program Basics

• This is a federally funded reimbursement program

• The program requires a minimum 20% local match

• In general, other transportation funds such as Revenue Sharing and Recreational Access funds, cannot be used to match these funds but other federal / state grant funds can

• In-kind match is still acceptable but limited

• These are locally administered projects
Eligible Activities

Transportation Alternatives Eligibilities:

1. Pedestrians and Bicycle Facilities including on and off road trails, bicycle lanes, and bus shelters

2. Safe Routes for Non-Drivers including curb ramps, bicycle and pedestrian signals, and lighting

3. Conversion of Abandoned Railroad Corridors for Trails
Transportation Alternatives

Eligibilities (continued):

4. Scenic Turnouts and Overlooks

5. Outdoor Advertising Management

6. Historic Preservation and Rehabilitation of Historic Transportation Facilities
Eligible Activities

Transportation Alternatives Eligibilities (continued):

7. Vegetation Management
8. Archeological Activities
9. Stormwater Mitigation
10. Wildlife Management
Eligible Activities

Safe Routes to School Eligibilities:

• Infrastructure
• Non-infrastructure

Recreational Trails Eligibilities:

• Administered by the VA Department of Conservation and Recreation – DCR

Boulevard Eligibilities:

• Construction of boulevards in the right of way of former interstate system routes
Eliminated TE Activities

1. Pedestrian and bicycle safety and education
2. Acquisition of scenic or historic easements and sites
3. Scenic or historic highway programs
4. Transportation museums
Eligible Sponsors

• Local governments

• Regional transportation authorities / Transit agencies

• Natural resource or public land agencies

• School districts, local education agencies, or schools

• Tribal governments

• Other local or regional governmental entity that State determines to be eligible

• NO LONGER ELIGIBLE – State DOTs, MPOs or Non-Profits
Challenges

- Three programs combined = more activities competing for less money
- No set aside for SRTS program
- Transition to a different selection process
- Time frame – Two-Year Bill both FY13 and FY14 allocations have already been applied to projects
- Backlog of existing projects underway – some not eligible under MAP-21
- Impact of the “eligible entities” section
Transportation Alternatives Program

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