The Transportation Alternatives Program (TAP)

Old, New, Borrowed, and Blue in MAP-21

Tracy Hadden Loh, Rails-to-Trails Conservancy
Director of Research
AMPO 2013 Conference
10/22/2013
The Old

10% STP

Transportation Enhancements “activities”

State DOT (mostly LPA)

Allocated SAFETEA-LU

Safe Routes to School

State DOT (mostly safety)

Estimated gas tax receipts from motorized trail users

Recreational Trails

Mostly State resource agencies
The New

Transportation Safe Routes to School “eligibilities”

- State DOT (mostly LPA)
- TMAs

Recreational Trails

- Mostly State resource agencies

FY09 TE funding level
The Borrowed

• Suballocation concept from STP

• Rec Trails converted to a TE-style dedicated set-aside

• Safe Routes project eligibility grandfathered in

• Transportation Alternatives definitions a mix of old TE definitions and new ideas of uncertain origin
• 30% funding cut relative to SAFETEA-LU

• SRTS program features dropped: coordinators, match requirements

• Rec Trails severed from “user fee” funding source

• TAP subject to Federal-aid project requirements
## Trends

<table>
<thead>
<tr>
<th>No TAP activity</th>
<th>AL, AK, CA, HI, IL, IA, KY, MD, MA, ME*, MO, MT, NH, NJ, NM, NY, TN, TX, VA, WV, WY</th>
</tr>
</thead>
<tbody>
<tr>
<td>State TAP transfer</td>
<td>AZ(25%), CT(50%), GA(50%), ID(50%), KS(20%), MS(15%), NC(25%), OK(25%), SC(50%), SD(50%), WI(25%)</td>
</tr>
<tr>
<td>TMA TAP transfer to FTA</td>
<td>ID, NE, OH</td>
</tr>
<tr>
<td>State TAP spending</td>
<td>AZ(5%), CT(6%), FL(54%), IN(48%), LA(31%), MN(5%), NE(51%), OR(33%), PA(18%), RI(12%), UT(28%), VT(14%), WA(4%)</td>
</tr>
<tr>
<td>TMA TAP spending</td>
<td>AZ(13%), AR(12%), DE(25%), DC(20%), FL(30%), ID(4%), IN(8%), MI(25%), MN(11%), NE(10%), NV(2%), OH(4%), OR(5%), UT(5%), WA(5%)</td>
</tr>
</tbody>
</table>
A Paradox

• 21 states have absolutely no TAP activity; an additional 5 have transferred all of their state flex funds

• 20 states have at least some spending at the regional level, state level, or both

• Conclusion: this program isn’t working for everyone.
TMAs Take the Lead

• What is happening in Florida, Delaware, DC, Michigan, and Nebraska?
• Only state to opt out of Recreational Trails Program
• TE and SRTS projects were already programmed in state workplan through 2017
• Had existing voluntary suballocation process for TE that enabled FHWA to grandfather in these projects for TAP funding
• Wilmington is a brand new TMA, and the only TMA in Delaware
• Total solidarity at all leadership levels in the executive branch of the state for TE/TAP/SRTS type projects
• As the major population center of Delaware, there were many existing projects in the pipeline for the area
• Accessibility for All Users
  – Choices
  – Safety
  – Disabilities
• Safe Routes to School
• Transit & Employment
• Project Coordination
Nebraska

- Lincoln adopted the exact selection process of the state program
- Existing TE projects were revalidated as TAP projects
Progressive Approaches

- Indiana
- Texas
- California
Northwestern Indiana Regional Commission (NIRC)

Distribution

- 80% – Pedestrian & Bicycle Projects
- 10% – Environment & Historic Projects
- 10% – Safe Routes to School

Ped/Bike Criteria

- Enhances regional trail network (45 points)
- Potential trail users (25)
- Environmental Justice
- Agency partnerships
- Intermodal
- Project Readiness
Texas

• Transitioned to MAP-21 by using old TE money to do a TAP-style call for projects
• Dallas-Fort Worth TMA now moving forward with their own call for projects
California

- $129 million consolidated into an Active Transportation Program (35% funding increase, only 65% federal)
  - Federal funding sources rolled into ATP: Transportation Alternatives Program (TAP), which includes the Recreational Trails Program (partially) and Safe Routes to Schools program.
  - State funding sources rolled into ATP: Bicycle Transportation Account, Environmental Enhancement and Mitigation Program (partially) and California’s state-funded Safe Routes to Schools program.

- Goals of the program:
  - Increase the proportion of trips accomplished by biking and walking.
  - Increase safety and mobility for non-motorized users.
  - Reduce greenhouse gas emissions.
  - Enhance public health, including reduction of childhood obesity.
  - Provide environmental mitigation that supports and encourages active transportation.

- 40 percent of ATP funds will be made available to metropolitan planning organizations in urbanized areas with a population greater than 200,000; 10 percent for smaller urban and rural regions; and 50 percent on a statewide basis, with all awards to be made competitively.
Recommendations

• Copy your state’s existing program to the greatest extent possible

• Use TAP funds to support your existing programs, technical assistance, and regional priorities

• Reach out to stakeholders to find out what a regional safe routes to school program might be like
Thank You!

Tracy Hadden Loh, Ph.D.
Director of Research

2121 Ward Court, NW, 5th Floor
Washington, DC 20037

direct  202.974.5110
main    202.331.9696
fax     202.223.9257
e-mail  tracy@railstotrails.org

www.railstotrails.org