



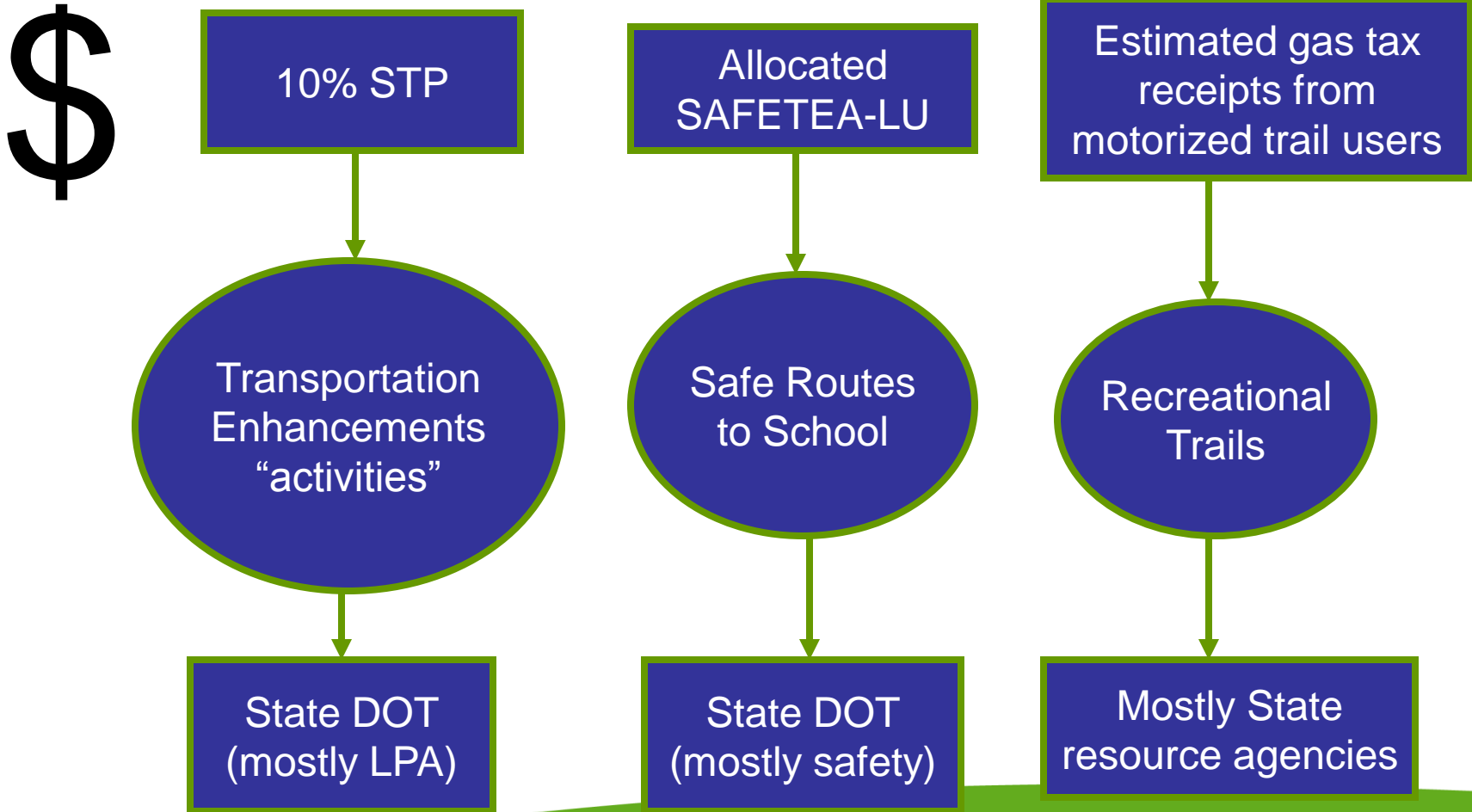
The Transportation Alternatives Program (TAP)

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

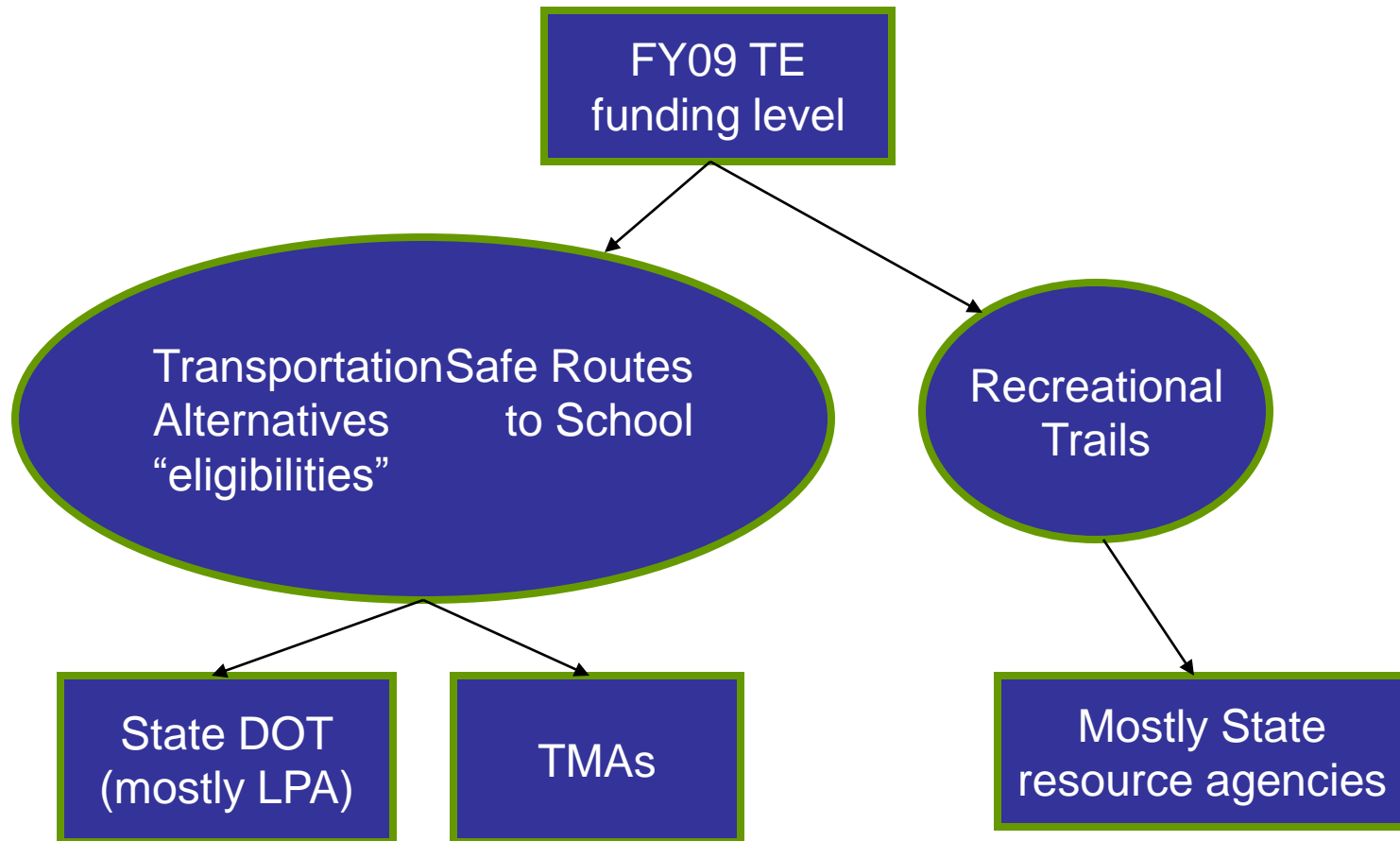
Tracy Hadden Loh, Rails-to-Trails Conservancy
Director of Research
AMPO 2013 Conference
10/22/2013

A decorative green wave graphic at the bottom of the slide, starting from the left and curving upwards towards the right.

The Old



The New



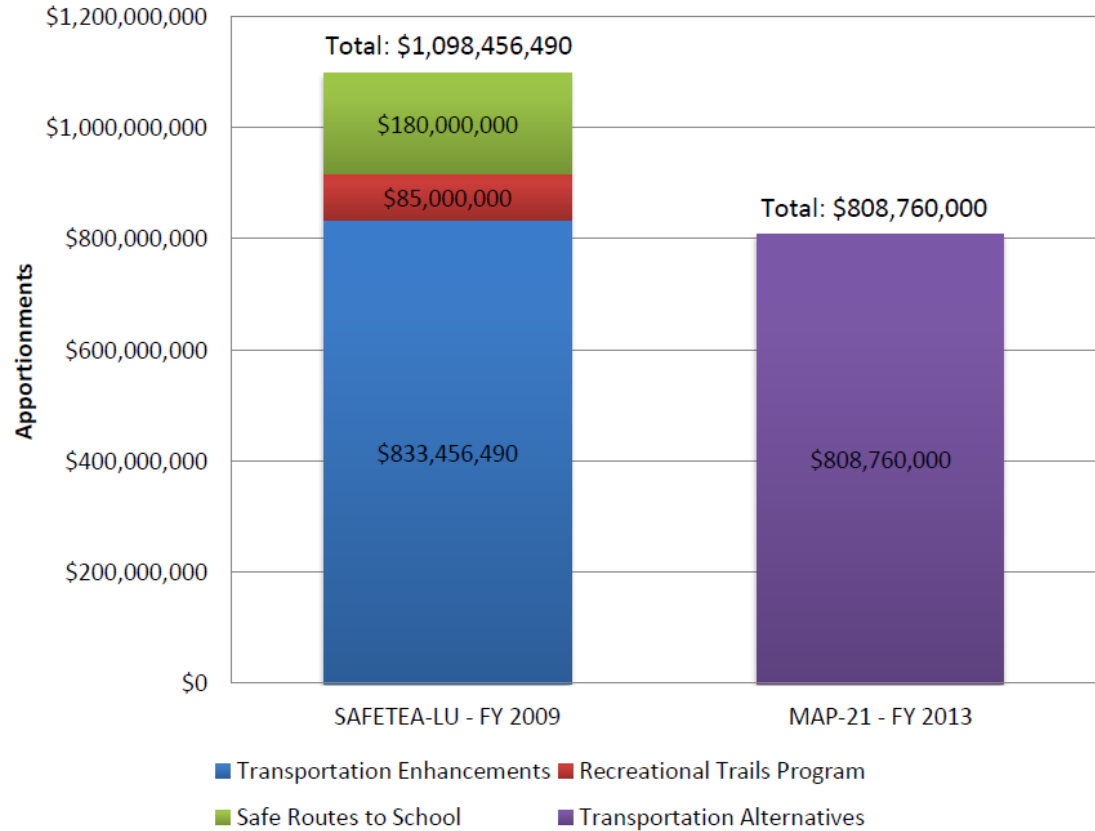
The Borrowed

- 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



The Blue

- 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



<p>No TAP activity 21 STATES</p>	<p>AL, AK, CA, HI, IL, IA, KY, MD, MA, ME*, MO, MT, NH, NJ, NM, NY, TN, TX, VA, WV, WY</p>
<p>State TAP transfer 11 STATES</p>	<p>AZ(25%), CT(50%), GA(50%), ID(50%), KS(20%), MS(15%), NC(25%), OK(25%), SC(50%), SD(50%), WI(25%)</p>
<p>TMA TAP transfer to FTA 3 STATES</p>	<p>ID, NE, OH</p>
<p>State TAP spending 13 STATES</p>	<p>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%)</p>
<p>TMA TAP spending 15 STATES</p>	<p>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%)</p>

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.

TMA's Take the Lead

- What is happening in Florida, Delaware, DC, Michigan, and Nebraska?

PURE *M*ICHIGAN[®]





Florida

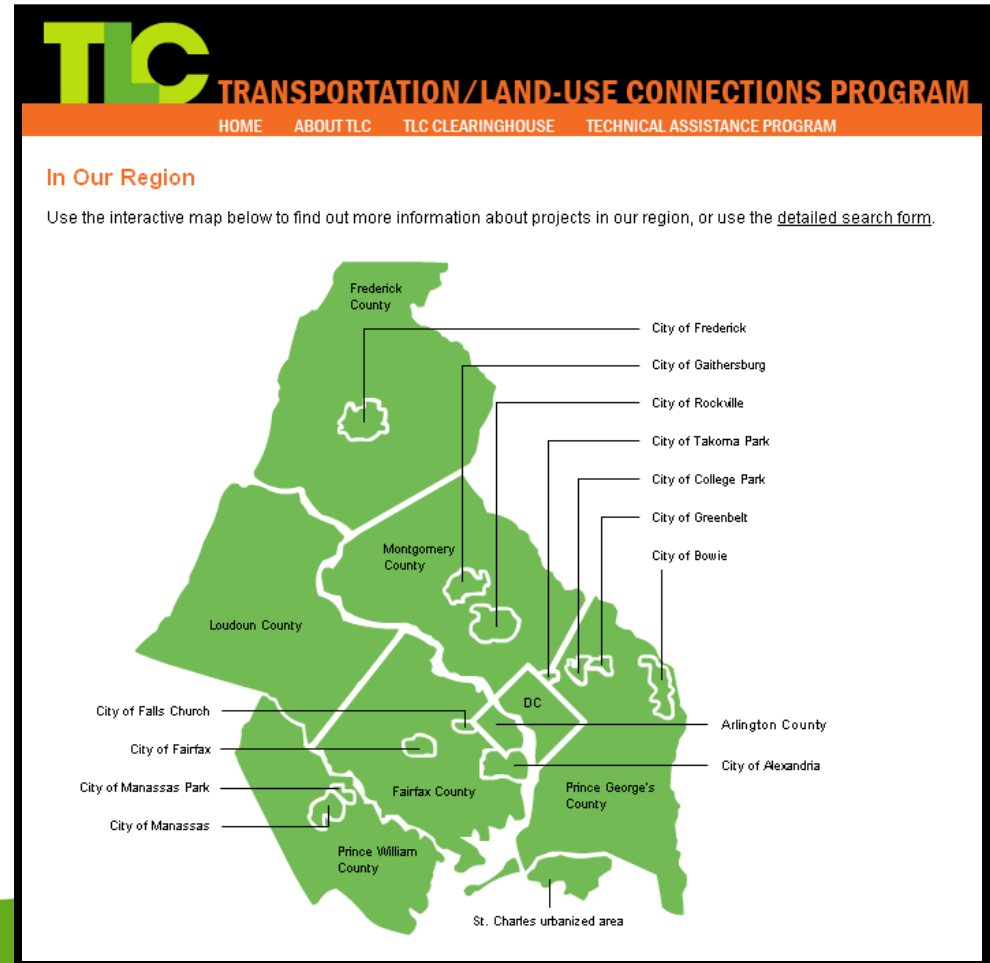


- Only state to opt out of Recreational Trails Program
- TE and SRTS projects were already programmed in state workplan through 2017
- Had existing voluntary suballocation process for TE that enabled FHWA to grandfather in these projects for TAP funding



- 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



TLC TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

HOME ABOUT TLC TLC CLEARINGHOUSE TECHNICAL ASSISTANCE PROGRAM

In Our Region

Use the interactive map below to find out more information about projects in our region, or use the [detailed search form](#).

Frederick County

Montgomery County

Loudoun County

DC

Prince William County

Fairfax County

Prince George's County

St. Charles urbanized area

City of Frederick

City of Gaithersburg

City of Rockville

City of Takoma Park

City of College Park

City of Greenbelt

City of Bowie

City of Falls Church

City of Fairfax

City of Manassas Park

City of Manassas

Arlington County

City of Alexandria



http://www.state.mi.us/mdot-waps6/mgs/bin-debug/Pain.html - Windows Internet Explorer

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MGS - MDOT Grant System

Welcome Applicant Applicant

MGS Home

Application 2013009

- Application Details
- Correspondence
- Post Project Information

Grant Application

- Create TA Application

Application Details - TA 2013009.1, TEST - Wayne County Department of Public Services, TEST - Wayne County Nonmotorized Path, Open

Description | Contacts | Narrative | Documents | Budget | Schedule | Environment/Community | Maintenance | Summary

Save | Print | Cancel

*** - Required Fields**

Applicant Information:

- * Applicant Agency: County Road Agency
- * Grant Applicant: TEST - Wayne County Department of Public Services (e.g. Baraga CRC or Lansing)

Project Description:

- * Project Name: TEST - Wayne County Nonmotorized Path
- * Type of Work: TEST - Trail connection from rivertrail to park
- * Length: 4 (To the nearest tenth of mile)

Project Location: (Please select the location where the majority of the project is located)

- * County: Wayne
- Region: Metro
- * City/Village: Detroit
- * Zip Code: 44444
- * Route No./Street Name/Facility Name: Main Street
- * Project Limits (use nearest cross street): From 1st Street to 31st Street
- * MPO (Metropolitan Planning Organization): Southeast Michigan Council of Governments
- * TMA (Transportation Management Area): Detroit

*** Legislative Information:**

State Senator	State Representative	US Representative
1st District	1st District	1st District

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Done Trusted sites



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!



rails-to-trails
conservancy

Recycled Paper

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