TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TAP)

WHAT IS TAP?

- Transportation Alternative Set-Aside Program (TAP)
- Federal program that provides funding for the planning, design, and construction of alternative forms of non-motorized transportation.
- ALDOT Transportation Alternatives Set-Aside Program Guidelines
  - ALDOT Homepage / Local Transportation Bureau / Transportation Alternatives Section

OVERVIEW

- What is TAP?
  - TAP Program Guidelines
  - Project Eligibility
  - How projects are evaluated for selection
  - Project Funding

PROJECT ELIGIBILITY

- Eligible Entities
  - Local Governments
  - Public Land Agencies
  - Regional Transportation Authorities
  - Tribal Governments
  - Transit Agencies
  - School Districts
  - Other Entities responsible for Transportation / Safety Programs

PROJECT ELIGIBILITY

- Types of Projects Eligible
  - Infrastructure related projects and systems for safe routes for non-drivers.
  - Especially children, senior adults, individuals with disabilities, and underserved communities.
  - Multi-Use Trail Facilities
  - Sidewalks
  - Downtown Streetscapes
  - Conversion and use of abandoned railroad corridors for trails
  - Turnouts, overlooks, and viewing areas
  - Community Improvement
    - Historic facilities, control of outdoor advertising, vegetation management
  - Environmental Mitigation
    - Pollution prevention / abatement for storm water management, wildlife mortality
PART OF A LARGER COMPREHENSIVE PLAN

PROMOTES MOBILITY
FROM POINT A TO POINT B
IMPROVES TRAVEL EXPERIENCE
MEETS THE NEEDS OF NON-MOTORIZED USERS
COMMUNITY ENHANCEMENT
CONNECTS EXISTING COMMUNITY FACILITIES
MAKES EXISTING FACILITIES MORE ATTRACTIVE
IMPROVES ACCESS TO QUALITY OF LIFE ENHANCEMENTS

HOW PROJECTS ARE EVALUATED FOR SELECTION

• Call for applications is beginning of March
• Submissions deadline is the beginning of May
• Applications reviewed by ALDOT Areas and Local Trans Bureau for:
  • Eligibility
  • Prioritization
• Only one application can be submitted per sponsor per fiscal year

HOW PROJECTS ARE EVALUATED FOR SELECTION

• Projects that require right-of-way acquisition and utility relocation will generally not be considered.
  • If projects do require right-of-way, submittal should be delayed until the right-of-way has been obtained.
• Projects that involve work on property owned by another entity will generally not be considered.
• The sponsor will be responsible for the administration and professional oversight of the project.

HOW PROJECTS ARE EVALUATED FOR SELECTION

• Local Commitment
  • Community Support
  • Resolution from the sponsor / all involved agencies
  • Part of a larger comprehensive plan
  • Project Manager Identified / Readiness / Challenges Addressed
  • TAP Project Delivery History
• Promotes Safety
  • Reduces / improves conflict points
  • Separates non-motorized travel from motorized

HOW PROJECTS ARE EVALUATED FOR SELECTION

• Transportation
  • Public Use
  • Promotes Mobility
    • From Point A to Point B
  • Improves travel experience
  • Meets the needs of non-motorized users
• Community Enhancement
  • Connects existing community facilities
  • Makes existing facilities more attractive
  • Improves access to quality of life enhancements
HOW PROJECTS ARE EVALUATED FOR SELECTION

- Environmental Justice
- ADA Compliance
- Provide/Enhance Service to the Disabled
- Provides options for Underserved Communities
- Mitigates Effects from Transportation on the Environment

HOW PROJECTS ARE EVALUATED FOR SELECTION

- Sponsor's Biggest Challenges for TAP Projects
  - Right-of-Way Acquisition
  - Utility Relocation
  - Sponsor's Ability to Provide Matching Funds
  - Phased Construction
  - Accuracy of Initial Cost Estimate
  - Meeting ADA Compliance Requirements

PROJECT FUNDING

- TA Funds are administered through FHWA, therefore all federal regulations apply.
  - Locally let for contract
  - Federal share of TA Set-Aside Program is 80% with remaining 20% matched by the sponsor
  - Total amount of federal participating funding is $800K
    - $640K Federal share and $160K Local match
    - The total project cost can exceed the $800K limit, but will be the responsibility of the sponsor.
  - Cost Reimbursement Program and not a grant

PROJECT FUNDING

- 50% of TA Funds are sub allocated into areas based on their relative share of the total state 2010 census
  A. Large Urban - Populations over 200k (administered by the MPOs)
  B. Small Urban - Populations of 5,001 to 200K
  C. Rural - Populations of 5,000 or fewer

  - 50% of TA Funds are sub allocated to any area of the state

PROJECT FUNDING

- Federal TA Set-Aside Funds are available to state for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized

  - To encourage timely project delivery and reallocation of funds as necessary, target deadlines have been established:
    - Funding Agreement Execution (3 months)
    - Environmental Clearances / Permits (1 year)
    - Project / Specifications / Estimates (PS&E) Review (18 Months)
    - Final Plans / Specifications / Estimates (2 years)

FY 2019 APPLICATIONS

- 28 Projects Awarded - $10,958,529
  - 5k and Under
    - 11 Projects
  - 5k - 200k
    - 3 Projects
  - Any Area
    - 14 Projects
OVERVIEW

- WHAT IS HRRR?
  - HRRR Program Application Guidelines
- Project Eligibility
- How Projects are Evaluated for Selection
- Project Funding

WHAT IS HRRR?

- High Risk Rural Roads (HRRR)
  - Federal program to reduce the statewide fatality rate on rural roads
  - Not an annual program, triggered by the state fatality rate of rural roads
  - Set amount of HSIP money obligated to rural roads
    - FY 2019 = $4,124,978
    - Any HRRR money not obligated is lost
  - High Risk Rural Roads Program Application Guidance
    - ALDOT Homepage/Local Transportation Bureau/Operations Section

PROJECT ELIGIBILITY

- Any local governmental agency is eligible to sponsor a project
- Project must be located on:
  - Rural major collector, rural minor collector, rural local road
- Projects must be located outside of an urbanized area as defined by the US Census
- Any rural major / minor collector, or rural local road located inside of an urbanized boundary, will be considered on a case by case basis, on condition that justification is provided.

PROJECT ELIGIBILITY

- General Safety Projects
  - Super elevation corrections
  - High-friction surfaces
  - Clearing
  - Intersection improvements
  - Minor leveling
  - Shoulder widening

- Traffic Control Devices
  - Signing
  - Striping
  - Raised pavement markers

- Unshielded Bridge Ends
  - End treatments
  - Bridge rail
  - Replace existing bridge rail that is unsatisfactory
PROJECT ELIGIBILITY

HOW PROJECTS ARE EVALUATED FOR SELECTION

- Call for applications at the beginning of April
- Application deadline is August 1
- Selection Committee Members
  - Local Transportation Bureau
  - Design Bureau - Traffic Safety Operations
  - FHWA
- Applicants notified of award by October 1

HOW PROJECTS ARE EVALUATED FOR SELECTION

- Projects will be evaluated and prioritized by committee
- Priority is on safety related projects to reduce the amount of severe crashes on Rural Roads
  - Overall need of the project
  - Effectiveness of proposed countermeasures
  - Quality of the application and the information provided
- Maintenance related projects will not be considered
- Projects with right-of-way acquisition and utility relocation will generally not be considered or will be given a low priority

HOW PROJECTS ARE EVALUATED FOR SELECTION

- Include in your Application
  - Pictures
  - Location Maps
  - Detailed Cost Estimate
  - Traffic Counts
  - Risk Data for Horizontal Curves
  - Crash History / Crash Rates
    - Summarize the data and add personal knowledge of the site
  - Benefit-Cost Ratio of the proposed safety countermeasure
  - Crash Modification Factor of the proposed safety countermeasure
HOW PROJECTS ARE EVALUATED FOR SELECTION

PROJECT FUNDING
- Projects will have a 90% Federal / 10% Local split
- Projects will have a soft maximum of $200K
- Option A and B
- Priority Sites
- Projects may be completed by:
  - Contract through State Services
  - By Parish Account Work
  - On Call RD
- All projects must follow the Local Transportation Procedural Guidelines for Federally Funded Projects (Section 4)
- FHWA Authorization must occur by September 30 of the fiscal year

FY 2019 APPLICATIONS
- FY 2019 Available Funding: $4,134,978
- 34 Counties Submitted Applications
- 42 Total Projects Submitted = $5,190,112
- 32 Projects Awarded
  - General Safety Projects
  - Super Elevation Curve Correcion, Clearing, minor leveling
  - Traffic Control Device Projects
  - Site Specific Curve or Intersection Signing Projects
  - "Site Specific Stripping and/or Raised Pavement Marker Projects"
  - Unshielded Bridge End Projects
  - 94 Structures

HIGH RISK RURAL ROAD PROGRAM (HRRP)

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