

Network for Success

Local Programs Workshop



Special Federal Funding Programs Breakout Session #1C Track #3

October 24, 2012

Special Federal Funding Programs

- **HSIP**
- **CMAQ**
- **RSTP**
- **Federal Lands**
 - **Public Lands Discretionary**
 - **Forest Highways**
- **Transportation Alternatives**
 - **Enhancements**
 - **Safe Routes to School**
 - **National Scenic Byway activities**

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Highway Safety Improvement Programs

Breakout Session #1

Track #3

Stephen W. Read, P.E.

HSIP Manager

October 24, 2012

HSIP Federal Requirements (MAP-21)

Purpose: ...to achieve a significant reduction in traffic fatalities and serious injuries on all public roads....

Requirements:

- **Develop, update, implement and evaluate a Strategic Highway Safety Plan**
- **Identify severe crash locations, sections or elements for all users**
- **Use fatalities and severe injury measures by functional class and roadway ownership**
- **Adopt strategic and performance based goals**
- **Prioritize and schedule safety improvement projects based on the data**
- **Federal aid projects require FHWA approvals, process and reimbursement**

Virginia's 2012-16 SHSP

Arrive Alive Virginia!

Vision - *Toward Zero Deaths. All roadway users should arrive safely at their destinations*

Mission - *To save lives and reduce motor vehicle crashes and injuries through a data driven strategic approach that uses enforcement, education, engineering, and emergency response strategies*

Goal - *To reduce deaths and severe injuries by half by 2030*

Objective – *Three percent reduction per year until 2016*

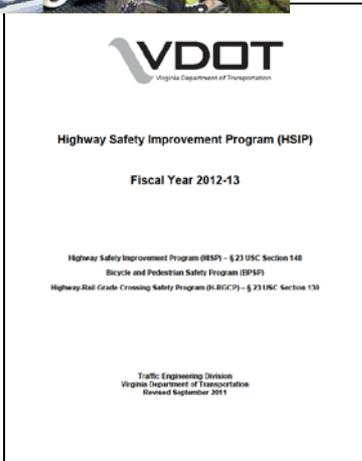
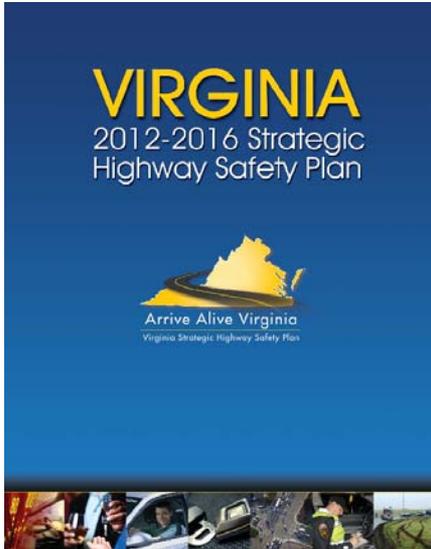
VA SHSP Emphasis Areas

- **Speeding**
- **Young Drivers**
- **Unrestrained Occupants**
- **Alcohol Related Incidents**
- **Roadway Departure**
- **Intersections**
- **Data Management, Analysis and Reporting**

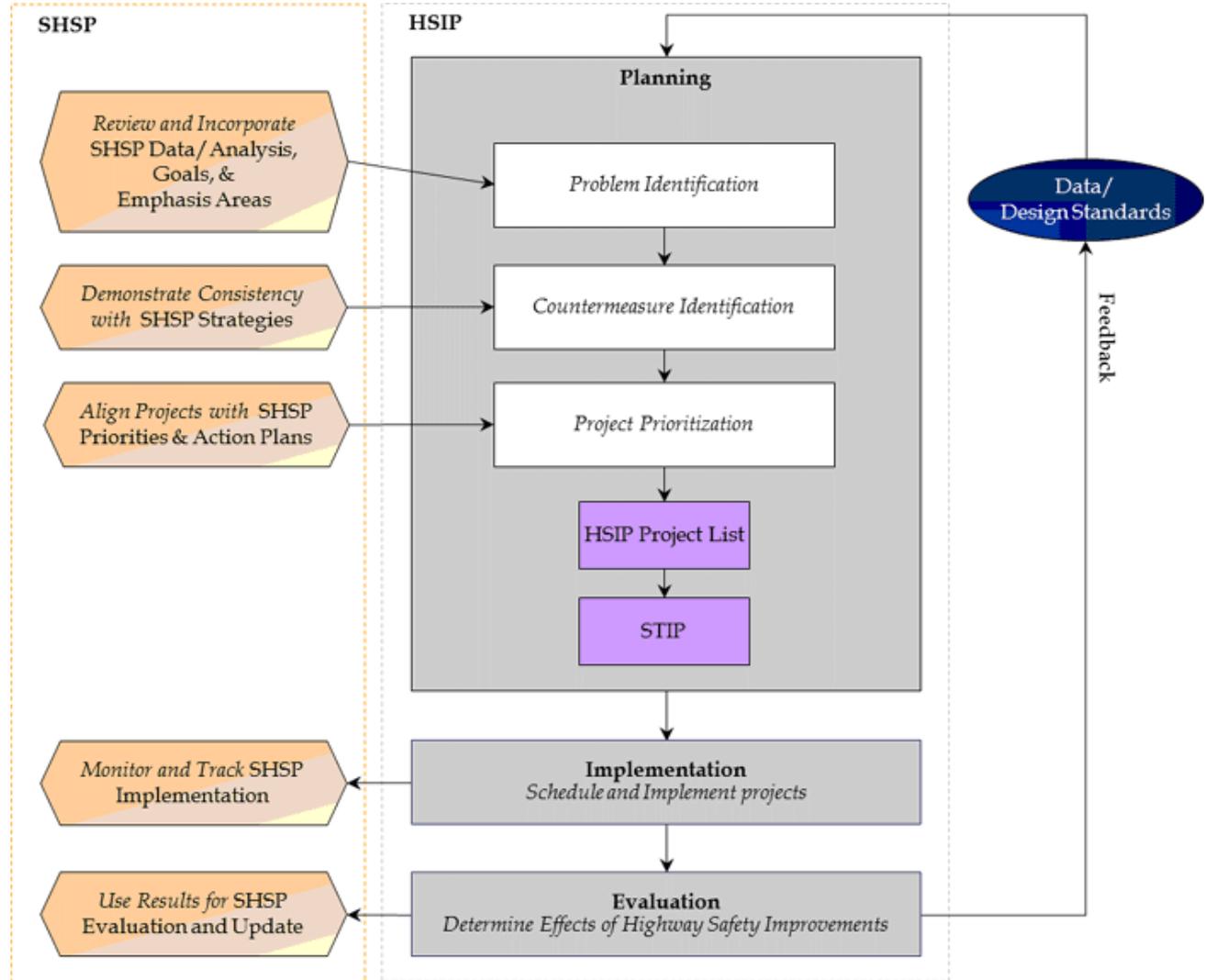
Approximately 20 percent of the deaths and severe injuries occur on local maintained roadways

MAP-21 requires performance targets to be set and progress monitored.

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Relationship between the SHSP and the HSIP



Source: FHWA MAP-21 Guidance

Local HSIP Project Issues

- **Capability to conduct safety planning**
- **Low initial project cost estimates and impact assessment**
- **Public support not garnered**
- **Staff understanding and dedication to federal aid project development**
- **Timely execution of project development and delivery**
 - **Low federal obligation of HSIP funds (~ 50%)**
 - **Lagging expenditure billing (many projects under 25%)**

HSIP Project Proposals

Eligible MAP-21 Improvement Project Types:

- Highway segment, intersection, and roadway and traffic control element treatments
- Bicycle and pedestrian safety accommodations
- Highway-rail grade crossing enhancements, closing or separation

New MAP-21 Process Development:

- Document transportation safety planning
- Set performance targets and objectives following SHSP
- Document engineering safety study with risk and/or economic evaluation (Benefit/Cost analysis)
- Liaison with Local District Contacts on project scope, cost, and schedule
- Prioritize improvements for submittal and approval

http://www.virginiadot.org/business/ted_app_pro.asp

Local HSIP Best Practice

Portsmouth Approach:

- **Initial Safety Planning task to identify highest severe crash intersections**
 - **Assessed crashes and identified 30 sites for Roadway Safety Assessment**
 - **Developed cost estimates for signal upgrades and pedestrian accommodations with B/C and risk assessments (20 sites)**
 - **Submitted top 20 studies and HSIP proposals**
- **18 locations were selected and programmed**
- **Bundled locations into two design and construction contracts**
- **Reduced typical 36 month process to 13 months on first design bundle**

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Margie Ray

**Assistant Director, VDOT
Programming Division**

October 24, 2012

Commonwealth Transportation Board (CTB)

- **Statutory obligation to allocate funds on an annual basis through updates to the Six Year Improvement Program (SYIP)**
- **CTB approves all projects included in the SYIP**
- **Based on CTB policy, CMAQ allocations are distributed to Metropolitan Planning Organizations (MPOs) and CTB members work with respective MPOs, Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) staff to recommend to the Board a list of CMAQ projects for inclusion in the SYIP**
 - **CMAQ funds should be programmed to maximize the use of federal funds and to fully fund project phases according to the current schedules and estimates**
 - **CMAQ allocations are programmed by VDOT and DRPT staff based on the recommended CMAQ projects according to CTB priorities and federal eligibility requirements**

Metropolitan Planning Organizations

- **MPOs are federally required and are established in areas with an urbanized population greater than 50,000 based on the census - there are currently 15 MPOs in the Commonwealth.**
- **MPOs are responsible for developing, in cooperation with the state and transit operators, a long-range transportation plan and a Transportation Improvement Program (TIP) that is consistent with the long-range plan.**
- **Projects utilizing federal highway or transit funding must be included in the long-range plan and the TIP in order to proceed and must also be included in the SYIP or Secondary Six Year Program (SSYP) and Statewide Transportation Improvement Program (STIP).**
- **MPOs with populations over 200,000 are designated as Transportation Management Areas (TMAs). TMAs have project selection authority for RSTP funds and based on CTB policy and in consultation with the state, TMAs allocate CMAQ funds.**

Background (CMAQ Funds)

Congestion Mitigation & Air Quality (CMAQ) – State Requirements

- Under SAFETEA-LU Virginia receives approximately \$71 million annually
- CMAQ funds must be spent in air quality nonattainment areas on eligible projects
- The CTB selects projects funded in whole or part by CMAQ funds
- By policy, the CTB has delegated the authority to allocate CMAQ funds to the MPOs in nonattainment and maintenance areas (NVTA, FAMPO, RRMPO, TCMPO, and HRTPO)
- CMAQ projects must be included in or amended to the SYIP and fund transfers must be approved by the CTB
- If the CMAQ funds are not expended within 48 months of their obligation, the CTB may re-allocate any remaining funds to any other eligible project

Background (CMAQ Funds)

Congestion Mitigation & Air Quality (CMAQ) – Federal Requirements

- **The Clean Air Act requires that any area that does not meet the air quality standards for designated pollutants be designated as non-attainment**
- **Once a region is designated non attainment, air quality conformity must be demonstrated as part of the MPO planning process**
- **MPOs must establish a competitive process to identify and prioritize projects to be funded with CMAQ funds**
- **The goal is to maximize federal funding on those projects that provide the greatest air quality benefits**
- **If transportation air quality conformity cannot be determined, projects and programs may be delayed**

Background (RSTP Funds)

Regional Surface Transportation Program (RSTP) - Federal and State Requirements

- **Under SAFETEA-LU Virginia receives approximately \$93 million annually**
- **RSTP funds must be spent in Transportation Management Areas (MPOs greater than 200,000 population)**
- **By Federal code, funds must be sub-allocated to qualifying MPOs (NVTA, FAMPO, RRMPO, TCMPO, and HRTPO)**
- **RSTP funds are very flexible and may be used on any system on any federally qualifying route**
- **RSTP projects must be included in or amended to the SYIP but fund transfers are not required to be approved by the CTB**
- **If RSTP funds are not expended within 36 months of their obligation, the CTB may rescind any required matching funds for the federal funds**

Programming Principles for CMAQ and RSTP Programs

- 1. Fully fund project phases according to current schedules and estimates**
 - Allocate funds consistent with how they will be obligated and spent
- 2. Program all six years of allocations**
 - Funds in the first year should be allocated where they can be obligated that year
- 3. Address inactive projects**
- 4. Allocate funds consistent with CTB and regional priorities**
 - Review existing projects first
 - Cover deficits and move/transfer surpluses
 - Adjust funding for schedule and estimate changes
 - Review and reallocate funds with timeline and inactive issues
 - Fund next phase of existing projects prior to adding new projects
- 5. Previous fund transfers require coordination with the VDOT Program Investment Manager (PIM) Office to review the request prior to MPO taking action to insure funds are available to be transferred and/or can be re-obligated if necessary**

Timeline for Developing Programs

October/November

Fall multimodal transportation meetings
SYIP development kick-off meetings

December

Update project estimates and schedules

January

Create draft SYIP working scenario based on draft Six Year Financial Program (SYFP) budget
Create SYIP MPO module to program CMAQ and RSTP funds
Communicate draft CMAQ and RSTP budgets to MPOs

April

Present draft SYIP to CTB
Create final SYIP working scenario based on final SYFP budget
Create SYIP MPO module to program CMAQ and RSTP funds
Communicate draft CMAQ and RSTP budgets to MPOs

June

Provide final SYIP for CTB approval

Planning and Programming Coordination and Consultation

- **Regular communication and coordination is extremely important to maximize use of federal funds and to ensure funds are authorized to meet the dates set.**
 - **Federal Strategy is developed annually, obligation of CMAQ and RSTP funds is component of this plan.**
 - **MPOs/localities and VDOT work together to develop the Federal Strategy and “commit” to delivery of projects.**
 - **Additional coordination is needed to assess project status and to ensure regular billing of active projects (keeps projects off FIRE reports).**
- **While changes can always be expected, proper coordination is needed to assess possible impact to the Commonwealth’s ability to meet Federal Strategy and to ensure that funds are available to be transferred and/or funds can be re-obligated, if necessary.**

Resources

www.virginiadot.gov – VDOT

<http://syip.virginiadot.org/Pages/allProjects.aspx> - Six Year Improvement Program

<http://leg1.state.va.us/000/src.htm> - Code of Virginia

<http://lis.virginia.gov/cgi-bin/legp604.exe?122+bud+A1-436> – Acts of Assembly (Chapter 2 Item 436)

<http://www.fhwa.dot.gov/map21/> - FHWA and MAP 21

http://www.fhwa.dot.gov/environment/air_quality/cmaq/ - Air Quality

<http://www.fhwa.dot.gov/map21/cmaq.cfm> - CMAQ Fact Sheet

<http://www.fhwa.dot.gov/map21/stp.cfm> - STP Fact Sheet

<http://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm> - CMAQ Interim Guidance

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Michael S. Kimbrel
Principal Transportation Engineer
Hampton Roads Transportation Planning Organization
October 24, 2012

The Role of the MPO

- **A Metropolitan Planning Organization (MPO) is a federally-mandated transportation policy-making body comprised of representatives from local, state, and federal governments; public transit agencies; and other stakeholders.**
- **Any highway or transit project or program to be constructed or conducted within the Metropolitan Planning Area (MPA) and to be paid for with federal funds must receive approval by the MPO before any federal funds can be expended.**
- **In addition, any highway or transit project deemed to be *regionally-significant*, regardless of the source of funding, must receive MPO approval to proceed.**
- **The Hampton Roads Transportation Planning Organization (HRTPO) is the MPO for the Hampton Roads MPA.**

The Core Functions of an MPO

- 1. Establish and manage a fair and impartial setting for effective regional decision-making with regard to metropolitan transportation planning.**
- 2. Evaluate possible transportation solutions appropriate to the region in terms of its unique needs, issues, and realistically available options.**
- 3. Develop and maintain a Long-Range Transportation Plan (LRTP).**
- 4. Develop and maintain a Transportation Improvement Program (TIP).**
- 5. Involve the public in the four functions listed above.**

Project: From Concept to Construction

- 1. Inclusion in the Long-Range Transportation Plan (LRTP)**
 - a. Covers a planning horizon of at least 20 years**
 - b. Financially-constrained**
 - c. Candidate projects evaluated and prioritized**
 - d. Approved by the HRTPO Board**

- 2. Inclusion in the Transportation Improvement Program (TIP)**
 - a. Covers at least 4 years**
 - b. Must be consistent with LRTP**
 - c. Financially-constrained**
 - d. Contains all federally-funded and/or regionally-significant projects**
 - e. Approved by the HRTPO Board and the Governor**

- 3. Project Design and Construction**

CMAQ & RSTP Funds

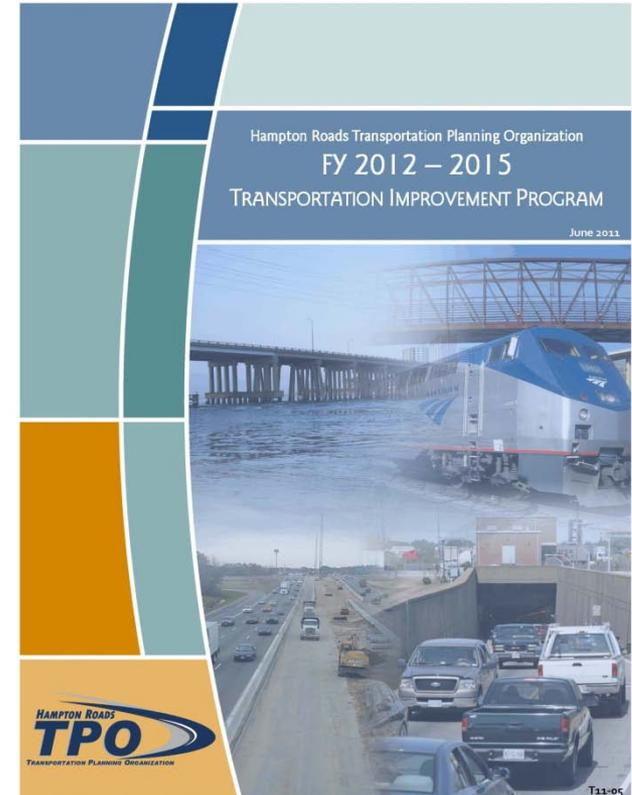
- **MPOs are responsible for project selection and allocation of CMAQ and RSTP funds. The HRTPO uses a documented CMAQ/RSTP Project Selection Process.**
- **Competitive process**
 - **Standardized application forms**
 - **Project proposals analyzed by HRTPO staff**
 - **Project proposals ranked based on analysis results**
 - **Project selection is a cooperative effort involving the HRTPO, localities, transit agencies, VDOT, DRPT, and VPA**
 - **Allocations based on estimated costs and schedules for project phases**
- **HRTPO staff monitors the status of CMAQ and RSTP projects to help ensure that the funds are used effectively.**

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HRTPO FY 2012-2015 TIP

- **Significantly reformatted**
 - More project information in one place
 - Improved project descriptions
 - Project location maps
- **Goals**
 - Increase transparency
 - Improve usability for technical and non-technical users
 - Implement visualization techniques
 - Enhance project status tracking capability
- **TIP Website (www.hrtpotip.org)**
 - Easy access to up-to-date information
 - Interactive map
 - UPC Search



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HRTPO 2012-2015 TIP

Old Format

UPC NO	83512		SCOPE				INTERSECTION IMPROVEMENTS			
SYSTEM	Primary	JURISDICTION	York County		OVERSIGHT	NFO				
PROJECT	RTE 17 - INTERSECTION IMPROVEMENTS				ADMIN BY	VDOT				
DESCRIPTION	Route 17 at Route 620 (Oriana Road/Lakeside Drive)									
ROUTE/STREET	17				TOTAL COST	3000				
FUND SOURCE	MATCH	FY09	FY10	FY11	FY12					
		\$0	\$0	\$0	\$0					
MPO Note	Revised 5/19/11 - Add project to TIP. HRTPO approved the allocation of \$20,000 of FY07 CMAQ and \$24,982 of FY03 CMAQ, including match, from UPC #12962, and \$100,000 of FY99 CMAQ, including match, from UPC #50015.									

Improvements

- Enhanced project information
- Location Map
- Phase Schedules
- Phase Cost Estimates & Expenditures
- Allocations
- "Previous" Obligations

New Format

Route 17 Intersection Improvements at Oriana Road UPC # 83512

OVERVIEW

Description: Construct improvements at the intersection of Route 17 and Oriana Rd/Lakeside Dr
 Street (Route): Route 17 (17)
 Length (mi): N/A
 Jurisdiction/Agency: York County
 System: Primary
 Scope: Safety/Traffic Ops/TSM
 Oversight: Non-Federal Oversight
 Administered By: VDOT
 Regionally Significant for Air Quality: No
 CMAQ: Yes
 RSTP: No
 Project Status: Preliminary Engineering Underway



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2009	6/30/2013	Underway
Right of Way	N/A	N/A	N/A
Construction	6/30/2013	6/30/2015	FFY 2013

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters	1	
Preliminary Engineering	\$429,000	\$0	0%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$2,570,744	\$0	0%	\$0	-	-	-
TOTAL	\$2,999,744	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2012	FY 2013	FY 2014	FY 2015
STM	\$160,000	\$0	\$0	\$0	\$0
CMAQ	\$640,000	\$0	\$0	\$0	\$0
TOTAL	\$800,000	\$0	\$0	\$0	\$0

SCHEDULED OBLIGATIONS

Phase	Fund Source(s)	Previous	FY 2012	FY 2013	FY 2014	FY 2015	Match
PE	CM	\$0	\$343,200	\$0	\$0	\$0	\$85,800
	Subtotal	\$0	\$343,200	\$0	\$0	\$0	\$85,800
CN	CM	\$0	\$0	\$296,800	\$0	\$0	\$74,200
	Subtotal	\$0	\$0	\$296,800	\$0	\$0	\$74,200
TOTAL		\$0	\$343,200	\$296,800	\$0	\$0	\$160,000

Source of Project Data: Virginia Department of Transportation.



Project Status Tracking

- **Review project phase information**
 - **Cost estimates**
 - **Schedules**
 - **Expenditures**
- **TIP *Quarterly Snapshot* – Reports on the following:**
 - **Projects completed or closed during the past quarter**
 - **Projects with significant expenditures during the past quarter**
 - **Expenditures by phase**
 - **Possible stalled projects – Active CMAQ/RSTP projects with no expenditures during the past two quarters**
- **Coordinate with Project Administrators of possible stalled projects**
 - **Identify issues**
 - **Determine steps to be taken to get the project moving or the funding reallocated**

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Julie Brown

**Assistant Director, VDOT Local
Assistance Division**

October 24, 2012

Federal Lands Access Program

- **Previously Forest Highways and Public Lands Discretionary Funds**
- **Like other programs-now requires 20% match**
- **Program Decision Committee makes selections**
- **Requires local buy-in**

Transportation Alternatives

- **MAP-21 established Transportation Alternatives (TA) Program**
- **Most of the former activities from the Transportation Enhancement Program**
- **Recreational Trails Program**
- **Safe Routes to School 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.” (This category has not as yet been fully defined by FHWA)**

Transportation Alternatives

12 Prior Enhancement Categories

1. Pedestrian and Bicycle Facilities
2. Pedestrian and Bicycle Safety and Education
3. Acquisition of Scenic or Historic Easements and Sites, including Historic Battlefields
4. Scenic or Historic Highway Programs, including Tourist and Welcome Centers
5. Landscaping and Scenic Beautification
6. Historic Preservation
7. Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities
8. Preservation of Abandoned Railway Corridors and Conversion to Trails
9. Inventory, Control, and Removal of Outdoor Advertising
10. Archaeological Planning and Research
11. Environmental Mitigation of Runoff Pollution and Provision of Wildlife Connectivity
12. Establishment of Transportation Museums

Eliminated Eligibilities in MAP-21

- **2. Pedestrian and bicycle safety and education**
- **3. Acquisition of scenic or historic easements and sites**
- **4. Scenic or historic highway programs**
- **12. Transportation museums**



Transportation Alternatives New Eligible Activities

- **Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.**

(Includes Safe Routes to Schools)

- **Construction of turn-outs, overlooks, and viewing areas**

(This is the only portion of prior scenic and historic highway programs retained)

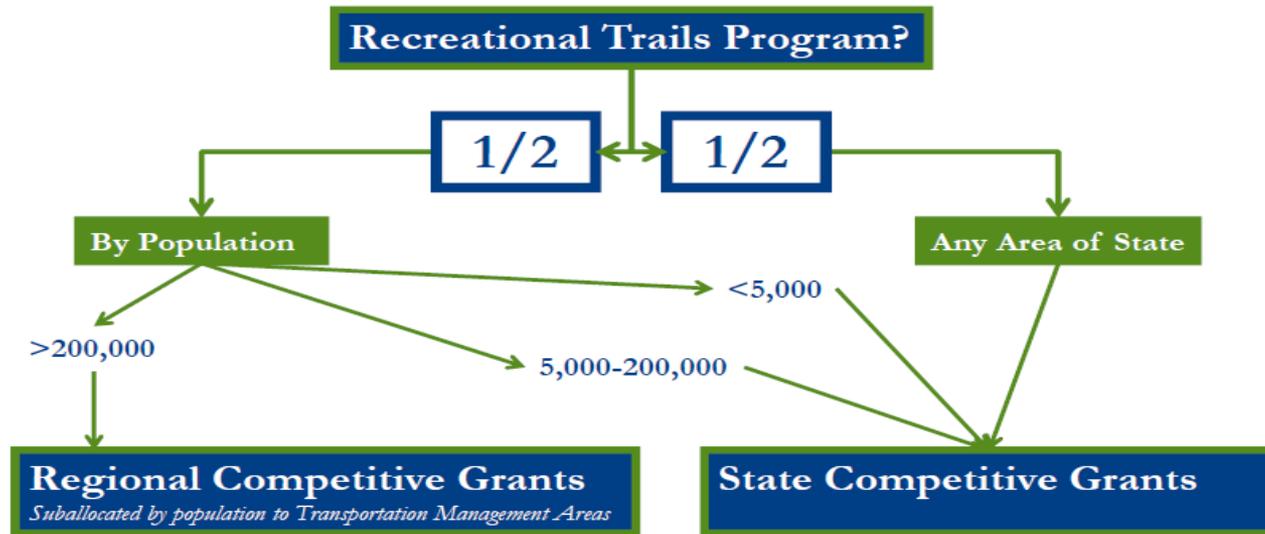
Historic preservation and rehabilitation of historic transportation facilities.

(Combines prior Historic Preservation and Rehabilitation and Operation of Transportation Facilities)

TA Suballocation of Funds



Suballocation of Funds



Inspiring Movement

Transportation Alternatives

Traditional Enhancement Selection Process

- **Application workshops (June/July)**
- **Application deadline (Nov/Dec)**
- **Scoring of applications by scoring committee (Jan–March)**
- **Tentative selections announced (Spring)**
- **Final selections announced (June)**
- **Federal fiscal year begins (October)**

Future Transportation Alternatives Timeline Similar?

Transportation Alternatives Next Steps

- **Working with MPOs in Transportation Management Areas (TMAs) on transition to Transportation Alternatives**
- **Establish Schedule for Application Submittal for FY14 in near future**
- **Application and updates posted on webpage**
- **Safe Routes to Schools will have a separate solicitation this year utilizing SAFETEA-LU funds**
- **Future Program Guidance developed to incorporate all aspects of Transportation Alternatives Program**

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Robert Williams
Safe Routes to School Coordinator
October 24, 2012

Safe Routes to School (SRTS)

www.virginiadot.org/saferoutes

- **Enable and encourage children to walk and bike to school (K-8) safely**
- **Emphasis on comprehensive programs with community support and partnerships**
- **Three types of grants:**
 - **Mini-Grants – short term activities to promote SRTS locally**
 - **Infrastructure – Sidewalks, Crosswalks, Bike lanes, Trails, etc.**
 - **Non-infrastructure- Education, Encouragement, Enforcement and evaluation activities**
- **Applicants must create a School Travel Plan prior to applying for funds (except for mini-grants)**

RESOURCES

- **VDOT Website**
 - <https://www.virginiadot.org>
- **Local Assistance Division Website**
 - <http://www.virginiadot.org/business/local-assistance.asp>
- **VDOT Districts**
 - **District Enhancement Coordinator or other designated local liaison**
- **Guidance Documents being updated**

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**Special Federal Funding
Programs
QUESTIONS??**