

## Transportation Alternatives

### Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)

September 2012

Under MAP-21, Transportation Alternatives is a new set-aside of funding for bike and pedestrian-related activities and other non-traditional transportation projects. It includes a consolidation of the Safe Routes to School Program, the Recreational Trails Program, and many activities formerly known as Transportation Enhancements. **Washington State’s share of Transportation Alternatives is estimated to be \$12.3 million in federal fiscal year (FFY) 2013 and \$12.5 million in FFY 2014.**

**BACKGROUND:**

Transportation Alternatives does not exist in current law. Instead, Safe Routes to School and the Recreational Trails programs are distinct programs with allocated funding, while Transportation Enhancements are funded by a 10% set-aside from the Surface Transportation Program.

*Historical apportionment levels\**

<i>\$ in millions</i>	Federal Fiscal Year							
	2005	2006	2007	2008	2009	2010	2011	2012
Transportation Enhancements	12.3	11.3	11.8	11.9	12.1	14.5	14.3	13.6
Safe Routes to Schools	1.0	1.7	2.3	2.8	3.6	3.6	4.2	3.3
Recreational Trails	1.4	1.6	1.7	1.8	1.9	1.9	2.2	1.8
<b>TOTAL</b>	<b>14.7</b>	<b>14.6</b>	<b>15.8</b>	<b>16.5</b>	<b>17.6</b>	<b>20.0</b>	<b>20.7</b>	<b>18.7</b>

\*The amounts for FFY2005 – FFY2012 come from FHWA apportionment notices N4510.563, N4510.604, N4510.646, N4510.683, N4510.742, N4510.744, N4510.745 and N4510.756 found at <http://www.fhwa.dot.gov/>. Amounts do not reflect penalties.

*Transportation Enhancements* – In the current Surface Transportation Program, 10% is set aside for Transportation Enhancements, which provides funds for non-traditional transportation projects such as scenic and historic preservation, pedestrian sidewalks, bicycle paths, and landscaping. Funds are allocated to the RTPOs for project selection. Washington received \$12.1 million in federal fiscal year 2009.

*Safe Routes to School* – The Safe Routes to School Program enables and encourages primary and middle school children to walk and bicycle to school. Both infrastructure-related and behavior projects are eligible. Not less than 10% and not more than 30% can be utilized on non-infrastructure related activities. A prioritized list of projects is provided to the legislature for final project selection through a statewide competition. Washington received \$3.6 million in federal fiscal year 2009.

*Recreational Trails* – The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized

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recreational trail uses. Funds are provided to the Washington State Recreation and Conservation Office, which uses the Recreation and Conservation Funding Board for project selection and oversight. Washington received \$1.9 million in federal fiscal year 2009.

### **MAP-21 CHANGES:**

MAP-21 creates the new, consolidated Transportation Alternatives and funds it by setting aside 2% of the amounts to be appropriated to a state for federal-aid highway and highway research programs. Washington stands to receive \$12.3 million in federal fiscal year 2013. Eligible projects include:

- Projects currently eligible under the Recreational Trails Program;
- Infrastructure projects currently eligible under the Safe Routes to School Program;
- Planning, designing or constructing roadways in the right-of-way of former Interstate System routes or other divided highways (Washington has no such roads);
- Bicycle and pedestrian facilities;
- Conversion of abandoned railroad corridors to trails;
- Historic preservation and rehabilitation of transportation facilities;
- Vegetation management;
- Archaeological activities relating to the impact of transportation projects; and
- Environmental mitigation and wildlife connectivity.

Fifty-percent of the Transportation Alternatives funds are to be allocated to locals based on population and the other half may be obligated in any area of the state. For the half that can be obligated anywhere, states may transfer the entire amount to the other apportioned highway programs. Further, if a state has a backlog of Transportation Alternatives funding exceeding 100% of the annual set-aside, it can transfer the excess funds to the CMAQ program. Entities eligible to apply to an MPO or state agency for Transportation Alternatives funding are defined as: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, tribal governments and any other local or regional governmental entity responsible for oversight of transportation or recreational trails (other than an MPOs or a state agency).

Each state must obligate the same amount of funding to the Recreational Trails Program that it received in 2009 (approximately \$1.9 million in Washington) and return 1% of the funds (approximately \$19,000 in Washington) to USDOT for administration of the program. The Governor of a State may choose to opt out of the Recreational Trails component not later than 30 days prior to apportionments being made for any fiscal year.