

# **Webinar: August 29, 2013**

## **Outreach and Discussion on Program Performance Information**



U.S. Department of Transportation  
**Federal Highway Administration**



# Presentation Overview

- Background context
- Historical descriptions of performance under TE
- Current evaluation and performance measures
- FHWA context and research options
- Discussion





# Transportation Alternatives Program

## Authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21)



- **Mission:** To improve our Nation's communities through leadership, innovation, and program delivery.
- **Vision:** The Transportation Alternatives Program (TAP) creates safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate.

## Transportation Alternatives Program (TAP)

### Eligible Project Areas

- Transportation Alternatives defined
- Recreational Trails Program (RTP)
- Safe Routes to School (SRTS) activities
- Boulevards from Divided Highways

TAP projects are eligible under the Surface Transportation Program (STP).





## USDOT Strategic Goals and Outcomes

- Safety
- Livable Communities
- State of Good Repair
- Economic Competitiveness
- Environmental Sustainability



DOT Strategic Plan online dialogue:  
[www.dot.gov/blog/fastlane](http://www.dot.gov/blog/fastlane)

# **FHWA Strategic Implementation Plan**

- National Leadership
- System Performance
- Program Delivery
- Corporate Capacity





## National Leadership

- Equip States with tools to assemble funding and financing for project delivery
- Accelerate Technology and Innovation Deployment through Every Day Counts (EDC) and Strategic Highway Research Program (SHRP2) initiatives



## System Performance

- Make significant improvements to critical aspects of highway system performance and condition
- Improve highway system performance while protecting and enhancing the natural environment and fostering livable communities





# Program Delivery

- Continually improve program integrity through risk-based oversight
- Operational and strategic decisions
- Efficiently deliver Federal highway programs through innovation, streamlining, and value-added stewardship
- Local Public Agency process





# Presentation Overview

- Background context
- **Historical descriptions of performance under TE**
  - Tracy Hadden Loh (Rails-to-Trails Conservancy)
  - Caron Whitaker and Darren Flusche (League of American Bicyclists)
- Current evaluation and performance measures
- FHWA context and research options
- Discussion



## **Outreach and Discussion on Program Performance**

Welcome to:  
Dr. Tracy Hadden Loh,  
Rails to Trails Conservancy



## Transportation Alternatives Program (TAP)

# Program Performance Information: What Do We Already Have?



U.S. Department of Transportation  
**Federal Highway Administration**



<http://www.ta-clearinghouse.info/index>

## Transportation Alternatives Program (TAP)



# Timeline

The TE activities are created by ISTEA in 1992

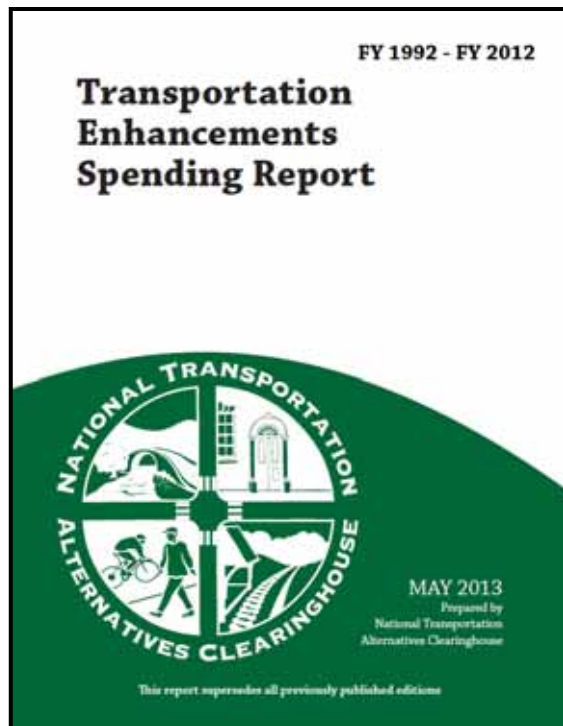
RTC begins tracking TE spending through information requests to state DOTs

RTC and FHWA establish a cooperative agreement to expand and continue this tracking in 1995

Most recent iteration of the cooperative agreement expires in September 2013; RTC to continue tracking TAP implementation and spending



# What Do We Track?



- Cumulative fiscal program-level data
- Mostly descriptive project-level data

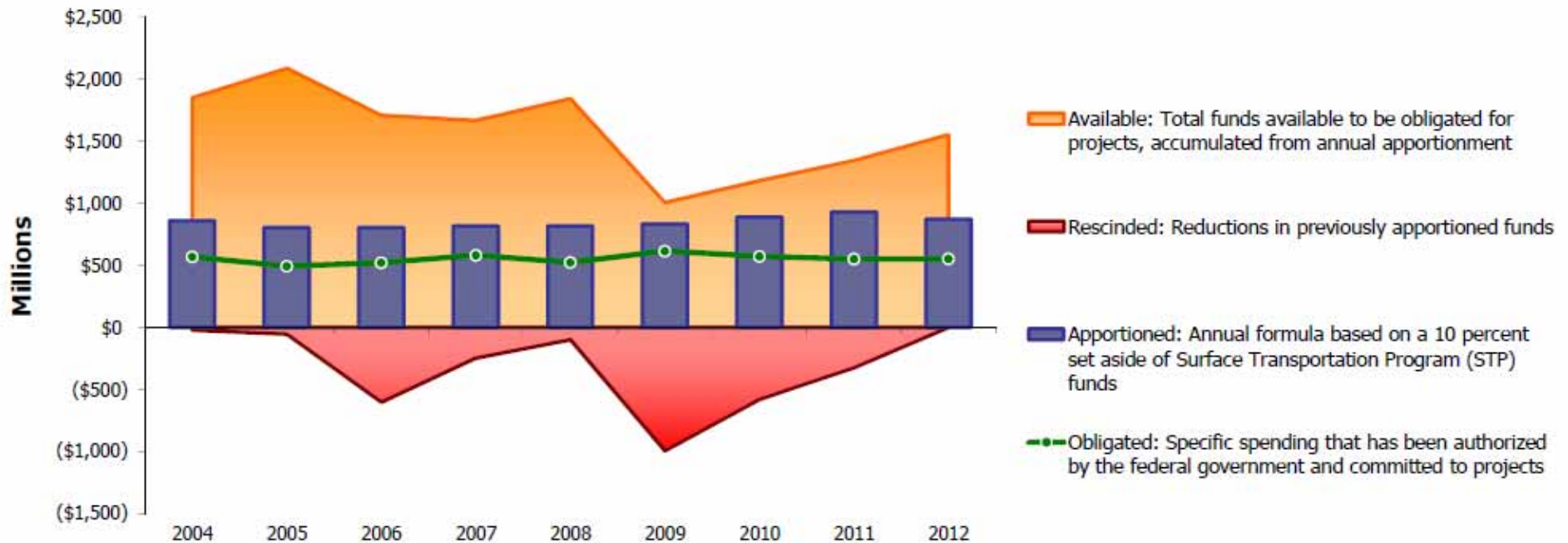
<http://www.ta-clearinghouse.info/spending>

# Transportation Alternatives Program (TAP)



## Data from FMIS

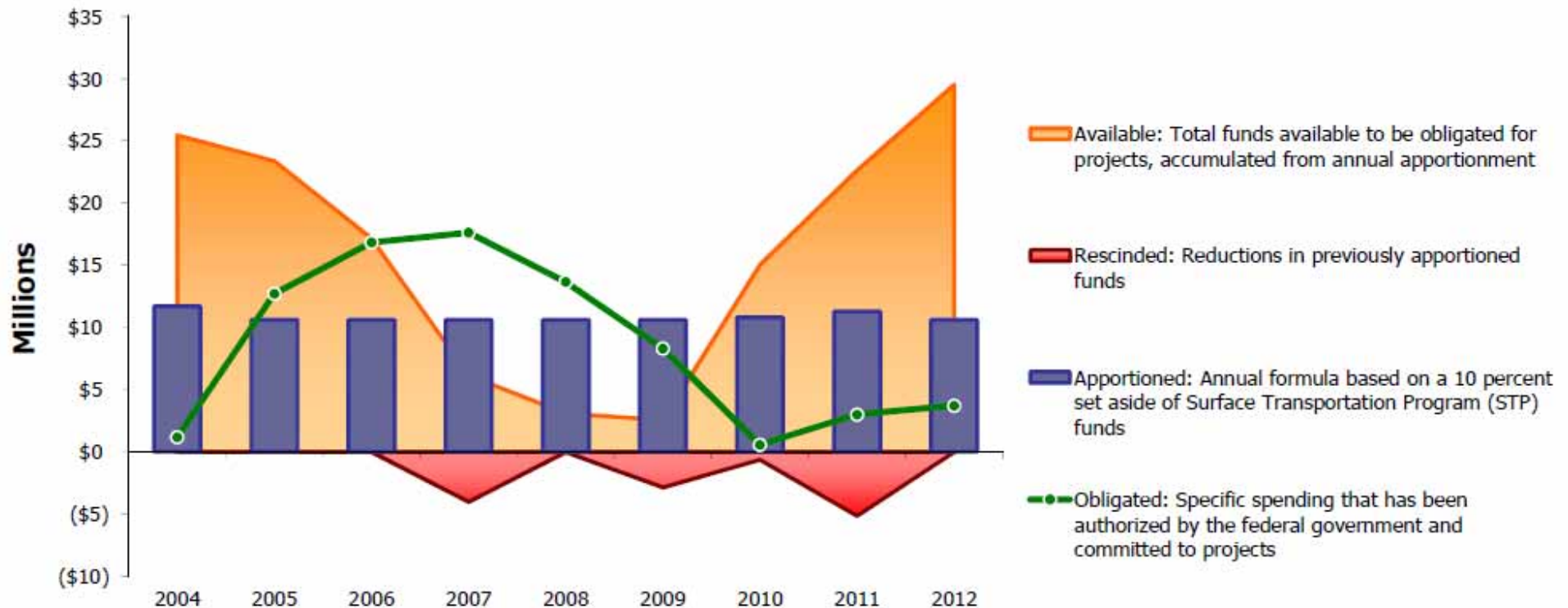
### National Transportation Enhancements Program



## Transportation Alternatives Program (TAP)

# Data from FMIS

## Kansas Transportation Enhancements Program



<http://www.ta-clearinghouse.info/stateprofile>

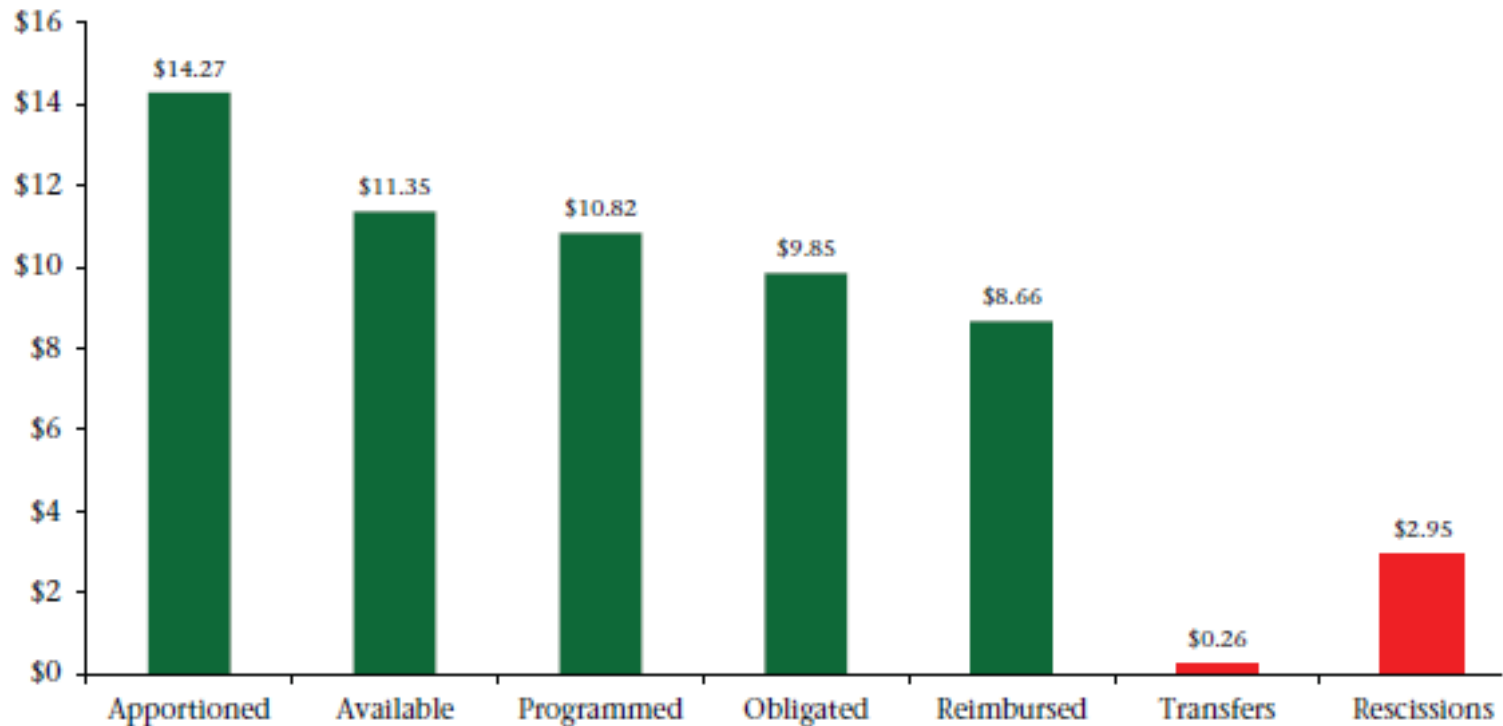


## Transportation Alternatives Program (TAP)



# Program-Level Metrics

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 to FY 2012

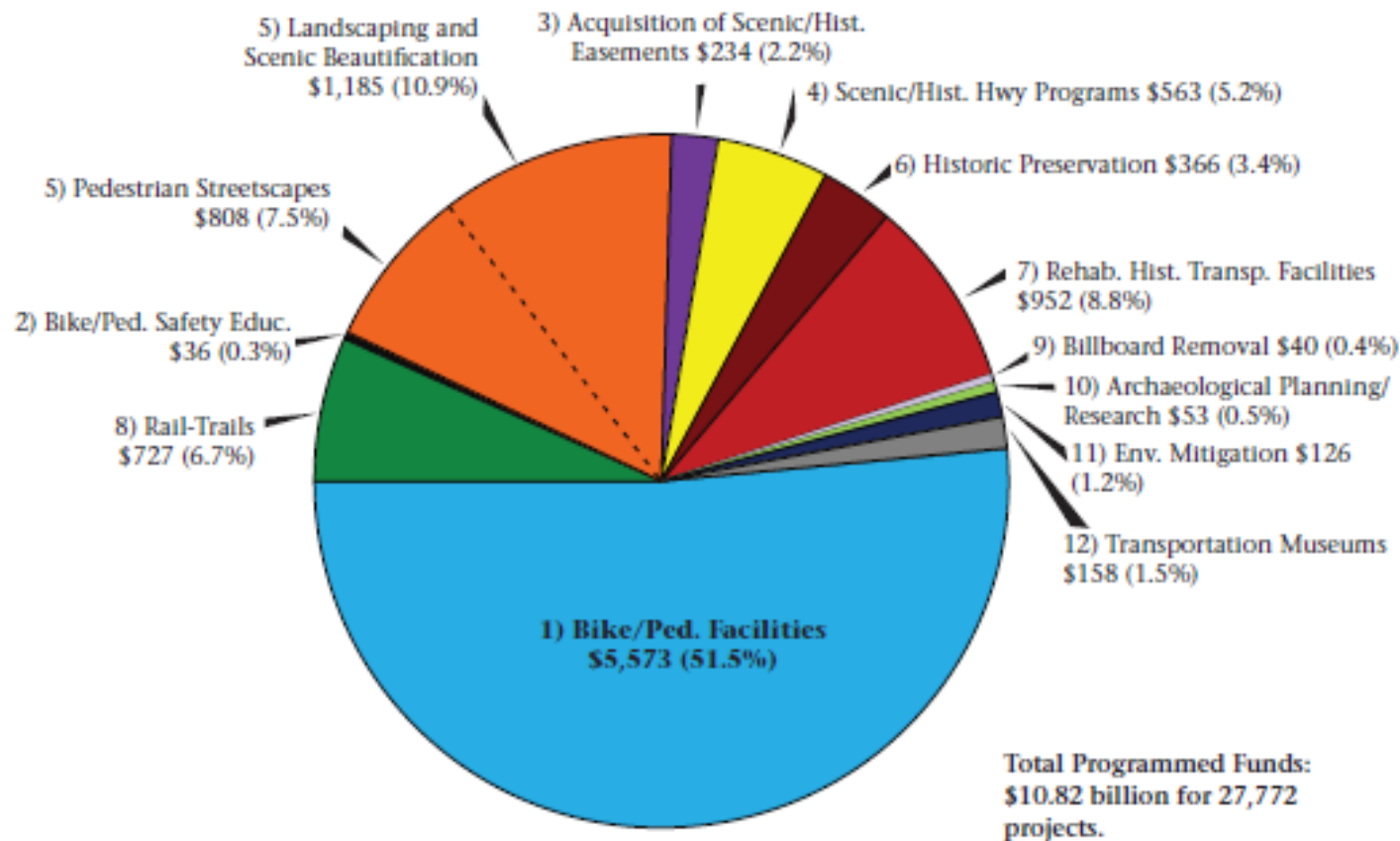


The reimbursement rate is calculated using obligated funds as the denominator, since only obligated funds can be reimbursed. All other rates are calculated using apportionments as the denominator.

## Transportation Alternatives Program (TAP)



# Descriptive Project-Level Data





## Project-Level Data

- Matching funds
- Project purpose:
  - Pedestrians
  - Safety
  - Transit integration
  - Trail access
  - Historic preservation
  - Wildlife protection

Did you know? The national cumulative match rate for TE projects was 28%, which exceeds the federal requirement. That's local and private money leveraged to public infrastructure.

# Case Studies

- Crash rates
- Adjacent vacancy rates
- Adjacent property values
- Sales tax revenue
- Traffic/use



# Excellence Certificate

- Use
- Boundary-movement
- Transportation benefit
- Environmental and social benefits
- Meeting needs/ fulfilling a purpose



# Recommendations

- Focus on safety
- Manage the rest transparently



## Transportation Alternatives Program (TAP)



# Questions?



**rails-to-trails**  
conservancy

Recycled Paper

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## Outreach and Discussion on Program Performance Information

Welcome to our presenters  
from the League of American  
Bicyclists:

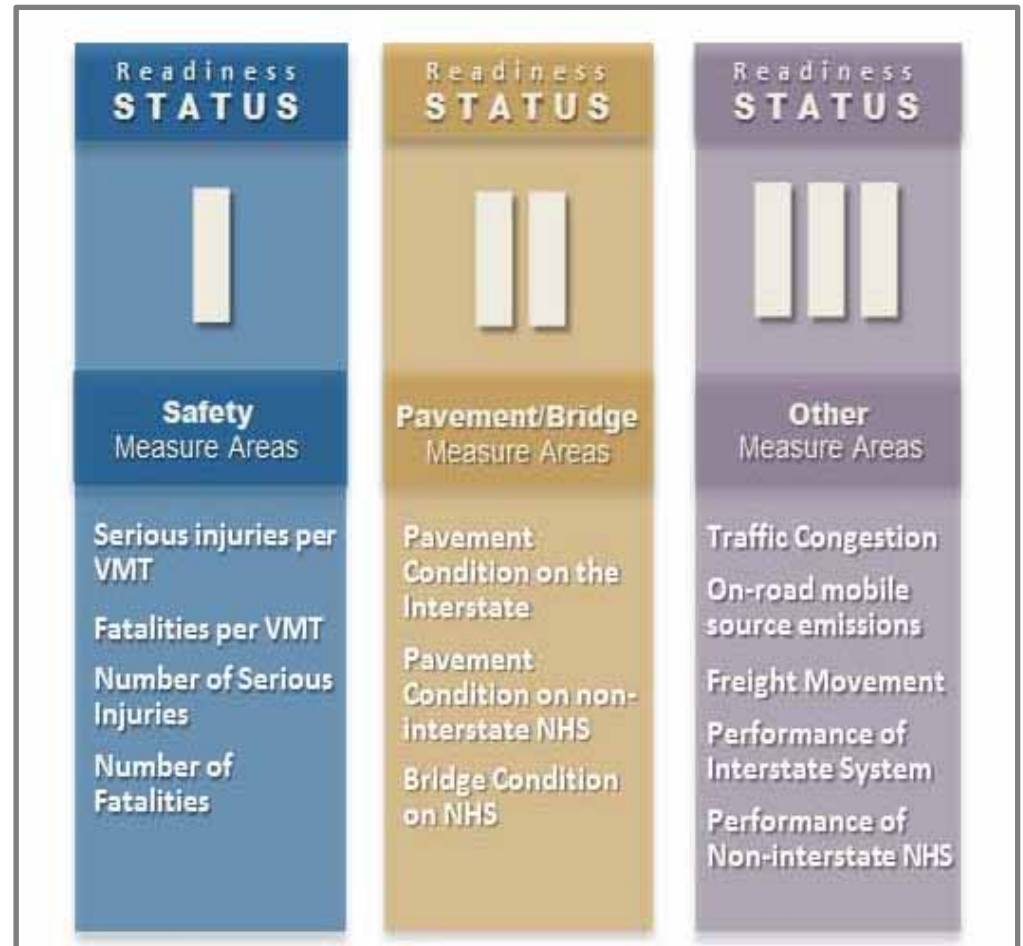
- Caron Whitaker
- Darren Flusche





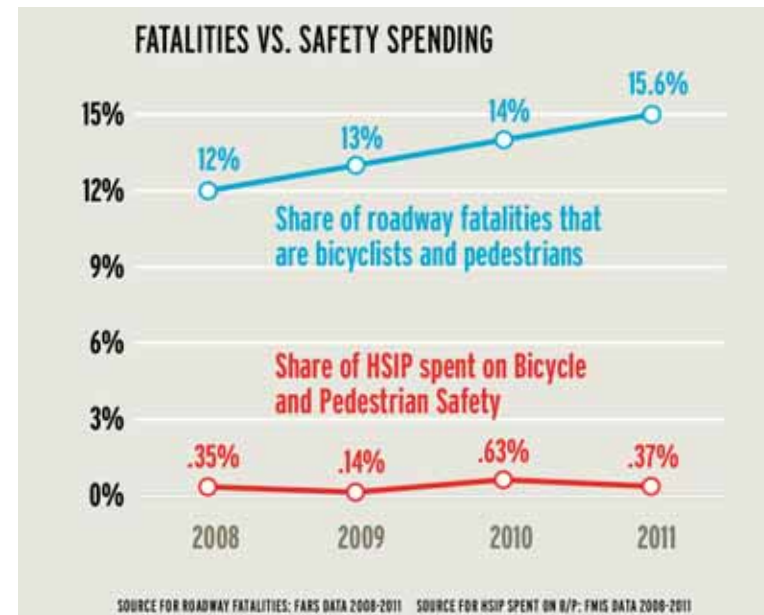
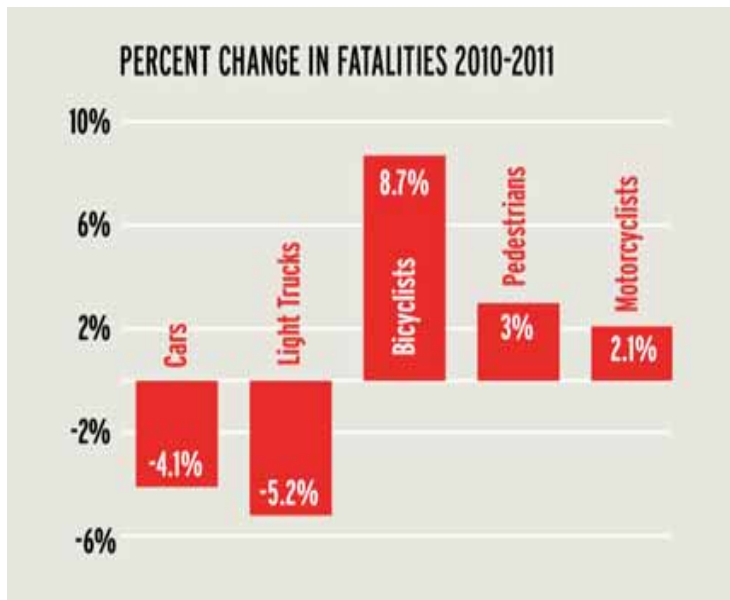
# TAP Projects and MAP-21 Performance Measures

- States will prioritize delivery of projects that meet Performance Measures
- Key that TAP projects help them meet those goals



## Transportation Alternatives Program (TAP)

# Safety



- Bicycle and Pedestrian fatalities make up almost 16% of all roadway fatalities.
- MAP-21 requires an increased focus on elements and features of an unsafe road and crash potential.
- TAP projects can address those concerns.
- Congress emphasis on infrastructure in TAP.

## Transportation Alternatives Program (TAP)

# Congestion Mitigation



- Well placed TAP projects that create and complete network.
- When measuring benefits of Bike/Ped projects – critical to measure increase to whole network.

# Transportation Alternatives Program (TAP)



## NHS Performance



Interstate 40- Nashville, TN



Broadway Nashville TN

Livable  
communities  
goal



# Meeting Goals

- Goals
- Project selection

## Priority Areas

- Safety
- Safe Routes to School
- Transportation & Mobility
- Intermodal connection
- Quality of life
- Equity





# National Capital Region

- Accessibility for All Users
  - Choices
  - Safety
  - Disabilities
- Safe Routes to School
- Transit & Employment
- Project Coordination





# 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





# Safety

## **Memphis Urban Area MPO, Memphis, TN**

### ***Safety and Security:***

- All crashes (auto, ped, bike/length of project)
- History of crash incapacitating or killing a pedestrian or bicyclist? (List the date and location of the fatal accidents.)
- Traffic calming and design improvements?
- Incorporate any security improvements?



# Safe Routes to School

- Balanced of infrastructure and non-infrastructure (Michigan)
- Data Collection (National Center)
- Potential Benefit (Florida)
- School and Neighborhood Engagement (Florida)
- Equity (Ohio)
- Community Connections (Florida)



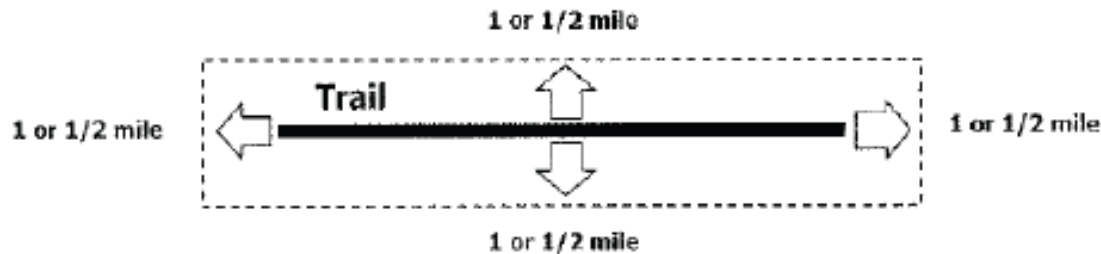
## Transportation & Mobility

### VI **Potential Trail User Pool (25 Points Maximum) - SHOW ALL WORK VIA ATTACHMENT!**

#### **Part 1 - Draw Map**

On a map, create a band at either ½ mile on either side of the **proposed segment of trail corridor** that the project is contained within or 1 mile on either side of the trail corridor. If the ½ mile (each side) band is chosen, the generators are worth 1 point each. If the 1 mile (each side) band is chosen, the generators are worth ½ point each. The project sponsor should look at both conditions to determine which will provide the best score.

To create the band around the trail, start with the trail as the center and add a parallel line to each side of the trail and close the ends of the bands with two perpendicular lines. For a ½ mile condition the map would look as follows:



#### **Part 2 - Count CORRIDOR SPECIFIC GENERATORS:**

Within the boxed area that you have created, count all the following traffic generators that are WHOLLY or PARTIALLY contained within the box. List each traffic generator ONCE and IN ONLY ONE CATEGORY BELOW:

- 1) Parks:
- 2) Schools:
- 3) Post Offices:
- 4) Public Buildings:

# Intermodal connection

## **Metropolitan Washington Council of Governments Washington, DC**

- Within 3/4 of a Metrorail?
- Linkages to transit and/or employment?



# Quality of life

**Knoxville Regional Planning Organization  
Knoxville, TN**

***LAND USES WITHIN ¼ MILE OF FACILITY***

*Check if within ¼ mile of your project*

*Public Park*

*School*

*Library*

*Transit Stop*

*Retail*

*Employment*

*Residential*

*Other*



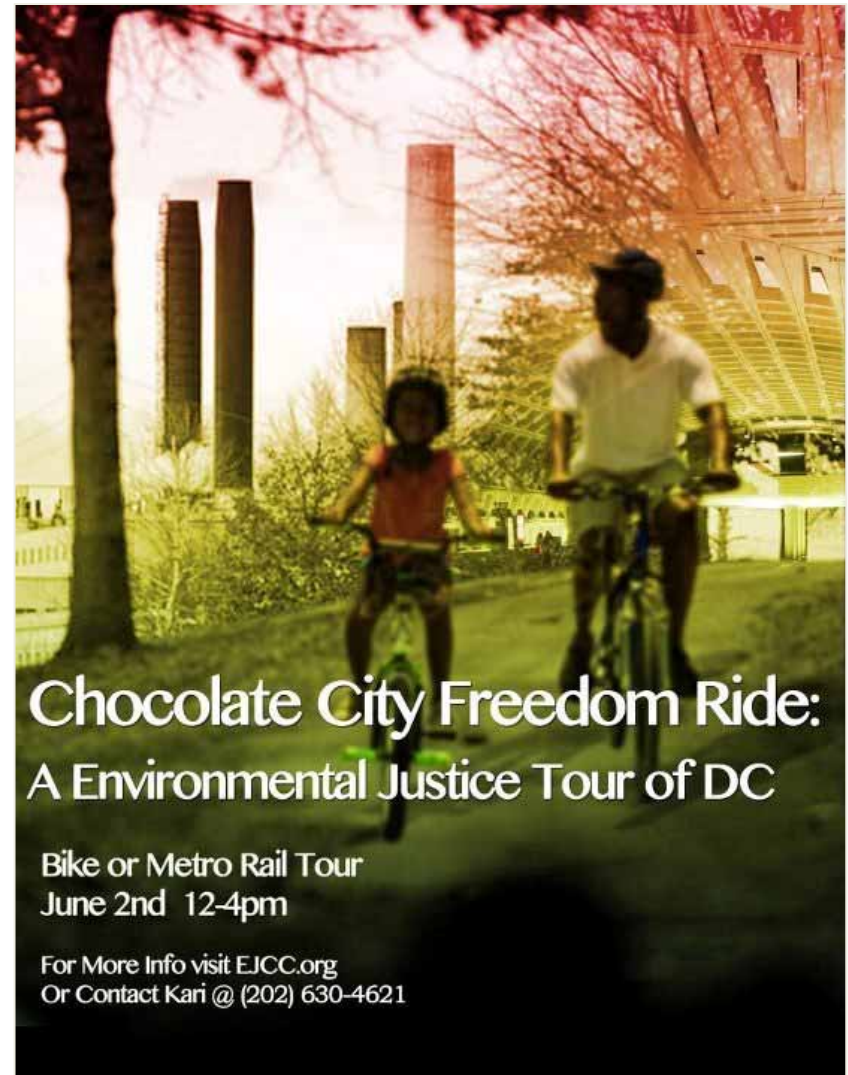
## Transportation Alternatives Program (TAP)

# Equity

### *Serving Communities of Concern*

*Does the project/program serve residents of the Communities of Concern within the TPO urbanized area?*

*[High concentration seniors, those living in households with no motor vehicles, people with disabilities, racial minorities, and people living in poverty.]*



# Questions about our presentations?

Clarifying questions?





# Presentation Overview

- Background context
- Historical descriptions of performance under TE
- **Current evaluation and performance measures**
  - Context and considerations
  - Best practices
  - Next steps
- FHWA context and research options
- Discussion







# USDOT/FHWA Considerations for Performance



- TAP in context with the FHWA Strategic Implementation Plan
- Linkage to MAP-21 and FHWA initiatives, such as:
  - Every Day Counts (EDC)
  - Strategic Highway Research Program (SHRP 2)
  - Livability Program activities
  - Bicycle and pedestrian plans and programs



# USDOT/FHWA Performance Context



Example: TIGER Grants must provide a Benefit/Cost analysis: see [www.dot.gov/tiger](http://www.dot.gov/tiger).

- Livability
- Economic Competitiveness
- Safety
- State of Good Repair
- Sustainability
- Costs



# **MAP-21 National Goals and**



# **Performance Management Measures**

- Safety
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays



## **MAP-21 National Goals and**



## **Performance Management Measures**

- National Highway Performance Program (NHPP)
  - Pavement, bridges, performance
- Highway Safety Improvement Program (HSIP)
  - Serious injuries and fatalities: number and per VMT
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Traffic congestion, on-road mobile source emissions
- National Freight Movement

## Transportation Alternatives Program (TAP)



# The Community Vision Metrics Tool

(under development)



- Accessibility
- Aesthetics/Sensory
- Community Amenities
- Community Engagement
- Economic
- Housing
- Land Use
- Mobility
- Natural Resources
- Public Health
- Safety
- Socio-Cultural

## Transportation Alternatives Program (TAP)



# INVEST



INVEST: <https://www.sustainablehighways.org/>

- Sustainability
  - Environmental Benefits
  - Economic Benefits
  - Social Benefits
- System Planning
- Project Development
- Operations and Maintenance



The Sustainability Triple Bottom Line

## Transportation Alternatives Program (TAP)



## Bicycle and Pedestrian Example

- FHWA [Traffic Monitoring Guide](#) (April 2013) has a Bicycle and Pedestrian Chapter.
  - Travel Monitoring Analysis System (TMAS) allows upload and analysis of nonmotorized count data.
  - Tools for estimating performance measures from “before and after” counts.
  - These tools will be released as they are ready over the next two years.

## Transportation Alternatives Program (TAP)



## State Examples



- State Smart Transportation Initiative: [www.ssti.us](http://www.ssti.us)
- Maryland: [2013 Annual Attainment Report on Transportation System Performance](#)
- Minnesota DOT [Corridor Investment Management Strategy](#)
- California integrates statewide modal plans, program plans, and technology to meet climate change goals.



## Transportation Alternatives Program (TAP)



## State Examples Michigan DOT



- Michigan State University Study of TE-funded trails impacts
- Streetscape project surveys
- Post Project Surveys
- TE/TAP Case Studies
- TE/TAP construction economic impact study
- Information at [MDOT TAP webpage](#)

# Transportation Alternatives Program (TAP)



Category	Admin Efficiency	Environ Strmlng	Safety	Design Innovation	System Perform	Economic Benefit	Environ Benefit
1. Pedestrian/Bicyclist/Trails							
2. Safe Routes for Nondrivers							
3. Rail-trails							
4. Turnouts/Overlooks							
5. Community Improve – Other							
6. Outdoor Advertising							
7. Historic Preservation							
8. Vegetation Management							
9. Archaeological							
10. Environ Mitigation – Other							
11. Stormwater, wetlands							
12. Wildlife habitat / connect							
13. Recreational trails							
14. Safe Routes to School							
15. Boulevards							50



## **TAP Innovations—Examples**

### **Sample Performance Measures**

Administrative Efficiency

Environmental Streamlining

Safety

Design Innovation

System Performance

Economic Benefit

Environmental Benefit

Other

## Transportation Alternatives Program (TAP)



# Performance Management Program Administration



- FHWA Financial Information
  - Apportionments, obligations, transfers, rescissions (annual and cumulative)
  - Project type (no ability to verify)



# Performance Management Program Administration Gaps



- Financial Information: potential future gaps
  - National, State, or programmatic project list
  - Verify project types
  - Annual and cumulative
- TAP/TE news and related stories and events



# Performance Management Research Options



- Case Studies
- State examples:
  - Highlight model websites, use a common format
  - State profiles in a common format for how TAP funds are used, to promote transparency
  - Incentive funds to drive innovation
- Good practices:
  - Webinars, targeted peer exchanges



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## **Questions and Discussion**

- Are States, MPOs, or local agencies discussing program performance for TAP?
- Are the public, elected officials, and managers involved in developing program performance criteria?
- What data should be “rolled up” to communicate overall national program performance?
- Other?



## More Information

- MAP-21 Webinars:  
[www.fhwa.dot.gov/map21/webinars.cfm](http://www.fhwa.dot.gov/map21/webinars.cfm)
- TAP Guidance and Questions & Answers:  
[www.fhwa.dot.gov/MAP21/](http://www.fhwa.dot.gov/MAP21/)
- [www.fhwa.dot.gov/environment/transportation\\_alternatives/](http://www.fhwa.dot.gov/environment/transportation_alternatives/)

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