



## **2016 Legislative Report for the Transportation Alternatives Program**

### **Introduction:**

The Transportation Alternatives Program (TAP) was authorized by the Federal transportation funding Act - the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was signed into law on July 6, 2012, and went into effect at the beginning of the 2013 federal fiscal year. The Transportation Alternatives Program redefines the former Transportation Enhancements (TE) activities and consolidates these eligibilities with the Safe Routes to School and the Recreational Trails Programs. It provides an opportunity for local governments to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects. Furthermore, the program improves the quality of life in communities across the state by allowing citizens the means to take on projects that might not otherwise be possible.

Since 1992, the SCDOT Commission has elected to allocate a portion of available funds for the TE Program and has continued this practice through TAP. The Fixing America's Surface Transportation (FAST) Act has now become law and should provide stable funding for the Highway Trust Fund (HTF) for the five-year duration of the bill. The FAST Act retains much of the MAP-21 highway program, with some changes. The Surface Transportation Block Grant Program (STBGP) replaces the Surface Transportation Program (STP). TAP is also rolled into STBGP. Minor funding increases to TAP can be expected in the future under FAST.

In July of 2016, the South Carolina General Assembly passed Act 275 (s.1258). Section 57-1-460 of the Act authorizes the South Carolina Department of Transportation (SCDOT) Secretary to approve federal transportation enhancement funds. Although Section 57-1-370 refers to them as "grants", these project awards are actually authorizations for reimbursement of eligible transportation enhancement project expenditures.

## **Project Qualifications:**

The following eligibilities are authorized in MAP-21 for the Transportation Alternatives Program:

**Pedestrian and bicycle facilities**, including non-motorized paths, that:

- Connect and develop documented regional or statewide non-motorized transportation networks.
- Are appropriate for the need and user types targeted.
- Benefit state tourism or economic development initiatives.
- If locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
- Are a priority on SCDOT, county or regional non-motorized transportation plans.
- Address documented safety deficiencies.
- Are part of a broader non-TAP funded non-motorized system.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheel chair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

**Streetscape Improvements**, that:

- Are located in established traditional downtowns or historic districts.
- Use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
- Accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, etc.).
- Receive input and support from citizens, local businesses, economic developers, traffic engineers, etc.

**Safe Routes To School Program**, that:

- Meet the requirements under section 1404 of the previous Federal Transportation Act, SAFETEA-LU.

## **Project Competitive Factors:**

The Federal Transportation funding Act, MAP-21, stipulates all eligible projects would be selected through a competitive selection process. The factors associated with this process are as follows:

### **Financial factors**

- Realistic expectations and cost
- A high level of local match funding and ability to pay
- Non-participating work that is determined to be a benefit to the TAP project

**Public input**

- Consistency with adopted plans, policies, or other investments
- Opportunity and evidence of public involvement

**Safety and Livability**

- Addresses safety
- Enhances livability, demonstrates quality of experience, improves quality of life, and improves population health
- Total population served and level of exposure or access including the amount or density of nearby population or employment

**Coordinated efforts**

- Project supporting a community's Complete Streets policy, is on a designated state or national bicycle trail, or is part of a statewide initiative, provides connectivity among other facilities or regions of activity, adds to or enhances existing network
- Completes planned corridors, fills gaps
- Paired with other infrastructure work
- Part of an economic development or community improvement initiative

**Constructability**

- Technical Merit including feasibility, meeting design standards, realistic scope/schedule/budget and project readiness

**Maintenance factors**

- Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

**Previous Transportation Enhancement (TE) and TAP funding**

- Number and scale of previously awarded projects
- Timely implementation and appropriate maintenance on previous projects

**Applicants:**

MAP-21 authorizes the following entities to apply for TAP Funding:

- Local governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resources or public lands agencies
- School Districts, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a Transportation Metropolitan Area or a State agency that the State determines to be eligible)

TAP funds are provided to local governments through two segments:

- **Transportation Management Areas** - Urbanized areas of the State with an area population greater than 200,000 are known as Transportation Management Areas (TMAs). The policy committees for the state's six TMAs determine how the funds are distributed among the projects throughout their Metropolitan Planning Organization (MPO) planning area through a competitive selection process in consultation with SCDOT. The amount of funding allocated to each MPO in these urban areas is based on proportion of population and specifically identified in the federal regulations. Applications for TAP funding located in an urbanized area should be submitted to the MPO, and are considered separately from other statewide applications. MPOs in a TMA will submit the application to the SCDOT's Local Program Office for final approval. The proposed project would be identified in the area's Transportation Improvement Program (TIP) document. Once placed in the TIP, applications for TAP funds would be used to verify eligibility and prepare contracts.
- **Non-Transportation Management Areas** – Governmental bodies located within an MPO planning area not designated as a TMA, and all other applicants not located within an MPO planning area would be eligible for funding under the statewide allocation through a competitive selection process. All applications are reviewed by SCDOT's staff to ensure eligibility under the Federal Highway Administration's guidelines for TAP Projects. Proposed projects under the statewide program are approved by the SCDOT's Secretary of Transportation and limited to a maximum of \$400,000 for each project. Governmental bodies located outside of Transportation Management Areas (TMAs) are to coordinate through their respective MPO or Council of Governments (COG) prior to submitting an application to SCDOT, and if the project is awarded, it would then be incorporated in their TIP. If an applicant has an existing project that is less than 50% complete (less than 50% of the funds expended) then submittal of another application is not allowable. Projects are only approved up to the funds available on an annual basis.



**2016 Approved Project Funding:**

**Transportation Management Areas Projects**

In urbanized areas of the state with an urbanized area population of over 200,000

<i><b>CONGRESSIONAL DISTRICT</b></i>	<i><b>COUNTY</b></i>	<i><b>APPLICANT</b></i>	<i><b>PROJECT NAME</b></i>	<i><b>FEDERAL FUNDS</b></i>
3	Aiken	City of Aiken	Bicycle Infrastructure Phase I	\$81,522.00
3	Aiken	City of Aiken	Crosland Park Pedestrian Walkways	\$81,521.60
2	Lexington	City of Cayce	Julius Felder Sidewalks Phase III	\$156,941.00
2	Richland	City of Columbia	Greenway-Esplanade Connector	\$149,974.31
2	Lexington	Town of Chapin	Lexington Avenue Pedestrian Improvements Phase II	\$180,000.00
2	Richland	Richland County	Broad River Road Neighborhood Connection	\$180,000.00
2	Lexington	City of West Columbia	B Avenue Bike Lane	\$180,000.00
4	Greenville	Greenville County	Woodruff Road Sidewalks	\$360,976.00
5	York	City of Rock Hill	Columbia Avenue Pedestrian Improvements	\$110,833.00
<b>TOTAL</b>				<b>\$1,481,767.91</b>



**Non- Transportation Management Area Projects:**

In areas of the state other than urban areas with a population of 5,000 or more

<b>CONGRESSIONAL DISTRICT</b>	<b>COUNTY</b>	<b>APPLICANT</b>	<b>PROJECT NAME</b>	<b>FEDERAL FUNDS</b>
6	Colleton	Colleton County	Highway 64 Sidewalk Improvements	\$400,000.00
7	Darlington	City of Darlington	South Main Street Pedestrian and Bike Access Improvements	\$400,000.00
5	Cherokee	Limestone College	Griffith Street Sidewalk Improvements	\$160,000.00
5	Kershaw	North Central High School	North Central High/Middle Schools Pedestrian Improvements	\$400,000.00
6	Orangeburg	City of Orangeburg	Pedestrian Improvements	\$325,069.60
6	Orangeburg	Orangeburg County	Pedestrian Overpass at SC State University	\$800,000.00
6	Beaufort	Town of Port Royal	Waddell and Ribaut Roads Pedestrian Improvements	\$317,806.00
4	Spartanburg	City of Spartanburg	Westside Connection Trail	\$395,896.80

**TOTAL**

**\$3,198,772.40**



In areas of the state with a population less than 5,000

<i><b>CONGRESSIONAL DISTRICT</b></i>	<i><b>COUNTY</b></i>	<i><b>APPLICANT</b></i>	<i><b>PROJECT NAME</b></i>	<i><b>FEDERAL FUNDS</b></i>
6	Jasper	Town of Estill	Pedestrian Improvements	\$400,000.00
3	Laurens	Town of Gray Court	Pedestrian Improvements	\$400,000.00
6	Jasper	City of Hardeeville	Charles Street and McTeer Street Downtown Sidewalk Improvements	\$163,362.00
6	Spartanburg	City of Landrum	North Randolph Avenue Pedestrian Safety Improvements Phase III	\$398,879.92
4	Spartanburg	Town of Pacolet	Hillbrook Circle Sidewalks	\$136,275.00
4	Spartanburg	Town of Pacolet	Pacolet Gateway Passage	\$150,000.00
<b>TOTAL</b>				<b>\$1,648,516.92</b>



**SCDOT's TAP Office:**

SCDOT partners with the Federal Highway Administration (FHWA) to administer fiscal activities and program compliance for the Federal Transportation Alternatives Program. The TAP Office is responsible for reviewing and administering the program, assisting Local Public Agency's (LPAs) in project applications, monitoring project budgets and supporting the SCDOT Commission in program activities.

The mission of the SCDOT TAP Office is to facilitate and provide an opportunity for local governments to pursue expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. The TAP Office works with LPAs during the developmental stages of projects to ensure that proposed projects are in compliance with federal and state guidelines mandated for the program.

**Questions regarding the Transportation Alternatives Program can be directed to the SCDOT Transportation Alternatives Office at (803) 737-1952.**

