Making the Most of Federal Transportation Funds In Your State
Transportation Alternatives Spending Report FY 1992-2021

• Helps stakeholders at the federal, state and local levels understand and make effective use of the Transportation Alternatives Set-Aside (TASA) program
• Provides transparency, promotes best practices, and provides citizens, professionals and policymakers with information and access to funding data.
• Data Sources: FHWA’s Financial Management Information System (FMIS) and from state department of transportation (DOT) staff.
TA Set-Aside Appointment to a State

Set-Aside for Recreational Trails Program

Net TA Set-Aside Funds, After Recreational Trails Set-Aside

50% for Use in Any Area of a State (Administered by State)
Under Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, these funds can be transferred away for other transportation purposes (see Transferability below).

50% Suballocated to Sub-State Areas Based on Population

Transferability
States may transfer the 50% of the TA funding that is available for obligation anywhere in the state (or 25% of funds). These funds may be transferred to other Federal-aid Highway Programs (FAHPs), including the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), the Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Urbanized Areas With Populations Over 200,000 (Administered by Metropolitan Planning Organizations)
Under the FAST Act, 50% of these funds can be awarded to Surface Transportation Block Grant (STBG) program-eligible projects (e.g., roads and bridges).

Urbanized Areas With Populations 5,001 to 200,000 (Administered by State)

Urbanized Areas With Populations Under 5,000 (Administered by State)

Note: Under the Bipartisan Infrastructure Law (BIL), 50% of TA funds are suballocated to sub-state areas based on population, and 41% are for use in any area of a state.
FY 2021 Highlights

▪ A total of $459 million was obligated to TA projects in fiscal year (FY) 2021, in contrast to $4.4 billion in TA application requests in FY 2020.

▪ Approximately 16% of the total FY 2021 TA apportionment, or $126 million, was lost through transfers, largely to the Surface Transportation Program/Surface Transportation Block Grant program (STP/STBG), a trend that began under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America’s Surface Transportation (FAST) Act.

▪ Obligation rates decreased to 60% of apportioned funds, or $459 million, down from $546 million the prior year.

▪ Approximately 78% ($599 million) of TE/TA/TASA funds was reimbursed, marking the completion of projects and return of up-front funds to local pockets.
Funding and Unmet TA Needs FY 2016-2026

TA Funding Unmet Demand (millions)

Funding Requested
Funding Awarded
Unmet Demand
TA Set Aside (excluding RTP)
State Program Analysis FY 1992-2021

- Bike/Ped Facilities, Programs and Safe Routes: 59.1%
- Rail-Trails: 7.0%
- Beautification/Landscaping/vegetation Management: 14.0%
- Historic Preservation and Rehabilitation: 11.44%
- Scenic Highways, Turnouts and Overlooks: 4.9%
- Environmental Mitigation: 1.4%
- Safe Routes to School (Infrastructure): 1.3%
- Safe Routes to School (Non-Infrastructure): 0.2%
- Other*: 0.66%

*Other includes: Billboard Management, Archaeological Activities and Transportation Museums
Making the Most of Transportation Alternatives

#1 Spend all the $

- Obligation rates
- Transfers
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#2 Focus $ strategically for maximum impact

Bay Area Trails Collaborative: Iron Horse Regional Trail | Photo by TrailLink user tommyonbike_001
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#3 Equitable Access for All Communities

- Match rates
- Technical assistance

Baltimore Greenway Trails Network: Jones Falls Trail | Photo by Side A Photography
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#4 Trail maintenance
Recreational Trails Program

Changes in the Bipartisan Infrastructure Law to the Recreational Trails Program:

1. Any funds spent on eligible Recreational Trails may count toward the non-federal share of a project.
2. Otherwise, the program stays the same – no increase.
Other New Programs in the BIL/IRA

1. Grant programs
   a. Safe Streets and Roads for All (applications were due 9/15)
   b. Reconnecting Communities (applications due 10/13)

2. Formula - Carbon Reduction Program
   a. Suballocated like Transportation Alternatives
   b. States must develop Carbon Reduction Strategy by 11/15/23
   c. Eligible projects must support the reduction of greenhouse gas emissions
Engaging your State DOT and/or MPO

Tips for how to engage transportation stakeholders to encourage trail development

• Understand the process, including public engagement requirements
  • TIPs/STIPs – what has to be included
  • Long-range plans
  • Technical assistance opportunities
• Engage decisionmakers
  • Priority letters
  • MPO board members
  • State legislators
• Timeline
Questions?