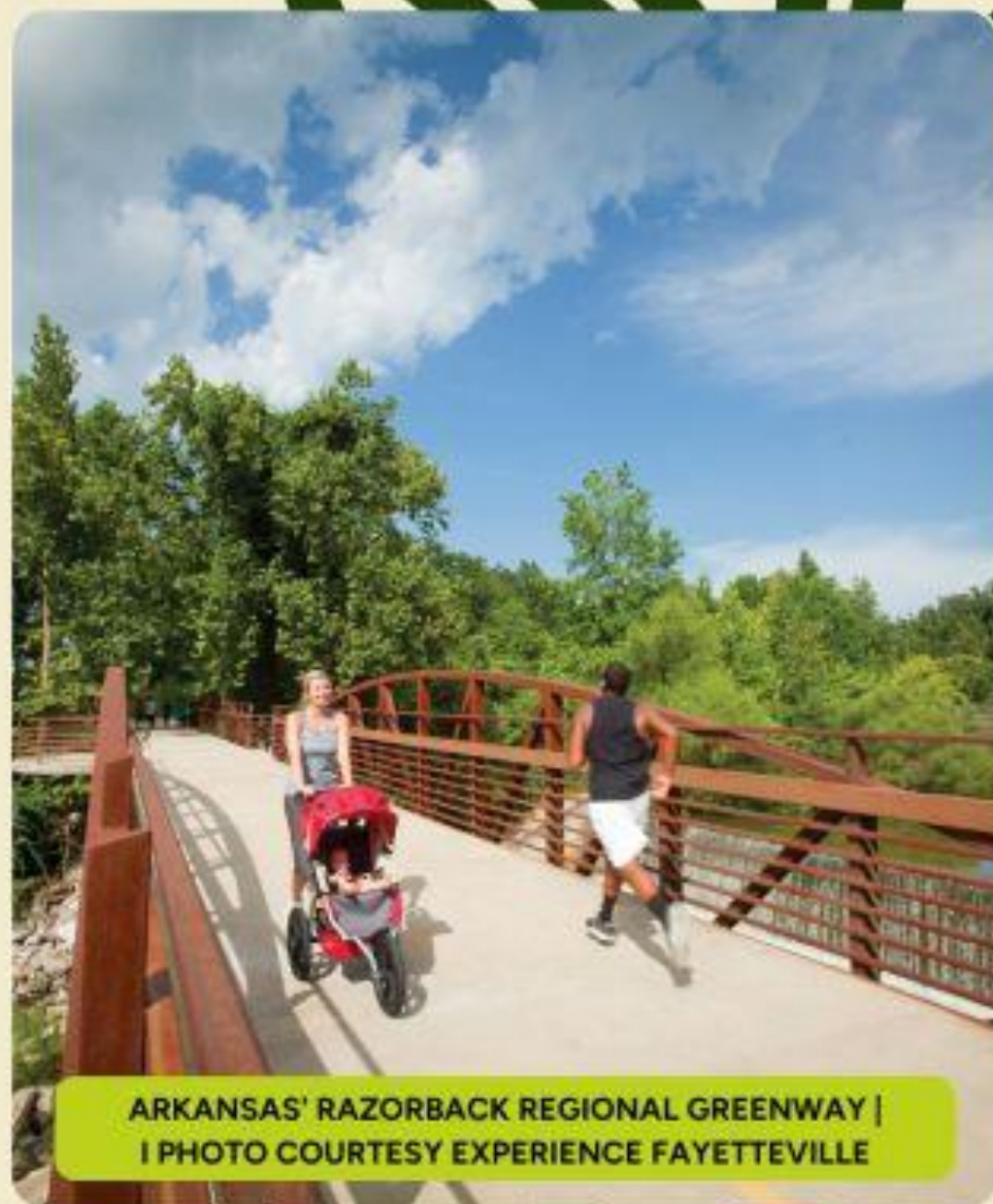


SEPTEMBER 24, 2026

# **TrADE Talk:** Transportation Alternatives Lessons Learned and Future Guidance



ARKANSAS' RAZORBACK REGIONAL GREENWAY |  
| PHOTO COURTESY EXPERIENCE FAYETTEVILLE

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- Drop your questions in the Q&A box.
- In the event you run into technical difficulties during the webinar, here's how to troubleshoot:
  - Log out and back into the webinar
  - Webinar ID: 867 3998 0501
  - Browse Zoom Customer Support topics & contact Customer Support: <https://support.zoom.us>
  - Live transcription is enabled for this webinar.
  - Recording and slides will be made available after the webinar.

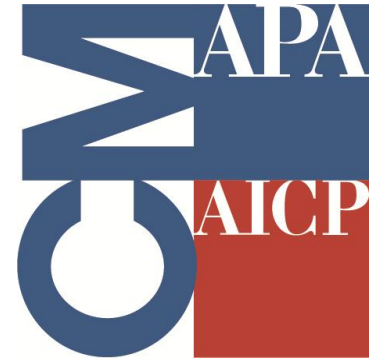
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## TrADE Talk: Transportation Alternatives Lessons Learned and Future Guidance

Event #9334026

*AI CP members **who view this event live** are eligible for 1 CM credit*



# Meet Our Panelists



Kim Chesser, State Agency  
Advocacy Specialist  
Rails to Trails Conservancy



Michael Cherpak, P.E.  
Principal Engineer  
Connecticut Department of  
Transportation



Abby Peterson, Transportation  
Planner Senior, Idaho  
Transportation Department

# Transportation Alternatives Spending Report FY 1992-2025



Helps stakeholders at the federal, state and local levels understand and make effective use of the Transportation Alternatives Set-Aside (TASA) program

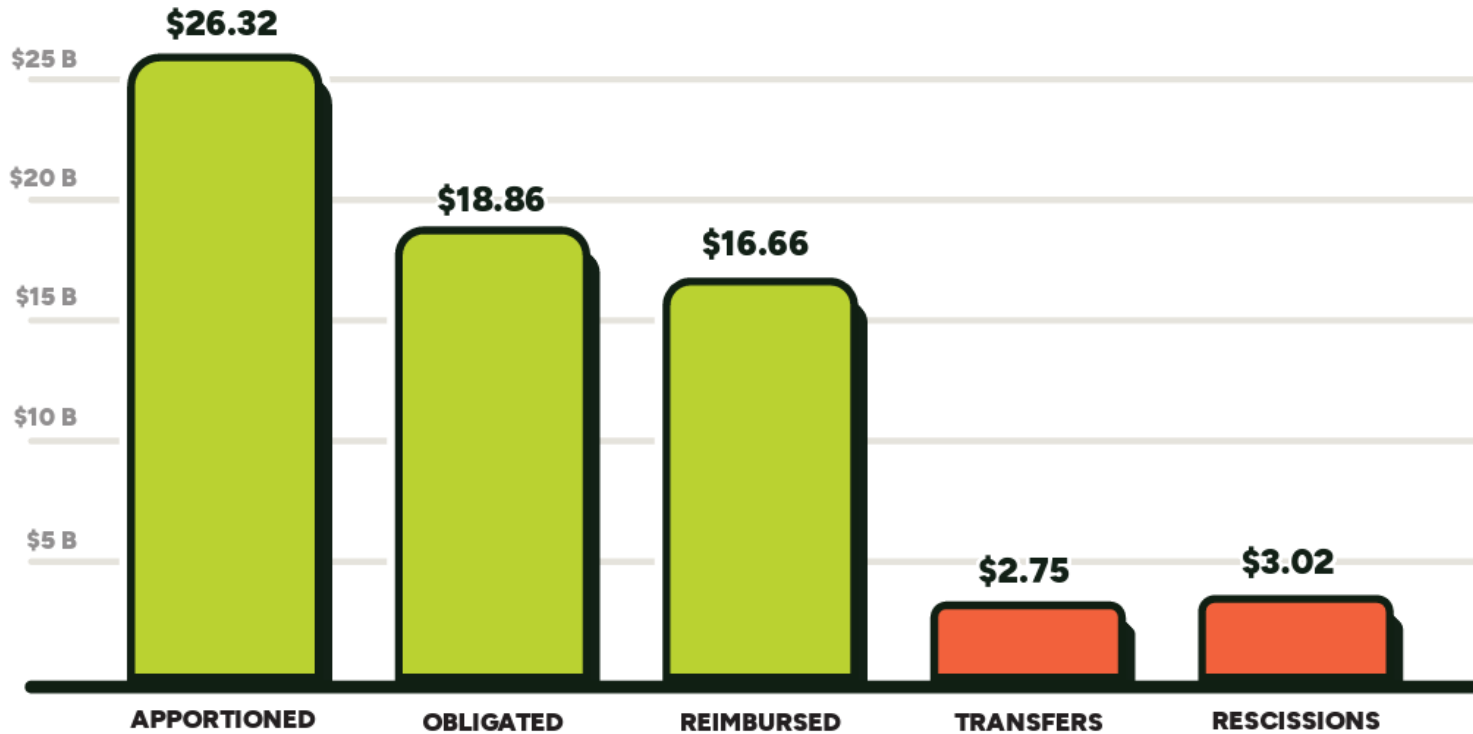


Provides transparency, promotes best practices, and provides citizens, professionals and policymakers with information and access to funding data.

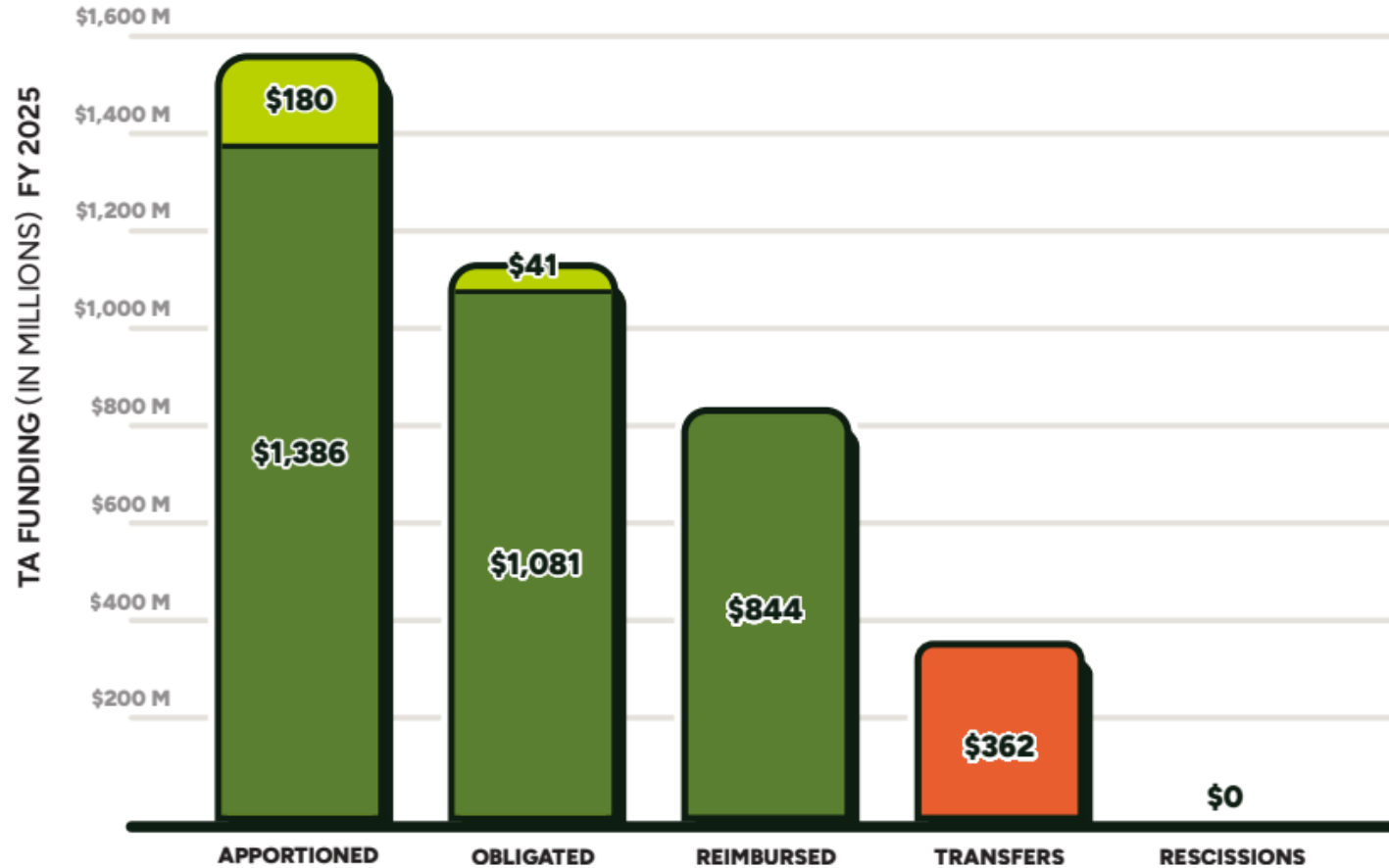


Data Sources: FHWA's Financial Management Information System (FMIS) and RTC's direct data requests to state department of transportation (DOT) staff.

# Cumulative TE/TAP/TASA Financial Summary 1992-2025



# TE/TAP/TASA Financial Summary FY 2025



# FY2025 Highlights

- More funding represents more progress but still falls short of demand
- Transfers



*Olympic Discovery Trail, WA | Photo courtesy Linda Hanton*

# FY2025 Highlights

- Barriers for communities
  - Match
  - Technical Assistance



Monon Trail, Indiana | Photo courtesy Kevin Belle

# FY2025 Highlights

- The average award size in FY25 was \$1.87 million compared to \$776,381 in FY 21, the last year of program implementation before IIJA.
- With larger project awards, we are seeing more strategic projects that better advance key objectives such as connecting people to routine destinations.



Georgia Columbus Fall Line Trace/Photo courtesy Gregory Edwards

# Success

*We've seen over time the most successful states in implementing the program take an affirmative stance in high obligations, make the program accessible for all communities and get the money out the door for impactful projects.*



Chesapeake & Ohio Canal Towpath/Photo courtesy Kevin Belle



# **TrADE Webinar– Innovative Tools & Trails of Statewide Significance**

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Mike Cherpak

Connecticut Department of Transportation

September 24, 2026



# CTDOT Structure

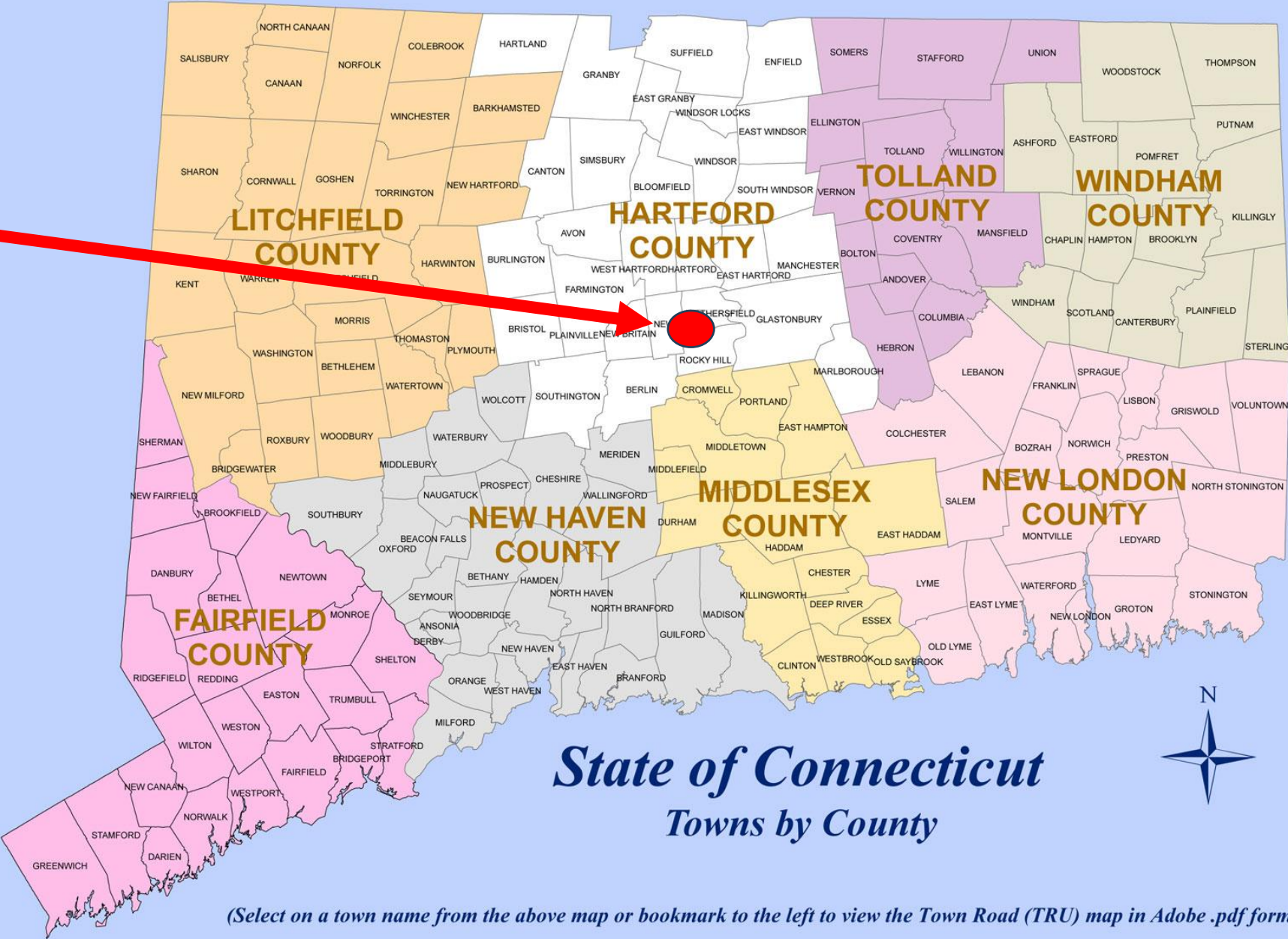
Centrally  
Headquartered

8 Counties

No County  
Governments

169 Individual  
Municipalities

9 Planning Regions



# Challenges of Municipalities administering Federal-Aid

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- CTDOT handles its local programs in a variety of ways
  - Many are still handled ***Traditionally***
    - Dedicated staff responsible for ensuring compliance with federal procurement procedures, facilitating design reviews, NEPA checks, etc.
    - This model requires considerable staffing – “Oversight”
    - Local ability to administer federal-aid is not equal across the board
    - CTDOT Leadership strives to maximize its annual federal spending
    - CTDOT has limited control (if any) on project delivery
  - Some have moved to more ***Non-Traditional*** formats
    - Fund Swap Programs
    - Use of Consulting Engineering Liaison Services
      - Highways vs. Bridge handle their respective programs differently
      - Local Bridge using a process called Design Managed by State (DMS)
        - Currently investigating this approach for as an option with TA



# Municipal Programs Improved by Use of CLEs

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## Transportation Alternatives

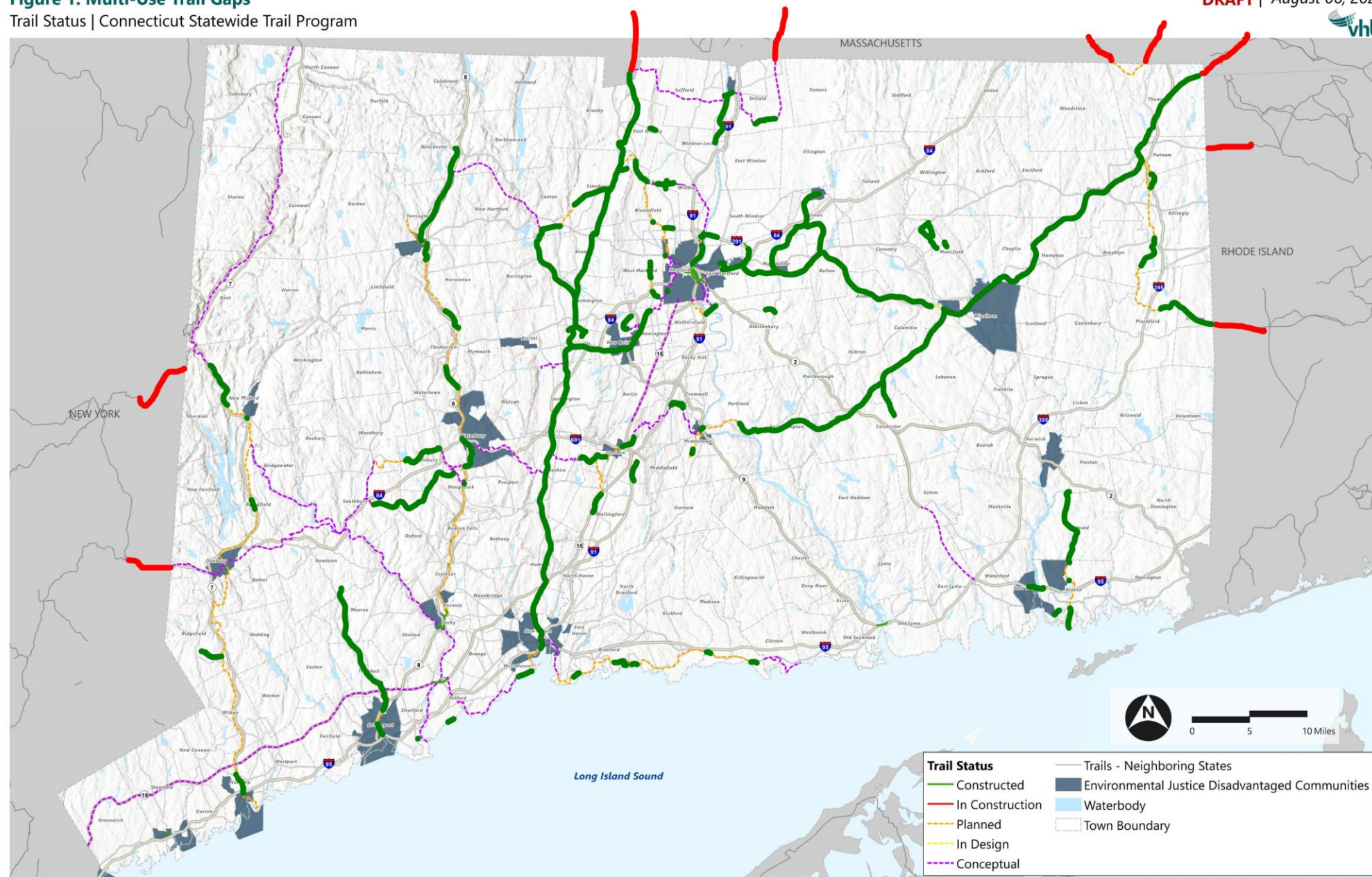
- Approx. \$15M per year split up across the State ~\$76M/5-years
- Limited State Employee staffing
- Multi-year liaison services contract. Its specific enough but flexible.
- 20+ years of experience in this program at CTDOT
- Take money off the top of the program to cover program administration costs
- Review project scopes and estimates before initiation for feasibility
- Work with the Towns as they administer their projects within federal aid
  - “We hired Babysitter”
- Work closely with finance to avoid lapsing federal dollars
- Their presence has helped move along projects toward delivery
  - While we **do not control delivery** – we have assured ourselves **influence**



# Trails of Statewide Significance

- CTDOT recognized the regional need to complete the East Coast Greenway (ECG) through Connecticut.
- Many municipalities initiated projects along its route
- Local funding share is a common issue
- When funding is available, it's CTDOT's practice to cover the local share when a project is on the ECG
- Additionally, CTDOT has initiated many of its own projects closing gaps along the ECG with other State and Federal Program Funding – "Trail Gap Closure"

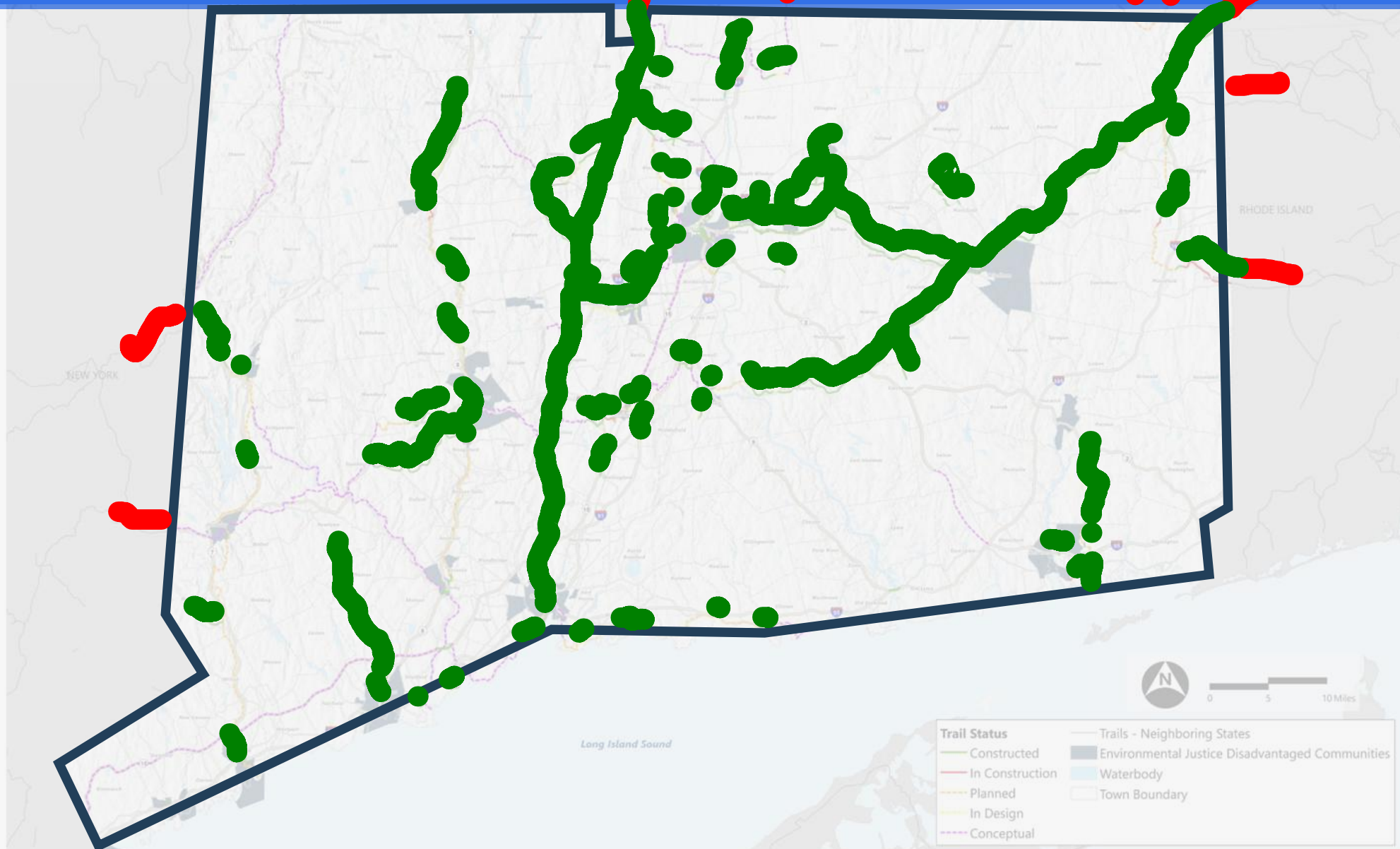




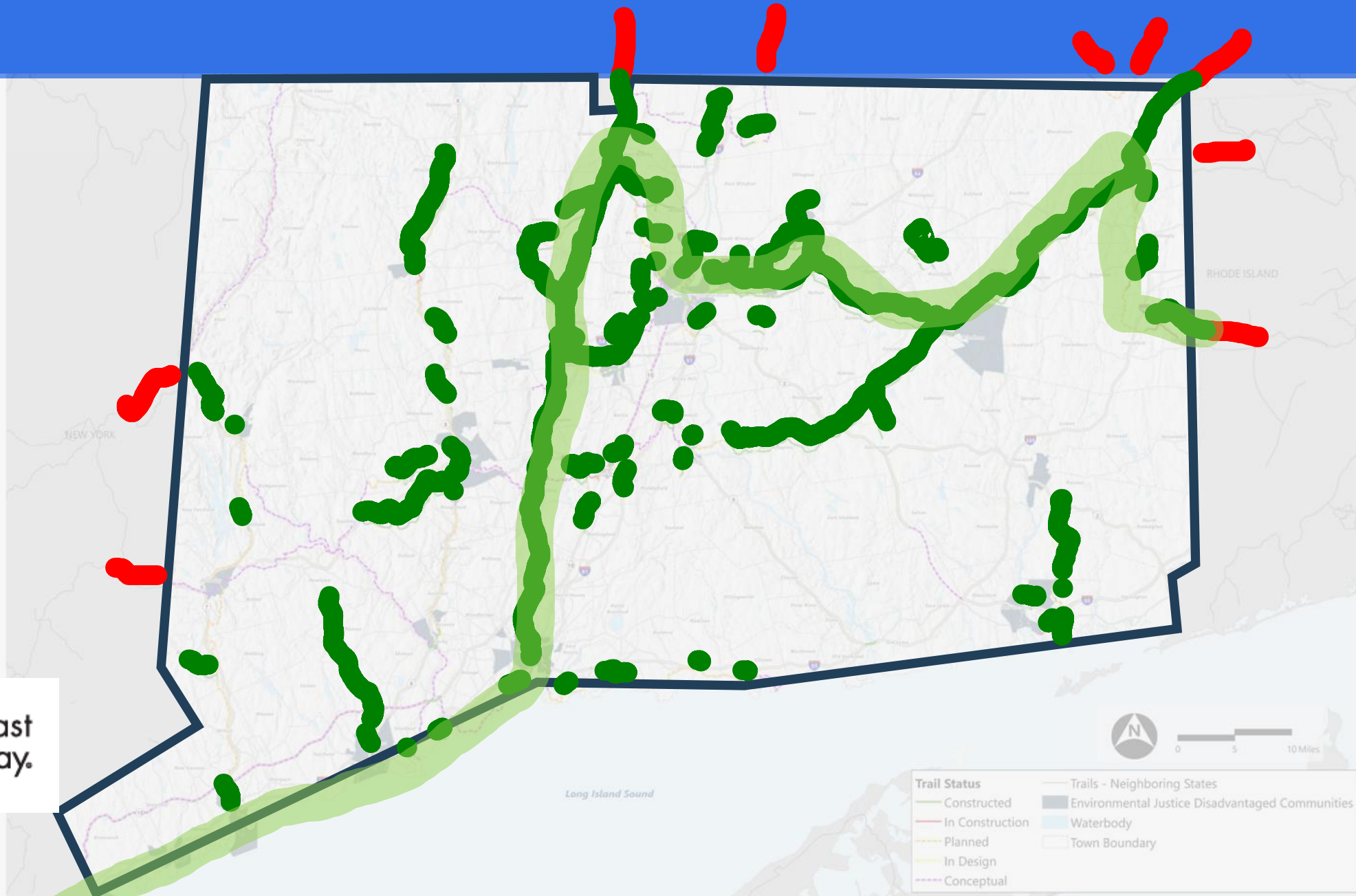
Path: \\vhb.com\gis\proj\Wethersfield\43297.04 TA Trail Program 23-28\Project\Schedule B Map.aprx (srac: 8/6/2024)

Source: CT DEEP, VHB

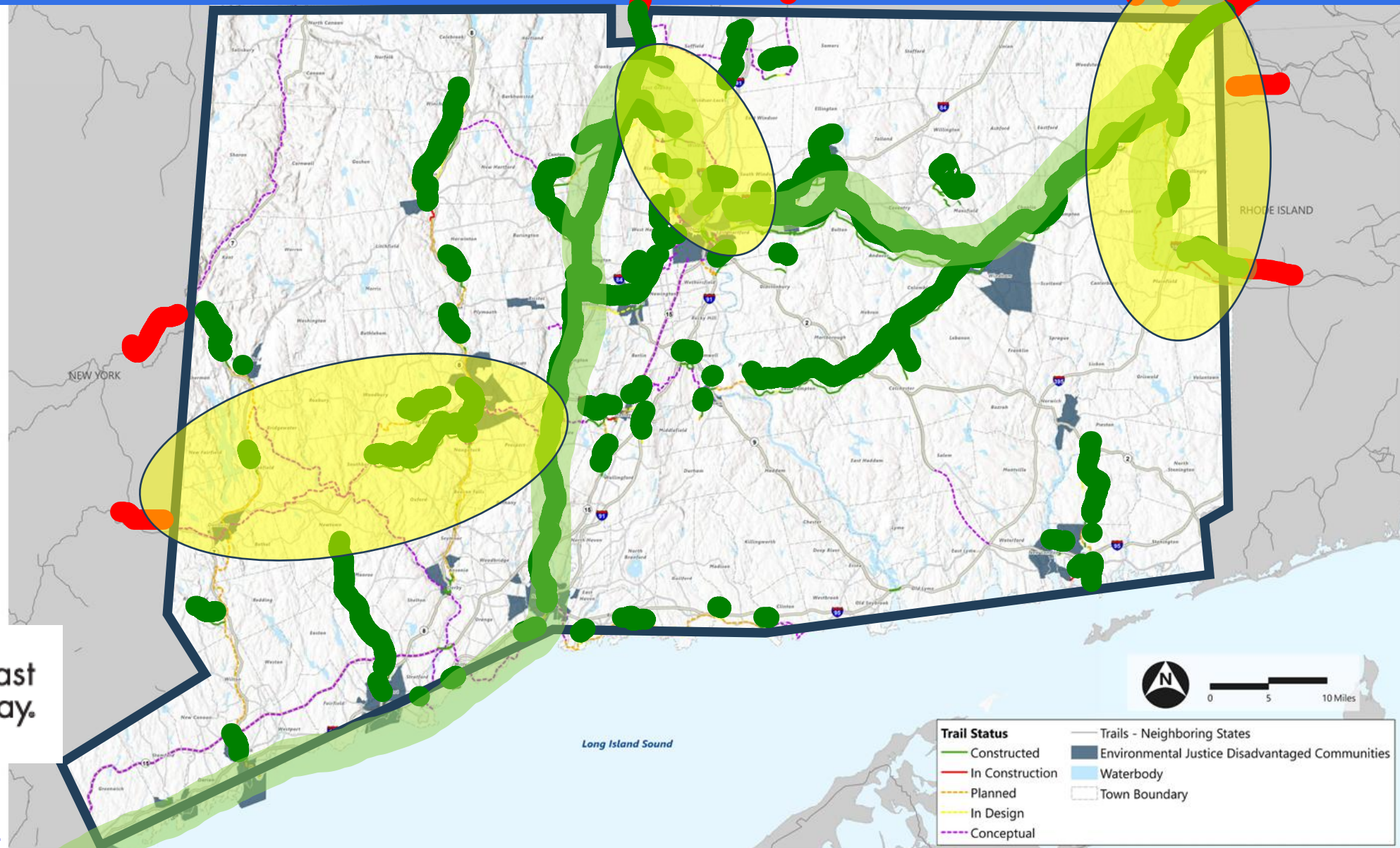
# Completed Trail + In Construction + In Design



Completed Trail + In Construction + In Design



# East Coast Greenway Progress



Source: CT DEEP, VHB

# Statewide Gap Focus Areas Next 5 Years

# Questions?

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Mike Cherpak, P.E.  
Principal Engineer – Local Roads  
Division of Highway Design  
Connecticut Department of Transportation  
[Michael.Cherpak@ct.gov](mailto:Michael.Cherpak@ct.gov)



# TrADE Webinar: Transportation Alternatives Lessons Learned and Future Guidance

Idaho Transportation Department – Abby Peterson



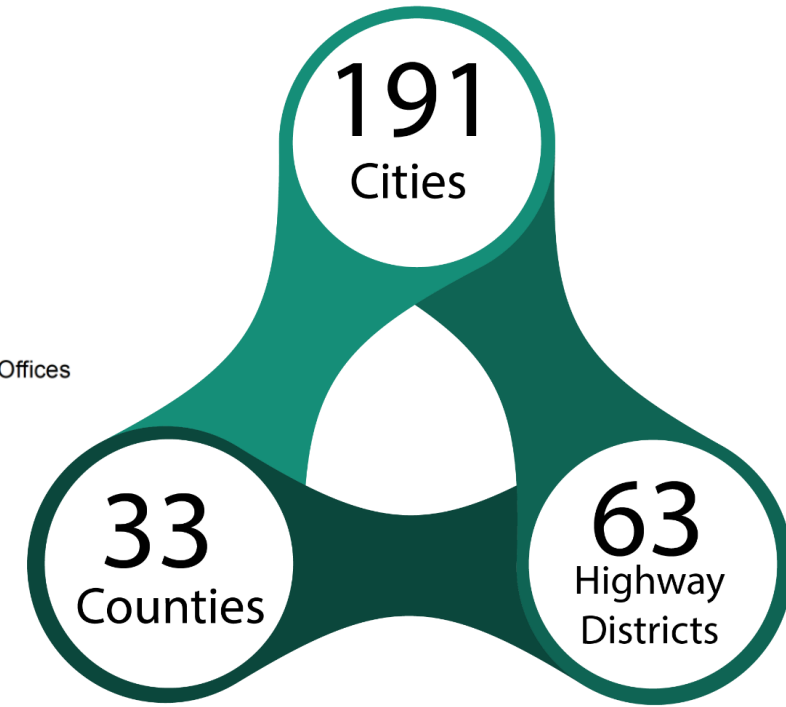
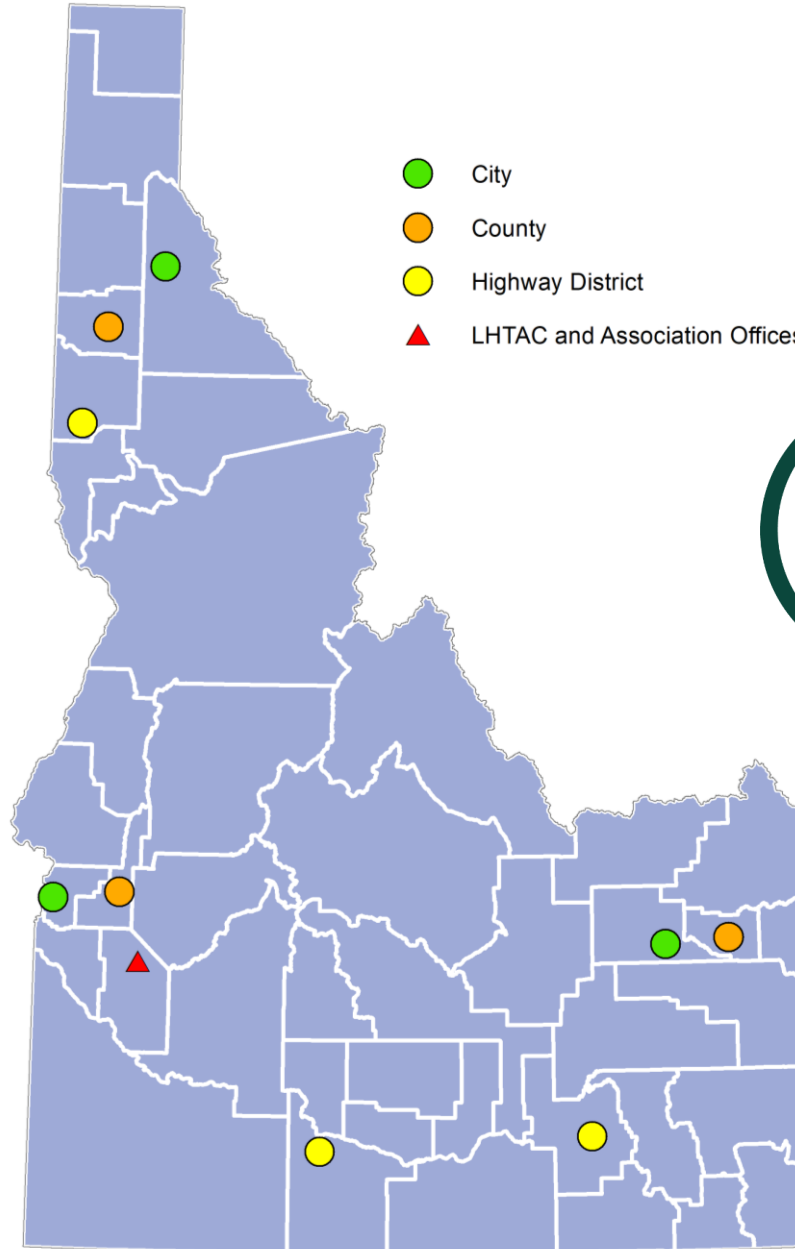
# Transportation Alternatives Program

- Federally funded grant program for infrastructure and non-infrastructure projects to promote active mobility
- The Idaho Transportation Department administers program oversight and policy
  - Projects on a state route require coordination with the ITD District TAP coordinator
- The Local Highway Technical Assistance Council (LHTAC) administers this program including the solicitation of applications through project administration to completion.
- 2-year application cycle – Due January of even years.
- Idaho TAP has a funding structure of
  - 92.66% Federal Share
  - 7.34% Local Match



# Local Highway Technical Assistance Council

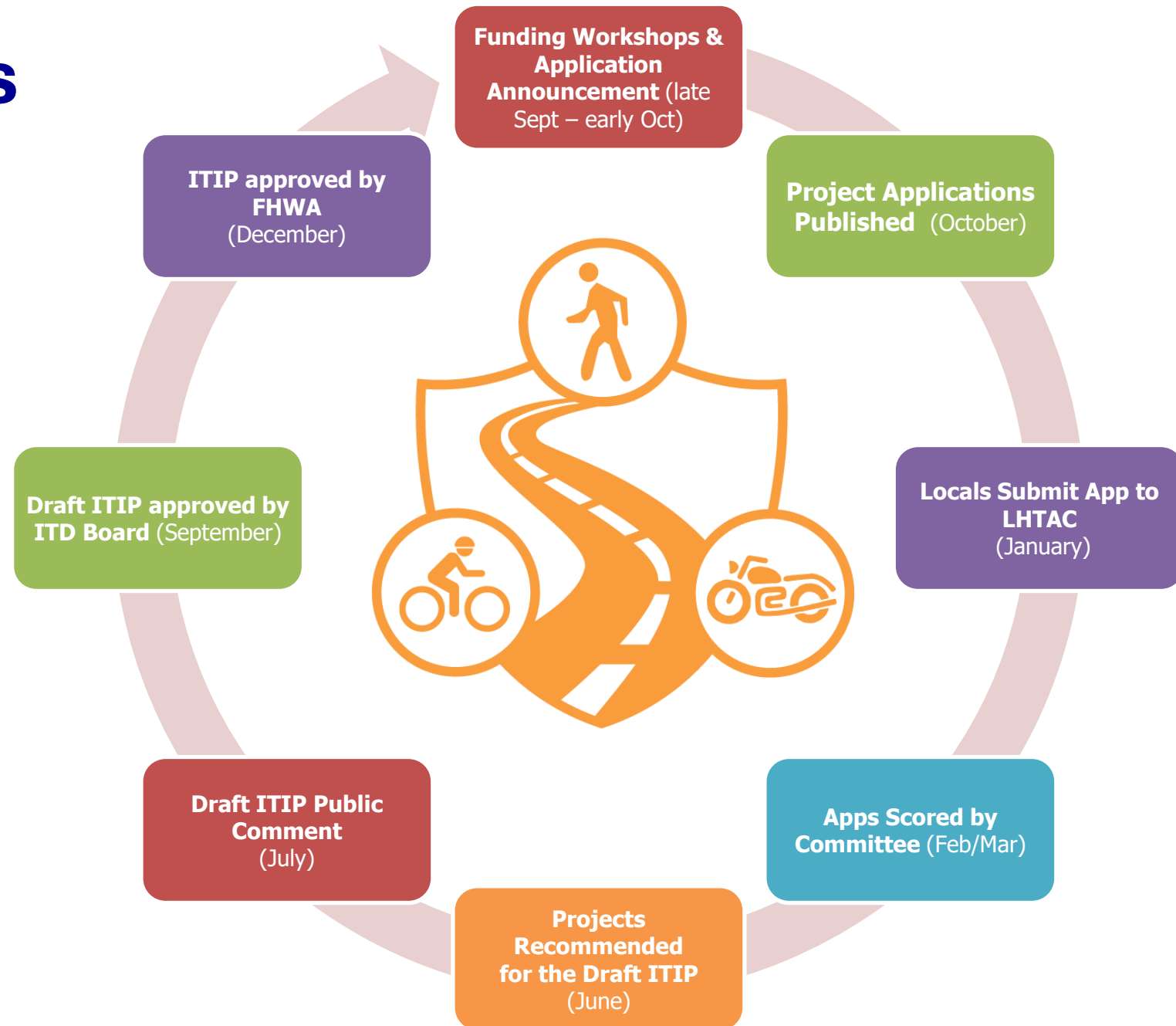
- **Created in 1994 by Idaho Code Title 40, Chapter 24**
- **Governed by LHTAC Council:**
  - 3 County Commissioners
  - 3 Highway District Commissioners
  - 3 City Officials
  - 3 Ex-Officio Members
    - Idaho Assoc. of Counties
    - Idaho Assoc. of Highway Districts
    - Assoc. of Idaho Cities
- **Reports to House/Senate Transportation Committees**
- **Serving Local Highway Jurisdictions**
  - Local Federal-aid delivery
  - Most Local Highway Jurisdictions without an engineer
  - Cities
  - Counties
  - Highway Districts
  - Assoc. of Idaho Cities, Idaho Assoc. of Counties, Idaho Assoc. of Highway Districts



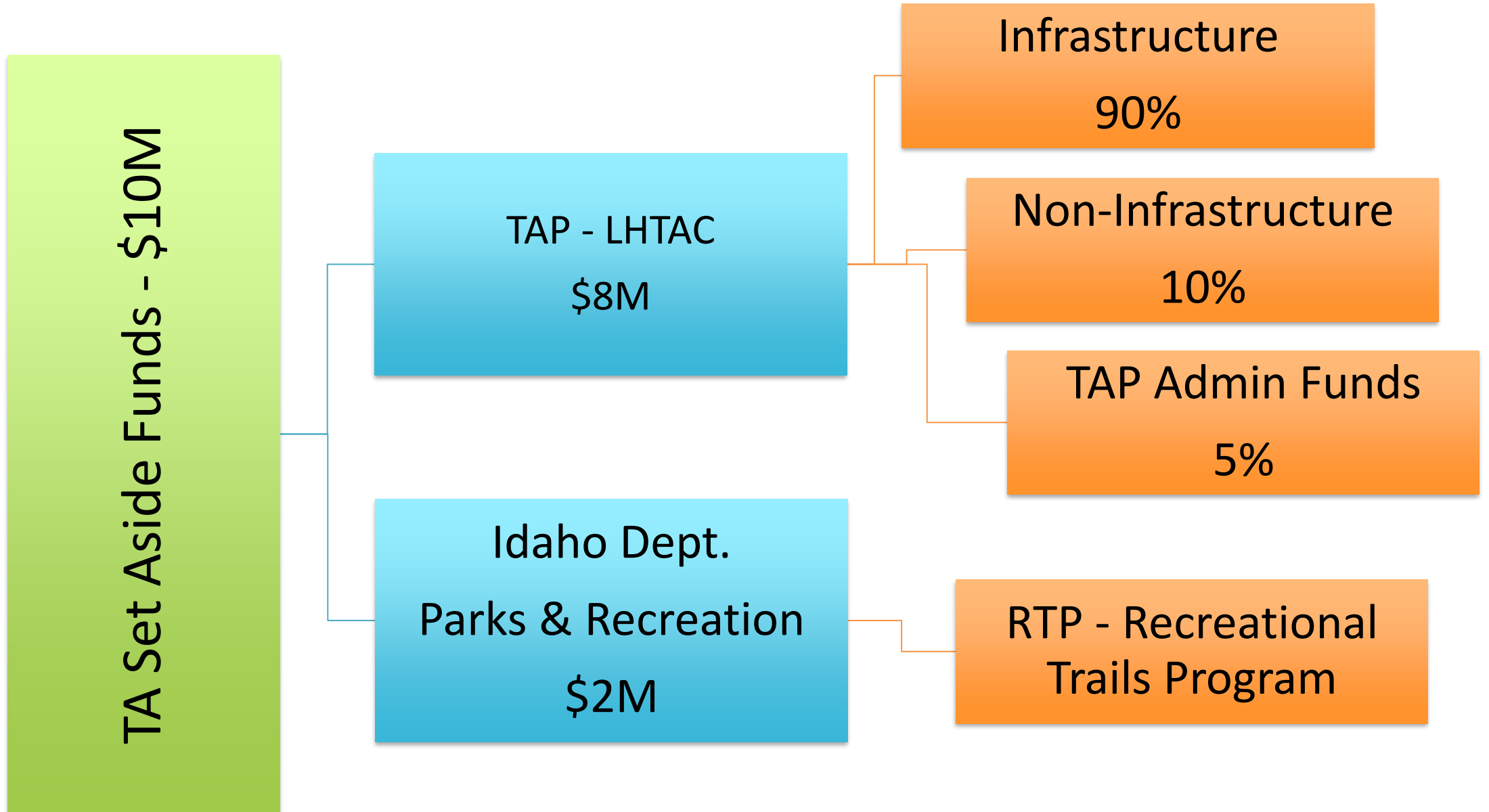
The logo for Lhtact2, featuring a stylized black road with yellow dashed lines curving upwards and to the right, above the text "Lhtact2" in a bold, white, sans-serif font with a black outline.

# Federal-aid Process

- 6 months Application & Award
- Awarded projects added to Idaho Transportation Investment Program (ITIP)
- State & Local Agreements
- 1-3 years for Design
  - Environmental review/approval, historic review, utilities, right-of-way, permits
- Construction 1-3 seasons
  - ITD bids project
  - LHTAC provide engineering and project admin
- Closeout
  - 2-5 years from beginning to end



# Idaho TA Set Aside Funding Structure



# TA Program Structure

- TAP is divided into two categories, infrastructure projects and non-infrastructure activities
- **Infrastructure Projects**
  - Serve non-motorized transportation modes
  - Standard: \$500k
  - Non-Scalable: \$1M
- **Non- infrastructure**
  - Projects for education and enforcement
  - Up to \$100k annual award



# Non-Infrastructure Activities

- Safe Routes to School
- School Zone Enforcement Grant
- Vulnerable Road User Assessments
- Travel Plans
- Road Safety Audits
- ADA Transition Plans



# Infrastructure Projects

- **Sidewalks & Pedestrian Walkways**
  - Construct or improve sidewalks, crosswalks, pedestrian signals, pedestrian bridges
- **ADA Accessibility**
  - Improve curb ramps and accessible pedestrian routes to meet current accessibility standards.
- **Shared-Use Paths & Trails**
  - Build or improve pathways for walking, bicycling, and other non-motorized travel.
- **Bicycle Facilities**
  - Construct bike lanes, protected bikeways, and other bicycle infrastructure.
- **Intersection & Safety Improvements**
  - Address bicycle and pedestrian safety at intersections and other high-risk locations.



# Links

- ITD TAP Resources -  
<https://itd.idaho.gov/bike-ped/transportation-alternatives-program/>
- LHTAC TAP resources -  
<https://lhtac.org/programs/tap/>



# Questions & Answers



Ohio & Erie Canal Towpath | Photo courtesy Jason Cohn



# Thank You!

Reminder for AICP CM credits, go to [planning.org](https://planning.org) and look up event #9334026

