



Transportation Enhancement Program

FY2013 Application Update and Streamlining Opportunities

*February 15, 2012
Jennifer DeBruhl
Director, Local Assistance Division*

Program Overview

- Mandatory 10% STP Program Set-Aside
- 12 eligibility categories
- Current CTB Policy for FY13 allocation
 - \$4 Million for high priority statewide initiatives
 - 75% remaining distributed to 9 District members
 - 25% remaining distributed to 5 At-Large members
 - Fund a minimum of 50% of requested amount
 - Fully fund selection if request less than \$200,000 and fully funds project or phase

Eligible Categories

1. Pedestrian and Bicycle Facilities
2. Pedestrian and Bicycle Safety and Education
3. Acquisition of Scenic or Historic Easements and Sites
4. Scenic or Historic Highway Programs, including Tourist and Welcome Centers
5. Landscaping and Scenic Beautification along Corridors
6. Historic Preservation
7. Rehabilitation of Historic Transportation Buildings, Structures or Facilities
8. Preservation of Abandoned Railway Corridors for Conversion to Trails
9. Inventory Control, and Removal of Outdoor Advertising
10. Archeological Planning and Research
11. Environmental Mitigation and Runoff Pollution and Provision of Wildlife Connectivity
12. Establishment of Transportation Museums

FY13 Application Summary

- Received November 1, 2011
- 105 Applications requesting ~ \$48 M
- Anticipated allocations FY13~ \$22 M

Tentative Allocation Distribution

High priority statewide initiatives	\$ 4.0 M
District Members	\$ 13.5 M (~ \$1.5 M/ea.)
At-Large Members	\$ 4.5 M
Total	\$ 22.0 M*

* Does not include potential allocations made available through the deallocation process₄

Project Scoring

- New Projects have scores based on Scoring Criteria approved by CTB in 2006 (Range = 0-100)
- Existing Projects also have a Priority Ranking
 - Additional info to assess progress of existing projects
 - Focus on projects that will use funds quickly
 - Projects reviewed based on several indicators
 - Ranking from 1 to 5 (1-project ready for construction; 5-initial stages of project development)
 - Projects with the same Priority Ranking are listed in order of initial Scoring Criteria score

Program Overview-History

<i>Year</i>	<i>Allocations</i>	<i>Applications Received</i>	<i># Projects Selected</i>	<i># Requests Fully Funded</i>	<i>% Requests Fully Funded</i>	<i># New Projects Selected</i>	<i>% New Projects Selected</i>
2002	\$19,406,000	210	130	29	22%	48	37%
2003	\$18,859,000	219	107	44	41%	26	24%
2004	\$14,855,000	243	107	36	34%	28	26%
2005	\$21,850,000	170	108	61	56%	40	37%
2006	\$17,278,000	173	89	46	52%	28	31%
2007	\$17,212,000	151	85	40	47%	27	32%
2008	\$22,279,130	155	102	57	56%	36	35%
2009	\$19,221,038	148	92	42	46%	22	24%
2010	\$21,968,332	136	72	53	74%	16	22%
2011	\$30,283,848	99	82	66	81%	0	0%
Totals	\$172,928,500	1704	974	474		271	
10-Year Average	\$17,292,850	170	97	47	51%	27	27%

District Summaries

- Lists all projects in District since first selections in 1993
- Provides indication of current status (under construction, agreement pending, etc)
- Indicates first and each year that an allocation was provided and amount reimbursed to date
- Includes notes about those projects being considered for deallocation; if a 45 day letter was sent; and if a 2011 application was received

Deallocation Process

Status:

- All active projects periodically reviewed for potential action based on progress
- Formally adopted by CTB – December, 2010
- 148 projects submitted for financial closure since process initiated
- \$19.5 M has been identified for possible reallocation from 178 projects through this review process.
 - \$13.4 M of this has already been reallocated by the CTB
- Project sponsors are provided “45 day letters” as described in the Deallocation Process (currently 15 projects at this stage)
- As 45 day letters expire, the appropriate District CTB member will be contacted for a decision on deallocation or time extension
- Package includes funds currently available for reallocation by District CTB member based on deallocation policy and a list of projects subject to deallocation

Review of Today's Package

- FY13 Application Summary Page
- Application Listing with Scores
- List of Ineligible/Cancelled Applications
- Copy of Current CTB Policy
- Copy of Current De-Allocation Process
- Funds Available for FY13 Re-Allocation based on prior Deallocation
- Listing of Projects for De-Allocation Consideration
- District Summaries
- Central Office Enhancement Staff Contact List



Transportation Enhancement Program

Improving Project Delivery

Improving Project Delivery

- Three facets to improving enhancement program/project delivery:
 - Funding Policy
 - VDOT Oversight
 - Project Sponsor Implementation
- Actions have been taken in each of these areas to improve, but more can be done.

Funding Policy – Actions Taken

- CTB Policy Adopted in December 2010:
 - Focused funding on existing projects
 - No applications for new projects in FY12
 - Established priority ranking for existing projects
 - Established higher project funding thresholds
 - Not less than 50% of the request
 - Fully fund selected projects requesting <\$200K
 - Result has been increased expenditure rate and increase in completed projects, with fewer projects in the pipeline
- Staff provides regular program summaries to CTB members to advise them of project/program status

Funding Policy – Recommendations

- Consider revisiting deallocation policy
 - Current process limits action until the 4 year time limit expires
 - Current process allows additional time with each additional allocation

- Consider revisiting policy regarding funding requests

VDOT Oversight – Actions Taken

- VDOT performing some functions for project sponsor
 - Environmental – NEPA document preparation
- Tools to assist VDOT Project Coordinators
 - Project Coordinator Workshops
 - Enhanced written guidance
- Implemented informal two-step application process
- Established District Enhancement Coordinators

VDOT Oversight – Recommendations

- Provide enhanced/targeted training
 - Focus on specific district needs
 - Comprehensive workshop for VDOT staff
- Take Better Advantage of Streamlining FHWA has already made available
 - Off right of way projects are exempted by FHWA from many federal requirements
 - Streamlining DBE and pre-award audit processes
- Consider formalizing 2-step application process
 - Ensure projects receiving funding are realistic
 - Provide opportunity for project/budget modification before formal application

Sponsor Delivery – Actions Taken

- Enhanced Training/Outreach
 - On line training modules for localities administering projects
 - Modified sponsor workshops to allow for more tailored topic specific training
 - Enhancement Manual
 - Surveyed to identify training preferences
- Implemented Quarterly Reporting for Project Sponsors
- Implemented Deallocation Process

Sponsor Delivery -Recommendations

- Survey Enhancement Project Sponsors on issues that have the greatest impact on their ability to deliver projects
- Provide enhanced/targeted training
 - Comprehensive workshop for local and VDOT staff
- Place additional emphasis on quarterly reporting and results

Future Discussion

- Future Transportation Bill could significantly modify Enhancement program funding and how program is administered
- Existing projects underway represent a funding gap in excess of \$140M

Next Steps

- Implement streamlining opportunities available
 - Conduct survey of sponsors to identify issues
- Provide enhanced/targeted training
- Present potential policy revisions to the Board for consideration