

11.0 PROJECT ADVANCEMENT AND PHASING

The following chart summarizes the programs, policies, and infrastructure projects analyzed in this report. It identifies the primary responsible party, possible implementation partners, project cost, potential funding sources, benefits, and constraints. The City and its partners will determine implementation timing, priority, and sequencing; this report provides a basis for final design and implementation

TABLE 11.1: PROGRAMS, POLICIES, AND INFRASTRUCTURE PROJECTS

PROGRAMS				
DESCRIPTION	RESPONSIBILITY	PARTNERS	BENEFITS	CONSTRAINTS
Update and distribute user maps	City	Businesses, FWS, DCR, HRT	Outreach to residents and tourists; enhanced understanding of transportation system	Limited ability to reach tourists with additional information
Establish ATS tours	City	Business owners, FWS, DCR	Public education; community involvement	Community participation
Install wayfinding signs	City	FWS, DCR	Promote use of formal routes	Compliance
Publicize tip sheets	City	Businesses, FWS, DCR, HRT	Outreach to residents and tourists; enhanced understanding of pedestrian system	Limited ability to reach tourists with additional information
Safety lights and helmets for rentals	City	Businesses, Police	Improved visibility of cyclists; enhanced safety	Participation by users
Rental agency coordination	City	Businesses	Educational outreach to residents and visitors	Participation by users
Professional development	City		Enhanced education and awareness for City staff	Funding limitations, conflicts with other staffing commitments
Public events	City	Event partners	High visibility opportunities for education and outreach	Participation by users
Speeding enforcement	City (Police)		Improved safety for all modes of transportation	Limited ability to expand beyond current enforcement levels
Crosswalk enforcement	City (Police)		High visibility effort with high potential impact	Negative reaction from community, conflict with other time commitments
Cite good behavior	City (Police)		Positive community reaction	Conflict with other time commitments
Pedestrian, bicycle, and boater counts	City	FWS, DCR, DGIF	Ability to monitor conditions over time	Time and staff commitment
Report card	City		Communicate progress and challenges to residents and tourists	Limited ability to reach tourists

POLICIES				
DESCRIPTION	RESPONSIBILITY	POTENTIAL PARTNERS	BENEFITS	CONSTRAINTS
Complete Streets policy implementation	City	Planning; Administration	Strategy to meet City priorities	Competing priorities
Multimodal connections	City	Private businesses and landowners	Improved pedestrian flow and safety, enhanced business access	Participation by affected owners
Parking lot access	City	Private businesses and landowners	Improved pedestrian flow and safety, enhanced business access	Participation by affected owners
Continue access management enhancements	City	Private businesses	Improved safety and traffic flow	Physical space constraints

TABLE 11.2: PROJECT PARTNERING AND FUNDING SOURCES

-  COMPLETELY MEETS CRITERION
-  PARTLY MEETS CRITERION
-  DOES NOT MEET CRITERION

MEASURE OF EFFECTIVENESS

- A** REDUCE TRAFFIC CONGESTION
- B** ENHANCE VISITOR MOBILITY, ACCESSIBILITY, AND SAFETY
- C** IMPROVE VISITOR EDUCATION, RECREATION, AND HEALTH BENEFITS
- D** PROTECTION OF SENSITIVE NATURAL, CULTURAL, AND HISTORIC RESOURCES
- E** REDUCE POLLUTION

INFRASTRUCTURE PROJECTS							
DESCRIPTION	RESPONSIBILITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES	CAPITAL	O&M ¹	BENEFITS	CONSTRAINTS
Construct BBRT - Nimmo Parkway ROW	Parks and Recreation, Public Works	FHWA, VDOT, FWS	TAP, CMAQ, FLAP	\$3,594,000	\$16,000	    	Funding, wetlands, ROW
Construct BBRT Along Sandbridge Rd	Parks and Recreation, Public Works	FHWA, VDOT, FWS	TAP, CMAQ, FLAP	\$1,695,000	\$8,000	    	Funding, wetlands, ROW
Construct BBRT On-road Facilities ²	Public Works	Private landowners	TAP, CMAQ, FLAP	\$65,500	\$40,000	    	Existing landscape beds, retaining walls, driveway aprons, funding
Construct BBRT - Atwoodtown Rd	Parks and Recreation, Public Works	FHWA, VDOT, FWS	TAP, CMAQ, FLAP	\$335,000	\$7,500	    	Funding, wetlands, ROW
Construct Σ T	Parks and Recreation, Public Works	FHWA, VDOT, FWS	TAP, CMAQ, FLAP	\$5,560,000	\$22,000	    	Funding, wetlands, ROW
Shuttle Service – Annual Operating Expense	Private entity	City, HRT, FWS	Partners, CMAQ, FLAP, TIGER	\$90,000	\$743,000	    	Funding
Water Access							
-Barbour Hill	DCR			\$64,400	\$7,500		
-Existing Visitor Contact	FWS			\$171,100	\$7,500		
-Little Island Park	CVB			\$45,400	\$12,500		
-Future Visitor Contact	FWS	City, FWS, DCR	DGIF, private grants	\$569,000	\$7,500	    	Funding
-Horn Point	FWS			\$158,000	\$7,500		
-Lovitt's Landing	CVB			\$35,400	\$12,500		
-Mill Landing	DCR			\$287,000	\$7,500		
-Princess Anne Wildlife	DCR			\$64,400	\$7,500		
Water Taxi ^{3,4}	Private entity	City, HRT, FWS		\$608,000	\$130,000	    	Participation by potential owner

¹Operations and Maintenance.

²O&M of pavement as a part of street maintenance. This price is for increased street sweeping.

³Infrastructure to provide access for a taxi concessioner.

⁴Concessioner's O&M cost shown. Facility O&M reflected in the Water Access line item.

11.1 Funding

The following sources may provide funding for certain of the improvements described above. The following website also offers guidance on potential funding resources.

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

◆ MAP 21

The Moving Ahead for Progress in the 21st Century Act (MAP 21) provides a variety of programs that offer funding for multimodal transportation projects. The following language is taken from <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>.

- **Highway Safety Improvement Program (HSIP)**

Safety throughout all transportation programs remains DOT's number one priority. MAP-21 continues the successful HSIP, with average annual funding of \$2.4 billion nationwide, including \$220 million per year for the Rail-Highway Crossings program.

The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each state is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every state is required to develop a Strategic Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems.

Every state now has an SHSP in place, and MAP-21 ensures ongoing progress toward achieving safety targets by requiring regular plan updates and defining a clear linkage between behavioral (NHTSA funded) State safety programs and the SHSP. A state that fails to have an approved updated plan will not be eligible to receive additional obligation limitation during the overall redistribution of unused obligation limitation that takes place during the last part of the fiscal year. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

Local governments, railroad companies, and VDOT staff submit engineering studies of potential safety projects. The federal aid contributes 90 to 100 percent of certain safety improvements.

- **Safety Performance**

- States will set targets for the number of serious injuries and fatalities and the number per vehicle mile of travel. If a state fails to make progress toward its safety targets, it will have to devote a certain portion of its formula obligation limitation to the safety program and submit an annual implementation plan on how the state will make progress to meet performance targets.
- Although MAP-21 eliminates the requirement for every state to set aside funds for High Risk Rural Roads, a state is required to obligate funds for this purpose if the fatality rate on such roads increases.

- The Secretary is required to carry out a study of High Risk Rural Road "best practices."
- States are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The CMAQ program, continued in MAP-21 at an average annual funding level of \$3.3 billion nationwide, provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STP-eligible project.

Under MAP-21, a state with PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits. Highlighted CMAQ eligibilities include transit operating assistance and facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization).



Sandpiper Road



Sandbridge Road

The CMAQ program also has new performance-based features. The Secretary will establish measures for states to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. A CMAQ outcomes assessment study for the program is also required.

CMAQ funding is available to state DOTs, MPOs, and local government sponsors on an 80% federal/20% non-federal matching basis.

- Recreational trails program (program remains unchanged)
- Safe routes to schools program
- Planning, designing, or constructing roadways within the ROW of former Interstate routes or other divided highways.

Fifty percent of TAP funds are distributed to areas based on population (suballocated), similar to the STP. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the suballocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow states flexibility in use of these funds.

TAP funds are available to local governments, regional transportation authorities, transit agencies, and other eligible sponsors on an 80% federal/20% non-federal matching basis.

◆ **Recreational Trails Program (RTP)**

The Recreational Trails Program is a Federal grant program authorized by Congress as part of (MAP-21). The intent of the RTP is to help fund trails and trail-related recreational needs at the state level. Funding for the RTP comes from Federal gas taxes paid on non-highway fuel used in off-highway vehicles, and the program is administered at the Federal level by the Federal Highway Administration (FHWA). In Virginia, the RTP is administered by the DCR.

The RTP is a matching (80/20) reimbursement grant program for the building and rehabilitation of trails and trail related facilities. DCR partners with the FHWA to run the program.

“THE RECREATIONAL TRAILS PROGRAM (RTP) IS A MATCHING (80/20) REIMBURSEMENT GRANT PROGRAM FOR THE BUILDING AND REHABILITATION OF TRAILS AND TRAIL RELATED FACILITIES.”

Funding may be awarded to city, county, town or other government entities or registered nonprofit groups partnering with a governmental body. The RTP and Virginia Recreational Trails Program Advisory Committee steer project selections after a competitive call for applications.

◆ **Federal Lands Transportation Programs**

MAP-21 continues to acknowledge the importance of access to federal lands. MAP-21 includes program for transportation facilities on or maintained by Federal Land Management Agencies (FLMAs) and for transportation facilities providing access to Federal lands.

- The Federal Lands Access Program provides \$250 million annually for projects that improve access to the Federal estate on infrastructure owned or maintained by states and local governments. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges. Eighty percent of funds go to states with large areas of public land. Virginia’s allocation is approximately \$3 million annually. Programming decisions are made locally using a tri-party model in each state comprised of representatives from FHWA, state DOT, and local government, in consultation with applicable FLMAs. Funding is available to local agencies partnering with federal lands owners on an 80% Federal/20% non-Federal basis.

**Virginia
 Recreational Trails Program
 2015**



• **Transportation Alternatives Program (TAP)**

The Transportation Alternatives Program created as part of MAP-21 consolidated funding programs for several categories of alternative transportation projects that were previously eligible activities under separately funded programs. The TAP is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each state set aside from the state’s formula apportionments. Unless a state opts out, it must use a specified portion of its TAP funds for recreational trails projects. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)

◆ TIGER Discretionary Grant Program

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. See more at: <http://www.dot.gov/tiger/about>

Eligible Applicants for TIGER Discretionary Grants are state, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of state or local governments. The program requires a 20% non-federal match. This program is very competitive. In the 2015 cycle, there were more than \$14.5 billion in projects requests and only \$500 million available.

◆ Department of Game and Inland Fisheries Public Boating Access Grants

This grant program provides up to 75% of the approved project costs to construct or renovate boating access facilities for trailer or non-trailer hand-launch boats. The purposes of the grants are to assist localities in providing public opportunities for boating access facilities for new development or the renovation or improvements to existing public boating access facilities. See more at <http://www.dgif.virginia.gov/boating/access/>



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