

WHICH PROGRAM IS THE BEST FIT FOR MY PROJECT?

| Program | STP URBAN | CMAQ | TAP |
|----------------------|--|---|--|
| Goals & Principles | <ul style="list-style-type: none"> - Improve and preserve the safety, quality, and movement along corridors classified above local collector^[1] - Expand transportation options for pedestrians, bicyclists, and transit riders | <ul style="list-style-type: none"> - Invest in projects that provide significant reductions in emissions and congestion for the broadest area possible - Strategically implement projects with measurable emissions and/or congestion benefit immediately upon completion | <ul style="list-style-type: none"> - Optimize and expand transportation options by investing in the safety, accessibility and mobility of bicyclists, pedestrians and transit riders^[1] - Focus on projects of regional significance^[1] |
| Emphasis Areas | <p>Last Mile Connectivity – Localized pedestrian and bicyclist safety, access and mobility with emphasis on correcting “hot spot” issues near transit & schools</p> <p>Roadway Safety^[1] – Address multimodal safety issues along key roadways, with emphasis on thoroughfares</p> <p>Freight Safety^[1] – Address multimodal safety issues along truck routes</p> <p>Livable Centers Initiative – Projects within designated LCI areas that are defined in LCI plan, linking transportation and land use to create sustainable, livable communities</p> <p>Transit Capital and Preventative Maintenance^[1] – Transit infrastructure projects to maintain state of good repair and/or improve overall patron experience</p> | <p>Travel Demand Management^[1] – Physical assets and services that provide real-time information network performance and support better decision-making for travelers</p> <p>Clean Vehicle & Technology Programs – Purchase alternative fuel vehicles or convert fleets to run on alternative fuels</p> <p>Transit Service Start-up Operation^[1] – Transit facilities, operation assistance (3 year max), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system</p> <p>Roadway ITS/Ops/Incident Management^[1] – Signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes</p> <p>Managed Lanes^[1] – Tolling infrastructure such as transponders, roadway modifications to enable tolling, marketing, public outreach, and support services</p> | <p>Regional Trail Networks – Shared-use paths that enhance mobility & access in the region</p> <p>Safe Routes to Schools – Enhancing safe & convenient access to elementary and middle schools; can be projects that compliment education, outreach, and planning efforts to enhance safe access to schools</p> <p>Transit & Station Area Access^[1] – Increase the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first-mile and last-mile connectivity to the regional transit network</p> <p>Comprehensive Activity Center Strategy^[1] – Substantial safety and accessibility improvements to a geographically-focused activity center or high-demand destination</p> <p>Other – Any other federally-eligible TA project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders</p> |
| Scale ^[2] | \$1,000,000 - \$5,000,000 | \$1,000,000 - \$5,000,000 | \$1,000,000 - \$7,500,000 |
| Est. Funding | \$70,000,000 per Year | \$29,000,000 per Year | \$7,500,000 per Year |
| Key Dates | (TBD) | LOI due 10/2013; Projects added to TIP 12/2013 | LOI 6/2013; Projects added to TIP 9/2013 |

^[1]Defined component of regional strategy in the adopted Decision-Making Framework for the PLAN 2040 RTP/TIP Update in 2014

^[2]General range; award amount may be higher or lower depending on merits of project / program and level of federal financial assistance required