The Moving Ahead for Progress in the 21st Century Act (MAP-21) significantly changed the framework of several programs within the Federal-aid Highway Program. The Transportation Enhancements program was eliminated and reworked into 9 eligible activities known as Transportation Alternatives. These eligible activities were combined with the Recreational Trails program and the Safe Routes to Schools program to form one funding source known as the Transportation Alternatives Program. In addition to the combination of these existing programs, the planning, designing, or constructing of boulevards from former divided highways was also authorized in MAP-21.

It has been the goal of the National Transportation Enhancements Clearinghouse to provide professionals, policy makers, and citizens with timely and accurate information necessary to make well-informed decisions about Transportation Enhancements program. In order to deliver these same goals for the Transportation Alternatives Program, we will be rebranding as the National Transportation Alternatives Clearinghouse (NTAC). Expanding our focus to reflect the current status of the transportation programs will allow us to more effectively provide our shareholders with helpful information and best practices. We will focus our publications and attention on all of the programs contained with the Transportation Alternatives Program.

To enrich the data and information we have online, we launched a new website, www.ta-clearinghouse.info. This website is stocked with tons of new and desirable features and every page can easily be printed out. Below is an overview of some of these features.

The Project List section has been completely revamped. You can still search for projects by state, fiscal year, or activity but now have greater control over how the results are presented. You can sort the search results by Project Name, State, Year, Activity, City, County, Federal Funding, Local Funding, ARRA Funding, and Total Funding. Furthermore, you can filter the results for any of these categories to match any text you type. You can view the new project lists here.

The State Profile section of the website is now cleaner and easier to read. It still contains all of the State DOT Program Staff contact information as well as information on the Program Structure, Policies, and Procedures. The Funding History information is there as well and the Pie Charts and Line Charts can now be printed out for your convenience. You can view the State Profiles here.

Since the enactment of MAP-21, we have focused on producing publications which will help local, state, and regional partners to develop a better understanding of how key programs are affected. The Transportation Alternatives Eligible Activities contains all of the eligible definitions under the program in one easy to find spot. The Program Manual Development describes the typical content of a program manual and can be tailored by any agency to develop their own. Our Quantitative Selection publication describes the selection process in several states and offers recommendations for developing a selection process and advisory committee. We now include a brief description of all the briefs we host to help you better understand how they can help you implement the Transportation Alternatives Program.

Finally, we plan to continue our series of Quarterly Conference calls. The first conference call featured Gabe Rousseau and Christopher Douwes from the Federal Highway Administration. They reviewed the Interim Guidance for the Transportation Alternatives Program and clarified certain issues. This call gave participants the chance for further guidance and the opportunity to ask questions. The next conference call will be in February and will focus on how States are implementing MAP-21.

Filter Results

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Sort Results

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The University Avenue Improvement and ARTwalk Extension Enhancement project builds upon the work previously done by phase 1 of the ARTwalk. Phase one used $343,000 in Transportation Enhancements (TE) funding to for the construction of public art and decorative sidewalks connecting many cultural attractions throughout Rochester, NY.

Given the success of phase 1 of the ARTwalk and the need to reconstruct a portion of University Avenue, the city of Rochester acquired Stimulus funding for phase 2. This project aimed to enhance the pedestrian realm throughout the Arts neighborhood which in turn would help to lift real estate prices, small businesses flourish, and would make Rochester a competitive city. In total, $3.6 million was used for the street reconstruction work, another $3.8 million from the New York State Transportation Enhancement Program from the American Recovery and Reinvestment Act was used for sidewalks, lighting, and other enhancement activities. An additional $1.6 million in private investment helped to fund phase 2.

A large focus of the project was rebuilding roads and sidewalks along University Avenue to improve connections between cultural areas and neighborhoods. As part of the project, the City of Rochester acquired an easement on the University of Rochester Memorial Art Gallery grounds. Using this easement, the Memorial Art Gallery commissioned and funded a limestone amphitheater complete with lights and landscaping as well as Centennial Plaza.

To match the character of the neighborhood, the sidewalks were redone with unique details. Most sidewalks had custom imprints and decorative borders. Near the Memorial Art Gallery, two interactive sidewalks with brick pavers and custom granite engraved stone inlays were installed. These sidewalks allow you to use a call-in system to hear poetry recited by famous and local poets or to hear stories, memoirs, histories, and character studies collected from Rochester residents.

The project included the work of over 40 artists with a cost of $350,000. The artwork was designed by student, emerging, local and national artists. The Needle and Spindle was designed by Cliff Garten Studio and is a unique structure which sits atop a median. An outdoor art gallery known as Imagining Panels features new artwork on a quarterly basis.

In addition to the artistic character developed through the project, full depth pavement and sidewalk reconstruction occurred. New granite curbs and driveway aprons were installed with ADA accessible curb ramps. Traffic signals were upgraded or replaced and new pedestrian signals, pavement markings, lighting, and signing were installed. University avenue was reduced from two lanes in each direction to two lanes with a shared use travel lane, 8’ recessed parking, and several 8-12’ medians. As a result of the full depth reconstruction, most utilities were upgraded or relocated. This includes drainage improvements and the relocation of water main facilities.

Input from the general public was a key to the success of this project. One-on-one meetings with key stakeholders were held often and an eight person steering committee was created to increase communications between design team and community leaders. A Neighborhood of the Arts Stakeholder Group of about 60 people was created to keep key players involved in project decisions. Four interactive design workshops were held prior to project. One workshop had stakeholders decide where to place art with four separate groups in order to find out what the community most desired. This heavy involvement of the public and local businesses helped to raise over $1 million in additional project funds.

Overall this project was truly unique in its scope, size, and outcome. Please visit http://www.rochesterartwalk.org/ or http://www.cityofrochester.gov/artwalkextension/ to learn more about this amazing project! This project is also featured in the NTAC Image Library!