

**REPORT OF THE  
DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**

# **Transportation Efficiency Improvement Fund - Report**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**



## **HOUSE DOCUMENT NO. 38**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
1994**

# Transportation Efficiency Improvement Fund - Report

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## **Transportation Efficiency Improvement Fund - Report**

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The TEIF Program is authorized by Item 556 C of the 1993 Virginia Acts of Assembly, Budget Bill, Chapter 994. This item instructs the Commonwealth Transportation Board begin the TEIF Program to encourage traffic demand management efforts in Clean Air Act non-attainment areas of the Commonwealth through innovative local approaches to reducing traffic congestion and single occupant vehicle use. Authorized to \$1 Million per year, the TEIF funds are apportioned from the Congestion Management / Air Quality account. Of this \$1 Million per year, at least 50% must be distributed to eligible public recipients.

Item 556 C further instructs the Secretary of Transportation report to the Governor and the 1994 Session of the General Assembly the results of the TEIF program. This document fulfills that directive.

The program began under the Virginia Department of Transportation. Now administered by the Department of Rail and Public Transportation, the TEIF Program provided \$1 Million a year for two years matched with 20% non-federal funds for this purpose.

### **FISCAL YEAR 1993**

For Fiscal Year 1993 the Department received 17 project applications from 12 different agencies (including 1 from the Department of Transportation) requesting \$1.92 Million. Of these, 11 projects in 9 agencies received grants totalling \$1 million, with \$970,907 distributed to eligible public recipients.

The Federal Highway Administration authorized all 11 projects. All projects have begun. It is too early to report results from these projects. Early results for many of these projects will be reported to the Department beginning in 1994.

### **FISCAL YEAR 1994**

For Fiscal Year 1994 the Department received 13 project applications from 10 different agencies (including 1 from the Office of the Secretary of Transportation and one from VDRPT) requesting a total of \$1.55 million dollars in TEIF funds. Of this total, 8 projects in 8 agencies received grants totalling \$1 million, with \$840,536 distributed to eligible public recipients.

The Federal Highway Administration authorized the 7 projects requested to date for a total of \$896,536. One project to VDRPT accounts for the difference of \$103,464.

Of the approved projects, all 7 have begun. It is too early to report results from any of these projects. Early results for many of these projects will be reported to the Department beginning in 1994.

## **Appendix A:**

### **Item 556 C of the 1993 Virginia Acts of Assembly,**

#### **Budget Bill, Chapter 994**

"The Commonwealth Transportation Board shall begin a program entitled the Transportation Efficiency Improvement Fund (TEIF). The purpose of the TEIF program will be to encourage traffic demand management efforts in Clean Air Act non-attainment areas in the Commonwealth through innovative local approaches to reducing traffic congestion and single occupant vehicle use. Funds shall be apportioned from the Intermodal Surface Transportation Efficiency Act Congestion Management/Air Quality account, as determined by the Board, to designate transportation projects in clean air non-attainment areas in addition to funds allocated to these areas, pursuant to §33.1-23.1 of the Code of Virginia. Total state TEIF program funding shall not exceed \$1,000,000 per year. Eligible applicants for grants shall include local governing bodies, transportation district commissions, planning district commissions, metropolitan planning organizations, public service corporations, and transportation management associations whose grant applications are approved by an eligible public recipient. Each project must be endorsed by resolution of the transportation district commission, if one exists for the area, and the Metropolitan Planning Organization (MPO). At least 50 percent of all grants-in-aid shall be distributed to eligible public recipients with a local match requirement left to the Commonwealth Transportation Board. The Secretary of Transportation shall report on the results of the TEIF program to the Governor and General Assembly prior to the 1994 Session.

## **Appendix B:**

### **Program Administration Package for TEIF**

**as Presented in the**

**State Aid for Public Transportation**

**Grant Application Package,**

**Fiscal Year 1994 - Special Programs**

## **Transportation Efficiency Improvement Fund (TEIF)**

### **Program Purpose**

TEIF supports projects which reduce the demand for new or expanded transportation facilities that serve single occupant vehicles and contribute to the attainment of the National Ambient Air Quality Standard in non-attainment areas of the Commonwealth. This purpose is achieved by supporting initiatives at the state, regional and community level that demonstrate innovative approaches to reducing traffic congestion. Reducing traffic congestion is essential to improving the quality of life in Virginia's urban areas, especially in areas that fail to meet the National Ambient Air Quality Standards. The TEIF program provides financial support for projects in both the public and private sectors.

### **Program Focus**

TEIF supports projects which alleviate traffic congestion by reducing the demands placed on Virginia's transportation system, especially peak period single occupant vehicle travel. Therefore, effective, innovative approaches to transportation demand management (TDM) is the primary focus of the TEIF Program. This program will augment the efforts of the Commonwealth generally and of the Department of Rail and Public Transportation (DRPT) to promote TDM initiatives.

## **Eligible Projects**

The program is flexible and broad enough to support a variety of projects which achieve the stated purpose. However, the program is not intended to fund the routine administrative expenses of agencies or associations. Discreet projects in the field of transportation demand management will be considered as top priority. Projects in all categories of TDM strategies are eligible. These categories and examples of the types of projects follow:

- o Projects which increase vehicle occupancy - (ex. parking management, tax incentives, employee benefits, increased use of public transportation and ridesharing)
- o Projects which reduce demand for motorized travel - (ex.: better access to public transportation facilities for bicyclists and pedestrians)
- o Projects which reorient travel to off-peak periods - (ex.: flexible work hours)
- o Projects which reduce demand for travel - (ex.: telecommuting, four day work weeks, land use density and pattern policies, private development planning)

## **Eligible Applicants**

TEIF funds may be passed through to the regional and community level in the form of grants or used by DRPT directly. Eligible applicants for TEIF grants include any local governing body, transportation district commission, planning district commission, metropolitan planning organization, public service corporation, and transportation management associations (TMA) whose grant applications are approved by resolution of an eligible public recipient. Other private corporations may receive assistance under the program through contracts with a public body.

## **Matching Ratio for TEIF Grants**

Initiatives undertaken by the Commonwealth through DRPT will be supported by a combination of federal and state or other local funds. Projects undertaken through grants will be supported with TEIF federal funds at a level of up to 80% of the project cost. State funds, if any, available as match for federal TEIF funds, shall be determined by the Commonwealth Transportation Board. Verifiable in-kind services that reduce necessary direct expenses of the project may be used as local match.

## **Duration and/or Scope of Projects**

There is no specific limit on the duration of projects. However, discrete projects that produce short-term (1-4 years), demonstrable results are preferred. There is no statutory limit on the scope (size) of projects. However, the Secretary of Transportation may impose limits in any given year at his discretion.

## **Special Requirements for Projects**

Each project must be endorsed by resolution of the MPO (and PDC if any part of the project will be undertaken outside an urbanized area), and by the transportation district commission if one exists for the area. Projects must be included on the Unified Planning Work Program (UPWP) or the Transportation Improvement Program (TIP), whichever is appropriate to the particular project, of both the MPO and of the Commonwealth. A commitment of local match is required at the time of application.

## **Relationship of TEIF Program to Other Programs**

The TEIF fund is the primary source of financial support for discreet TDM projects administered by the state. The state aid program for public transportation is the primary source of financial support for the delivery of ongoing public transportation services. Projects will be directed by DRPT to the appropriate funding source.

## **Program Funding**

Appropriations for the TEIF Program: The TEIF Program is funded at a level not to exceed \$1,000,000 per year. An evaluation will be conducted during the second year of the program, FY94. If this evaluation finds the program to be successful, alternatives for establishing a dedicated source and levels of funding beyond the initial biennium will be pursued. Among the alternatives considered will be a formula that funds the TEIF Program at a level that reflects the traffic demand reduction produced through the program in relationship to the cost of providing new facilities for comparable traffic capacity.

The TEIF Program is financed from a combination of federal congestion mitigation and air quality funds and Commonwealth Transportation Funds.



## **Program Administration**

**Federal Requirements:** The TEIF program will be administered federally by either the Federal Highway Administration (FHWA), CMAQ Program or the Federal Transit Administration, Section 9 program. FHWA in consultation with the EPA and FTA will determine which federal agency will administer a particular TEIF project.

## **Applying For TEIF Grants**

Demonstration projects which meet program goals should be submitted through the local Metropolitan Planning Organization (MPO) for comment. This should be done prior to grant submission. However, since the TEIF program is still relatively new, submission of grant proposals simultaneously to both the MPO and the DRPT is acceptable for this year. And for this same reason, it is important that proposal ideas be discussed with staff of the Rail and Public Transportation Department as soon as practical and preferably prior to grant submission. During these discussions, Department staff will advise proposers on such things as inclusion of the project in the MPO and state TIP's. Projects approved by the Commonwealth Transportation Board should begin along with State Aid projects on July 1, 1993.

If all of the TEIF Program funds are not committed to projects during the May grant approval process, a second announcement will be made in August with an application deadline of October 15.

## **Application Review and Approval**

Grant applications will be reviewed by the staff of the DRPT. As necessary, the Program Manager or others will contact applicants requesting clarification or suggesting changes to proposals. Then recommendations of DRPT staff will be submitted to the Secretary of Transportation, who will make recommendation to the Commonwealth Transportation Board, which has final approval authority. The staff of DRPT will be responsible for contracting, payment, and monitoring activities for TEIF grants.

## **Project Evaluations**

The staff of DRPT, the advisory committee if appropriate, and recipients of program funds will develop evaluation procedures for TEIF funded projects. An important part of each project will be an evaluation of results. Periodic reporting of project progress may be required by the DRPT.

**Appendix C:**  
**Program of Projects FY93**

# Transportation Efficiency Improvement Fund - FY93

## List of Projects

### VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

<b>JURISDICTION:</b>	<b>TITLE OF PROJECT:</b>	<b>TEIF TOTAL \$</b>
ALEX CITY	Alternative Transportation Pgm. & Market Research	\$199,600
ARL	Marketing & Service Development-Commuter Assist. Pgm.	\$89,187
FFX CITY	Bicycle Lockers and Racks at City Park and Ride Lots	\$15,820
FFX CITY	Transportation Mgmt. Pgm. for Central Business Distr.	\$11,680
FFX CO.	Transportation Demand Management Test Program	\$240,900
MWCOG	Upgrade Ride Finders Commuter Assistance Software	\$32,000
MWCOG	Instant Matching Center	\$67,720
VDOT - NoVA	Park N Ride Lot Bicycle Lockers - Reston	\$29,093
GRTC - Rich	Employee Transportation Efficiency Program	\$120,000
TRT	Rideshare and Express Bus Service in HOV Corridor	\$150,000
VA BCH	Establish a Transportation Demand Management Program	\$44,000
<b>TEIF Program Total Fiscal Year 1993:</b>		<b>\$1,000,000</b>

**Department of Rail and Public Transportation**

**Recommended Program of Projects  
Transportation Efficiency Improvement Fund  
Fiscal Year 1993**

**Northern Virginia Federal Clean Air Non-attainment area:**

**City of Alexandria**

**"Alternative Transportation Program (ATP)"**

The project will use incentives and offer training to encourage developed sites not subject to the TMP Ordinance to offer transportation demand management services. This project will also conduct market research related to the ATP.

**Arlington County**

**"Service Improvements to the Arlington County Commuter Assistance Program (CAP)"**

The service improvements proposed include identification and development of vanpool vehicle parking in Rosslyn, developing an employer transit voucher program through the Commuter Centers, and development work on the Rosslyn Commuter Center. Arlington's Commuter Centers currently deliver transportation demand management support services, marketing and promotional activities for shared ride modes, and direct sales of transit fare media.

**Fairfax City**

**"Bicycle Lockers and Racks at City Parking Lots"**

Fairfax City will install bicycle lockers and racks at little or no charge to the users to encourage public transportation use.

**Fairfax City**

**"Transportation Management Program for Central Fairfax Business District"**

To get business support for transportation alternatives programs within the city, Fairfax will offer an information seminar, training, and follow up services.

**Transportation Efficiency Improvement Fund  
Fiscal Year 1993**

**Recommended Program of Projects  
(Cont.)**

**Fairfax County**

**"Fairfax County TDM Test Program"**

The TDM Test Program will provide tangible incentives for current single occupant vehicle peak period commuters to use HOV commute modes (carpools, vanpools, or transit), focusing on two locations within the county served by transportation management associations (TMA's). The incentives will be provided by agreement with the local TMA or other appropriate local organization. Incentives proposed include transit and carpool/vanpool allowances, vanpool vehicle interest buy-downs, and vanpool personal property tax offset above the program currently offered by the County. A "Guaranteed Ride Home" program will further encourage commuters to give HOV modes a try.

**Metropolitan Washington Council of Governments**

**"Instant Matching Center"**

Proposed as a pilot project, this walk-up kiosk will allow commuters to get instant, real-time information on public transportation options in the area, including transit and car and van pools. If possible, highway traffic information will also be available through the kiosk. The project is a joint venture of Arlington County, the MWCOG, and the General Services Administration.

**Metropolitan Washington Council of Governments**

**"Upgrade of the Ride Finders Commuter Assistance Software"**

Needing approximately \$40,000 from each of the other two state partners in the Ride Finders Network, the project will fund either an upgrade or replacement of the current computerized system. The improved system will better serve current market needs, and give the Network the capability to add future modules to make information available on all of the public transportation options for the area.

**Transportation Efficiency Improvement Fund  
Fiscal Year 1993**

**Recommended Program of Projects**  
(Cont.)

**Virginia Department of Transportation**

**"Park and Ride Lot Bicycle Lockers in Reston"**

This project will place bicycle lockers and related facility improvements at the Reston Park and Ride lot. It includes before and after surveying and analysis.

**Richmond Federal Clean Air Act Non-attainment Area:**

**Greater Richmond Transit Company**

**"Employee Transportation Efficiency Program"**

Initially focused on Richmond downtown employers, GRTC will offer a program of support services, promotion, and a financial match to employer provided transit fare benefits to encourage participation in employer transit incentives programs.

**Tidewater Federal Clean Air Act Non-attainment Area:**

**Tidewater Regional Transit**

**"Rideshare and Express Bus Services in the New HOV Corridor"**

With the mid-September opening of a new HOV facility, TRT will open on-site offices at the Naval Supply Center and the Naval Aviation Depot in donated space. The project will support a full time staff person, promotions, public relations, and related expenses for over a year. Integrated with the ongoing HOV marketing plan, the project will also support promotions and financial incentives to stimulate trial use of the new express bus service.

**Virginia Beach City**

**"Establish a Transportation Demand Management Program for the City"**

Working with Tidewater Regional Transit, the City of Virginia Beach will establish TDM programs and services specifically for their locality.

**Appendix D:**  
**Program of Projects FY94**

## Transportation Efficiency Improvement Fund - FY94

### List of Projects

## VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

<b>JURISDICTION:</b>	<b>TITLE OF PROJECT:</b>	<b>TEIF TOTAL \$</b>
ARL	CAP Enhancements and Rosslyn Commuter Center	\$186,177
FXCo.	TDM Program at Government Center	\$154,080
PRTC	Employer Programs and Commuter Assistance Center	\$147,170
PENTRAN	Cross Roads Service/Transit Pass Pgm/TDM Program	\$160,000
TRT	HOV Express, Regional R/S, Cross-Roads Mktng, TDM	\$158,400
VA BCH	TDM Coordinator Year #2	\$34,709
VDRPT *	Direct Selling of TDM Services to Employers	\$103,464
VDRPT/VDOT *	Telecommuting Conference / Training (Williamsburg, VA)	\$56,000
<b>TEIF Program Total Fiscal Year 1994:</b>		<b>\$1,000,000</b>



**Transportation Efficiency Improvement Fund: Approved  
Program of Projects for Fiscal Year 1994 - By Action of the  
Commonwealth Transportation Board, June 24, 1993**

**Northern Virginia Clean Air Non-Attainment Region:**

**Arlington County:**

**\$186,177**

**Commuter Assistance Program Enhancements and Opening a Rosslyn Commuter Center**

The project focuses resources on the highly successful Transit Stores within the county. The majority of the funds will contribute to expenses of opening and operating the new Rosslyn Commuter Center over a three year period. Other specific outcomes from the project include a video presentation of the commuter centers, variable message capabilities at the centers, and development of a formal Employer Transportation Coordinator Network. Guaranteed Ride Home promotional and implementation costs would be included if a regional program is developed.

**Fairfax County:**

**\$154,080**

**Transportation Demand Management Test Program at the Fairfax County Government Center**

Building from the FY93 TEIF grant tests of transportation demand management programs at major employment centers, this project will make the Fairfax County Government Center complex an example for others to follow. Both the commute transportation benefit of up to \$60 a month and a smaller benefit to carpoolers would be made available to the 3,300 county employees at Government Center.

**Potomac and Rappahannock Transportation Commission:**

**\$147,170**

**Employer Outreach Program and Commuter Assistance Center**

PRTC will begin an employer outreach program for area employment sites starting transportation demand management programs. A second project focus, submitted originally under the Demonstration / Experimental program, will provide "commuter travel agent" services. These efforts begin to establish PRTC as a comprehensive regional provider of transportation services.

## **Tidewater Clean Air Non-Attainment Region:**

**Peninsula Transportation District Commission:** **\$160,000**

### **Introduction of a Transportation Demand Management Program and Cross Roads Service**

PENTRAN will develop a transportation demand management program for the District with approximately \$50,000 of the funds, including a transit pass program and other services. In cooperation with other area transit providers, PENTRAN will participate in the Crossroads Service using project funds for transit operating, marketing and promotional, and miscellaneous expenses totalling approximately \$150,000. A major portion of the 20% non-federal match is recommended under the Demonstration / Experimental program for FY94.

**Tidewater Transportation Commission:** **\$158,400**

### **I-64 HOV Express Bus Service and Crossroads Service Support, Regional Rideshare Capability, Employer Programs**

This project will expand the I-64 HOV Express Bus support services, provide support services for the new regional Crossroads Service, upgrade TRT's ridesharing program to support a region-wide future program, and develop incentive packages for employers to begin or expand demand management programs.

**City of Virginia Beach:** **\$34,709**

### **Transportation Demand Management Coordinator Year #2**

The City's FY93 TEIF request included two years of costs. Only one year could be funded that year. This project will pay the second year's costs of developing and implementing a transportation demand management program within the City.

**State Projects For All Three Virginia Clean Air Non-Attainment Regions:**

**Virginia Department of Rail and Public Transportation:** **\$103,464**

**Direct Selling of Transportation Demand Management Services to Employers in Non-Attainment Areas of the Commonwealth**

The project will provide a sales force to work directly with employers, ridesharing agencies, and others in developing transportation demand management programs for employers. Services available within the region will be tailored for use by employers. Other services not now available may be developed.

**Virginia Department of Rail and Public Transportation:** **\$56,000**

**Telecommuting Conference and Training**

Continuing the efforts of the Governor's Telecommuting Task Force, this follow-up program will present two-days of "hands-on" practical training for private and public employers. The objective is to enable employers to implement successful telecommuting programs within their organizations. A practical manual will be developed and provided to participants. An assessment of impacts will be conducted at the appropriate time following the conference.

**TRANSPORTATION EFFICIENCY IMPROVEMENT FUND (TEIF)  
FY93 PROGRAM OF PROJECTS**

Moved by \_\_\_\_\_, Seconded by \_\_\_\_\_,

**WHEREAS**, Chapter 893, Item 556 of the Acts of the 1992 General Assembly instructs the Commonwealth Transportation Board to initiate the Transportation Efficiency Improvement Fund (TEIF) program to be funded under the federal Congestion Mitigation and Air Quality Improvement program; and

**WHEREAS**, the Virginia Department of Rail and Public Transportation has prepared a program of projects for fiscal year 1993 which provides TEIF grants; and

**WHEREAS**, each of the recipients identified in the program of projects has requested and is eligible to receive a TEIF grant and these requests have been reviewed and found to be reasonable and appropriate by the Department;

**NOW, THEREFORE, BE IT RESOLVED** that the Department of Rail and Public Transportation is authorized to approve TEIF grants in the amounts shown, for the purposes specified, and to the recipients identified on the program of projects listed below which shall be incorporated as part of the Transportation Improvement Program for the Commonwealth; and

**BE IT FURTHER RESOLVED** that the Director (or Acting Director) of the Department of Rail and Public Transportation shall submit the program of projects to the Federal Highway Administration for approval and is authorized to amend the program of projects as may be necessary including the addition of new projects up to a limit of \$15,000 for each grant.

**TEIF FY93 Program of Projects**

<u>Recipient</u>	<u>Project Description</u>	<u>TEIF Grant</u>
City of Alexandria	Alternative Transportation Program & Market Research	\$199,600
Arlington County	Marketing & Service Development - Commuter Assist. Program	\$89,187
City of Fairfax	Bicycle Lockers and Racks at City Park & Ride Lots	\$15,820
City of Fairfax	Transportation Management Prog. for Central Business Dist.	\$11,680
Fairfax County	Transportation Demand Management Test Program	\$240,900
Metro. Wash. COG	Upgrade Ride Finders Commuter Assistance Software	\$32,000
Metro. Wash. COG	Instant Matching Center	\$67,720
VDOT - NOVA	Park N Ride Lot Bicycle Lockers - Reston	\$29,093
Greater Richmond Transit Co.	Employee Transportation Efficiency Program	\$120,000
Tidewater Regional Transit	Rideshare & Express Bus Service in the New HOV Corridor	\$150,000
City of Virginia Beach	Establish a Transportation Demand Management Program	<u>\$44,000</u>
<b>Program Total for Fiscal Year 1993:</b>		<b>\$1,000,000</b>

# Transportation Efficiency Improvement Fund GRANT APPLICATIONS LOG-IN FOR FY93

24-Jul-92

REC'D FROM:	TITLE/DESCRIPTION OF PROJECT:	TEIF TOTAL \$:	LOCAL TOTAL \$:	PROJECT TOTAL \$:
ALEX CITY	Alternative Transportation Pgm. (ATP)	\$119,600	\$29,900	\$149,500
ALEX / TEMPO	The Other Side..Mkt: Research & Training for the ATP	\$80,000	\$20,000	\$100,000
ARL	Comp. Mktng/Svc Develop. Pln for ARL Co. CAP	\$36,000	\$9,000	\$45,000
FFX CITY	Transp. Mgmt. Seminar for Central FFX Business Distr.	\$11,680	\$2,920	\$14,600
FFX CITY	Bicycle Lockers and Racks at City Parking Lots	\$15,818	\$3,955	\$19,773
FFX CO.	FFX Cnty. TDM Test Pgm.	\$240,899	\$60,225	\$301,124
GMU	Planning for Devp. Ped. & Bike. Access - Tysons	\$32,215	\$8,054	\$40,269
GMU	Establ. Private Transp. Svc. in NoVA	\$219,434	\$54,858	\$274,292
LOU CO.	Loudoun County Rte. 28 PNR Facility	\$344,000	\$86,000	\$430,000
MWCOG	Upgrade R Fndrs Commuter Assist. Software	\$32,000	\$8,000	\$40,000
MWCOG	Instant Matching Center	\$67,720	\$16,930	\$84,650
VDOT - TPD	Park N Ride Lot Bicycle Lockers - Reston	\$39,026	\$9,757	\$48,783
<b>Sub-Total NoVA Clean Air Non Attainment Region:</b>		<b>\$1,238,393</b>	<b>\$309,598</b>	<b>\$1,547,991</b>
CRATER PDC	Prepare Congestion Mgmt. Plan for Tri-Cities	\$48,000	\$12,000	\$60,000
GRTC - Rich	Employee Transportation Efficiency Pgm.	\$80,000	\$20,000	\$100,000
<b>Sub-Total Richmond Clean Air Non Attainment Region:</b>		<b>\$128,000</b>	<b>\$32,000</b>	<b>\$160,000</b>
NORFOLK CITY	Modernizatn. Eleven Electro-Mech. Tfc. Signals-Ocean Ave.	\$364,000	\$91,000	\$455,000
VA BCH	Establish a TDM Program for the City	\$80,733	\$20,183	\$100,916
TRT	R/S and Express Bus Svc. in HOV Corridor	\$107,943	\$26,986	\$134,929
<b>Sub-Total Tidewater Clean Air Non Attainment Region:</b>		<b>\$552,676</b>	<b>\$138,169</b>	<b>\$690,845</b>
<b>TOTALS:</b>	<b>17 APPLICATIONS FOR FY93</b>	<b>\$1,919,069</b>	<b>\$479,767</b>	<b>\$2,398,836</b>

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VDOT - TPD	Park N Ride Lot Bicycle Lockers - Reston	\$39,026	\$9,757	\$48,783
<b>Sub-Total NoVA Clean Air Non Attainment Region:</b>		<b>\$1,238,393</b>	<b>\$309,598</b>	<b>\$1,547,991</b>
CRATER PDC	Prepare Congestion Mgmt. Plan for Tri-Cities	\$48,000	\$12,000	\$60,000
GRTC - Rich	Employee Transportation Efficiency Pgm.	\$80,000	\$20,000	\$100,000
<b>Sub-Total Richmond Clean Air Non Attainment Region:</b>		<b>\$128,000</b>	<b>\$32,000</b>	<b>\$160,000</b>
NORFOLK CITY	Modernizatn. Eleven Electro-Mech. Tfc. Signals-Ocean Ave.	\$364,000	\$91,000	\$455,000
VA BCH	Establish a TDM Program for the City	\$80,733	\$20,183	\$100,916
TRT	R/S and Express Bus Svc. in HOV Corridor	\$107,943	\$26,986	\$134,929
<b>Sub-Total Tidewater Clean Air Non Attainment Region:</b>		<b>\$552,676</b>	<b>\$138,169</b>	<b>\$690,845</b>
<b>TOTALS:</b>	<b>17 APPLICATIONS FOR FY93</b>	<b>\$1,919,069</b>	<b>\$479,767</b>	<b>\$2,398,836</b>