

Things Project Sponsors Must Know

- TAP is not a grant program and no money is provided upfront.
- No applicant match required.
- Applicants pay pre-construction costs on their own (design, environmental, right of way acquisition, utility).
- The TAP program funds the construction and construction inspection phase of eligible projects at 100%
- Project must conform to one of the 10 categories of eligibility.
- There is a regional minimum award of \$250,000 (state min. \$50,000) for construction projects. The maximum award is \$1 million, although higher awards can be justified for “exceptional” projects.
- The application cycle opens November 2, 2015. Applications are due by 4:00 PM January 8, 2016.
- Project sponsors should select consultants that have demonstrated experience in the timely delivery of TE, SRTS, PCTI, CMAQ, or TAP projects
- ***It is highly recommended*** that project sponsors talk with their MPO or RPO staff, their County Representatives, PennDOT Engineering District staff, and other professionals familiar with PennDOT policies and regulations
- Application can found at: <https://sportal.dot.pa.gov/Planning/AppReg/Pages/default.aspx>
- Key dates are listed below

Milestone	Date
Application Cycle Opens - Guidance and Applications Available on Website	11/2/2015
Last Day Pre-Application Eligibility Determinations Accepted	12/4/2015
All Project Applications Due	1/8/2016
Regional TAP Project Selections Complete	4/29/2016
State TAP Project Selections Complete	5/30/2016

Ryan Gallagher
rgallagher@dvrpc.org
215-238-2881

Joe Banks
jbanks@dvrpc.org
215-238-2898

Katrina Lawrence
klawrence@dvrpc.org
215-238-2824

DVRPC/PennDOT Transportation Alternatives Program (TAP) Q&A

This Q&A is provided with the hope that it will answer common questions about TAP and the DVRPC/PennDOT application for TAP funding. If you have additional questions, please contact Joe Banks at jbanks@dvrpc.org or 215-238-2898. www.dvrpc.org/tap/pa.htm

What is Transportation Alternatives Program (TAP) and how much funding is available for what project types?

The federal transportation bill passed in 2012 (MAP-21) consolidated several programs into the Transportation Alternatives Program (TAP). These include Transportation Enhancements (TE), Safe Routes to School (SRTS), Scenic Byways (Byways), and Recreational Trails Program (RTP).

TAP projects must be competitively selected and the MPO can select regional projects. DVRPC has approximately \$3.78 million dollars for each of the two fiscal years. The state will have approximately \$13 million for each of the two years of funding as well.

Both Regional and State TAP funding is for bicycle and pedestrian projects, bike and pedestrian education under SRTS, conversion of abandoned railway corridors to trails, construction of turnouts, overlooks, and viewing areas, outdoor advertisement management, historic preservation and rehab of historic transportation facilities, vegetation management, archaeological activities, stormwater management, and wildlife mortality mitigation.

Is there a maximum or minimum?

The regional minimum for construction projects is \$250,000 (state minimum is \$50,000) and a soft cap of \$1 million maximum. The soft cap means that projects with a construction value over \$1 million must be of 'exceptional value' and describe – through their application – why additional project expense is justified. Examples include a project that close a major transportation gap, addresses a significant safety concern or benefits a substantial amount of users.

Who can apply for TAP?

- Local Governments
- Regional Transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local regional governmental entity with responsibility for oversight of transportation or recreational trails.

Nonprofits are not eligible under TAP however they can partner with an eligible sponsor. Industrial and downtown development authorities would not be eligible. Sponsor cannot be registered as a 501 (c) organization.

Eligible Project Types



Pedestrian & Bicycle Facilities

New or reconstructed sidewalks, walkways, or curb ramps; pedestrian and bicycle signs or signals; lighting, when there is a clearly demonstrated safety need; transportation projects that achieve ADA compliance; new or reconstructed off-road trails; Crosswalk, bicycle lane or sharrow painting; wide paved shoulders; bike parking facilities, bus bike racks, or bike share programs; shared use paths, side paths, trails; bike and pedestrian bridges and underpasses; crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety; traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety



Bicycle and Pedestrian Education / Encouragement for K-8 Students

Non infrastructure projects that benefit students in kindergarten through eighth grade including – public awareness campaigns and outreach to press and community leaders; traffic education and enforcement in the vicinity of schools; student sessions on bicycle and pedestrian safety, health, and environment; funding for training, volunteers, and managers of safe routes to school programs



Conversion of Abandoned Railway Corridors to Trails

Planning, designing, and constructing multi-use trails along a railroad right-of-way; major reconstructions of multi-use trails along a railroad right-of-way; developing rail-with-trail projects, where there is an adjacent line that is no longer active; purchasing unused railroad property for reuse



Scenic Turnouts, Overlooks, and Viewing Areas

Construction of scenic turnouts, overlooks, and viewing areas



Outdoor Advertising Management

Billboard inventories, including those done with GIS/GPS; removal of illegal and nonconforming billboards



Historic Preservation and Rehab of Historic Transportation Facilities

Restoration and reuse of historic buildings with strong link to transportation history; restoration and reuse of historic buildings for transportation related purposes; access improvements to historic sites and buildings; Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals; increasing building accessibility, in accordance with ADA guidelines



Vegetation Management

Clearing of low-hanging branches or other vegetation encroaching on a travel corridor; landscaping to improve sightlines or other safety considerations; removal of invasive species; planting grasses or wildflowers to manage erosion along transportation corridors



Archaeological Activities

Research, preservation planning, and interpretation; developing interpretive signs, exhibits, and guides; inventories and surveys



Stormwater Management

Detention and sediment basins; stream channel stabilization; storm drain stenciling and river clean-ups; water pollution studies



Wildlife Mortality Management

Wetlands acquisition and restoration; stream channel stabilization; wildlife underpasses or overpasses which include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity; monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality