



U.S. Department of Transportation
Federal Highway Administration

Overview of the New Transportation Alternatives Program

August 30, 2012



Funding Levels

- Similar funding levels to the Transportation Enhancement Activities under SAFETEA-LU:
 - FY 2013: \$808,760,000
 - FY 2014: \$819,900,000
- Total TAP funding is 2% of MAP-21 highway funding.
- Funded via set-aside from each State's formula programs.



Funding structure

Steps in the TAP suballocation process:

1. States receive an apportionment of TAP funds.
2. Funds are set aside for the Recreational Trails Program at FY 2009 levels (\$84.16 m) (*unless the State opts out*).
3. Of the remaining funds:
 - 50% are suballocated by population (large urbanized areas, other urban areas, rural areas).
 - 50% are available for any area of the State.



TAP Eligible activities

Transportation Alternatives (TA) as defined:

- Construction, planning, and design of ...facilities for pedestrians, bicyclists, ... compliance with Americans with Disabilities Act.
- ...safe routes for non-drivers... to access daily needs.
- Conversion and use of abandoned railroad corridors for trails...
- Construction of turnouts, overlooks, and viewing areas.



TAP Eligible Activities (continued)

TA as defined (continued)

- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices...
 - archaeological activities relating to impacts from implementation of a transportation project eligible under this title.



TAP Eligible Activities (continued)

TA as defined (continued)

- Any environmental mitigation activity...
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff...; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.



TAP Eligible Activities (continued)

- The Recreational Trails Program under section 206.
- Safe Routes to School under section 1404 of the SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.



TE Activities No Longer Eligible

- Safety and educational activities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).
- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.



Safe Routes to School Eligibility

Safe Routes to School (SRTS):

- No setaside funding for SRTS.
- All eligibilities remain.
- Allocation of funds for Infrastructure and Noninfrastructure activities do not apply (because there is no apportionment).
- Option to have a State SRTS coordinator, not required.
- No National Clearinghouse requirement or funds.

Recreational Trails Program Eligibility

Recreational Trails Program (RTP):

- RTP usually administered by a State resource agency.
- States can opt out of the program.
- States that opt out:
 - Lose the ability to use funds for State RTP administrative costs.
 - Do not return 1 percent to FHWA for administration.
 - May use TAP funds for trails projects **using TAP requirements.**
- Recreational trails projects also eligible under STP.



Competitive Processes

- States and MPOs
 - “Shall develop a competitive process to allow eligible entities to submit projects for funding...”
 - States and MPOs develop their own competitive processes.

Eligible Project Sponsors

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.
- *RTP and SRTS keep their own lists of eligible sponsors.*



Transferability of Funds

- States may transfer the “any area” TAP funds to other apportioned programs.
- Funds from other apportioned programs may be transferred *into* TAP...
- ...but TAP projects are broadly eligible under STP, so a transfer is not necessary to use STP funds.
- In the second fiscal year of MAP-21, unobligated balances of over 100% can be used for any TAP-eligible activity or any CMAQ activity.



Treatment of Projects

- TAP projects “shall be treated as projects on a Federal-aid highway...”
 - TAP projects must comply with applicable provisions in Title 23, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), competitive bidding, and other contracting requirements, even for projects not located within the right-of-way of a Federal-aid highway.
 - Does not apply to projects conducted under the Recreational Trails Program setaside.

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