



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
FLEXIBLE FUNDING PROGRAMS – TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

	FY 2013 (in millions)	FY 2014 (in millions)
Transportation Alternatives (TAP)*	\$809	\$820

*Sum of estimated individual State apportionments

Transportation Alternatives Program (TAP)

The Federal Highway Administration’s (FHWA) Fact Sheet on the Transportation Alternatives Program (TAP) can be found at: <http://www.fhwa.dot.gov/map21/tap.cfm>.

Purpose

The TAP program consolidates funding from FHWA’s former Transportation Enhancements, Recreational Trails, and Safe Routes to School programs.

Statutory References

23 U.S.C. § 213 / § 1122 of MAP-21
23 U.S.C. § 104(f) and 49 U.S.C. § 5334(i)



Eligible Recipients

- FHWA suballocates 50 percent of each State's TAP funds (after deducting the set-aside for the Recreational Trails Program, if applicable) to areas based on their relative share of the total State population. The remaining 50 percent is available for use in any area of the State. The funds are then obligated based on competitive processes developed by the States and MPOs. Transit agencies, regional transportation authorities, and local governments are among the eligible entities that may apply for TAP funds. A State may request that TAP funds be transferred to FTA for an eligible public transportation project selected through the competitive process.

Transferred funds may be awarded to States or local governmental entities eligible for assistance under FTA programs.

Eligible TAP Activities Related to Transit

In order for TAP funds to be transferred to FTA, the TAP activities identified below must have a direct nexus to an eligible public transportation project under chapter 53 of title 49, United States Code. The FTA Office of the Chief Counsel must review any request to transfer TAP funds for eligibility purposes and approve such request. Some eligible TAP activities are as follows:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities.

(cont.)

Flexible Funding Programs – Transportation Alternatives Program (TAP)

Eligible TAP Activities Related to Transit (cont.)

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Community improvement activities, which include but are not limited to:
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - 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.

What's New

- MAP-21 eliminates the 10 percent set-aside under the Surface Transportation Program for “transportation enhancements” and replaces it with the new “transportation alternatives” program (funded through set-asides from five separate FHWA programs).
- These changes do not affect the eligibility of “Associated Transit Improvements,” formerly known as “Transit Enhancements” under Chapter 53.
- MAP-21 eliminated the definition of transportation enhancement activities in section 101 of title 23 and inserted in its place a definition of transportation alternatives, which does not include several activities that were previously eligible as independent transportation enhancement activity projects.

Federal Share

- TAP funds transferred to FTA are subject to the FTA program requirements under which the funds are being administered. However, the Federal share for most TAP projects is governed by 23 U.S.C. § 120. The Federal share generally is 80 percent, subject to the adjustments described in 23 U.S.C. § 120. Certain safety improvements as listed in 23 U.S.C. § 120(c)(1) may have a Federal share of 100 percent. This provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. § 104.