

Tips on Applying for TAP: Transportation Alternatives Program Grants



Secure Approval from all Parties

- ✓ Ensure you have up-front approval from all stakeholders involved in the implementation of the project.
- ✓ Show evidence of support from every group, such as letters of commitment or resolutions, particularly from the municipality.
- ✓ Commit to local ongoing maintenance for the project.

Create a Comprehensive Program

A good grant proposal:

- ✓ Outlines all aspects of infrastructure (access, street crossings, speed reduction, etc.) and proposes a project that addresses stated barriers, problems, and safety issues.
- ✓ Documents the infrastructure problems using speed studies, crash data, photos, or anything else that details the severity of the problem and demonstrates a true funding need.
- ✓ Promotes non-automotive forms of transportation.
- ✓ Identifies the project urgency (i.e. are there resources that could be lost if this project is not implemented ASAP?).

Identify Relevant Past Activities and Future Plans

- ✓ Describe previous bike/ped projects or education, enforcement, or encouragement activities.
- ✓ Show all past efforts to improve bicycle or pedestrian safety. If the application does not include efforts, document reasons for this and suggest future plans.

Additional Suggestions

- ✓ Funds sub-allocated to urbanized areas over 200,000 must be on the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).
- ✓ Four previously eligible activities are **NOT** included: bike/ped safety and education programs, acquisition of scenic or historic easements/sites, scenic or historic highway programs including tourist and welcome centers, and establishment of transportation museums.
- ✓ If your application was not funded in the past, don't despair! Strengthen your application either by supporting the promotion of non-motorized travel or improving your record of relevant activities and plans.
- ✓ For more information about TAP grants, visit:
<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.





Transportation Alternatives Program Grant Strategies & Tips

The New Jersey Department of Transportation (NJDOT) offers federal Transportation Alternatives Program (TAP) funding to projects that foster more livable communities and promote alternative modes of transportation such as biking and walking.

1. 2014 TAP Projects may include: provision of facilities for bikes and pedestrians, scenic or historic highway programs, including the provision of tourist and welcome center facilities as well as scenic turnouts, overlooks, and viewing areas, landscaping and other scenic beautification, historic preservation, rehabilitation of historic transportation buildings, structures and facilities (including historic rail facilities and canals), preservation of abandoned rail corridors (including conversion to pedestrian and bike trails), and environmental mitigation resulting from highway runoff, among others.
2. Any New Jersey county, municipality, transit agency/authority, natural resource or public land agency, or any other local or regional government with responsibility for oversight of transportation other than an MPO or State agency may apply for funds, provided that they demonstrate an ability to meet the requirements of the program. Non-profits are NOT eligible as recipients. However, nonprofit organizations may partner with a local public agency that will assume responsibility and administration for the grant. NJDOT has final authority to determine the eligibility of an applicant.
3. TAP funds are available for a period of 3 years after the last day of the fiscal year for which the funds are authorized.
4. 50% of TAP funds are distributed between areas with a) over 200,000 residents, b) less than 200,000 residents, and c) less than 5,000 residents. The remaining 50% is reserved for any municipality in an effort to ensure an even distribution of funds.
5. Assessment criteria: urgent need, construction-readiness, local maintenance commitment, economic/tourism benefits, non-automotive focus, local support, quality of life benefits and preservation of historical resources.
6. Special consideration given to Designated Centers, Transit Villages, and municipalities or counties that have passed Complete Streets policies.



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