

# Transportation Alternatives Program

## Program Overview

The Transportation Alternatives Program was formerly known as the Transportation Enhancement program. Under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), independent enhancement programs such as Safe Routes to School, Scenic Byways, and the Recreational Trails Program are now included as part of the TAP.



Projects and programs eligible for TAP funding are defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former Interstate System routes or other divided highways.

The TAP federal funding for local agencies is distributed to the ATP's/MPO's in the following manner:

- 50 percent of the funds are sub-allocated based on population consistent with the most recent census
- 50 percent of the funds are distributed based on the needs calculated by the MnDOT State Aid for Local Transportation Division

The MnDOT State Aid for Local Transportation Division is responsible for the administration and oversight of the local federal TAP program.

## Program Eligibility and Criteria

### Eligibility

Eligible local agencies that can use TAP funds for projects include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies or schools
- Tribal governments

Townships and cities with a population of less than 5,000, state DOTs, Metropolitan Planning Organizations and non-profit organizations must request the sponsorship of an eligible project sponsor to apply for funding and implement projects. An entity that receives TAP funding is typically required to provide a local match to any federal funds that they receive, which is typically 20 percent. However, depending on what the funding is for, that local match may vary.

### Criteria

Projects are selected through a competitive solicitation process in each of the seven Area Transportation Partnerships/Metropolitan Planning Organizations throughout greater MN and the Metropolitan Council, through the Transportation Advisory Board, in the seven-county metropolitan area. Each ATP/MPO and the Metropolitan Council utilize their own method for ranking and selecting projects.

TAP funds may be used for the following:

- Trails and trailheads
- Historic structure rehabilitation
- Safe Routes to School infrastructure
- Scenic byways
- Access enhancements to public transportation
- ADA Transition Plans
- Bus shelters
- Pedestrian/bicycle bridges/tunnels
- Crosswalks, curb cuts and ramps
- Landscaping/streetscaping
- Shared use paths/sidewalks
- Bicycle parking, racks and storage

### Funding

The table below shows the TAP amounts programmed statewide to local agencies along with the number of projects over the past five years.

	2015	2016*	2017**	2018***	2019****
<b>Programmed TAP Funds</b>	\$ 18 M	\$23 M	\$32 M	\$14.8 M	\$13 M
<b>Number of Projects</b>	58	59	68	41	23

\*Includes two Demo and nine FLAP projects totaling \$8 M, \*\* includes 10 Demo and five FLAP projects totaling \$14 M

\*\*\* includes one Demo, two FLAP projects and one Ferry Boat project totaling \$3.3 M TAP funds, \*\*\*\*includes one FLAP project at \$1 M.

### For More Information

The information provided in this document reflects the FASTACT guidance. Contact Elisa Bottos, State Aid Project Delivery Engineer at [elisa.bottos@state.mn.us](mailto:elisa.bottos@state.mn.us) or 651-366-3821 if you have questions.