



## Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program Fact Sheet October 2013

The Transportation Alternatives Program (TAP) is a comprehensive federal funding category that was created pursuant to the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21), which was signed into law in July 2012 and effective as of October 1, 2012.

TAP incorporates the following three WisDOT multi-modal transportation improvement programs: Safe Routes to School (SRTS); Transportation Enhancements (TE); and The Bicycle & Pedestrian Facilities Program (BPPF).

WisDOT previously administered these programs as three distinct federal funding categories based upon the statutory requirements of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, as well as previous federal transportation legislation. Moving forward, WisDOT will accept applications and select TAP projects in a single award cycle, thereby streamlining the application process and aligning multi-modal program administration with other federal transportation improvement programs. Sponsors must provide at least a 20% local match for TAP projects, including SRTS activities. Metropolitan Planning Organizations (MPOs) in areas with populations over 200,000 will select TAP projects through a separate competitive funding process.

The Federal Highway Administration (FHWA) has confirmed that projects that fall within the following categories are eligible to receive TAP funding:<sup>1</sup>

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. . . .
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers. . . .
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including
  - Inventory, control, or removal of outdoor advertising;
  - 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;
  - Archaeological activities. . . .
- Any environmental mitigation activity. . . .
- The recreational trails program. . . .
- The Safe Routes to School (SRTS) program. . . .
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Potential sponsors and other interested parties should contact WisDOT for more information TAP funding eligibility guidelines. Examples of ineligible projects include: transportation museums; acquisition of scenic easements; and bicycle-pedestrian safety and education activities that do not meet the federal SRTS eligibility guidelines.

Non-profit agencies cannot sponsor TAP projects, although WisDOT encourages private partnership with eligible sponsors such as local governments and school districts. Natural resource agencies such as the Wisconsin Department of Natural Resources remain eligible to sponsor TAP projects. Other state agencies, such as WisDOT, are not eligible sponsors pursuant to MAP-21 requirements.

WisDOT continues to collaborate with FHWA to ensure that TAP projects are selected and administered in compliance with applicable federal requirements. The Department anticipates making TAP applications available at the end of October 2013, with awards announced in calendar year 2014.

Contact Tressie Kamp ([tressie.kamp@dot.wi.gov](mailto:tressie.kamp@dot.wi.gov)), WisDOT Statewide Multi-Modal Programs Manager, for additional information.

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<sup>1</sup> Source: FHWA TAP guidance at <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.