

Transportation Alternatives Program (TAP) Overview and Q & A

Call for New Project Submissions

September 1, 2022



Applications due September 23 before midnight – e-mail Mike Hahn

DelDOT Active Transportation and Community Connections (ATCC)

- Mike Hahn MichaelC.Hahn@delaware.gov 302-760-2273 will reach any
- Chip Kneavel Thomas.Kneavel@delaware.gov of us.
- Todd Pryor Todd.Pryor@delaware.gov
- Christina Thomas Christina.Thomas@delaware.gov
- Kelly Valencik Kelly.Valencik@delaware.gov

Relevant Web Sites:

- [DeIDOT TAP](#) (click under Information on upper left)
- [TAP Legislation and Guidance](#)
- [Application](#)
- [Transportation Alternatives Data Exchange](#) (under Rails to Trails Conservancy)
- [June 1, 2022 FHWA Webinar Slides](#)
- [FHWA Webinar Guidance on TA](#) (TAP) passcode: 3MPNf1=5 overview is about 1 ½ hours
- [WILMAPCO Transportation Alternatives Program](#) (Heather Dunigan hdunigan@wilmapco.org) 302/737-6205 ext. 118



Excellence in Transportation.

Every Trip.

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.



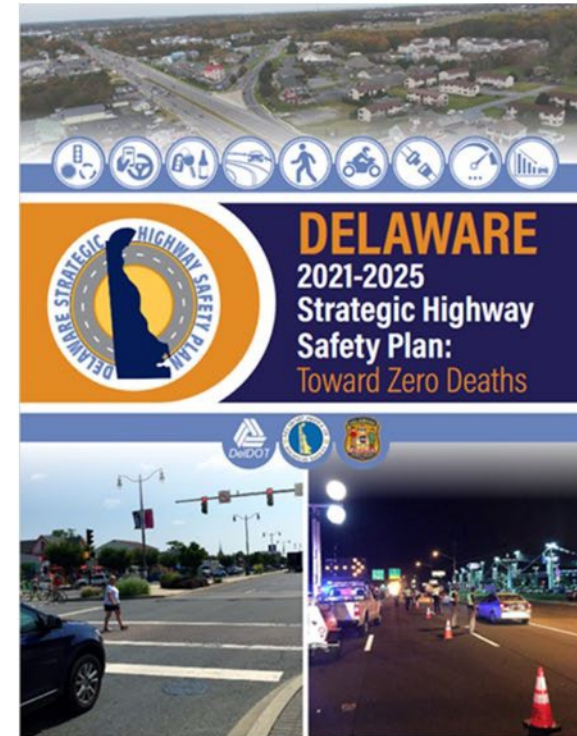
**TRANSPORTATION
ALTERNATIVES
PROGRAM**



SAFETY

Delaware Traffic Fatalities as of 8/29/2022

	2022	2021		2020	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	95	78 ↑ 22%	139	72 ↑ 32%	117
Delaware Residents	68	63 ↑ 8%	69	54 ↑ 26%	96
Person Types					
Vehicle Occupant	63	48 ↑ 31%	83	47 ↑ 34%	75
Pedestrian	18	13 ↑ 38%	30	16 ↑ 13%	25
Bicyclist	2	1 ↑ 100%	2	0 ↑ N/A	3
Motorcyclist	12	16 ↓ -25%	24	9 ↑ 33%	14
Crash Types					
Curve Related	12	14 ↓ -14%	23	13 ↓ -8%	19
Roadway Departure	35	39 ↓ -10%	59	32 ↑ 9%	47
Intersection Related	31	26 ↑ 19%	53	20 ↑ 55%	32
Median Crossover	4	6 ↓ -33%	7	1 ↑ 300%	3
Wrong Way	2	0 ↑ N/A	0	1 ↑ 100%	1
Work Zone	1	3 ↓ -67%	8	2 ↓ -50%	3





Background on TAP Funding

- Projects awarded on a competitive basis
- For FY22-FY26 there is **\$6,126,051** per FY from the Feds
 - \$905,680 is set aside and transferred over to Recreational Trails
 - \$965,000 is state contributing per FY
- 20% is sponsor contributing non-federal match
- Population zones - Up to 59% of fed funding per FY must be for:
 1. WILMAPCO is suballocated \$1,652,030 to first determine due to population zone greater than 200K
 2. State/DeIDOT shall determine 50K - 200K population for \$464,290
 3. 5K - 50K population for \$413,741
 4. Areas under 5,000 for \$549,958
- **41% of remaining funds (\$2.1M) can be flexed statewide**
- 200K is provided to FTA at 80/20 fed/state per fiscal year

Who Can Apply for Funding under TAP?


- Local governments
 - City, county, or state agencies
- A regional transportation authority or transit agency
- A natural resource or public land agency
 - State or local park or forest agencies; State or local fish and game or wildlife agencies
- A school district, local education agency, or school.
 - Public or nonprofit private school. Must benefit the general public and not just private entities
- A Tribal government
- A metropolitan planning organization that serves an urbanized area with a population of 200,000 *or fewer*
- A nonprofit
- Local or regional governmental entities responsible for, or with oversight of transportation or recreational trails
- A State at the request of an eligible entity listed above*





What Types of Projects Can Apply for Funding?

TAP eligible projects include but are not limited to:

- Construction of on and off-road trail facilities for pedestrians and bicyclists
 - safe routes for non-drivers, including children, older adults, and individuals with disabilities
 - Construction of turnouts, overlooks, and viewing areas
 - Conversion and use of abandoned railroad corridors for trails
 - Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation
 - Vegetation management
 - Environmental mitigation activities, including pollution prevention and pollution abatement to:
 - address stormwater management
 - reduce vehicle-caused wildlife mortality
 - restore and maintain habitat connectivity
 - The [Safe Routes to School Program](#) (SRTS) projects
- 

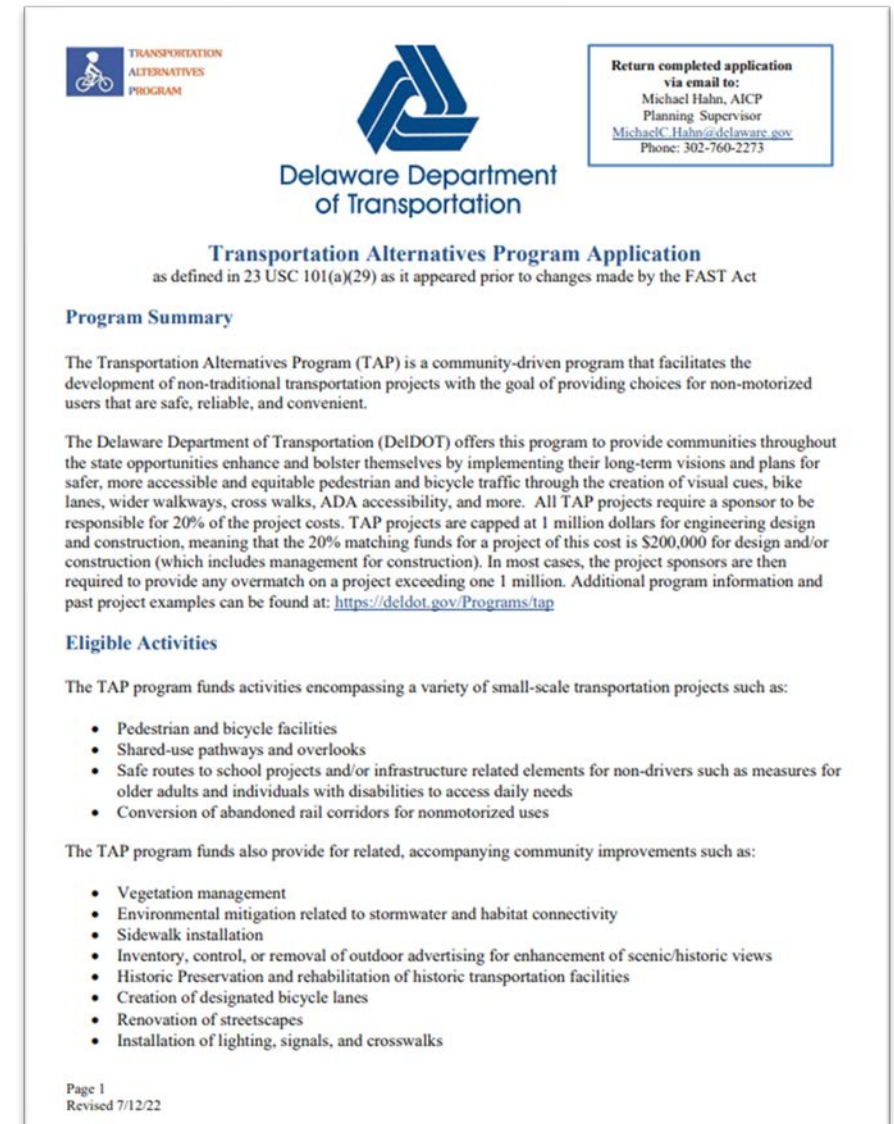
New TAP Application Form: be sure to read it all!

TAP Program Details for you:

- Eligible Activities
- Project Sponsors
- TAP Application Process – differences between WILMAPCO and DelDOT; disclaimers
- Project Rankings and Review information

Questions on your project proposal:

- Application Information –contact info, partner/co-contacts
- Project Information –short description and maps or photos
- Selection and description of Qualifying Activities
- Project Implementation Information (Planning Activities, PE/Engineering, or Design)
- Certification of Project Sponsor (signature of or acknowledgement of disclaimers and what is expected from you)



The image shows the first page of a TAP Application form. At the top left is the logo for the Transportation Alternatives Program, featuring a bicycle icon and the text 'TRANSPORTATION ALTERNATIVES PROGRAM'. To its right is the Delaware Department of Transportation logo, a stylized blue 'D' shape. Further right is a box with contact information: 'Return completed application via email to: Michael Hahn, AICP, Planning Supervisor, MichaelC.Hahn@delaware.gov, Phone: 302-760-2273'. Below the logos is the title 'Transportation Alternatives Program Application' and a subtitle 'as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act'. The main body of the page contains a 'Program Summary' section, followed by 'Eligible Activities' which lists various transportation projects like pedestrian facilities, shared-use pathways, and bicycle lanes. At the bottom left, it says 'Page 1 Revised 7/12/22'.

[First page of TAP Application](#)

TAP Application Content – some basic fundamentals

- Projects must be dedicated or intended for public use and access with a [Surface Transportation Relationship](#).
- 20% match share with non-federal dollars (special exceptions for fed agencies and HSIP identified projects).
- PE design and construction are capped at \$1 Million, but sponsor can overmatch. Available funding measures may dictate that too.
- Agreements - they must be completed timely.
- If awarded, we ask for a \$500 contribution to the project which will go towards sponsor match. If only concept Planning/Feasibility, this may not be needed.
- Do not apply with a large capital project that might require project phasing. We see each project phase as independent of itself. However, concept planning and feasibility efforts may define that.
- We strongly discourage Sponsored Administered Projects.
- For New Castle County submissions - submit application to WILMAPCO (Heather Dunigan), but you can still submit to DeIDOT.
- Safe Routes To Schools (SRTS) eligible projects may have up to 0% sponsor match. Talk to us first.





TAP Applications

Content continued

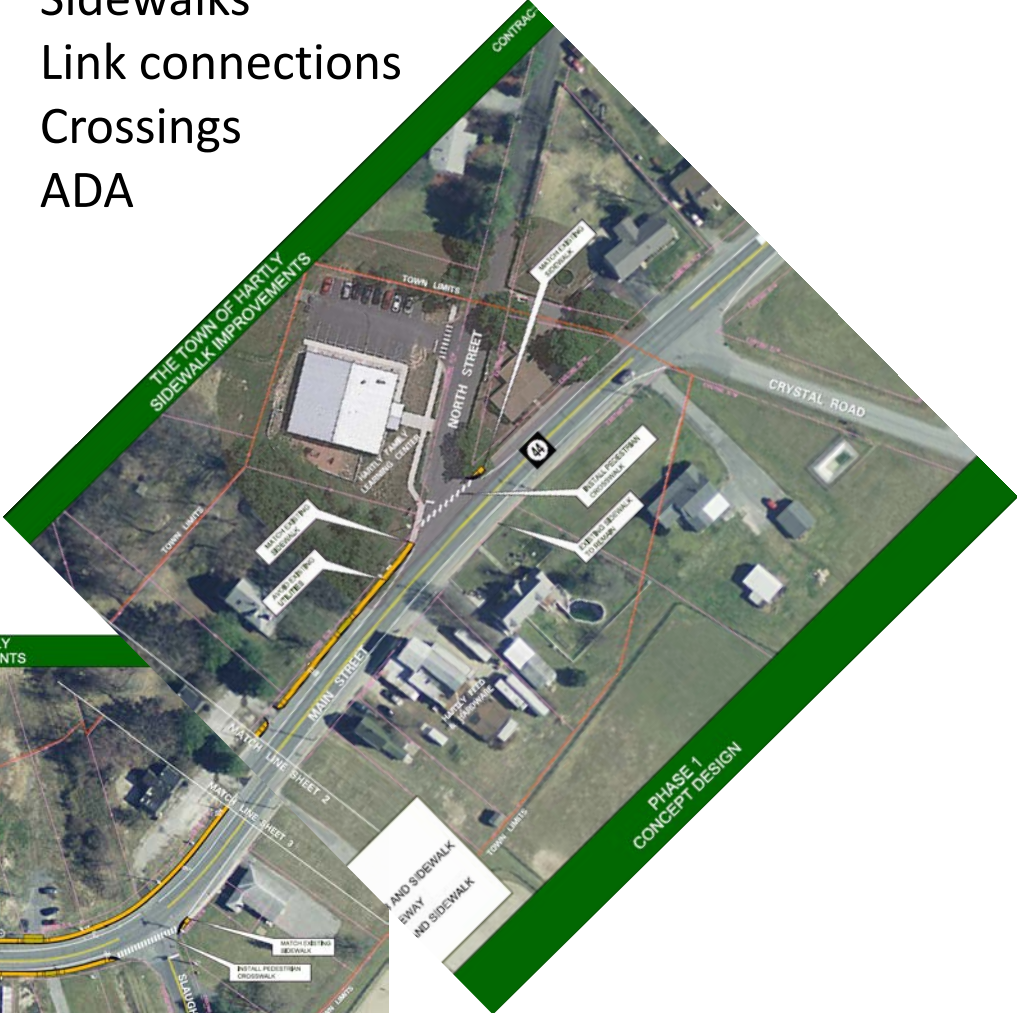
- Utilities and right of ways conflicts are going to be problematic in driving up costs and acceptance of the project. Normally, right of ways or easements are donations.
- Maintenance of and legal liability of a project is normally assigned to the sponsor.
- States or the TAP Program may not use TE funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DeDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Projects will be ranked and prioritized and may be ranked against similar submission projects.
- Provide any letters of support and/or acknowledgement by adjacent properties.
- If working with partners on the TAP application – who can sponsor the project/receive the funding? This may limit which project you prefer or prioritize.
- Do you have support for this project and its implementation? From colleagues, the council, mayor, public?



Project Examples

Town of Hartly

- Sidewalks
- Link connections
- Crossings
- ADA



Slaughter Beach Overlook

- Parking
- Crossing measures
- Kiosk
- Interpretive panels
- ADA accessible boardwalk
- Bike racks



Town of South Bethany, Anchorage Pond A

- Rt. 1 in South Bethany Beach across from Sea Colony
- Wet pond or wetland improvement area
 - Pedestrian and Shared Use Path (SUP) improvements
 - Abatement of runoff; flooding, and water quality improvement



Delaware Avenue, Wilmington

- Rain gardens
- Biofiltration measures
- New street trees
- Bump-outs at ped crossings
- Brick patterns



Town of Ocean View

- Permeable sidewalk



Safe Routes to School Project: Downs Elementary, City of Newark

- Mid block crossings
- Travel striping
- New pedestrian striping
- Warning signage

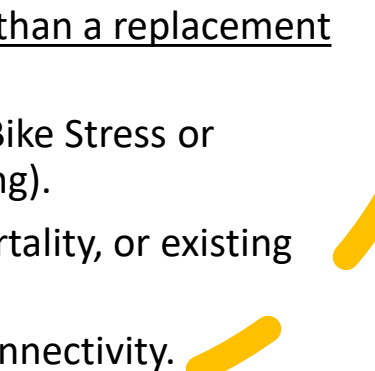




Project Selection Factors
What gets highly ranked?



Ranking Factors

- Transportation equity and serves disadvantaged communities
 - Safety improvement
 - Project addresses a history of pedestrian or cycle crashes or concerns.
 - ADA improvement needs (including parking considerations)
 - History of requests for improvements from community members or residents
 - Complements the State Strategies for Spending or Level of Investment Areas.
 - Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
 - Close proximity and/or improved access to bus stops in project area; includes connections for paratransit, transit users, school children, college, or seniors.
 - Close proximity and/or improved access to Community Centers and/or Libraries.
 - Close proximity and/or improved access to schools; e.g. elementary, middle, or high school, or college.
 - Close proximity and/or improved access to Parks or Greenways.
 - The project is an enhancement effort for the area rather than a replacement or maintenance effort.
 - Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (determined by DeIDOT's modeling).
 - Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
 - Level of improvement for terrestrial or aquatic habitat connectivity.
- 

Project Selection (continued)

Other selection considerations may include:

- A particular stage of project development.
- Next phase of a previous TAP project.
- Relation to the Safe Routes to Schools Program.
- Relation to the Delaware Byways Program.
- Population category area(s).
- Available funding or overmatch needs.
- Documented community acceptance by adjacent property owners.
- Complexity of maintenance (anticipated or accepted).
- Constructability ease/difficulty.
- Tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good.
- Any relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted or intends to be included.





Project Review and Decision Making

- The criteria we use are mostly quantitative, though other measures are judged qualitative or subjectively.
- Efforts are based on past DeIDOT experience with the TAP or TA program and the nature of the project proposal.
- Proposed project submissions are given a final technical score and evaluation write-up.
- This information is shared and may be reviewed and concurred by the DeIDOT Division of Planning Management along with other appropriate personnel which may involve the MPO's and FHWA.

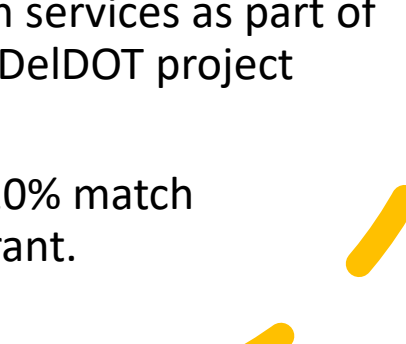
My application was submitted... now what happens?



- Anticipate a 30 to 45-day review before notification of awards
- Projects reviewed by [WILMAPCO](#) and DeIDOT are ranked and prioritized (note: we just listed elements upon what is scored or considered). DeIDOT may consult with the MPO's.
- You shall receive an indication letter on why submission was not approved.
- We may contact applicant on questions we may have during our review.
- It may be possible that only certain elements could be eligible for acceptance programming.



Getting Projects Underway!

- Upon award, \$500 sponsor contribution which is contributed to the future match...we need active projects and your dedicated commitment.
 - Agreements and timelines: if you stall out after 90 days (\$500 towards future match) or three months of executing agreement because there are differences of opinion or just plain non-commitment, it is possible that TAP can be terminated for other worthy submissions. Thus, submitted projects could be put on reserve list until otherwise noted.
 - DeIDOT will normally start within 2-3 month for planning or feasibility assessment which does not require an initial match but still a commitment upon the sponsor to coordinate and participate.
 - We have open end consulting services and dedicated DeIDOT staff to provide the management, coordination, and oversight.
 - Although greatly discouraged and complex, it is possible to come in with your own set of consultant/engineer or in-kind match services as part of match contribution, but under initial federal aid and DeIDOT project agreements.
 - Next stages or Design and Construction will require 20% match participation, typically cash or existing non-federal grant.
 - DeIDOT's process is nearly a turn-key operation.
- 



Thank You!

Looking forward
towards submissions
and folks can contact
our section at any
time.

DeIDOT TAP Information



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Transportation Alternatives Program (TAP)

FY22-FY24 projections and future projects with nothing more accepted or known to be added with WILMAPO or DelDOT via sponsor applications

STATE PROJECT	FEDERAL #	FY to be used	PROJECT TITLE	PROGRAM NAME	Phase	Federal Estimate Participatio	Location with Project Description
T201820002	ETA-2028(06)	22	Market St. and Front St. Pedestrian Improvements-Seafood; in construction.	TAP	CON, PE	\$688,000	Removal and replacement of sidewalk and curb ramps, installation of crosswalks, installation of stormwater BMPs due to the close proximity of the Nanticoke River. Front St./Market St./High St. City of Seaford is the sponsor.
T201769008; T201769005	ESTP-2017(12); ESTP-2017(09)	22	SRTS: Downes Elementary and Claymont, Phase II; just began construction	TAP	CON, CE	\$130,000	Two locations will be advertised together. Signing, striping, ADA sidewalk landings or smaller sidewalk connections adjacent to those qualified elementary or middle schools.
T202120001	ESTP-2021(13)	22, 23	Town of Hartley Sidewalk Improvement, Phase II; entering Construction	TAP	CON, PE	\$413,835	This project will include sidewalk and ADA upgrades within the Town of Hartly along Arthursville Road from the town limits to a point near the elementary school. Address other ADA not accomplished in the Phase I.
T201820001	ETA-2018(05)	22, 23	NW & NE Front Street Pedestrian Improvements - Milford	TAP	PE, CON, CE	\$800,000	Reconstruction of existing curb, curb ramps, sidewalk, installation of new curb, curb ramps, sidewalks as needed, and pavement mill and overlay, lighting, landscaping and environmental improvements. Washington St. to Fourth St. City of Milford is the sponsor.
T202069004; T202069008; T201769011	ESTP-2019(23); ESTP-2019(25); ESTP-2017(33)	22,23	SRTS: Eisenberg, McCullough, & Wilmington Montessori	TAP	PE, CON, CE	\$256,000	Three locations will be advertised together. Signing, striping, ADA sidewalk landings or smaller sidewalk connections adjacent to those qualified elementary or middle schools.
TBD	TBD	22-24	Frederica SUP	TAP	PE, CON, CE	\$450,000	Likely that DelDOT will be sponsor at request of City. Estimate at concept may be a little low. We now need RRF or HAWK which drive up estimate.
T202220001	ESTP-2022(14)	22-24	New Castle Avenue Area Sidewalks and Streetscapes	TAP	PE, CON, CE	\$800,000	Sidewalk replacement or fill in missing segments on Bizarre Drive, Morehouse Drive, and Hillview Avenue south of Wilmington. Landscaping, bump-out and striping proposed. ADA compliance. New Castle County is the project sponsor and efforts evolve from the Rt9 Transportation and Land Use Master Plan.

UTURE PROJECTS						
SR 1 or GWVCB Wayfinding		FY23-24		STBG/TAP	PE, CON	under 50K This project must use STBG which can and must be sub-allocated to TAP which is already easily permitted. Or State TAP funds may be used.
H. Fletcher Brown Park/Market Street/King St		23-24			Planning, PE, CON, CE	\$800,000 Very early Concept Planning then project placed on hold due to I-95
Woodside Sidewalk Enhancement					PE, CON, CE	\$100,000 May need extra match as only 5K is current match. Sidewalk and ADA needs in Town limits. Sponsor \$\$ will determine extent of limits. This may require DelDOT sponsor participation at request of the town.
Laurel Ramble, Phase I		24-25			Planning, PE, CON, CE	\$770,000 Portion of Phase I undertaken in Planning with rail road bridge issues to address first. Esitimated project \$1.5 M
AREC Overlooks Boardwalk		24-25			CON, PE	\$800,000 DNREC construction only needs; previously approved
Byways Grants		23-24	Three applications expected to submitted but approval of grants are pending. If awarded, <u>state</u> TAP funds as DelDOT Sponsor estimated \$500,000.			