

Transportation Alternatives Program (TAP) Overview and Q & A

Call for New Project Submissions

January 22, 2025



Applications due February 14, 2025 before midnight – e-mail Mike Hahn or one of us

DelDOT Active Transportation and Community Connections (ATCC)

- Mike Hahn MichaelC.Hahn@delaware.gov
 - Chip Kneavel Thomas.Kneavel@delaware.gov
 - Tom Felice tom.felice@delaware.gov
 - Kelly Valencik Kelly.Valencik@delaware.gov
- 302-760-2273 will reach any of us.

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

2024 Delaware Traffic Fatalities as of 12/30/2024

| | <u>2024</u> | <u>2023</u> | | <u>Totals</u> | <u>2022</u> | | <u>Totals</u> |
|----------------------|-------------|--------------|---------|---------------|--------------|---------|---------------|
| | | Year-to-Date | | | Year-to-Date | | |
| Fatalities | 128 | 137 | ↓ -7% | 137 | 164 | ↓ -22% | 164 |
| Delaware Residents | 108 | 110 | ↓ -2% | 110 | 119 | ↓ -9% | 119 |
| Person Types | | | | | | | |
| Vehicle Occupant | 65 | 89 | ↓ -27% | 89 | 103 | ↓ -37% | 103 |
| Pedestrian | 32 | 28 | ↑ 14% | 28 | 32 | 0% | 32 |
| Bicyclist | 5 | 5 | 0% | 5 | 7 | ↓ -29% | 7 |
| Motorcyclist | 21 | 14 | ↑ 50% | 14 | 21 | 0% | 21 |
| Other Person Type | 5 | 1 | ↑ 400% | 1 | 1 | ↑ 400% | 1 |
| Crash Types | | | | | | | |
| Curve Related | 22 | 28 | ↓ -21% | 28 | 19 | ↑ 16% | 19 |
| Roadway Departure | 44 | 69 | ↓ -36% | 69 | 55 | ↓ -20% | 55 |
| Intersection Related | 47 | 37 | ↑ 27% | 37 | 50 | ↓ -6% | 50 |
| Median Crossover | 0 | 8 | ↓ -100% | 8 | 8 | ↓ -100% | 8 |
| Wrong Way | 4 | 1 | ↑ 300% | 1 | 7 | ↓ -43% | 7 |
| Work Zone | 5 | 9 | ↓ -44% | 9 | 4 | ↑ 25% | 4 |



TRANSPORTATION
ALTERNATIVES
PROGRAM



Background on TAP Funding

- Projects awarded on a competitive basis
- For FY24 there was \$6,373,543 reserved from the Feds
 - \$905,680 is set aside and transferred over to Recreational Trails
 - \$5,467,863 FY 24 net for TAP
 - \$965,000 is state contributing per FY
- 20% is sponsor contributing non-federal match
- Population zones - Up to 59% of fed funding per FY 24 must be for:
 - WILMAPCO is suballocated \$1,610,129 to first determine due to population zone greater than 200K
 - State/DeIDOT shall determine 50K - 200K population for \$408,725
 - 5K - 50K population for \$630,137
 - Areas under 5,000 for \$577,048
- **41% of remaining funds (\$2,241,824) can be flexed statewide**
- 200K is provided to FTA at 80/20 fed/state per fiscal year

Who Can Apply for Funding under TAP?

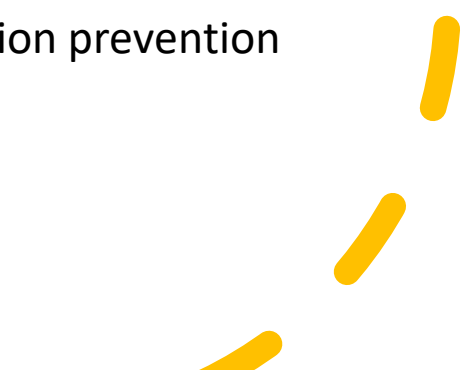
- Local governments
 - ✓ City, county, or state agencies
- A regional transportation authority or transit agency
- A natural resource or public land agency
 - ✓ State or local park or forest agencies; State or local fish and game or wildlife agencies
- A school district, local education agency, or school:
 - ✓ Public, nonprofit, or private school. Must benefit the general public and not just private or selective 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 DOT 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 map(s) 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)



**Return completed application
By February 14, 2025**
via email to:
Michael Hahn, AICP
Planning Supervisor
MichaelC.Hahn@delaware.gov
Phone: 302-760-2273

**Delaware Department
of Transportation**

Transportation Alternatives Program Application
as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is \$300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one \$1.5 million for construction. Additional program information and past project examples can be found at: <https://deldot.gov/Programs/tap>

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity
- Sidewalk installation
- Inventory, control, or removal of outdoor advertising for enhancement of scenic/historic views
- Historic Preservation and rehabilitation of historic transportation facilities
- Creation of designated bicycle lanes
- Renovation of streetscapes
- Installation of lighting, signals, and crosswalks

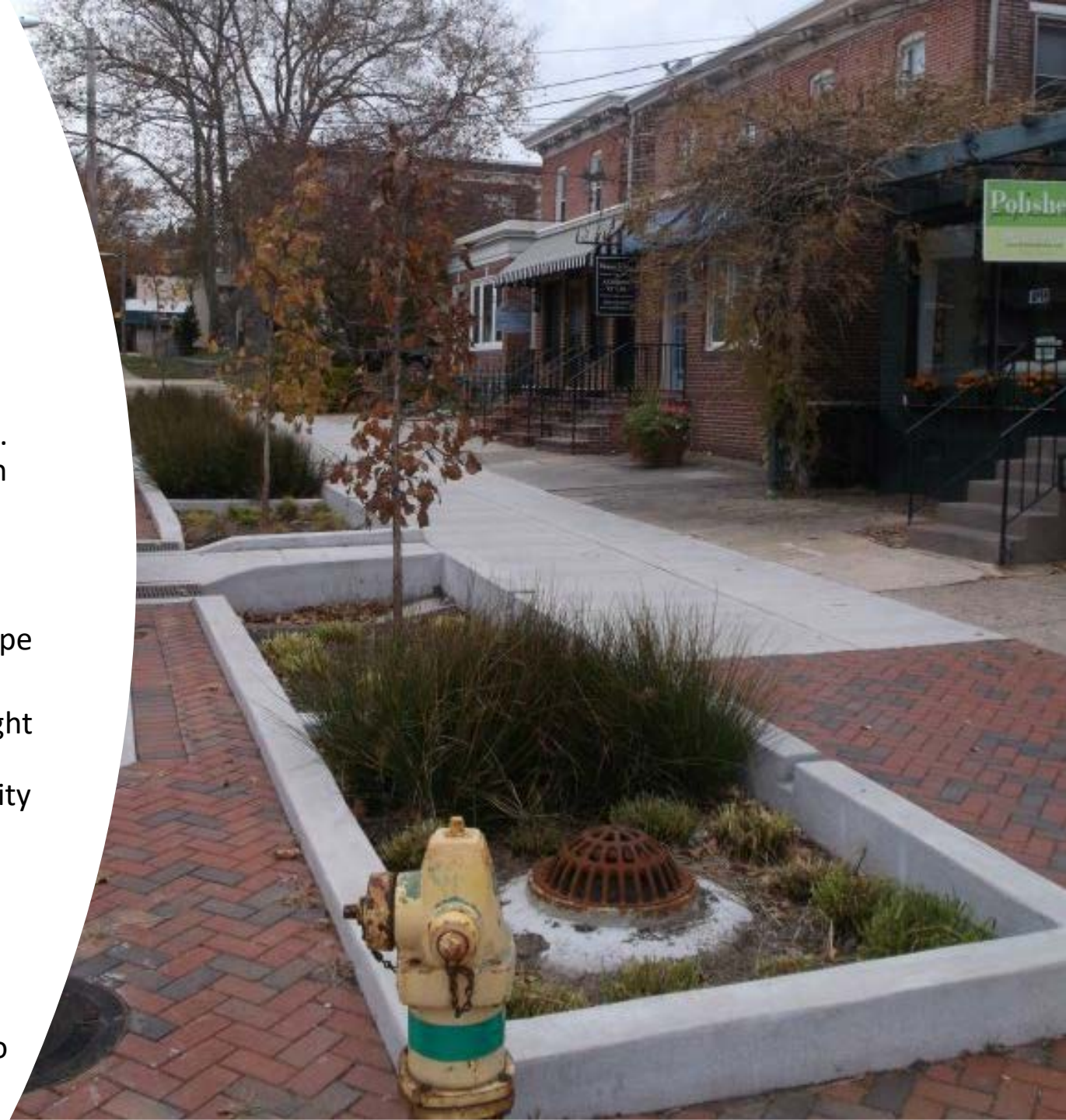
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Revised 1/3/25

[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% financial sponsor match share with non-federal dollars (there are special exceptions for fed agencies and HSIP identified projects).
- PE design 20%; construction phase is also 20%, but capped at \$1.5 Million, thereafter sponsor can/must overmatch beyond. Available funding measures may dictate this as well as written permission from DelDOT.
- Agreements - completed in timely fashion.
- A Planning Phase Study/Feasibility Assessment is mostly covered with no sponsor match, no guarantee pending the type of effort. We may require 20%.
- Do not apply for what may be a larger 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 DelDOT.
- Safe Routes To Schools (SRTS) eligible projects may have up to 0% sponsor match until construction.

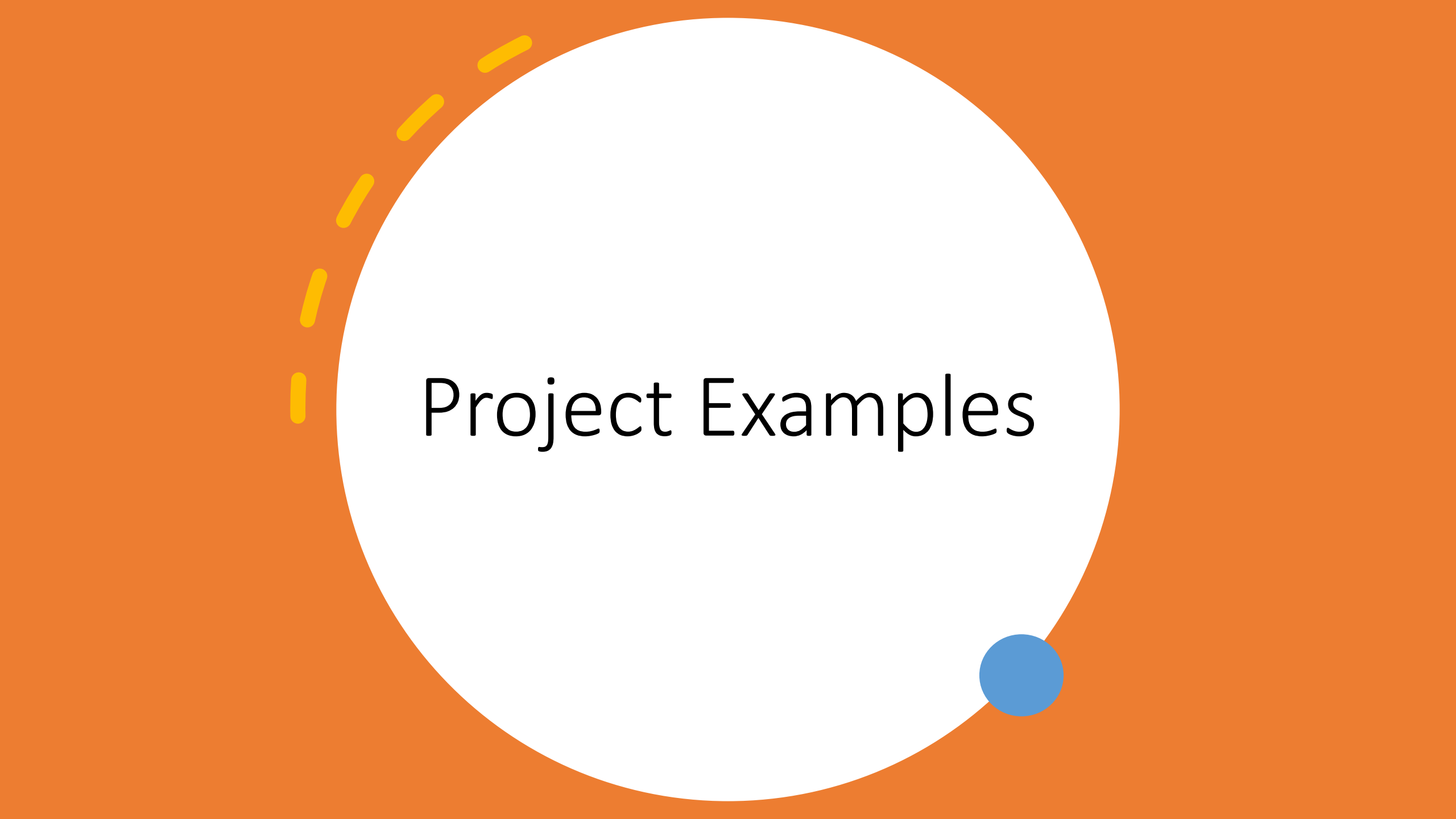




TAP Applications

Content continued

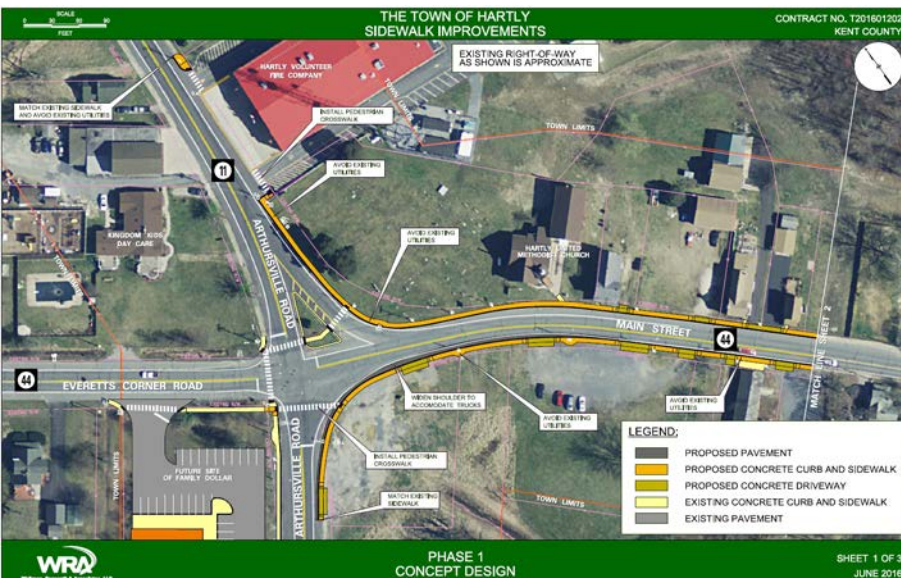
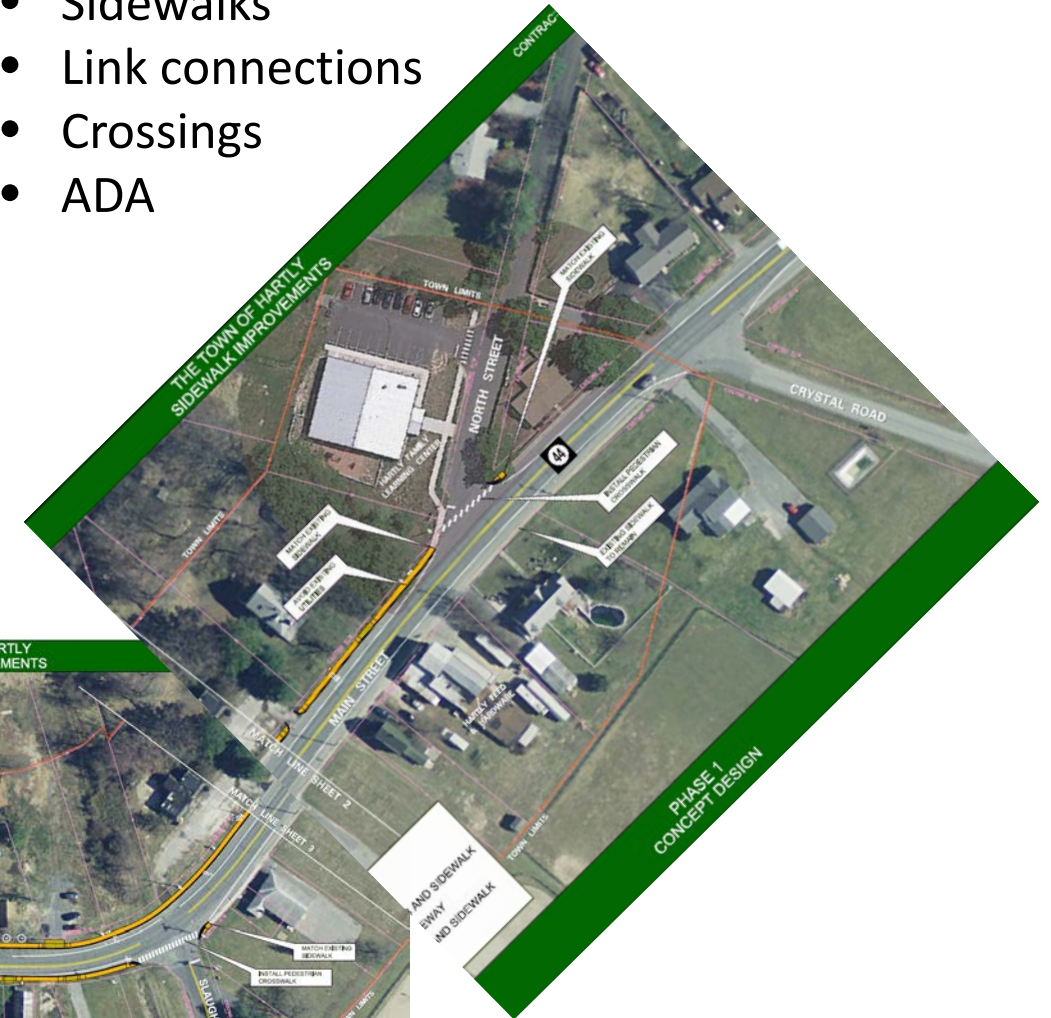
- Utilities, drainage, and right of ways conflicts are going to be problematic in driving up costs and acceptance of the project. Normally, right of ways or easements are donations.
- Maintenance of and liability of a project is normally assigned to the sponsor.
- States or the TAP Program may not use TE funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Projects will be ranked and prioritized 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? Such as colleagues, 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 and Multimodal

- 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

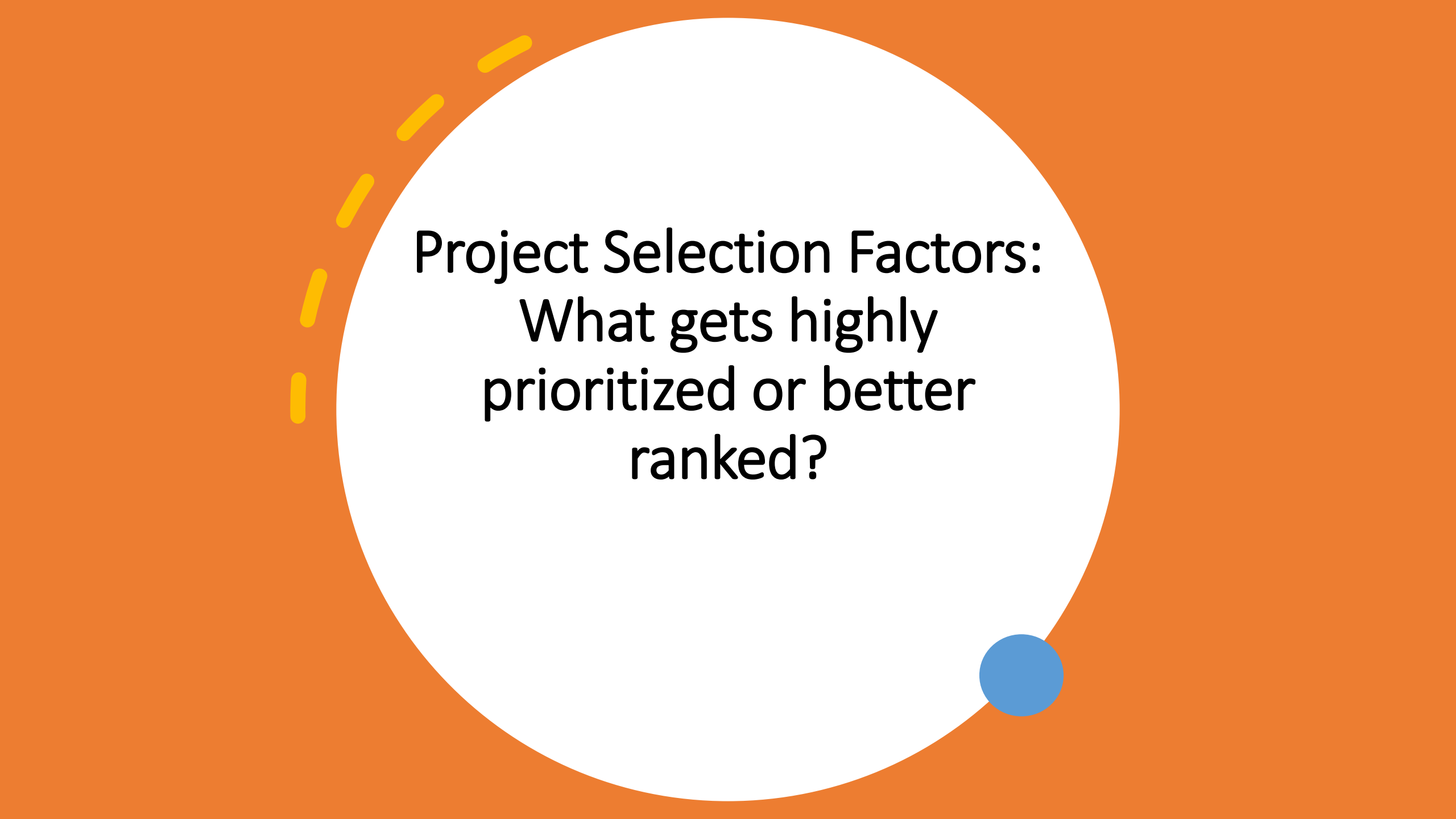
- Permeable sidewalk
- ADA measures



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

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

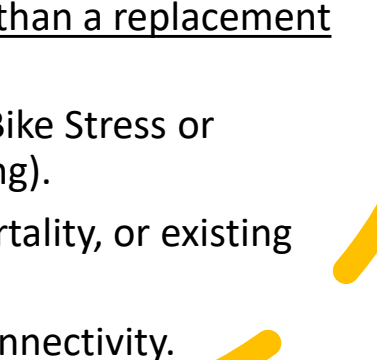




Project Selection Factors:
What gets highly
prioritized or better
ranked?



Ranking & Priority 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.
 - Proximity and/or improved access to bus stops in project area; includes connections for paratransit, transit users, school children, college, or seniors.
 - Proximity and/or improved access to Community Centers and/or Libraries.
 - Proximity and/or improved access to schools; e.g. elementary, middle, or high school, or college.
 - 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 DelDOT'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/phase 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.
- Relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted from original effort 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 DelDOT experience with the TAP or TA program and the nature of the project proposal.
- Proposed project submissions are given a technical score and assessment write-up.
- Readiness of the project.
- This information is shared and may be reviewed and concurred by the DelDOT Division of Planning Management along with other appropriate personnel which may involve the MPO's and FHWA.

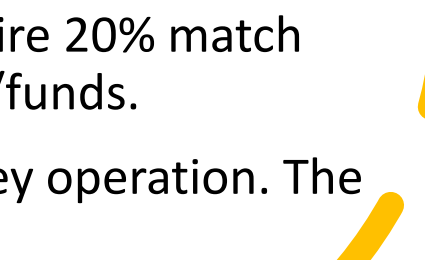
My application was submitted... now what happens?



- Anticipate a 30 to 45-day review before notification of awards.
- Projects reviewed by [WILMAPCO](#) and DelDOT are ranked and prioritized
- You shall receive correspondence on why submission was or 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!

- Submitted projects could be put on reserve list until otherwise noted.
 - DeIDOT will normally start within several months 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, review, 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. Expect major time needs and no guarantee.
 - Next stages or Design and Construction will require 20% match participation, typically cash or non-federal grant/funds.
 - DeIDOT's process and program is nearly a turn-key operation. The State and Federal requirements are complex.
- 



Thank You!

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

DeIDOT TAP Information



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DeIDOT Active Transportation and Community Connections (ATCC)

- Mike Hahn MichaelC.Hahn@delaware.gov
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- [WILMAPCO Transportation Alternatives Program](#) (Heather Dunigan hdunigan@wilmapco.org) 302/737-6205 ext. 118

Transportation Alternatives Program FY25

1. **T202120006 Laurel Ramble Phase II (SC)**
2. **T201620011 Southbridge Streetscape Improvements Phase II (NCC)**
3. **T202320003 Southbridge Streetscape Improvements Phase III (NCC)**
4. **T202220001 New Castle Avenue Area Sidewalks and Streetscapes (NCC)**
5. **T202320011 Frederica Road Pedestrian Improvements (KC)**

Projects nearing construction advertisement or at final plan for engineering and project development

6. **T202120003 Old Brandywine Village, Streetscape Improvements, Phase II (NCC)**
7. **T202320005 Newark, Paper Mill Road, Olan Thomas Park Path (NCC)**
8. **T202320007 Berzins Nature Trails (SC)**
9. **T202320003 Northwest Front Street, Phase I, Milford (KC)**
10. **T202320008 NE Front Street, Phase II, Milford (KC)**
11. **T202320014 Townsend Sidewalk Walkability (NCC)**
12. **T202320015 Midtown Brandywine Streetscape (NCC)**
13. **T202320012 Nanticoke Heritage Byway – Gateway Signs and Info Kiosks (SC)**

Projects in preliminary, semi-final, survey, or early project agreements or their task scope

14. **T202320016 Tri Parks Pedestrian Improvements (NCC)**
15. **T202320019 Sussex Drive Streetscape, Lewes (SC)**
16. **T202320017 Town of Cheswold Pedestrian Safety Improvements (KC)**

Projects still needing concept reports and levels of concurrence for next stages

Transportation Alternatives Program FY25 – project planning/feasibility only

- 17. T202320018 N. Dupont Road Pedestrian Safety and Streetscape (NCC)**
- 18. T202320013 Town of Smyrna, Commerce Street Streetscaping (KC)**

Project concepts and report with estimates or improvement recommendations still needed for completion; implementation actions are possible future TAP applications

Transportation Alternatives Program: Other Projects

- 19. T202020001 Laurel Ramble Riverwalk (SC)**
- 20. T202320021 S. Walnut Street Streetscape Milford (SC)**

Uncertainty of just not started

- 21-22. Other Scenic and Historic Byways Grants and FLAP Projects**

Use of State TAP funds as part of match