

Transportation Alternatives Eligibilities

Activity	Eligible	Not Eligible
<p><u>Activity #1:</u> Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation</p>	<ul style="list-style-type: none"> ○ Trails on and off road ○ New sidewalks ○ Rehabilitating existing sidewalks to comply with ADA standards and to improve pedestrian access ○ Other ADA pedestrian improvements including curb ramps and truncated domes ○ Bicycle lanes ○ Bicycle parking and bus racks ○ Bicycle and pedestrian bridges and underpasses ○ Rails-with-Trails ○ Equestrian trails when built along with a shared use path 	<ul style="list-style-type: none"> ○ Sidewalk repair, drainage improvements or other maintenance activities ○ Circular trails / sidewalks ○ Facilities located wholly on one site or property that do not provide a connection to existing trails or sidewalks outside the site or property ○ Trails for equestrian use only ○ Recreational facilities ○ Any non-ADA compliant trail / sidewalk facility ○ Way-finding signage / program as a stand-alone project ○ Preliminary work including feasibility / location studies and master plans
<p><u>Activity #2:</u> Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults and individuals with disabilities to access daily needs</p>	<ul style="list-style-type: none"> ○ Pedestrian and bicycle signals and crosswalks ○ Pedestrian lighting and other safety-related infrastructure ○ Safe connections to public transportation 	<ul style="list-style-type: none"> ○ Bicycle and pedestrian safety / educational programs (see SRTS eligibilities for K-8) ○ Lighting fixtures intended for aesthetic purposes only (instances where adequate lighting already exists) ○ Roadway lighting
<p><u>Activity #3:</u> Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users</p>	<ul style="list-style-type: none"> ○ Rails-to-Trails facilities 	<ul style="list-style-type: none"> ○ Projects solely to preserve abandoned railroad right of way ○ Trail facilities for motorized vehicles (ATVs, dirt bikes, snowmobiles, etc) ○ Maintenance and/or upkeep of trails (including the purchase of equipment)
<p><u>Activity #4:</u> Construction of turnouts, overlooks and viewing areas</p>	<ul style="list-style-type: none"> ○ Turnouts, overlooks and viewing areas that interpret a scenic or historic site 	<ul style="list-style-type: none"> ○ Interpretation and other amenities installed without construction of a turnout, overlook or viewing area ○ Safety rest areas ○ Visitor / welcome centers ○ Farmers markets, entertainment pavilions, etc. ○ Staffing, operating or maintenance costs of the pull off ○ Marketing and promotional activities
<p><u>Activity #5:</u> Inventory, control or removal of outdoor advertising</p>	<ul style="list-style-type: none"> ○ Billboard inventories including those done with GIS/GPS ○ Removal of illegal and non-conforming billboards (non-conforming signs are those lawfully erected but that no longer comply with the Highway Beautification Act of 1965) 	<ul style="list-style-type: none"> ○ Administration or operating expenses involved in State outdoor advertising program activities.

<p><u>Activity #6:</u> Historic preservation and rehabilitation of historic transportation facilities</p>	<ul style="list-style-type: none"> ○ Rehabilitation and /or restoration of historic transportation facilities including: train depots, rail trestles, bridges, lighthouses, bus terminals, tunnels, canals, locks and tow paths ○ Properties previously owned and operated by the railroad (example - railway offices and station master's house) ○ Historic toll facilities 	<ul style="list-style-type: none"> ○ Historic buildings that are not part of the historic transportation <u>infrastructure</u> (for example: inns and taverns, gas stations and carriage houses) ○ Projects that do not intend to comply with Secretary of the Interior Standards for Restoration and Rehabilitation ○ Improvements that will not maintain the historic integrity of the structure ○ Operation of historic transportation facilities ○ Spaces not open / accessible to the public ○ Spaces used in for-profit enterprises ○ Constructing a replica of an historic transportation facility ○ Construction of new rail / passenger stations ○ Transportation infrastructure not related to surface transportation (i.e. air and space travel)
<p><u>Activity #7:</u> Vegetation management practices in transportation rights of way</p>	<ul style="list-style-type: none"> ○ Vegetation to improve transportation safety (could include removal of vegetation to improve sight distance) ○ Removal / management of invasive species ○ Planting of grasses or wildflowers to manage / prevent erosion along transportation corridors 	<ul style="list-style-type: none"> ○ Landscaping as scenic beautification / stand-alone landscaping project ○ Landscaping off transportation rights of way ○ Gateway signage
<p><u>Activity #8:</u> Archaeological activities relating to impacts from implementation of a transportation project</p>	<ul style="list-style-type: none"> ○ Archeological excavations and surveys related to a transportation project ○ Archeological activities required as part of a MAP-21 eligible project ○ Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> ○ Archeological activities not related to a transportation project eligible under federal Title 23
<p><u>Activity #9:</u> Environmental mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> ● Stormwater management activities related to highway run-off that address water pollution and improve the ecological balance of local streams and rivers ● Detention and sediment basins ● Stream channel stabilization ● Storm drain stenciling and river / stream clean-ups 	<ul style="list-style-type: none"> ○ Drainage improvements related to poor maintenance ○ Stormwater management activities not related to highway run-off and water pollution
<p><u>Activity #10:</u> Wildlife mortality mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> ● Wetlands acquisition and restoration ● Wildlife underpasses and overpasses to improve wildlife passage and habitat connectivity ● Improvements to decrease vehicle-caused wildlife mortality 	<ul style="list-style-type: none"> ○ Projects not related to the negative impacts of highway construction

Transportation Alternatives Program (TAP) funding cannot participate in the maintenance or upkeep of facilities nor can it be used to fund operating or staffing costs. All facilities constructed or improved with TA funds must be open and accessible to the public and cannot be for-profit enterprises.

The Transportation Alternatives Program as defined in MAP-21 **eliminated** three of the activities previously eligible under the SAFETEA-LU Transportation Enhancement (TE) program:

- Acquisition of Scenic Easements and Scenic or Historic Sites
- Historic Preservation **
- Transportation Museums

Other TE activities were **modified** in the new legislation:

Bicycle and Pedestrian Safety and Educational Activities – under TAP these activities are no longer eligible under TA, but are still eligible for audiences K – 8th grade as part of the Safe Routes to School (SRTS) eligibilities (non-infrastructure).

Scenic or Historic Highway Programs including Tourist and Welcome Centers – under TAP this activity is limited to the construction of turnouts, overlooks and viewing areas. Eliminated are the tourist and welcome centers that were previously eligible as well as the promotional and marketing activities (signage, brochures, and websites) for historic driving tours like the Civil War Trails and Road to Revolution.

Landscaping and Scenic Beautification – under TAP this activity was re-defined as “vegetation management” narrowing the geographic scope of landscaping to along “transportation right of way” and changing the focus from beautification to vegetation management. Relocating overhead utilities was a popular “beautification” activity formerly eligible under this activity that was eliminated by definition.

Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities – under TAP the “operation” of historic transportation facilities such as the Erie Canal was eliminated but preservation and rehabilitation of these facilities are still eligible activities.

** Under TAP the only historic preservation activities eligible are limited to transportation infrastructure as defined in Activity #6. Historic preservation or rehabilitation of non-transportation facilities such as historic mills, courthouses, inns and taverns, was eliminated even if the structures have a strong transportation link or future transportation use.