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2014

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Missouri Department of Transportation
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Transportation Alternatives Program (TAP) is authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and Scenic Byways, wrapping them into a single funding source.

The mission of the Transportation Alternatives Program is to improve our Nation's communities through leadership, innovation, and program delivery. The funds are available to develop a variety of project types located in both rural and urban communities to create safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate. The Transportation Alternative Program consists of: Transportation Alternative Definition, Recreational Trails Program (RTP), Safe Routes to School (SRTS) activities, and Boulevards from Divided Highways.

This guide will help an applicant through the application process. It provides tips for meeting state and federal requirements, and explains how a project progresses from start to finish.

Transportation Alternatives Activities

There are 13 possible transportation alternatives activity categories, which have been grouped into three groups by common characteristics. The following list of alternatives activities includes examples of each type of project. This list of projects is not comprehensive, but it offers examples of how transportation alternatives funding can be used. Although the federal government provides guidance and ensures compliance, states are responsible for selecting their own alternatives projects. To discuss specific eligibility guidelines, view Transportation Alternatives on the Internet.

Pedestrian and Bicycle Group

Pedestrian and Bicycle Facilities Category: This category provides funding for new or reconstructed sidewalks, walkways, curb ramps, bike-lane striping, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges, and underpasses.
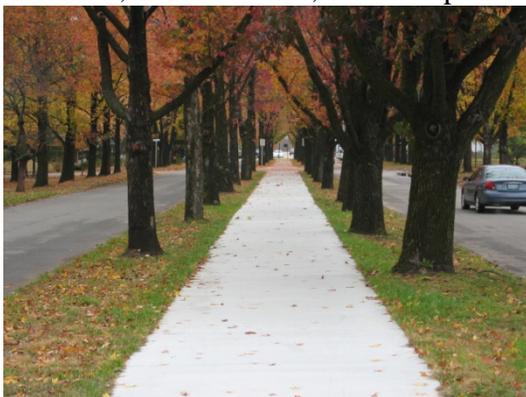
City of St. James Hiking and Biking Path
City of St. James

The city of St. James' path consists of 10,520 feet of bicycle and pedestrian path, 5,055 feet of new curb and 75 curb ramps. This project allows bicyclists and pedestrians access to commonly used community

facilities. Bicycle and pedestrian facilities must adhere to the Americans with Disabilities (ADA) standards.

Conversion of Abandoned Railway Corridors to Trails Category: This category provides funding for acquiring railroad rights of way; planning, designing and constructing multi-use trails; and developing rail-with-trail projects.

Urban Trail Corridor – Phase 7
City of St. Joseph

The St. Joseph Urban Trail is located on the historic Chicago and Rock Island Railroad corridor, connecting 9.2 miles of the St. Joseph Parkway System. This project converted the unutilized railway corridor to a bicycle and pedestrian facility that provides an east-west link to existing trails and sidewalks within the city of St. Joseph.

Safe Routes for Non-Drivers Activities Category: This category provides funding for 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, such as access to transit.

Recreational Trails Program (RTP) Activities Category: This category provides funding for all eligible Recreational Trails Program (RTP) Activities such as but not limited to: restoration of existing recreational trails, development and rehab of trailside and trailhead facilities, construction of new recreational trails, and the acquisition of easements and property for recreational trails.

City of Greenville
Old Greenville's Recreational Trail Project

The Old Greenville's Recreational Trail project constructed 2.23 miles of asphalt trail connecting the city of Greenville with the Old Greenville campground.

Safe Routes to School (SRTS) Activities Category: This category provides funding for all eligible SRTS programs to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. Activities include but are not limited to student education; walking school bus program; and the installation of safety signage, flashing beacons, and sidewalks. Pedestrian

and bicycle safety education is only eligible for non-infrastructure projects that benefit elementary and middle school children.

Cape Girardeau used SRTS Grant to install uniform safety signage and flashing beacons at eight different schools throughout the city.

Scenic and Natural Resources Group

Scenic Turnouts and Overlooks Category: This category provides funding for the construction of turnouts, overlooks, and viewing areas.

Stormwater Mitigation Category: This category provides funding to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities for runoff pollution studies, soil erosion controls, detention and sediment basins, and river clean-ups.

Upper Jordan Creek Greenway
City of Springfield

The Upper Jordan Creek Greenway Project develops land purchased by the city of Springfield for stormwater improvements. This project makes improvements to the water-collection facility in order to help prevent erosion and pollution in the creek. It includes the naturalization of the current concreted channel and the upgrading of four box culverts. It also includes 5,000 feet of asphalt trail for bicycles and pedestrians. This project connects two parks, neighborhoods, schools, colleges and businesses. It also creates a link under Chestnut Expressway and to the downtown Jordan Valley Park area.

Wildlife Management Category: This category provides funding to address the reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial or aquatic habitats.

Community Improvement Group

Outdoor Advertising Management Category: This category provides funding for billboard inventories or removal of illegal and nonconforming billboards.

Billboard Baseline Inventory
Missouri Department of Transportation
Jefferson City

The project provides the equipment needed to create a billboard baseline inventory. The inventory will be updated periodically and will be used to control outdoor advertising.

Vegetative Management Category: This category provides funding for activities including but not limited to: Junkyard screening and removal, Streetscapes (especially benefiting pedestrians) and Landscaping related to transportation projects such as: vegetation management practices in rights-of-way to improve roadway safety, prevent against and removal of invasive species, and provide erosion control; projects to manage vegetation to improve sightlines and other safety considerations; and establishing living snowfences.

Historic Preservation & Rehab of Historic Transportation Facilities Category: This category supports the restoration of railroad depots, ferry terminals, bus stations and lighthouses, and the rehabilitation of historic roads, rail trestles, tunnels and bridges.

Restoration of the Old Appleton Bridge
Village of Old Appleton

The Village of Old Appleton Pedestrian and Bicycle Bridge Project restored this bridge constructed in 1879 by H. W. Sebastian and Company of St. Louis. A record flood washed the bridge off its piers and over the milldam in 1982. This project restored and remounted the bridge on higher pilings and makes the crossing accessible to bicyclists, pedestrians and equestrians. This project will improve the safety of the Lower Mississippi Delta Trail.

Archaeological Activities Category: This category helps fund archaeological activities such as research, preservation planning and interpretation, developing interpretive signs, exhibits and guides, and inventories and surveys relating to impacts from implementation of a transportation project eligible under title 23.

Boulevards from Divided Highways: This category helps fund converting divided highways to boulevards. Boulevards are defined as walkable, low-speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are for primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards.

Four Lane Boulevard

Project Eligibility Requirements

To sponsor a Transportation Alternatives project, an applicant must follow the state and federal rules for using federal funds. The state and federal guidelines for these projects can be found in the Local Public Agency Manual at http://epg.modot.org/index.php?title=Category%3A136_Local_Public_Agency_(LPA)_Policy and the Code of Federal Regulations, respectively. A Transportation Alternatives project must adhere to the following guidelines. Local committees can apply tighter guidelines at their discretion.

- Meet at least one of the 13 transportation alternatives activity categories.
- Have a direct relationship to an intermodal transportation system in terms of function, proximity or impact
- Involve activities that are over-and-above normal transportation practice
- Provide public access for at least 25 years
  - The property must be either owned by the project sponsor or involve a permanent lease.
- Have a project maintenance plan for at least 25 years
- Be sponsored by a local government or public agency. DOT's, MPO's and non-profit organizations are not eligible sponsors for TAP funds.
  - If the applicant is a state or federal agency, then the applicant must include a resolution from the local governing councils or commissions supporting the project.
- Provide a local match of at least 20 percent of the total project cost.
- Meet any requirement established by local committee for maximum project funding
- Be governed by the Local Public Agency Manual.

Important Information for Applicant

Project sponsors should keep in mind the following information.
- This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- A large or expensive project may be split into phases. Each phase must be applied for and approved individually.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess the funding allocated to the project. Therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction.
- Provide a local match of at least 20 percent of the total project cost or the minimum required by the local committee

Project Selection

To encourage public involvement in transportation planning, there are two distribution processes: Statewide for ADA Transition Plan and Local Competitive.

Missouri Distribution of Alternatives Funding
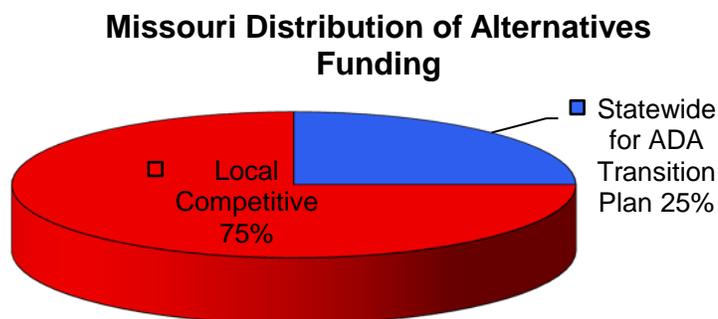
Twenty five percent of the annual allocation is provided to MoDOT districts. This process will focus on funding MoDOT's ADA Transition Plan.

The remaining 75 percent of the funds are distributed to the Transportation Management Areas (TMA) and MoDOT districts based on relative population. TMAs are metropolitan planning organizations for areas with a population greater than 200,000. Each TMA has developed its own process for project selection. Currently, Missouri has three TMAs (EWGCOG – St. Louis area, MARC – Kansas City area, and OTO – Springfield area). Outside the TMAs, each MoDOT district will identify a local selection committee.

Example of Funding Distribution**

Selection Process	% Population	Fall 2014
Statewide (25%)		**$16.000 Million**
Local (75%)		**$35.000 Million**
St. Louis (EWGCOG)		
Kansas City (MARC)		
Springfield (OTO)		
NW District		
NE District		
KCR District		
KCU District		
CD District		
SL District		
SWR District		
SWU District		
SE District		
Total	**100.00%**	**$35.000 Million**

**The TAP funding distribution has not been finalized. This information will be updated and sent out to the districts prior to the solicitation of applications.

The population data used in the distribution of funding is based on the Census 2010. It will not be updated based on census projections. The next revision to the population data will come from the 2020 census.

The local application process steps are as follows.

1. Solicit for project applications.

2. Applications will be reviewed and rated by the appropriate selection committee. Funding will be applied to the projects selected by the committee. In the event the project cost exceeds the available funding, the applicant will have the option to (1) fund the unfunded amount, or (2) remove the project from consideration.

   The local committee membership will be diverse and must consist of at least five members. The local committee may include representatives from Regional Planning Commissions, Metropolitan Planning Organizations, historic preservation advocate, bicycling advocate, pedestrian advocate, water quality advocate, architectural landscaping advocate, Missouri Department of Transportation, Department of Natural Resources, Missouri Department of Conservation and Federal Highway Administration.

3. MoDOT staff will notify the applicant of the committee's decision.