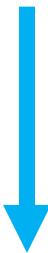




# To use TAP funds, each state must:

## Create a competitive process or sub-allocate all funding

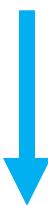


All projects except for projects in large urbanized areas (population of > 200,000) are awarded through a state-run competitive process.

There are no formal criteria, checklists, or certification requirements, but states must prioritize project location and impact in high-need areas as defined by the State, such as low-income, transit-dependent, rural, or other areas.

Rather than creating a state-run competitive process, a state can elect to allocate all funding to local jurisdictions according to a plan approved by FHWA.

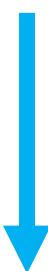
## Provide Technical Assistance



States may use up to 5% of TAP funds to provide technical assistance. States must provide technical assistance before transferring TAP funds to other programs. Technical assistance can: pay for a full-time state employee, be distributed to non-profit entities, or support Safe Route to School administration, including a state coordinator position.

Technical assistance cannot fund or substitute for a state bicycle & pedestrian coordinator required under 23 USC 217(d).

## Select Projects



There are many eligible project types including:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists
- Recreational trails projects as defined under 23 USC 206
- Safe Routes to School projects under 23 USC 208
- Converting highways to boulevards

Eligible entities include non-profits, local governments, transit agencies, natural resource agencies, and school districts.

## Submit an Annual Report



FHWA will issue new reporting instructions in the fall of 2022.

Based on TA Set-Aside Annual Reports for FY 2016 through 2020, all States have requests for TA Set-Aside funds that exceed the funds that they have available

## Build projects

Federal safety guidance says projects that: separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.