

Tips on Applying for Transportation Alternatives (TA) Set-Aside Program Grants



Secure Approval from all Parties

- ✓ Ensure you have up-front approval from all stakeholders involved in the implementation of the project (e.g. municipality, county, state if applicable).
- ✓ Show evidence of support from every group, such as letters of commitment or resolutions of support. Letters/resolutions must be signed and dated within one year of the solicitation date.
- ✓ Commit to local ongoing maintenance for the project.

Create a Comprehensive Program

A good grant proposal:

- ✓ Outlines all aspects of infrastructure (access, street crossings, speed reduction, etc.) and proposes a project that addresses stated barriers, problems, and safety issues. Project must be complete and usable; partial projects that cannot usefully function on their own will not be considered.
- ✓ Documents the infrastructure problems using speed studies, crash data, photos, or anything else that enhances safety and demonstrated a funding need.
- ✓ Promotes and facilitates non-motorized (active) forms of transportation.
- ✓ Benefits quality of life, public health and the environment.
- ✓ Identifies areas of need; all grant applications will be reviewed for deliberate and actionable considerations of equity in underserved communities.

Additional Information

- ✓ NJDOT provides a handbook for the TA Set-Aside Grant Program including eligible activities, eligible costs, selection criteria, application guidance and more. For more information about TA Set-Aside grants and to view the handbook visit:
<http://www.state.nj.us/transportation/business/localaid/alternatives.shtm>
- ✓ Four previously eligible activities are **NOT** included: bike/ped safety and education programs, acquisition of scenic or historic easements/sites, scenic or historic highway programs including tourist and welcome centers, and establishment of transportation museums.
- ✓ If your application was not funded in the past, don't despair! Strengthen your application either by supporting the promotion of non-motorized travel or improving your record of relevant activities and plans.





Grant Strategies & Tips

The New Jersey Department of Transportation (NJDOT) offers federal Transportation Alternatives (TA) Set-Aside Program funding to community-based transportation projects, either land or water, that expand travel choice, strengthen the local economy, improve safety and quality of life and/or protect the environment.

- TA Set-Aside Projects must fit into one of the following 7 categories:
 - 1) Design and construction of on-road and off-road trails facilities for pedestrians, bicyclists and other non-motorized transportation users
 - 2) Conversion and use of abandoned RR corridors for trails for pedestrians, bicyclists and other non-motorized transportation users
 - 3) Construction of scenic turnouts, overlooks and viewing areas
 - 4) Historic preservation and rehabilitation of historic transportation facilities
 - 5) Community improvement activities specifically streetscaping and corridor landscaping
 - 6) Environmental mitigation to address stormwater management, control, water pollution prevention or abatement due to highway runoff
 - 7) Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- Any New Jersey county, municipality, transit agency/authority, natural resource or public land agency, non-profit organization or any other local or regional government with responsibility for oversight of transportation other than an MPO or State agency may apply for funds, provided that they demonstrate an ability to meet the requirements of the program. Non-profits are NOT eligible as recipients. However, nonprofit organizations may partner with a local public agency that will assume responsibility and administration for the grant. NJDOT has final authority to determine the eligibility of an applicant.
- TA Set-Aside funds are provided on a reimbursement basis and NJDOT serves as a pass through. Costs incurred prior to authorization of federal aid funds are not eligible.
- Construction-ready projects will be given greater consideration. Location is also important if the project addresses those who are disproportionately affected by road and safety issues and/or is located in underserved communities.
- An extra point is given to a municipality that has passed a Complete Streets policy or is designated as one or more of the following: Transit Village, Opportunity Zone and/or Targeted Urban Municipality (TUMS).



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