



# Do You Want Activity-Friendly Routes to Everyday Destinations?

**Pennsylvania has funding for that!**



**Pennsylvania** has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP)! This year, Pennsylvania has **\$47,327,439** available to award to community-identified projects.

## What kind of projects are eligible for Transportation Alternatives funding?

The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects.

Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.

## Who can apply?

Local governments, school systems, natural resources departments, transit agencies and non-profit organizations (usually for programmatic uses like Safe Routes to School programs and bikeshare management), Tribal governments and other local governments with authority over transportation or recreational trails.

Small metropolitan planning organizations that serve communities with a population of 200,000 or less and states, when invited by a local government to do a joint application, may also apply.

## I'm interested.

How can I access Transportation Alternatives Program funds?

- If your community is within a large metropolitan area, one with a population of over 200,000, the metropolitan planning organizations (MPOs) run a competitive process for these funds. Keep an eye on your MPO's website for TAP competition dates. See below for a table referencing how much money each of the MPOs in your state have available for Transportation Alternatives. Keep in mind that in some states, communities in urbanized areas can also apply for the pot of money controlled by the state DOT, giving two chances to apply.
- For communities in other areas of the state, the State DOT runs a competitive process. The state DOT runs both a general competition where all communities can apply and must set aside funds for different size communities. Those set asides make sure small communities can have a fair shot. To see the "buckets" of funding communities can apply for, and to see how funding flows from the federal government to local projects, view this [flow chart](#). See below for the dates of your state's next competition (if known).



## Is there help for communities interested in applying and/or delivering a project?

The Bipartisan Infrastructure Law incentivizes states to provide technical assistance. If you want assistance, please ask!

1. You can ask the State DOT for assistance applying, with project implementation, including environmental review, planning, design, permits, and project management. The state can now use five percent of its Transportation Alternatives funding to provide potential applicants and Transportation Alternatives recipients technical assistance. This year, Pennsylvania has **\$1,496,730** available to spend on technical assistance - either in-house within the DOT or contracted out to other agencies, organizations, or companies.
2. Eligible entities can also ask the state DOT to apply for or with them. This provision was put in for small communities that do not have the capacity to produce a competitive application.

If you have questions you want to ask before going to your DOT, please feel free to reach out to Safe Routes Partnership ([marisa@saferoutespartnership.org](mailto:marisa@saferoutespartnership.org)) or the League of American Bicyclists ([caron@bikeleague.org](mailto:caron@bikeleague.org)).

## Is there any help to meet the local match, which is typically 20 percent?

The Bipartisan Infrastructure Law gives states flexibility in meeting the 20 percent match, including using state safety funds for Transportation Alternatives projects that improve safety. Several states use toll credits, legacy Safe Routes to School dollars, or state funds to satisfy the local match requirement. Check with your State DOT to see if and how they are offering help for the local match.

## What about Recreational Trails?

A small amount of Transportation Alternatives goes to the Recreational Trails Program to build paved and unpaved trails for biking, walking, and rolling as well as motorized recreational usage such as ATVs and snowmobiles. The Recreational Trails Program is often run out of the state's natural resources department rather than through the department of transportation.

### Contacts for Pennsylvania

Transportation Alternatives Coordinator  
 Name: Justin Cambric  
 Contact: [RA-pdTASA@pa.gov](mailto:RA-pdTASA@pa.gov)

TAP website:  
[Penn TAP Set Aside Program](#)  
[Apply for TAP](#)

## How much funding is available in Pennsylvania?

Transportation Alternatives funding available in Fiscal Year 2025.

- » State-controlled TAP competitions (excludes MPO funds): **\$29,934,591**
- » Available to state to provide technical assistance: **\$1,496,730**
- » Available for Recreational Trails Program: **\$1,991,266**

## How much money do MPOs have for TAP in urbanized areas in Pennsylvania?

Note: please visit these MPOs' websites to see when they are holding competitions

Area	FY 2025
Allentown-- Bethlehem	\$1,268,244
Harrisburg	\$1,054,115
Lancaster-- Manheim	\$847,250
Philadelphia	\$8,582,682
Pittsburgh	\$3,747,457
Reading	\$593,305
Scranton	\$787,513
York	\$512,282
<b>Total</b>	<b>\$17,392,848</b>