

DelDOT Active Transportation and Community Connections

Transportation Alternatives Program

2026 Call for Projects

Application Information

Excellence in Transportation.

Excellence in Transportation

Every Trip.
We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.
We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.
We seek the best value for every dollar spent for the benefit of all.

Everyone.
We engage our customers and employees with respect and courtesy as we deliver our services.

TRANSPORTATION ALTERNATIVES PROGRAM


DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE • HUMANS MAKE MISTAKES • HUMANS ARE VULNERABLE • RESPONSIBILITY IS SHARED • SAFETY IS PROACTIVE • REDUNDANCY IS CRUCIAL •
SAFE SYSTEM APPROACH
Safer People
Safer Vehicles
Safer Speeds
Safer Land Use
Safer Roads
Post-Crash Care

SAFETY

2026 Delaware Total Fatalities as of 03/11/26									
	2026	2025				2024			
	Year-to-date	Year-to-Date			Total	Year-to-Date			Total
Fatalities	15	12		+25%	117	17		-12%	130
									Delaware Residents
Person Types									
Vehicle Occupant	8	9		-11%	67	12		-33%	65
Pedestrian	4	2		+100%	27	4		0%	34
Bicyclist	1	1		0%	4	1		0%	5
Motorcyclist	2	0		+100%	17	0		+100%	21
									Other Person Type
Crash Types									
Curve Related	2	0		+100%	15	3		-33%	23
Roadway Departure	5	3		+67%	50	6		-17%	42
Intersection Related	5	3		+67%	37	6		-17%	48
Median Crossover	0	0		N/A	2	0		N/A	0
Wrong Way	0	2		-100%	4	1		-100%	4
Work Zone	0	1		-100%	7	1		-100%	5



TRANSPORTATION ALTERNATIVES PROGRAM

Transportation Alternatives Program (TAP) Overview

New Call for Applications Open Until April 17, 2026

DelDOT Active Transportation and Community Connections (ATCC) Staff for TAP

• Kelly Valencik	Kelly.Valencik@delaware.gov	302-760-2273 will reach any of us.
• Chip Kneavel	Thomas.Kneavel@delaware.gov	
• Aaron Bell	Aaron.Bell@delaware.gov	
• Matt Langton	Matthew.Langton@delaware.gov	

Relevant Web Sites:

- DelDOT TAP (click under Information on upper left)
- TAP Legislation and Guidance
- Application
- Transportation Alternatives Data Exchange (under Rails to Trails Conservancy)
- June 1, 2022 FHWA Webinar Slides
- FHWA Webinar Guidance on TA (TAP) passcode: 3MPNf1=5 overview is about 1 ½ hours
- WILMAPCO Transportation Alternatives Program (Heather Dunigan hdunigan@wilmapco.org) 302-737-6205 ext. 118

Common TAP Projects

- **Pedestrian Facilities:** New or reconstructed sidewalks, curb ramps, and pedestrian-scale lighting.
- **Bicycle Infrastructure:** Dedicated bike lanes, shared-use pathways, and bike racks.
- **Safe Routes to School:** Infrastructure that specifically improves safety for children walking or biking to school.
- **Recreational Assets:** Development of overlooks, viewing areas, and the conversion of abandoned rail corridors into trails.

Why apply for TAP funds?

Provide safer, more accessible, and sustainable transportation options for your whole community!

Fund small scale transportation projects for walking and biking that might not otherwise qualify for capital funding.

Receive implementation funds for your community's infrastructure vision

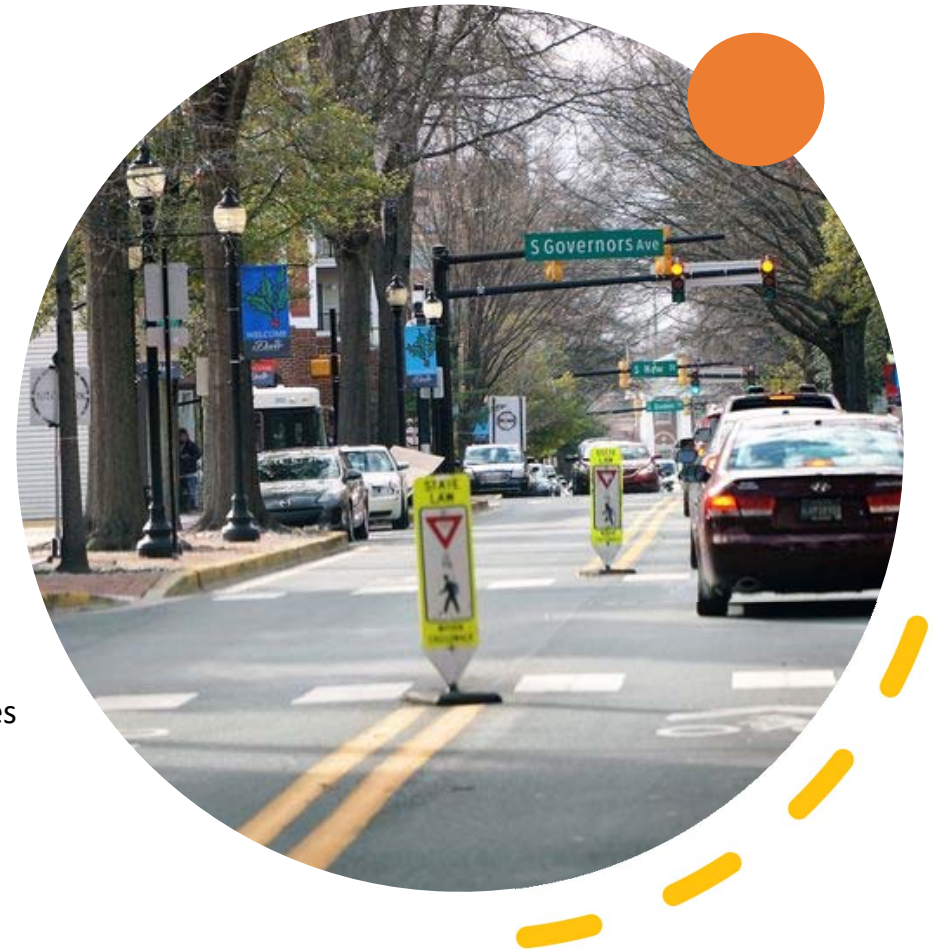
Substantial Funding Support: Get 80% off total project costs!

Safety & Accessibility: Install important safety features like crosswalks, lighting, signals and ADA compliant connections for walking and biking

Enhanced Connectivity: Link schools and transit hubs to your community's resources like neighborhoods, parks, jobs, and libraries

Environmental & Aesthetics: Supports landscaping, stormwater mitigation, and preservation of historic features

Streamlined Implementation: DelDOT provides "turn-key" operations, offering dedicate staff and consulting services to manage projects



Who Can Apply for Funding under TAP?

- Local governments
  - ✓ City, county, or state agencies
- A regional transportation authority or transit agency
- A natural resource or public land agency
  - ✓ State or local park or forest agencies; State or local fish and game or wildlife agencies
- A school district, local education agency, or school:
  - ✓ Public, nonprofit, or private school. Must benefit the general public and not just private or selective entities
- A Tribal government
- A metropolitan planning organization that serves an urbanized area with a population of 200,000 *or fewer*
- A nonprofit



What Types of Projects Can Apply for Funding?

TAP eligible projects include but are not limited to:

- Construction of on and off-road trail facilities for pedestrians and bicyclists
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Construction of turnouts, overlooks, and viewing areas
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities, which include but are not limited to:
  - ✓ Inventory, control, or removal of outdoor advertising
  - ✓ Historic preservation
  - ✓ Vegetation management
- Environmental mitigation activities, including pollution prevention and pollution abatement to:
  - ✓ Address stormwater management
  - ✓ Reduce vehicle-caused wildlife mortality
  - ✓ Restore and maintain habitat connectivity
- The Safe Routes to School Program (SRTS) projects

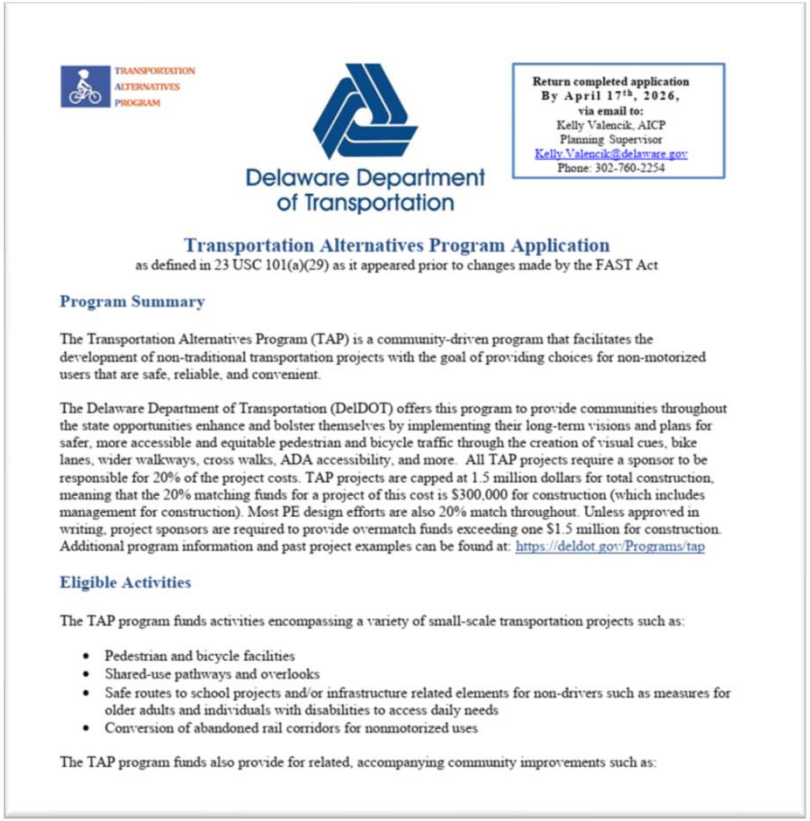
New TAP Application Form: be sure to read it all!

TAP Program Information:

- Eligible Activities
- Project Sponsors
- TAP Application Process – differences between WILMAPCO and DelDOT; disclaimers
- Project Rankings and Review information

Project Application Questions:

- Application Information – contact info, partner/co-contacts
- Project Information –short description and map(s) or photos
- Selection and description of Qualifying Activities
- Project Implementation Phasing (Planning Activities, PE/Engineering, or Design)
- Certification of Project Sponsor (signature of or acknowledgement of disclaimers and what is expected from you)



TRANSPORTATION ALTERNATIVES PROGRAM

Delaware Department of Transportation

Return completed application By April 17th, 2026, via email to:
Kelly Valencik, AICP
Planning Supervisor
Kelly.Valencik@delaware.gov
Phone: 302-760-2254

Transportation Alternatives Program Application

as defined in 23 USC 101(a)(29) as it appeared prior to changes made by the FAST Act

Program Summary

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient.

The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more. All TAP projects require a sponsor to be responsible for 20% of the project costs. TAP projects are capped at 1.5 million dollars for total construction, meaning that the 20% matching funds for a project of this cost is $300,000 for construction (which includes management for construction). Most PE design efforts are also 20% match throughout. Unless approved in writing, project sponsors are required to provide overmatch funds exceeding one $1.5 million for construction. Additional program information and past project examples can be found at: https://deldot.gov/Programs/tap

Eligible Activities

The TAP program funds activities encompassing a variety of small-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Shared-use pathways and overlooks
- Safe routes to school projects and/or infrastructure related elements for non-drivers such as measures for older adults and individuals with disabilities to access daily needs
- Conversion of abandoned rail corridors for nonmotorized uses

The TAP program funds also provide for related, accompanying community improvements such as:

TAP Application

TAP Application Content

- Projects must be dedicated or intended for public use and access with a Surface Transportation Relationship
- **20% of project costs come from sponsor match that must be *non-federal* dollars for PE/design and construction phases**
- Total project costs are capped at $1.5 Million, thereafter sponsor can/must overmatch if project exceeds limit
- Agreements - completed in timely fashion
- A Planning Phase Study/Feasibility Assessment is mostly covered with no sponsor match, no guarantee of next phase pending the type of effort
- Do not apply for what may be a larger capital project that would require project phasing. We see each project phase as independent of itself. However, concept planning and feasibility efforts may determine future phasing
- We strongly discourage Sponsored Administered Projects
- **For New Castle County submissions - submit application to WILMAPCO,** but you can still also cc' DelDOT
- Safe Routes To Schools (SRTS) eligible projects may have up to 0% sponsor match until construction





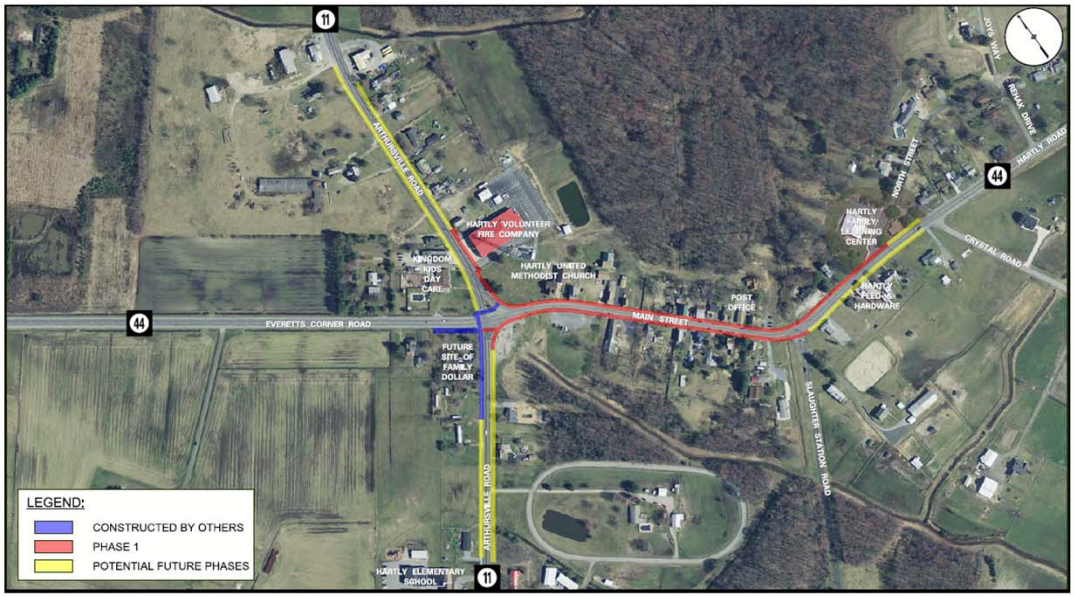
TAP Applications Content continued

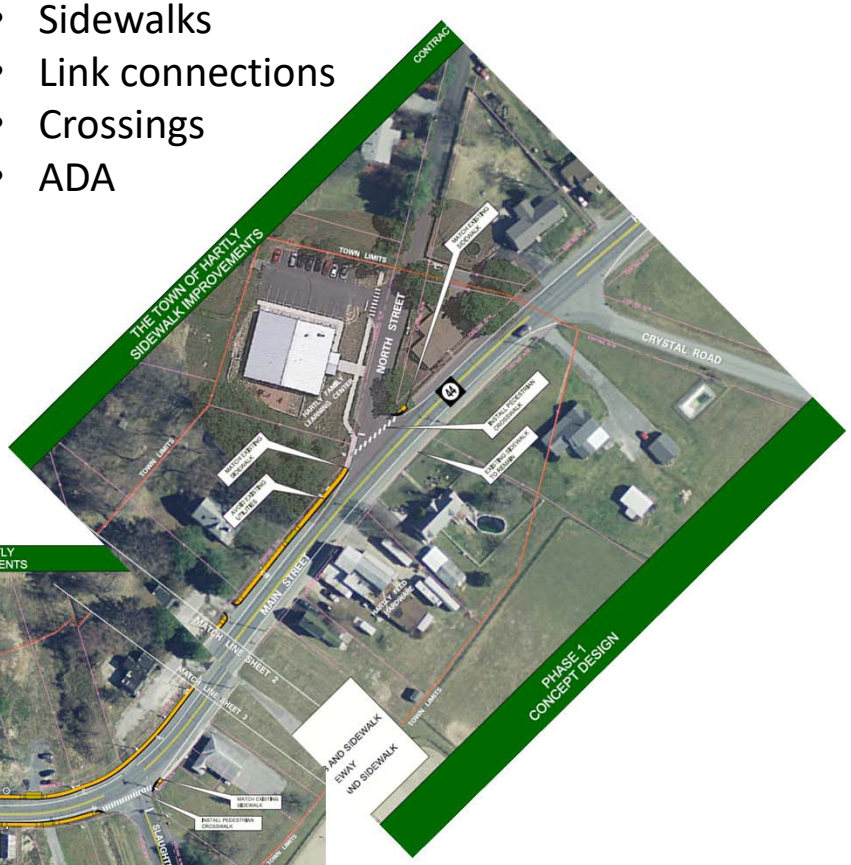
- Utilities, drainage, and right of ways conflicts drive up costs and may complicate acceptance of the project. We must have right of way or easements provided as donations (cannot buy out property owners).
- Long-term maintenance of and liability of a project is normally assigned to the sponsor.
- States or the TAP Program may not use funds to finance normal environmental mitigation work eligible under the regular federal-aid highway program. Further outreach will be needed with DelDOT or FHWA upon TAP project approval with respect to the extent of project enhancement and mitigation details.
- Projects will be ranked and prioritized against similar submission projects.
- Do you have support for this project and its implementation? Such as colleagues, council, mayor, public?
- Provide any letters of support from partners and/or acknowledgement by adjacent properties show community support.
- If working with partners on the TAP application – who can sponsor the project/receive the funding? This may limit which project you prefer or prioritize.

Project Examples

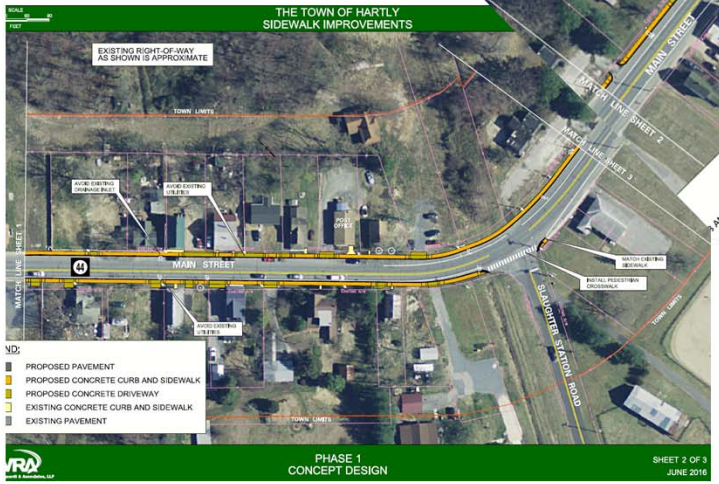
Town of Hartly

- Sidewalks
- Link connections
- Crossings
- ADA









Slaughter Beach Overlook

- Parking
- Crossing measures
- Kiosk
- Interpretive panels
- ADA accessible boardwalk
- Bike racks









Town of South Bethany, Anchorage Pond and Multimodal

- Rt. 1 in South Bethany Beach across from Sea Colony
- Wet pond or wetland improvement area
- Pedestrian and Shared Use Path (SUP) improvements
- Abatement of runoff; flooding, and water quality improvement





Delaware Avenue, Wilmington

- Rain gardens
- Biofiltration measures
- New street trees
- Bump-outs at ped crossings
- Brick patterns





Town of Ocean View

- Permeable sidewalk
- ADA measures



Safe Routes to School Project: Downs Elementary, City of Newark

- Mid block crossings
- Travel striping
- New pedestrian striping
- Warning signage







Project Selection Factors:

What gets highly prioritized or better ranked?

Ranking & Priority Factors

- Transportation equity and serves disadvantaged communities.
- Safety improvement
  - Project addresses a history of pedestrian or cycle crashes or concerns.
- ADA improvement needs (including parking considerations)
- History of requests for improvements from community members or residents.
- Complements the State Strategies for Spending or Level of Investment Areas.
- Connection links or provides the continuation of bike lanes, shared use paths, or sidewalks.
- Proximity and/or improved access to bus stops in project area; includes connections for paratransit, transit users, school children, college, or seniors.

Ranking & Priority Factors (continued)

- Proximity and/or improved access to Community Centers and/or Libraries.
- Proximity and/or improved access to schools; e.g. elementary, middle, high school, or college.
- Proximity and/or improved access to Byways, Parks or Greenways.
- The project is an enhancement effort for the area rather than a replacement or maintenance effort.
- Connections or ranking for improvement under Level of Bike Stress or pedestrian accessibility (determined by DelDOT's modeling).
- Level of purposeful reduction in air pollution, wildlife mortality, or existing water runoff treatment.
- Level of improvement for terrestrial or aquatic habitat connectivity.

Project Selection Considerations

Other selection considerations may include:



- Particular stage/phase of project development.
- Readiness of the project and/or sponsor
- Next phase of a previous TAP project.
- Relation to the Safe Routes to Schools Program.
- Relation to the Delaware Byways Program.
- Population category area(s).
- Available funding or overmatch needs.
- Documented community acceptance by adjacent property owners.
- Complexity of maintenance (anticipated or accepted).
- Constructability ease/difficulty.
- Tourism or ecotourism effort toward preservation, promotion, or economic benefit serving the greater good.
- Relationship to an existing Capital Project or safety improvement (DelDOT or others) that may have been omitted from original effort or intends to be included.

My application was submitted… now what happens?



- Anticipate a minimum 45-day review before notification of awards.
- You shall receive correspondence on why submission was or was not approved.
- We may contact applicant on questions we may have during our review.
- It may be possible that only certain elements could be eligible for acceptance programming, which will be discussed with the sponsor before proceeding.

Project Review and Decision Making

- Proposed project submissions are given a technical score and assessment write-up
- This information is shared and may be reviewed and concurred by the DelDOT Division of Planning Management along with other appropriate personnel which may involve the MPO's and FHWA
- *New Castle County Projects reviewed by WILMAPCO, ranked, prioritized, and then sent to DelDOT*

Getting Projects Underway!

- Accepted projects could be put on reserve list (on hold) depending on available federal/state funds
- DelDOT will normally start within several months for planning or feasibility assessment, which does not require an initial match, but still a commitment upon the sponsor to coordinate and participate
- We will designate one of our DelDOT staff members to your project and they will coordinate with other staff and consultants as needed
- Next stages or Design and Construction will require 20% match participation, typically cash or non-federal grant/funds
- DelDOT's process and program is nearly a turn-key operation The State and Federal requirements are complex
- Typical project durations (from concept to preliminary engineering to construction) can take a few years

Questions?

Thank You for attending!

Looking forward towards submissions and folks can contact our section at any time

Background on TAP Funding

- For **FY26 there was $6,634,813** reserved from the FHWA Infrastructure Investment and Jobs Act's Surface Transportation Block Grant Program in the FY26 Supplementary Tables
  - $905,680 is set aside and transferred over to Recreational Trails
  - **$5,725,254 FY 26 net for TAP**
  - $965,000 is state contributing per FY
- **59% of fed funding per FY 26 ($3,377,859) must be for**:
  - **WILMAPCO** is suballocated $1,685,953 to first determine due to population zone greater then 200K
  - **State/DelDOT shall determine 50K - 200K** population = $427,972
  - **5K - 50K population** = $659,811
  - **Areas under 5,000** = $604,223
- **41% of remaining funds ($2,347,395) can be flexed statewide**



Transportation Alternatives Program FY25

1. **T202120006 Laurel Ramble Phase II (SC)**
2. **T201620011 Southbridge Streetscape Improvements Phase II (NCC)**
3. **T202320003 Southbridge Streetscape Improvements Phase III (NCC)**
4. **T202220001 New Castle Avenue Area Sidewalks and Streetscapes (NCC)**
5. **T202320011 Frederica Road Pedestrian Improvements (KC)**

Projects nearing construction advertisement or at final plan for engineering and project development

6. **T202120003 Old Brandywine Village, Streetscape Improvements, Phase II (NCC)**
7. **T202320005 Newark, Paper Mill Road, Olan Thomas Park Path (NCC)**
8. **T202320007 Berzins Nature Trails (SC)**
9. **T202320003 Northwest Front Street, Phase I, Milford (KC)**
10. **T202320008 NE Front Street, Phase II, Milford (KC)**
11. **T202320014 Townsend Sidewalk Walkability (NCC)**
12. **T202320015 Midtown Brandywine Streetscape (NCC)**
13. **T202320012 Nanticoke Heritage Byway – Gateway Signs and Info Kiosks (SC)**

Projects in preliminary, semi-final, survey, or early project agreements or their task scope

14. **T202320016 Tri Parks Pedestrian Improvements (NCC)**
15. **T202320019 Sussex Drive Streetscape, Lewes (SC)**
16. **T202320017 Town of Cheswold Pedestrian Safety Improvements (KC)**

Projects still needing concept reports and levels of concurrence for next stages

Transportation Alternatives Program FY25 – project planning/feasibility only

17. **T202320018 N. Dupont Road Pedestrian Safety and Streetscape (NCC)**
18. **T202320013 Town of Smyrna, Commerce Street Streetscaping (KC)**

Project concepts and report with estimates or improvement recommendations still needed for completion; implementation actions are possible future TAP applications

Transportation Alternatives Program: Other Projects

19. **T202020001 Laurel Ramble Riverwalk (SC)**
20. **T202320021 S. Walnut Street Streetscape Milford (SC)**

Uncertainty or just not started

21-22. **Other Scenic and Historic Byways Grants and FLAP Projects**

Use of State TAP funds as part of match

Suballocation

State's Transportation Alternatives Set-Aside

Set-Aside for Recreational Trails Program (unless Governor opts out)

59% Suballocated to sub-State areas based on relative population size. • Cannot be transferred to other categories.	41% any area of State: State competitive process. • State may develop process to suballocate 100%. • Funds available for transfer only after State holds a competitive process.

Urbanized areas with populations over 200,000. • Suballocated to each urbanized area over 200,000 by relative population.
Urbanized areas with population 50,000 to 200,000.
Urban areas with population 5,000 to 49,999.
Areas with population less than 5,000.