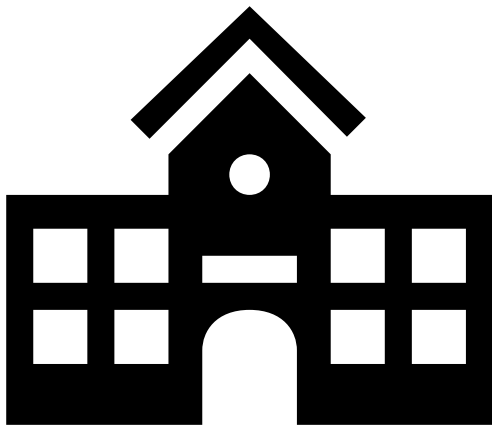


Transportation Alternatives Program (TAP): 2026 Application - Non-Infrastructure Projects

Submittal Deadline: Thursday January 15th, 2026, 4:00 pm MST



Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
208-344-0565
Fax 208-344-0789
www.LHTAC.org



INCLUDED IN THIS PACKET

1. [APPLICATION INFORMATION](#)

1.1 [Application Updates](#)

1.2 [Program Background](#)

2. [PROGRAM GUIDANCE](#)

2.1 [Program Guidance for 2026](#)

2.2 [Program Agreement Form](#)

3. [APPLICATION](#)

3.1 [Application Questions](#)

4. [SCORING](#)

4.1 [Suggested Scoring](#)

1. APPLICATION INFORMATION

1.1 APPLICATION UPDATES

There are some changes to the TAP Non-Infrastructure application from prior years. These changes include:

- The TAP Non-Infrastructure coordinators have been updated. Please make sure to contact the appropriate staff as required for your application.
- Additional context on draft work plans has been added.

1.2 PROGRAM BACKGROUND

The Local Highway Technical Assistance Council (LHTAC) in partnership with the Idaho Transportation Department is now soliciting applications for the Transportation Alternatives Program (TAP) to add projects to fiscal years 2028, 2029 2030. The purpose of TAP funding is to provide for a variety of alternative transportation projects and advance ITD’s strategic goals of Mobility, Safety and Economic Opportunity. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, vulnerable road user assessments and safe routes to school educational projects. \$7M is available each year with up to 95% going toward infrastructure projects with the rest funding non-infrastructure Safe Routes to School projects. The \$7M annual funding allocation is based on the Infrastructure Investment and Jobs Act.

ELIGIBLE PROJECTS:

- Safe Routes to Schools Activities & Staffing
- Vulnerable Road User Assessments

APPLICATION:

The application for the Transportation Alternatives Program is included in this package, and can be found on the LHTAC website, www.LHTAC.org, under the Programs tab, then TAP Program.

The application is due Thursday January 15th, 2026 at 4:00 p.m. (MST) and should be submitted electronically in a single PDF file to applications@lhtac.org. The applications will be scored by the Transportation Alternatives Program (TAP) Selection and Evaluation Committee. Applicants will be notified of award in March 2026.

FUNDING:

The non-infrastructure award program is a cost reimbursement program. All costs submitted for reimbursement are subject to eligibility requirements and must comply with reimbursement guidelines. Non-infrastructure awards are capped as follows:

Vulnerable Road User Assessments:	\$25,000
Safe Routes to Schools Activities Rural Areas (Population areas less than 5,000):	\$60,000
Safe Routes to Schools Activities Urban Areas (Population > 5,000 and < 49,999):	\$75,000
Safe Routes to Schools Activities Metropolitan Areas (Population > 49,999):	\$100,000

2. PROGRAM GUIDANCE FOR 2026

2.1 PROGRAM GUIDANCE

Statement of Purpose: Non-infrastructure projects consist of programs and activities that, when implemented, aim to shift community behavior, attitudes and social norms through education, encouragement and enforcement strategies to increase the safety and convenience for children to walk and/or bicycle to school.

Program Administration Team: Local Highway Technical Assistance Council and Idaho Transportation Department.

Proposed Guidelines and/or Rules:

Basic Structure:

- Application available in September 2025.
- Application due January 15, 2026.
- Applicant is required to submit a signed document stating everything in this application is accurate and they are able to pay the 7.34% federal match.

Application:

- Applications can be on the local system, state system, or both systems.
- Limit of one non-infrastructure application per eligible entity (this limit does not include infrastructure applications).

TAP Coordinators (non-infrastructure):

- ITD: Abby Peterson (208) 334-4455
- LHTAC: Ryan Rush (208) 530-7461

Scoring:

- Scoring will be done by the Transportation Alternatives Program (TAP) Selection and Evaluation Committee as appointed by the Idaho Transportation Department comprised of professionals and stakeholders from various locations across Idaho.
- LHTAC staff will provide project recommendations to the LHTAC Council in March 2026 and the ITD Board at the April 2026 meeting.

Funding:

- Funding will be available in 2028 (partial), 2029, and 2030.
- Fund approximately \$550,000 annually (5-10% of available Transportation Alternatives funding).
- No in-kind match is allowed.
- All projects will require a 7.34% local match calculated based on federal award.
- Project costs may exceed federal award + required local match with sole responsibility of the funding on the local sponsor.

Eligible use of Funds:

- Activities that encourage walking and bicycling to school, target at grades K-12.

- Public awareness campaigns and outreach to press and community leaders.
- Traffic education and enforcement in the vicinity of schools (2 miles).
- Student sessions on bicycle and pedestrian safety, health, and environment.
- Funding for training, volunteers, and managers of safe routes to school programs.
- Vulnerable Road User Assessments Activities as follows:
 - A. Quantitative analysis of [vulnerable road user](#) fatalities and serious injuries that includes data such as location, roadway functional classification, design speed, speed limit, and time of day; considers the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age; and
 - B. based on the data, identifies areas as “high-risk” to [vulnerable road users](#); and
 - C. produces a list of [projects](#) or strategies to reduce safety risks to [vulnerable road users](#) in areas identified as high-risk.

Eligible applicants:

- A local government. Local government entities include any unit of local government below a state government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
- A regional transportation authority. Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
- A transit agency. Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
- A natural resource or public land agency. Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies.
 - State or local fish and game or wildlife agencies.
 - Department of the Interior land management agencies.
 - U.S. Forest Service.
- A school district, local education agency, or school. School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
- A Tribal government.
- A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer. MPOs representing urbanized areas over 200,000 population are not eligible entities.
- A nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the state determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).
- A state, at the request of an eligible entity listed above.

2.2 PROGRAM AGREEMENT FORM

Sponsor certifies the following conditions of application:

- Sponsor is familiar with Transportation Alternatives Program eligibility criteria.
- Sponsor budget accurately reflects the anticipated cost of the proposed project.
- The information in the application accurately reflects available knowledge of our staff.
- Sponsor understands this is a reimbursement grant, must furnish local cash match upfront, will be reimbursed as work progresses and invoices submitted with accompanying documentation.

Sponsor Signature (Authorized Official)

Date

Sponsor Printed Name

Date

3. APPLICATION

3.1 APPLICATION QUESTIONS

Project information:

Project Title: **Safe Routes to School Program**

Applicant Agency: _____

Mailing Address (this may be a P.O. Box):

Include a physical address if different from your mailing address:

Please list the person from your agency we should call if we have questions regarding this project application.

Contact Name: _____

Phone: _____

Email: _____

***A second contact is required in case the first contact is no longer with your agency.**

*Second Contacts Name: _____

Phone: _____

Email: _____

- Project Area:**
- Metropolitan - Areas with population over 49,999
 - Urban - Areas with population of 5,000 to 49,999
 - Rural - Areas with population of less than 5,000

Project costs:

Total Federal Funds (92.66%): _____

Total Local Match (7.34%): _____

Total Project Cost Estimate: _____

Federal reimbursement requested for: TAP Non-Infrastructure

This project includes the following activities:

- Travel Plan
- Safety Booklets
- Bike Rodeo
- Walk/Bike to School Day
- Walking or Biking Technical Skills Training
- Pre-Drivers Education
- Rules of the Road
- Vulnerable Road User Assessment
- Other _____

Please provide a response for questions 1-4

1. (25 points) Program Description: Describe how this program will encourage safe walking and biking to school. Describe current or past educational, encouragement, or enforcement activities and/or programs within the coverage area, if any. Or, describe the planning efforts that will go into the Vulnerable Road User Assessment, the need for this assessment, the desired outcome of the assessment and the anticipated impact from the desired outcome. (Limit 1 page).
2. (10 points) Identifying Data: Provide the complete names of the schools or school districts targeted along with total number of students enrolled (by school). Or provide the people, groups and services that will benefit from a Vulnerable Road User Assessment.
3. (50 points) Please fill out the attached blank Draft Work Plan. For each non-infrastructure project that is awarded a grant through the Transportation Alternatives Program, a comprehensive work plan is required of the sponsor to outline the activities, performance targets and goals, benefits to targeted children, and expenditures to accomplish the scope of the project. Please list tasks involved with developing and implementing your proposed project. If awarded this plan can be revised before finalization. Applicants are encouraged to provide a description of tangible and demonstratable results in their work plan. Applicants focusing on outreach and education must set a schedule of milestones or tangible deliverables that they will be able to show through the life of the grant.
4. (15 points) Support: Do you have support from your community and/or neighboring agencies? (Limit 5 letters).
 - If your project is within a Metropolitan Planning Organization (MPO) boundary, one of your five letters must be from your MPO.
 - If your agency is part of a regional transportation group or coalition, it is recommended to include a letter from them supporting your project.
 - If you are a non-profit agency, please provide letter delegating responsibility for administration of local transportation safety programs.

Total: 100 points

Application Checklist:

- Responses to questions 1-4
- Match Commitment
- Letter of support from your MPO (if applicable), Letter of delegated authority (if applicable)

4. SCORING

4.1 SUGGESTED SCORING

1. Project Description & History: 25 pts
 - a. Excellent description of need, benefit, and impact to community. 25 pts
 - b. Average description of need, benefit, and impact to community. 10-20 pts
 - c. Poor description of need, benefit, and impact to community. 0-10 pts

2. Identifying Data: 10 pts
 - a. Detailed list of school districts and/or schools with student population. 7-10 pts
 - b. List of school districts and/or school districts with incomplete information. 4-7 pts
 - c. No information provided. 0 pts

3. Draft Work Plan: 50 pts
 - a. Complete and thorough work plan that details tangible activities, performance measures, and expected expenses. 35-50 pts
 - b. Completed work plan with some activities and a general budget, but is somewhat lacking in tangible activities, performance measures, or expected expenses. 25-35 pts
 - c. Completed work plan with some activities and a general budget, but is very lacking in tangible activities, performance measures, or expected expenses. 15 -25 pts
 - d. Rough draft or incomplete work plan. 0-15 pts

4. Support: 15 pts
 - a. Five signed, unique and current letters or statements of support. 8-15 pts
 - b. Form letters or not unique letters of support. 4-7 pts
 - c. Less than five letters of support. 0-4pts