

HATS Transportation Alternatives Set-Aside Project Eligibility

The FAST Act allows for a variety of projects to be funded under the Transportation Alternatives (TA) Set-Aside which range from bike & pedestrian infrastructure and rail-trail creation, to billboard management and environmental mitigation. The priorities of the Harrisburg Area Transportation Study (HATS), as determined by public feedback and projects under consideration for the Regional Transportation Plan, suggest that investment in additional bicycle and pedestrian infrastructure in our region would be a worthwhile use of these funds. As such, only the following criteria will be eligible for funding under the HATS TAP Selection Process:

NOTE: These descriptions are taken directly from [PennDOT's 2021 Transportation Alternatives Set-Aside Program Guidance and Procedures](#), released June 2021. Any HATS-specific modifications are shown in **highlighted in yellow**. For full statewide project eligibility, please see Program Guidance and Procedures.

1. Bicycle and Pedestrian Facilities

Bicycle and pedestrian projects allow communities to make non-motorized transportation safe, convenient, accessible, and appealing. Projects may include on-road and off-road trail facilities that serve to meet the transportation needs of pedestrians, bicyclists, and users of other nonmotorized forms of transportation. Trails solely for recreational purposes will be considered on a case-by-case basis. These active transportation projects encourage healthful physical activity, keep air clean by decreasing reliance on fossil fuels, and enrich local economies with recreational assets.

Eligible Projects

- New or reconstructed sidewalks or walkways **(Beautification activities are not eligible)**
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety
- Pedestrian and bicycle signs or signals
- On road bicycle facilities, such as bicycle lanes or sharrows
- Lighting that primarily benefits cyclists and pedestrians (see Lighting Plan Requirements in Appendix H in PennDOT Program Guidance and Procedures)
- Transportation projects that achieve ADA compliance and increase accessibility, such as curb ramps
- New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places
- Crosswalk additions or enhancements
- Widening or paving shoulders
- Bicycle parking facilities, such as bicycle lockers and bicycle racks (including those on buses)
- Bicycle share programs (including the purchase of bicycles)
- Shared use paths, side paths, and trails that serve a transportation purpose

- Bicycle and pedestrian bridges and underpasses
- Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety
- Rails with trails projects, which are adjacent to active (not abandoned) lines
- Safe Routes to School construction projects that align with the projects above

2. Conversion of Abandoned Railway Corridors to Trails

Rail-trails help to expand travel and recreational opportunities within communities. Converted rail corridors make ideal trails because of their flat grade, long length, and intact right-of-way. Rail-trails, as these types of trails are called, help to encourage physical activity, and reduce air pollution.

TA Set-Aside funds can be used only for abandoned, rail banked or currently inactive rail lines; funds cannot be used to move or perform construction on active rail corridors.

Funding for this category may also be used solely for purchase of railroad right-of-way or property, as long as future development of a public facility is planned. See the Non-Construction Projects section of the PennDOT Program Guidance and Procedures.

Eligible Projects

- Construction of multi-use trails within a railroad right-of-way
- Major reconstructions of multi-use trails within a railroad right-of-way
- Developing rail-with-trail projects, where there is an adjacent line that is no longer active
- Purchasing and converting unused railroad property for reuse as a trail

3. Historic Preservation and Rehab of Historic Transportation Facilities

The Historic Preservation and Rehabilitation of Historic Transportation Facilities category allows communities to rehabilitate and restore surface transportation facilities of historic significance. These rehabilitated facilities serve to educate the public and to provide communities with a unique sense of character that attracts tourists and generates a vibrant economic life.

Eligible projects must rehabilitate, restore, or improve interpretation of a historic transportation facility. Historic transportation facilities must be listed or eligible for listing on the National Register of Historic Places. The Pennsylvania State Historic Preservation Office (<http://www.phmc.pa.gov/Preservation/Pages/default.aspx>) can help determine which areas or structures are listed. Contact Elizabeth Rairigh at 717-705-4035 or erairigh@pa.gov for assistance.

Structures and facilities include tunnels, bridges, trestles, embankments, rails or other guide ways, non-operational rolling stock, canal viaducts, tow paths and locks, stations, and other man-made surface transportation.

Eligible Projects

- Restoration and reuse of historic buildings with a strong link to transportation history
- Restoration and reuse of historic buildings for transportation related purposes
- Interpretive displays at historic transportation related sites
- Access improvements to historic transportation related sites and buildings
- Restoration of railroad depots, bus stations, and lighthouses
- Rehabilitation of rail trestles, tunnels, bridges, and canals
- Increasing building accessibility, in accordance with ADA guidelines
- Heating or cooling systems only when deemed necessary for preservation of the historic structure; not for the comfort of guests or staff.

Ineligible Projects

- The addition of new items to the facility, such as desks, cabinets, furniture or other amenities that would improve building aesthetics or operations
- Improvements that merely enhance operations (such as adding heating or cooling systems)
- Using funds for the sole purpose of replicating a historic building
- Operation (including staffing) of historic sites, welcome centers or transportation museums
- Maintenance of historic transportation facilities

The PennDOT Program Guidance and Procedures includes additional project and activity types eligible for statewide funds. Applicants within the HATS region for those project and activity types will still be accepted and considered for the statewide funds. Those applications will not, however, be considered for HATS allocation funds. For an application to be considered for HATS allocation funds, project and activity types must predominantly align with three listed above. Final determination will be made on a case-by-case basis by the RTP Implementation Work Group.

For the portions of the criteria in gray, please select the one factor that best describes the proposed project. For those in white, please select each factor that applies.

Eligibility			
Does the proposal seek to provide an eligible project (see HATS Eligibility Guidelines)?	Yes	No	
Safety			
The proposed project will make biking and/or walking safer.			10
Readiness			
Initial planning started	2		
Pre-Construction Started		4	
Pre-Construction Completed			8
Construction Consultant Selected & has experience delivering PennDOT projects on Time		4	
Public and elected officials have demonstrated support for the project		4	
Financing			
Pre-construction funds have been applied for	2		
Pre-construction funds have been secured		4	
Maintenance costs are known and have been applied for	2		
Maintenance costs are known and secure		4	
Additional construction funds have been secured and will be used to leverage TAP funds			8
The estimated cost makes sense, and the project is a worthwhile expenditure of funds			8
More than one municipal partner is financially involved with the project			8
Connectivity			
The project would connect two established neighborhoods	2		
The project would provide a non-motorized transportation option between a rural and urban area.		4	
The project would provide a non-motorized transportation option between residential and retail/entertainment		4	
The project would be used for non-motorized commuting			8
The project would improve connectivity to an Environmental Justice or an Entitlement Community		4	
The project would connect to transit		4	
Project is regionally significant			10
Coordination			
The project will connect two municipalities	2		
The project will better connect two to four municipalities		4	
The project will connect five or more municipalities			8
Problem has been identified in the Regional Transportation Plan		4	
Problem has been identified in a Municipal or County Comp Plan	2		
The project would close an existing gap for non-motorized transportation		4	