



## 2020 Transportation Alternatives (TA) Program Overview

### Palm Beach Transportation Planning Agency

*The purpose of the Palm Beach Transportation Planning Agency's (TPA) Transportation Alternatives (TA) Program is to fund safe and connected infrastructure for non-motorized users. Construction funding is provided three years out starting July 1<sup>st</sup> of that Fiscal Year.*



#### FUNDING AVAILABILITY

Application Deadline:	February 28, 2020
Total Available Funding:	~\$3.3M/year
Grant Reimbursement Maximum:	\$1,000,000
Grant Reimbursement Minimum:	\$250,000

#### PROJECT ELIGIBILITY *Eligible projects are as follows:*

- Sidewalks
- Bicycle Infrastructure
- Pedestrian and Bicycle signals
- Traffic calming
- Lighting and other safety-related infrastructure
- Safe Routes to School (SRTS) for non-drivers, including safe routes to transit
- Safe Routes to School (infrastructure and non-infrastructure, including SRTS Coordinator)
- Recreation trails
- Conversion of abandoned railroad corridors to trails for non-motorized users
- Boulevard & main street projects that promote economic revitalization and follow "complete streets" principles
- Historic Preservation
- Transit-Oriented development (TOD) infrastructure is also eligible and encouraged, if it includes one of the above project categories.

#### ELIGIBLE PROJECT SPONSORS

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource or Public Land Agencies
- School District, local education agencies, or schools
- Tribal Governments
- Nonprofits are eligible to partner with any eligible entity but are not eligible as direct grant recipients.
- Other local or regional governmental entity with oversight responsibility of transportation or recreational trails the State determines eligible and consistent with the goals of 23 U.S.C. 213(c).



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#### PROGRAM GUIDELINES

- An applicant may submit a maximum of two (2) applications, with the exception of Palm Beach County who may submit a maximum of six (6) applications across all departments. Only the highest ranked eligible project application from each agency will be included in the TPA's draft List of Priority Projects, unless the applicant's project lead provides the TPA with a preferred rank of their own projects. If funding permits, remaining eligible project applications will be added according to the order of prioritization until funding is exhausted.
- An application must score a minimum of 25 out of 100 points in order to be eligible for Board approval on the TPA's List of Priority Projects.
- Applications are limited to a minimum request of \$250K and maximum funding amount of \$1M, inclusive of all project phases.
- Applications must be submitted online via the application portal pursuant to the program schedule.
- Applications must include all required documents listed in the Submittal Checklist.
- Applications will be scored and ranked objectively via the adopted scoring system derived from the TPA's Vision, goals, and objectives.
- The TPA's Bicycle, Pedestrian, and Trailways Advisory Committee (BTPAC) may propose to re-rank projects.
- The TPA Board makes the final decision regarding inclusion of an application on the TPA Priority Projects List and may waive any of the above requirements.
- Projects sponsors are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction. Sponsors should anticipate covering these increases with Local Funds by the time the project is ready for construction.
- Landscaping may consist of up to 25% of the participating costs.



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### PROJECT ELIGIBILITY GUIDANCE

Below is a list of eligible projects for the Transportation Alternatives (TA) Program. They are sorted by project categories.

#### 1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of non-motorized transportation (pedestrian and bicycle facilities)

##### Eligible

- Pedestrian infrastructure such as new sidewalks, crosswalks, etc.
- Bicycle infrastructure such as bike lanes, bicycle parking, etc.
- Bicycle racks for buses
- Pedestrian and bicycle signals
- Bike share infrastructure such as bikes, racks, kiosks
- New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places
- Amenities along a trail that serve trail users such as benches, trash cans, watering stations, pet amenities, bicycle repair stations, wayfinding signs, security cameras, etc.
- Trailhead projects that serve trail users such as rest areas with benches, restrooms, trail access improvements, parking, kiosks, etc.
- Bicycle and pedestrian bridges and underpasses
- Lighting and other safety related infrastructure

##### Not Eligible

- Routine maintenance or replacement of existing sidewalks (unless ADA upgrades are needed)
- Circular trails/sidewalks
- Facilities located within a property that do not connect to other trails/sidewalks
- General resurfacing of roadways
- General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas

#### 2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)

##### Eligible

- Americans with Disabilities Act of 1990 compliance projects such as rehabilitation of existing sidewalks, curb ramps, sidewalk widening, etc.
- Traffic calming techniques
- Lighting and other safety related infrastructure
- Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety
- Crosswalks
- Pedestrian refuge areas
- Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety

##### Not Eligible

- Roadway lighting that doesn't benefit non-drivers
- Promotional materials (except for Safe Routes to School; see Category 10)
- Intersection realignments aimed at improving vehicular flow
- Projects that reorganize pick-up and drop-off primarily for the convenience of drivers
- Education programs that are primarily focused on bus safety
- Improvements to school bus stops



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#### 3. Conversion and use of abandoned railroad corridors for non-motorized use

##### Eligible

- Developing rails-to-trails facilities, where there is an adjacent line that is no longer active
- Trailhead projects that serve trail users, such as rest areas with benches, restrooms, trail access improvements, parking, etc.
- Construction or reconstruction of multi-use trails within a railroad right-of-way
- Purchasing and converting unused railroad property for reuse as a trail

##### Not Eligible

- Trails for motorized vehicles
- Maintenance of an existing trail

#### 4. Construction of turnouts, overlooks, and viewing areas

##### Eligible

- Turnouts and viewing areas at scenic or historic sites
- Right-of-way acquisition

##### Not Eligible

- Visitor center
- Operation or maintenance
- Marketing/promotional materials

#### 5. Inventory, control or removal of outdoor advertising

##### Eligible

- Data collection
- Removal

##### Not Eligible

- Administration or operating expenses

#### 6. Historic preservation and rehabilitation of historic transportation facilities

##### Eligible

- Facilities on historic register or eligible for historic register
- Rehabilitation of historic surface transportation facilities such as bridges, lighthouses, canals, etc.
- Historic toll and ferry facilities
- Historic railroad facilities

##### Not Eligible

- Operating costs
- Facilities not open to the public
- Construction of replica facilities
- Infrastructure not related to surface transportation (air and space)
- Structures not on or eligible for the national historic register

#### 7. Vegetation management practices in transportation rights of way

##### Eligible

- Removal of invasive species and plant native plants
- Planting of native species that can help control erosion and ensure that roadsides are stable, look nice, and provide clear sightlines
- Planting of vegetation to attract honey bees, monarch butterflies, etc.

##### Not Eligible

- Standalone landscaping
- Planting of annuals



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#### 8. Archaeological activities related to impacts from transportation projects

##### Eligible

- Archaeological excavation and surveys related to a transportation project
- Archaeological activities required as part of a TA Set-Aside eligible project
- Interpretation and display of artifacts discovered as part of a transportation project

##### Not Eligible

- Archaeological activities not related to a transportation project eligible under federal Title 23

#### 9. Environmental mitigation activities

##### Eligible

- Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329.
- Reduction in vehicle caused wildlife mortality such as a wildlife crossing or fencing
- Restoration and maintenance of the connectivity among terrestrial or aquatic habitats such as surmountable curbs for turtles
- Erosion and sediment control
- Native plantings
- Minimizing impervious surfaces

##### Not Eligible

- Drainage improvements related to poor maintenance and/or upgrades to inadequate systems
- Storm water management activities not related to highway run-off and water pollution

#### 10. Safe Routes to School (SRTS)

SRTS projects are eligible under TA Set-Aside. For more information on eligible activities visit:

[www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm#EligibleProjects](http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects)

s. Note: FDOT also has a separate statewide SRTS Funding Program: [www.srtsfl.org](http://www.srtsfl.org).

##### Eligible

- Bicycle and pedestrian education targeting student travel (grades K-8)
- Public awareness campaigns and outreach to press and community leaders
- Traffic education and enforcement in the vicinity of schools
- Student sessions on bicycle and pedestrian safety, health, and environment
- Funding for training, volunteers, and managers of safe routes to school program
- Infrastructure projects
- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

##### Not Eligible

- Bicycle and pedestrian education campaigns for the general public



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SCHEDULE	
Date	Activity and Deadline
October 17, 2019	<b>Program Kick-off.</b> TPA Board approves program.
November 1, 2019	<b>Program Application Workshop.</b> FDOT and TPA hold workshop to review program application, scoring criteria, schedule, and project implementation requirements. TPA distributes program overview and application information to local agencies and opens online application portal.
November 4, 2019 - January 31, 2020	<b>Pre-Application Meetings.</b> Applicants participate in a required one-on-one meeting with TPA and FDOT representatives to discuss project specifics and clarify application requirements.
February 28, 2020	<b>Application Deadline.</b> Applicants submit applications, including community letters of support, via online application portal by 5 p.m. TPA provides completed applications to FDOT.
March 6, 2020	<b>TPA Submits Project List and Tentative Ranking to FDOT.</b> TPA submits tentative project rankings to FDOT for project feasibility and eligibility determination.
March 27, 2020	<b>First Email to Applicants.</b> After initial application review, FDOT emails applicants requesting additional clarification needed before field reviews. If ineligible, TPA to send formal response.
April 2, 2020	<b>Applicant Presentations.</b> Applicants present projects and BTPAC ranks.
April 3, 2020	<b>Applicant Responses Due.</b> Applicants provide FDOT and TPA responses to requested clarifications.
April 6 - 17, 2020	<b>Field Visits.</b> FDOT and applicants perform field reviews to ensure potential project is constructible, requires no right-of way acquisition, and determine if drainage is warranted.
April 27, 2020	<b>Second Email to Applicants.</b> FDOT sends an email to applicants with comments on issues / concerns, clarifications, updated cost estimates, and/or requests for missing or updated documentation.
April 30, 2020	<b>Resolution of Support Due to TPA.</b> Applicants must submit a resolution from their governing body and/or the governing body of the facility owner endorsing the project and committing to funding of operations and maintenance.
May 11, 2020	<b>Response from Applicants Due.</b> Deadline for applicants to resolve outstanding eligibility issues and submit final requested documentation to FDOT and TPA.
May 29, 2020	<b>FDOT D4 returns Eligibility Determinations.</b> FDOT sends TPA final eligibility determinations to finalize draft priority ranking.
July 1-2, 2020	<b>Draft List of Priority Projects to Committees.</b> TPA staff presents draft prioritized list of eligible applications to committees for review and input for TPA Board consideration.
July 16, 2020	<b>Final Priority List Approval by TPA Board.</b> TPA Board approves final List of Priority Projects.
July 29, 2020	<b>Submit Project Priorities to FDOT.</b> TPA submits adopted List of Priority Projects to FDOT and notifies applicants of final priority rankings.



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2020 TA SCORING TABLE <i>Highest Possible Score 100</i>			
Criteria	Value	Scoring	Max
Project will have positive environmental impacts (i.e. mitigation activity, pollution prevention & abatement, stormwater management, tree canopy coverage, pervious materials, etc.)		10	10
Project improves pedestrian facilities in a high crash pedestrian location per Vision Zero Action Plan		10	20
Project improves bicycle facilities in a high crash bicycle location per Vision Zero Action Plan		10	
Project improves lighting in a location with a Pedestrian and/or Bicycle Crash in Dark and Unlit Locations per Vision Zero Action Plan		10	
Project improves non-motorized facilities at an interchange, signalized intersection, bridge, or railroad crossing		6	6
Project is within 2 miles of a school and within its school attendance boundary		7	7
Project improves non-motorized safety by providing: NOTE: Multiply length (up to 2 miles) by factor shown in Value column. Double points if: + Pedestrian facility is in a Tier 1 Pedestrian Location + Bicycle Facility is in a Tier 1 Bicycle Location	separated or raised bicycle lanes - 4	8	22
	buffered bike lanes - 3	6	
	designated bike lanes - 2	4	
	10ft+ shared-use pathways - 4	8	
	8ft paved pathways - 3	6	
	new sidewalks - 2	4	
	sidewalk widening - 0.5	1	
	greenway - 2	4	
Median Household income within 1 mile of project vs. PBC median income (\$57,256)	< 60% (\$34,354)	5	5
	60 - <80% (\$34,354 - \$45,805)	3	
	80% - <100% (\$45,805 - \$57,256)	1	
Traditionally underserved population index within 1 mile of project	>0.8	5	5
	>0.6-0.8	4	
	>0.4 -0.6	3	
	>0.2 - 0.4	2	
	0.05-0.2	1	
Project is identified on an agency's adopted plan and connects to an existing or proposed non-motorized facility		5	
Project creates dedicated bicycle facilities within 3 miles of Transit Hub		5	10
Project creates pedestrian facilities within 1 mile of Transit Hub		5	
Pedestrian projects within 1 mile, bicycle or shared-use path projects within 3 miles of and provides a connection to a shopping center or recreational center or park		5	5
Project has been tested as a pilot with local funds		5	5
Project is endorsed by members of benefit area (HOA, POA, local bike group, etc.)		5	5
Applicant canceled a previously prioritized and funded project within the past 12 months		-5	0

100





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#### HOW TO APPLY

1. **Attend the TPA Funding Programs Workshop on November 1, 2019 (optional)**  
Learn about project eligibility, Local Agency Program Certification, and have your specific questions answered by FDOT and TPA staff.
2. **Attend Pre-Application Meeting with TPA and FDOT Staff (required)**  
All applicants must attend a pre-application meeting with TPA and FDOT between November 4, 2019 and January 31, 2020. TPA will schedule these meetings with FDOT and applicants.
3. **Gather Required Documents**  
Each project submittal requires an application, online form, and supporting documents outlined in the Submittal Checklist provided below. Missing or late documents may result in project ineligibility.
4. **Submit via Online Application Portal**  
The application process requires the submittal of the application document with associated attachments via the online application portal that can be accessed once live at: [www.PalmBeachTPA.org/TA](http://www.PalmBeachTPA.org/TA)
5. **Stay Tuned**  
Follow the Program Schedule and look out for emails from TPA and FDOT regarding your project application.





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#### SUBMITTAL CHECKLIST

*Please use the following checklist to ensure you are including all documents required to be submitted with your application by the submission deadline:*

- ☐ Application
- ☐ Must attend Pre-Application meeting
- ☐ Location Map (Aerial)
- ☐ Photographs of project before construction
- ☐ Typical Section (Existing and Proposed)
- ☐ Detailed Cost Estimate Spreadsheet (Must be prepared and signed by a Professional Engineer from the Agency's Engineering Office)
- ☐ Right-of-Way Ownership Verification (Plats, deeds, prescriptions, certified surveys and/or easements)
- ☐ Community letters of support (due at application deadline - February 28, 2020)
- ☐ Commitment Letter from administering agency's director of Engineering or Public Works Department clearly indicating they will "administer and construct the project if funded by the Palm Beach Transportation Planning Agency's (TPA) Transportation Alternatives (TA) Program" is required (due at application deadline - February 28, 2020)
- ☐ Participate in FDOT Field Visit (to be scheduled on a weekday April 6-17)
- ☐ Proof of public outreach and support required if proposed project modifies a roadway that provides access to single family residential lots.
  - Must have > 25% of all landowners in support of the project, whose parcel is directly adjacent to the project. If > 10% of adjacent landowners oppose the project, then the project will not be eligible.
  - The following documentation must be submitted with the application in the form of:
    - Responses to mail outs sent to landowners/residents; Or,
    - Sign-In signatures and input obtained at a neighborhood/public meeting.

NOTE: Attendance at a council meeting for the resolution of support is not considered a public outreach meeting.

- ☐ Resolution of Support from governing body of the facility owner(s) clearly indicating that the project may be constructed as proposed and is commitment to fund ongoing operations and maintenance of the project - due within 60 days of application due date (April 30, 2020). Example Resolution can be found [here](#).