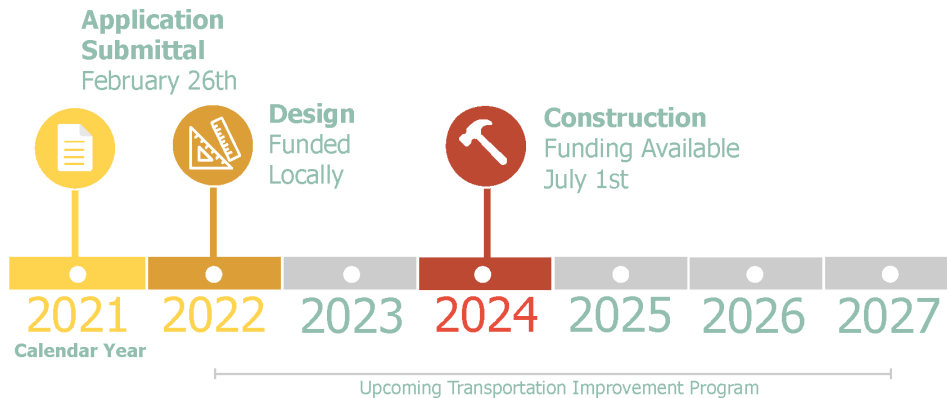




2021 Transportation Alternatives (TA) Program Overview

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. Funding is anticipated to be available as noted below.



FUNDING AVAILABILITY

Application Deadline:	February 26, 2021
Total Available Funding:	~\$3.1M/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.
- For projects included in the Draft Work Program, applicants will be required to include the project with the source of funding in their capital improvement programs or local program of projects no later than December 31, 2022 in order to retain funding.



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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

s. Note: FDOT also has a separate statewide SRTS Funding Program: 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 15, 2020	Program Kick-off. TPA Board approves program.
October 27, 2020	Program Application Workshop. 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 2, 2020 - January 29, 2021	Pre-Application Meetings. Applicants participate in a required one-on-one meeting with TPA and FDOT representatives to discuss project specifics and clarify application requirements.
February 26, 2021	Application Deadline. Applicants submit applications, including community letters of support, via online application portal by 5 p.m. TPA provides completed applications to FDOT.
March 5, 2021	TPA Submits Project List and Tentative Ranking to FDOT. TPA submits tentative project rankings to FDOT for project feasibility and eligibility determination.
March 26, 2021	First Email to Applicants. After initial application review, FDOT emails applicants requesting additional clarification needed before field reviews. If ineligible, TPA to send formal response.
April 2, 2021	Applicant Responses Due. Applicants provide FDOT and TPA responses to requested clarifications.
April 8, 2021	Applicant Presentations. Applicants present projects and BTPAC ranks.
April 5 - 16, 2021	Field Visits. 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 23, 2021	Second Email to Applicants. 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, 2021	Resolution of Support Due to TPA. 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 7, 2021	Response from Applicants Due. Deadline for applicants to resolve outstanding eligibility issues and submit final requested documentation to FDOT and TPA.
May 28, 2021	FDOT D4 returns Eligibility Determinations. FDOT sends TPA final eligibility determinations to finalize draft priority ranking.
July 7 - 8, 2021	Draft List of Priority Projects to Committees. TPA staff presents draft prioritized list of eligible applications to committees for review and input for TPA Board consideration.
July 15, 2021	Final Priority List Approval by TPA Board. TPA Board approves final List of Priority Projects.
July 19, 2021	Submit Project Priorities to FDOT. TPA submits adopted List of Priority Projects to FDOT and notifies applicants of final priority rankings.

*Dates as of October 1, 2020. Latest dates will be posted to the website.



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TA SCORING			
CRITERIA	DESCRIPTION	VALUE	MAX
WHAT			
Bicycle Facility Type NOTE: Multiply length (up to 2 miles) by factor shown in Value column	Separated or raised bicycle lanes	5	10
	Buffered bicycle lanes	3	
	Designated bicycle lanes	2	
Pedestrian Facility Type NOTE: Multiply length (up to 2 miles) or number of locations by factor shown in Value column	10'+ shared use path	5	10
	8'-9' paved path	4	
	4'-7' sidewalk	3	
	4'+ unpaved path (ADA compliant)	2	
	Sidewalk or shared use path widenings	1	
	Standalone ADA facility (e.g. ped crossings, bus stops, etc.)	0.2	
WHERE			
Project improves pedestrian facilities in High Crash Ped Corridor per TPA Vision Zero Action Plan		5	15
Project improves bicycle facilities in High Crash Bicycle Corridor per TPA Vision Zero Action Plan		5	
Project provides lighting in Dark/Unlit crash location per TPA Vision Zero Action Plan		5	
Project improves pedestrian facilities in Tier 1 Ped Gap		5	10
Project improves bicycle facilities in Tier 1 Bicycle Corridor		5	
Median Household income within 1 mile of project vs. PBC median income (\$59,943)	< 60%	5	5
	60% - <80%	3	
	80% - <100%	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 creates dedicated Pedestrian Facilities within 1 mile of a Transit Hub		5	10
Project creates dedicated Bicycle Facilities within 3 miles of a Transit Hub		5	
Pedestrian project is within 1 mile; bicycle or shared use path project is within 3 miles and provides a connection to a shopping center or recreational center or park		5	10
Project is within 2 miles of a school and within its school attendance boundary		5	
Project improves facilities at an interchange, bridge, railroad crossing, or signalized intersection		5	5
WHY			
Project has positive environmental impacts (i.e. mitigation activity, pollution prevention & abatement, stormwater management, tree canopy coverage, pervious materials, etc.)		10	10
Project has been tested as a pilot with local funds		5	10
Project is endorsed by members of benefit area (HOA, POA, local bike group, etc.)		5	
Project is identified in an agency's adopted plan and connects to an existing or proposed non-motorized facility		5	
Applicant canceled a previously prioritized and funded project within the past 12 months		-5	0
		TOTAL	100



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HOW TO APPLY

- 1. Attend the TPA Funding Programs Workshop on October 27, 2020 (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 2, 2020 and January 29, 2021. 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
- 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 26, 2021)
 - 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 26, 2021)
 - Participate in FDOT Field Visit (to be scheduled on a weekday April 5-16, 2021)
 - 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, 2021). Example Resolution can be found [here](#).