



# 2023 TPA Funding Programs Guidelines and Scoring System

State Road Modifications (SRM)  
Local Initiatives (LI)  
Transportation Alternatives (TA)

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**PALM BEACH**  
Transportation  
Planning Agency

<p><b>STATE ROAD MODIFICATIONS</b></p> <p>Total Funds: ~\$20.4M/Year Funding Range: \$500K-\$5M Eligible On State Roads Project Examples:</p> <ul style="list-style-type: none"> <li>• Complete Streets</li> <li>• Traffic Calming</li> <li>• Intersection Modifications</li> </ul>	<p><b>LOCAL INITIATIVES</b></p> <p>Total Funds: ~\$26M/Year Funding Range: \$250K-\$5M Eligible On Federal-Aid Roads Project Examples:</p> <ul style="list-style-type: none"> <li>• Complete Streets</li> <li>• Transit Capital</li> <li>• Freight Efficiency</li> </ul>	<p><b>TRANSPORTATION ALTERNATIVES</b></p> <p>Total Funds: ~\$5.1M/Year Funding Range: \$250K-\$1.5M Eligible On and Off Roads Project Examples:</p> <ul style="list-style-type: none"> <li>• Pedestrian &amp; Bicycle Facilities</li> <li>• Safe Routes to School</li> <li>• Safety-Related Infrastructure</li> </ul>
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## Key Grant Program Dates

- Program Kick-Off – **October 20, 2022 (TPA Governing Board Meeting)**
- Program Application Workshop – **November 3, 2022**
- **Required** Pre-Application Meeting – **November 7 – January 31**
- Application Deadline – **February 17, 2023**
- Draft Priority Projects List to Committees & Board – **July 2023**

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## New Additional Funding

New Bipartisan Infrastructure Law (BIL)

- Increase in current programs: TA & LI Programs
- New: Carbon Reduction Program Funding → LI Program
  - Purpose is to reduce emissions from on-road highway sources

Funding	2023	2024	2025	2026	2027	2028	Total
Transportation Alternatives	\$1.6M	\$1.7M	\$1.7M	\$1.8M	\$1.8M	\$3.5M	\$12.3M
Local Initiatives	\$2.1M	\$2.6M	\$3.0M	\$3.5M	\$3.5M	\$3.5M	\$18.4M
Carbon Reduction Program	\$2.7M	\$2.8M	\$2.8M	\$2.9M	\$2.9M	\$2.9M	\$17M

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## Overview of Funding Programs

	State Road Modifications	Local Initiatives	Transportation Alternatives
<b>Program Purpose</b>	Advance safety, complete streets, transit and other modifications to state roadways	Advance safety, complete streets, and other local initiatives on county and city roadways	Fund safe and connected infrastructure for non-motorized users
<b>Eligible Projects</b>	Complete streets, traffic calming, intersection modifications	Complete streets, transit capital, freight efficiency, carbon reduction, electric vehicle infrastructure	Pedestrian and bicycle facilities, Safe Routes to School infrastructure
<b>Available Funding</b>	\$20.4M	<del>\$20M</del> <b>\$26M</b> ↑	<del>\$3.1M</del> <b>\$5.1M</b> ↑
<b>Min/Max Funding</b>	\$500K / \$5M	\$250K / \$5M	\$250K / <del>\$1M</del> <b>\$1.5M</b> ↑
<b>Construction Timing</b>	Year 7	Year 5	Year 3

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## SRM Program Scoring

SRM SCORING			
CRITERIA	DESCRIPTION	VALUE	MAX
<b>WHAT</b>			
Pedestrian Facility Type NOTE: Multiply length (per mile) 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	
	Sidewalk or shared use path widenings	1	
	Standalone ADA facility (e.g. ped crossings, bus stops, etc.)	0.2	
Bicycle Facility Type NOTE: Multiply length (per mile) by factor shown in Value column	10'+ shared use path	5	10
	Separated or raised bicycle lanes	4	
	Buffered bicycle lanes	3	
	Designated bicycle lanes	2	
Vehicular Facilities	Project includes TSM components (e.g. connected signals, cameras, vehicle sensors, etc.)	5	20
	Project reduces transit travel time	5	
	Project improves efficient movement of freight in region	5	
	Capacity project improves travel time reliability	5	
<b>WHERE</b>			
Project improves non-motorized facilities at an interchange, bridge, or railroad crossing		5	5
Project improves pedestrian/bicycle facilities in Tier 1 Ped Gap/Bicycle Corridor		5	5
Project benefits traditionally underserved communities NOTE: Determine Traditionally underserved population index within 1 mile of project	Very High	10	10
	High	6	
	Medium	3	
	Low	0	
Project improves aging infrastructure	Facility in unacceptable condition with widespread deterioration	5	5
	Facility in poor condition with significant deterioration	3	
Project improves performance of hurricane evacuation route		3	5
Project reduces susceptibility to inundation by sea level rise and/or annual flooding		2	
Project improves lighting/pedestrian/bicycle facilities in High Crash Dark-Unlit/Ped/Bicycle Corridor per TPA Vision Zero Action Plan		7	7
Project has a defined target speed appropriate for the context classification, has identified preliminary speed management tools, and has support for the speed from the local governing body.		5	5
Project has identified safety countermeasures and has summarized the Crash Modification Factors (CMF) for each countermeasure.		5	5
<b>WHY</b>			
Project will have positive environmental impacts (i.e. mitigation activity, pollution prevention & abatement, stormwater management, pervious materials, etc.)		5	5
Project is endorsed by members of benefit area (HOA, POA, petition, etc.)		3	3
Project maximizes use of TPA funding by enhancing a programmed FDOT RRR project		5	5
Applicant cancels a previously prioritized and funded project within the past 12 months		-5	0
<b>TOTAL</b>		<b>100</b>	

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# LI Program Scoring

LI SCORING			
CRITERIA	DESCRIPTION	VALUE	MAX
<b>WHAT</b>			
Pedestrian Facility Type NOTE: Multiply length by mile 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	
Bicycle Facility Type NOTE: Multiply length by mile by factor shown in Value column	10'+ shared use path	5	10
	Separated or raised bicycle lanes	4	
	Buffered bicycle lanes	3	
	Designated bicycle lanes	2	
Vehicular Facilities	Project includes TSM components (e.g. connected signals, cameras, vehicle sensors, etc.)	5	20
	Project reduces transit travel time	5	
	Project improves efficient movement of freight in region	5	
	Capacity project improves travel time reliability	5	
<b>WHERE</b>			
	Project improves non-motorized facilities at an interchange, bridge, or railroad crossing	5	5
	Project improves service at a transit hub	5	5
	Project improves pedestrian/bicycle facilities in Tier 1 Ped Gap/Bicycle Corridor	5	5
Project benefits traditionally underserved communities NOTE: Determine Traditionally underserved population index within 1 mile of project	Very High	10	10
	High	6	
	Medium	3	
	Low	0	
Project improves aging infrastructure	Facility in unacceptable condition with widespread deterioration	5	5
	Facility in poor condition with significant deterioration	3	
	Project improves performance of hurricane evacuation route	3	5
	Project reduces susceptibility to inundation by sea level rise and/or annual flooding	2	5
	Project improves lighting/pedestrian/bicycle facilities in High Crash Dark-Unlit/Ped/Bicycle Corridor per TPA Vision Zero Action Plan	5	5
<b>WHY</b>			
	Project will have positive environmental impacts (i.e. mitigation activity, pollution prevention & abatement, stormwater management, pervious materials, etc.)	5	5
	Project provides alternative fuel modes of transportation	5	5
	Project is endorsed by members of benefit area (HOA, POA, petition, etc.)	3	5
	Project has been tested as a pilot/pop-up with local funds	2	5
	Implementation via LAP Agreement or FTA Flex	5	5
	Project maximizes use of TPA funding	3	5
	FDOT Implementation with Local Funding for design	3	5
	Applicant cancels a previously prioritized and funded project within the past 12 months	-5	0
		<b>TOTAL</b>	<b>100</b>

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# TA Program Scoring

TA SCORING			
CRITERIA	DESCRIPTION	VALUE	MAX
<b>WHAT</b>			
Bicycle Facility Type NOTE: Multiply length by factor shown in Value column	10'+ shared use path	5	10
	Separated or raised bicycle lanes	4	
	Buffered bicycle lanes	3	
	Designated bicycle lanes	2	
Pedestrian Facility Type NOTE: Multiply length 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	
<b>WHERE</b>			
	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	
Project benefits traditionally underserved communities NOTE: Determine Traditionally Underserved population index within 1 mile of project	Very High	10	10
	High	6	
	Medium	3	
	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, multiple trail intersections, regional parks, designated natural areas or recreational centers	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
<b>WHY</b>			
	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
		<b>TOTAL</b>	<b>100</b>

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**Grant Application Workshop: November 3, 2022 from 2-4:30 p.m.**  
**Applications Due: February 17, 2023 at 5 p.m.**  
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**MOTION TO APPROVE**  
2023 TPA Funding Programs Guidelines  
and Scoring System

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