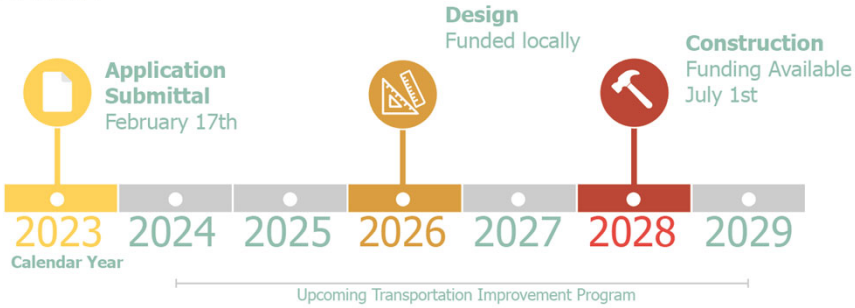
TPA Grant Programs

2023 Application Cycle
Guidelines and Scoring System for
Local Initiatives and State Road Modifications

1

Local Initiatives (LI)

- Lower-cost, non-regionally significant projects
- $26M this grant cycle, $5M max per project
- Complete Streets, transit capital, non-motorized, freight infrastructure



2

Carbon Reduction Strategy Funding

Supports the Bipartisan Infrastructure Law (BIL's) Carbon Reduction Strategy/Program

- Provides $320.4M to Florida over the next five years
- TPA receives $2.9M per year for the LI program
- Purpose of the funding is to reduce transportation emissions from on-road highway sources
- Strategies Include:
  - Reducing single-occupancy vehicle trips
  - Facilitating the use of vehicles or modes of travel that result in lower emissions
  - Facilitating approaches to construction that result in lower emissions

3

New Additional Funding

Funding	2023	2024	2025	2026	2027	2028	Total
Carbon Reduction Strategy Funding	$2.7M	$2.8M	$2.8M	$2.9M	$2.9M	$2.9M	$17M
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

4

Proposed Program Dates

- Program Kick-Off – **October 20, 2022 (TPA Governing Board Meeting)**
- Program Application Workshop – **Thursday, November 3, 2022**
  - Held at TPA office and recorded live.
- Pre-Application Meeting - ***Required*** - **November 7 – January 31**
- Application Deadline – **February 17, 2023**
- Draft Priority Projects List to Committees & Board - **July 2023**
- Final Project Priorities to FDOT - **July 21, 2023**

5

LI Program Scoring

LI SCORING			
CRITERIA	**DESCRIPTION**	**VALUE**	**MAX**
WHAT			
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	
WHERE			
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	
Project improves lighting/pedestrian/bicycle facilities in High Crash Dark-Unlit/Ped/Bicycle Corridor per TPA Vision Zero Action Plan		5	5
WHY			
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	
Project maximizes use of TPA funding	Implementation via LAP Agreement or FTA Flex	5	5
	FDOT Implementation with Local Funding for design	3	
Applicant cancels a previously prioritized and funded project within the past 12 months		-5	0
		TOTAL	**100**

6

State Road Modifications Overview

- Modeled after the LI and TA Programs
  - Will follow the same schedule
- This program funds projects on State roadways
- Complete streets, traffic calming, intersection improvements
- $20.4M Available, $5M max per project, $500K Minimum

7

State Road Modifications Overview

Two types of projects can be submitted through this program.

Stand-Alone Projects

New projects proposed on a State roadway

Modifications to Existing Projects

Enhancements to an upcoming/funded FDOT project.

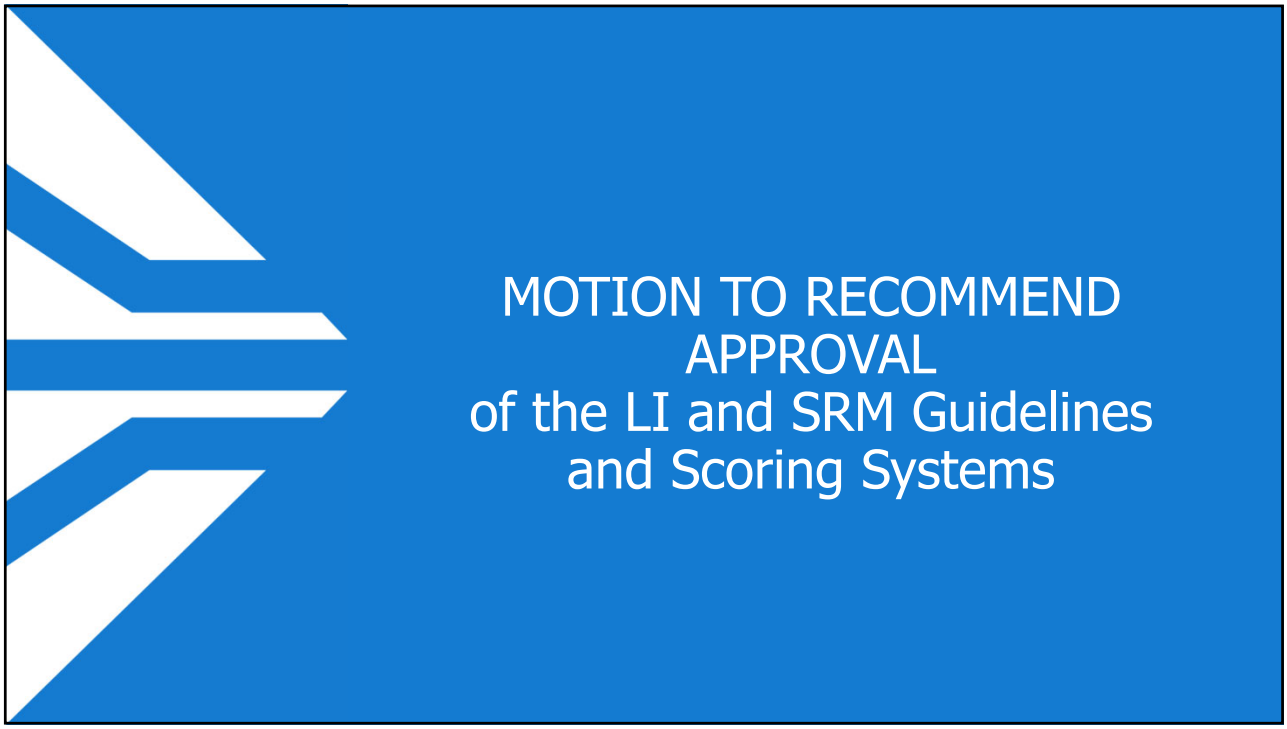
8

SRM Program Scoring

SRM SCORING			
CRITERIA	**DESCRIPTION**	**VALUE**	**MAX**
WHAT			
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	
WHERE			
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
WHY			
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
		TOTAL	**100**

9

10


MOTION TO RECOMMEND
APPROVAL
of the LI and SRM Guidelines
and Scoring Systems

11