TXDOT’S 2019 TA/SRTS CALL FOR PROJECTS

Spring 2019
Program Overview
Workshop Agenda

TxDOT’s 2019 TA/SRTS Call for Projects Overview

- Funding program overview
- Application process

Local Government Project Procedures

- Federal and state requirements
  - Professional services
  - Construction

Best Practices for Detailed Applications

- Design details
- Maps, exhibits, and photographs
- Planning and public support
- Budget considerations
- Project readiness
2019 TA/SRTS Call for Projects Overview

Agenda

• Funding opportunities
• Program Call fundamentals
• Two-step application process
• Call for Projects timeline
• Characteristics by program
• Additional information
FUNDING OPPORTUNITIES
Transportation Alternatives (TA)

- **Available TA Funds**
  - FY 19-20 funds (must let within 3 years)
  - Nonurban areas

- **Future TA Funds**
  - Anticipated FY 21-22 funds (must let within 3 years)
  - *Conditional Project List*
  - Small urban and nonurban areas

Safe Routes to School (SRTS) (infrastructure funding)

- All population sizes
- Remaining SAFETEA-LU funds

Slides 26–35

Slides 36–40
Eligible project locations:

- Projects must be located outside the smoothed boundary of Census Urbanized Areas greater than 200,000 in population, known as Transportation Management Areas (TMAs)

Eligible population areas:

- Nonurban communities (5,000 people or less)

Funding available:

- $10.6 million

Local match requirement:

- 20%
- For Economically Disadvantaged Counties, state-participation is available (discussed in more detail in later slides)
- Eligible in-kind contributions will be considered (discussed in more detail in later slides)

Eligible reimbursable activities:

- Project construction
- TxDOT administrative fee
Eligible project locations:
- Projects must be located outside the smoothed boundary of TMAs

Eligible population areas:
- Nonurban communities (5,000 people or less)
- Small communities (5,001 to 200,000 people)

**FUTURE** funding anticipated (FY 21/FY 22):
- ~$13.5 million nonurban & ~$13.5 million small urban

Local match requirement:
- 20%
- For Economically Disadvantaged Counties, state-participation is available (discussed in more detail in later slides)
- Eligible in-kind contributions will be considered (discussed in more detail in later slides)

Eligible reimbursable activities:
- Project construction
  - TxDOT administrative fee

TA projects must be let within 3 years or risk losing funding.
What is the Conditional Project List?

- At the end of this Call for Projects, TxDOT will develop a prioritized Conditional Project List for:
  - $13.5M future small urban funding
  - $13.5M future nonurban funding

- When next federal transportation bill is passed, TxDOT will recommend projects for funding by the Texas Transportation Commission based on:
  - Initial project ranking (as a result of this process)
  - Project readiness
  - Available funding
Safe Routes to School Funding: History and Purpose

- Originated in Texas as a state-funded infrastructure program
- Safe Routes to School (SRTS) established in 2005 as a federal funding program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- Purpose of SRTS Funding:
  1. To enable and encourage children to walk and bicycle to school
  2. To make bicycling and walking to school a safer and more appealing transportation alternative from an early age
  3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce motorized traffic in the vicinity of schools

*From FHWA Safe Routes to School Guidance (2006)*
Funding Opportunity: Safe Routes to School-Infrastructure

**Eligible project locations:**
- Within 2-mile radius of public, private, or charter school(s)
- All SRTS projects located outside TMAs will also be considered for TA funding

**Eligible population areas:**
- All population areas

**Funding available:**
- $8.7 million

**Local match requirement:**
- 0%. SRTS funding is 100% federal funding

**Eligible reimbursable activities:**
- Project development (design/environmental)
- Construction
- TxDOT administrative fee (15%)
## 2019 TA/SRTS Call for Projects: Funding Sources

<table>
<thead>
<tr>
<th>Program</th>
<th>Location</th>
<th>Population Size</th>
<th>Funding</th>
<th>Local Match</th>
<th>Eligible Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRTS Infrastructure</td>
<td>&lt;2 miles from schools (K-8)</td>
<td>Any</td>
<td>$8.7M</td>
<td>0%</td>
<td>Project Development &amp; Construction</td>
</tr>
<tr>
<td>Transportation Alternatives (TA) Program</td>
<td>Nonurban*</td>
<td>&lt;5,000</td>
<td>$10.6M</td>
<td>20%</td>
<td>Construction</td>
</tr>
<tr>
<td></td>
<td>Small Urban*</td>
<td>5,000 – 200,000</td>
<td></td>
<td></td>
<td>Conditional Project List**</td>
</tr>
</tbody>
</table>

* TxDOT’s TA funds must be administered outside Transportation Management Areas

** Conditional Project Lists will be created to assist TxDOT in prioritizing Nonurban and Small Urban projects for future anticipated federal TA appropriations for FY 2021 - 2022.
PROGRAM CALL FUNDAMENTALS
TxDOT Focus Areas

Project sponsors are strongly encouraged to submit projects that:

- Enhance bicycle and pedestrian safety for people of all ages and abilities
- Improve safety, access, or mobility for individuals with disabilities, especially on-system improvements (within TxDOT right-of-way) in support of TxDOT’s ADA/pedestrian initiatives
- Construct segments identified as part of a Texas Bicycle Tourism Trails network or regional bicycle route for tourism
- Provide access to or between existing bicycle and pedestrian facilities, public transportation, or other mobility options
- Connect important community destinations (such as schools, employment, downtown/commercial/historic districts, medical facilities, and recreational areas)
- Contribute, as an independent element, to a larger public investment
TA/SRTS eligible activities:

- Bicycle infrastructure improvements
- Shared use paths
- Sidewalk improvements
- Infrastructure-related projects to improve safety for non-motorized transportation
Eligible Project Activities – TA and SRTS

Shared Use Paths

Bicycle infrastructure improvements

Non-motorized safety improvements

Sidewalk improvements
Bicycle/pedestrian infrastructure must:

- Be principally for transportation rather than purely recreational
- Benefit the general public
- Have a direct relationship to the surface transportation system

Examples:

- A project located entirely within a school campus or park that is used for internal circulation only - **INELIGIBLE**
- A project along a greenbelt that is part of a long-distance bicycle/pedestrian network – **ELIGIBLE**
  - Circle Trail in Wichita Falls
  - Katy Trail in Denison
  - Northeast Texas Trail
2019 TA/SRTS Call for Projects: *Eligible Project Sponsors*

**TA projects**
- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Nonprofit responsible for administration of local transportation safety programs
- Other governmental entity responsible for oversight of transportation or recreational trails (other than an MPO or a state agency)

**SRTS projects**
- Political subdivisions of the state
  - Cities
  - Counties
  - School Districts, etc.
- State agencies
TWO-STEP APPLICATION PROCESS
2019 TA/SRTS Call for Projects: Two-Step Application Process

**Step 1**
- Preliminary Application (PA)
  - TxDOT eligibility review
  - TxDOT District meeting with eligible project sponsors

**Step 2**
- Detailed Application (DA)
  - Project Evaluation
  - Constructability/Feasibility Review

**Funding Award**
- SRTS
  - Commission action late 2019
- Nonurban TA

**Conditional Project List**
- Anticipated Future Funding
  - Nonurban and Small Urban TA
  - List developed in early 2020
STEP 1: *Project sponsor submits preliminary application (PA)*

PA is a fillable, PDF form which includes high-level project details:

- **Project sponsor information:**
  - Contact information
  - Population area and location

- **Project information:**
  - Name, location, description
  - Project type
  - Funding opportunity pursuing
  - High-level cost estimates
  - Project complexity

STEP 1: TxDOT District Review Meeting with Project Sponsor

Project sponsors are expected to meet with TxDOT District staff to review proposed projects to:

- Discuss program details with project sponsor
- Understand proposed project concept and complexities
- Discuss cost estimates
- Identify project readiness

District meeting timeframe:

- SRTS or Nonurban TA sponsors – by 6/7/2019
- Small Urban TA sponsors – by 8/2/2019

Project sponsors should contact the District TA Coordinator to set up the District meeting if they have not been contacted by April 30, 2019.
STEP 1: TxDOT-PTN Completes Eligibility Review

After April 12, TxDOT-PTN will review all submitted PAs to determine eligibility of:

- project sponsor,
- project location, and
- project activities

Timeframe:
All project sponsors will be notified of funding program eligibility by June 18, 2019

A project that does not successfully complete Step 1 will not be evaluated in Step 2.
STEP 2: Project sponsor submits detailed application (DA)

All eligible projects move to Step 2.

DA is an Excel-based form which collects comprehensive information about the proposed project. Topics include:

- Questions addressing evaluation criteria
- Typical sections, project layout, and maps
- Detailed construction budget
- Demonstration of project readiness
- Resolution indicating local support and commitment to implement project (if awarded)

Timeframe:
- Nonurban TA and SRTS – DA due 8/15/19
- Conditional Project List (Small Urban and Nonurban TA project sponsors seeking FY21-FY22 funding) – DA due 10/30/19
STEP 2: Project evaluation

Evaluation Process:
- Once submitted, each DA is scored based on evaluation criteria
- TxDOT District staff and Division subject matter experts evaluate overall feasibility/constructability

Timeframe:
Nonurban TA and SRTS projects:
- Fall 2019: TxDOT completes project evaluation
- December 2019: Commission project awards anticipated

Conditional Projects List (Nonurban and Small Urban TA) projects:
- Winter 2020: TxDOT completes project evaluation
- Winter 2020: Conditional project list finalized

Criteria Evaluation Categories
2019 TA/SRTS Call for Projects: Timeline

Refer to Table 1 in Program Guide for list of target dates.
TRANSPORTATION ALTERNATIVES (TA) PROGRAM
• Federal TA Set-Aside Program is contained in 23 U. S. C. §133(h)

• Review **FHWA guidance** at: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

• Based on FHWA guidance, MPO’s designated as a TMA will conduct an independent competitive Call for Projects

• TxDOT’s TA Set-Aside Program for population areas of 200,000 or less operates under **rules adopted by the Texas Transportation Commission** (Commission) found in 43 Texas Administrative Code §§11.400 - §11.418 and §§16.153 - §16.154
Nonurban and Small Urban Areas for TxDOT’s TA Funding

TxDOT’s TA funds must be administered outside Census Urbanized Areas of 200,000 or greater, known as Transportation Management Areas (TMAs).

- **Nonurban areas**
  - Population areas of 5,000 or less located outside TMAs

- **Small Urban**
  - Population areas of 5,001 to 200,000 located outside TMAs
2010 U.S. Census Urbanized Area boundary with a population of 200,000 or greater. Referred to as a Transportation Management Area (TMA).

Together the MPO and state Department of Transportation (DOTs) refine the urbanized area boundaries based on logical characteristics with concurrence from FHWA. This results in the smoothed boundary of the TMA.
Areas eligible for TxDOT’s TA Funds

MPOs

TMAs
Additional rules:

- Projects located within a TMA are not eligible for TxDOT’s TA funding. (Project A)

- Projects located outside the TMA but inside MPO boundaries may be eligible for TA funding through Calls for Projects administered by either TxDOT or the MPO. (Project B)

- The same project cannot be submitted to both TxDOT and the MPO for TA funding.
Eligible Activities

- For TA projects, **federally reimbursable activities** include
  - Construction and construction-related activities
- The Detailed Application must include estimated costs for all activities for which the project sponsor is seeking reimbursement
- Reimbursable activities are limited to actual, documented costs incurred **after**:
  - Project award,
  - Advanced Funding Agreement,
  - Federal Project Authorization and Agreement, and
  - TxDOT authorization to proceed

Federal and State requirements must be met for all activities with **federal participation**
Local Match for TA Funding

- Federal TA program requires 20% minimum local match for construction
- TxDOT offers flexibility in local match for construction:
  - Cash
  - Economically Disadvantaged Counties Program (EDCP)
  - In-kind contributions
  - Overmatch
- Local match for TxDOT’s Administrative Fee must be paid in cash

TxDOT’s TA funds may be used for construction and TxDOT’s administrative fee only.
Local Match: Economically Disadvantaged Counties Program (EDCP)

TxDOT identifies economically disadvantaged counties annually based on meeting three criteria:
- Below average per capita taxable property value,
- Below average per capita income, and
- Above average unemployment

- Projects located along or immediately adjacent to on- or off-system roadways that are in an economically disadvantaged county may be eligible for a reduction to local match requirement.
- The 2019 EDCP reduction percentage will be used for projects selected for funding under 2019 TxDOT TA/SRTS Call for Projects.
- A separate EDCP application must be completed after the project is selected for TA funding and before the Advance Funding Agreement (AFA) is signed.
- The county must retain EDCP eligibility at the time the AFA is signed to receive the adjustment.

Local Match: In-Kind Contributions

Definition: In-kind contributions are expenses that the project sponsor pays to develop a project that are later credited toward the sponsor’s local match for construction.

- For TA projects, eligible *in-kind contributions* are limited to:
  - Plans, specifications, and estimates (PS&E)
  - Environmental documentation

- In-kind contributions must be included in the Detailed Application’s cost estimate

- In-kind contributions are limited to actual, documented costs incurred *after*:
  - Project award,
  - Advanced Funding Agreement,
  - Federal Project Authorization and Agreement, and
  - TxDOT authorization to proceed

In-kind contributions = federal participation
TA Evaluation Criteria Based on TxDOT’s Vision and Goals

**Safety**
- Demonstrates need for safety improvement and appropriate safety countermeasures
- Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel

**Connectivity & Accessibility**
- Improves non-motorized routes to destinations of interest
- Supports multi-modal connections
- Eliminates barriers to pedestrians, bicycles, and wheelchairs

**Quality of Life**
- Enhances livability by improving non-motorized access to active living/health facilities/fresh foods and reducing emissions.
- Improves mode choice in underserved communities

**Economic Development**
- Demonstrates economic benefits that exceed infrastructure investments
- Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails

**Community Support**
- Demonstrates commitment to provide the local match
- Public outreach demonstrates positive community support
- Established community partnerships commit to collaboratively implement project

**Project Readiness**
- Demonstrates the ability to advance the project to construction immediately, if selected for funding
- Identifies comprehensive, detailed construction cost estimate
- Meets and/or exceeds design criteria established by US Access Board, FHWA, AASHTO, TxDOT, and/or NACTO
- Past project sponsor performance on previous TxDOT-administered projects

**Planning**
- Project demonstrates a link to formal transportation planning efforts
SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

New TA-funded sidewalk connecting to Early Elementary School
Project Location

- Projects funded with SRTS-Infrastructure funds:
  - may be located anywhere in the state, regardless of population size
  - must be located within a 2-mile radius of K-8 public, charter, or private school
  - should be part of a contiguous route to school facilities

- All SRTS-type projects located outside TMA boundaries will also be considered for TA funding
- Federal SRTS Program is contained in 23 U. S. C. §402


- TxDOT’s SRTS Program operates under rules adopted by the Texas Transportation Commission (Commission) found in 43 TAC §§25.500 - §25.505
Local Match

- No local match is required for SRTS funding
- Project sponsors may choose to provide local matching funds
Eligible Activities

- For SRTS projects, **federally reimbursable activities** include:
  - Plans, specifications, and estimates (PS&E)
  - Environmental documentation
  - Construction and construction-related activities

- The Detailed Application must include estimated costs for all activities for which the project sponsor is seeking reimbursement.

- Reimbursable activities are limited to actual, documented costs incurred **after**:
  - Project award,
  - Advanced Funding Agreement,
  - Federal Project Authorization and Agreement, and
  - TxDOT authorization to proceed

Federal and State requirements must be met for all activities with **federal participation**
## SRTS Evaluation Criteria Based on TAC Rules

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<thead>
<tr>
<th>Safety</th>
<th>Connectivity &amp; Accessibility</th>
<th>Quality of Life</th>
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</table>
| • Demonstrates need for safety improvement and appropriate safety countermeasures | • Improves non-motorized routes to destinations of interest  
• Eliminates barriers to pedestrians, bicycles, and wheelchairs               | • Improves mode choice in underserved communities                                           |

<table>
<thead>
<tr>
<th>Encouragement</th>
<th>Community Support</th>
<th>Project Readiness</th>
</tr>
</thead>
</table>
| • Project includes programs to encourage biking and walking among students    | • Public outreach demonstrates positive community support  
• Established community partnerships commit to collaboratively implement project | • Identifies comprehensive, detailed construction cost estimate  
• Meets and/or exceeds design criteria established by US Access Board, FHWA, AASHTO, TxDOT, and/or NACTO  
• Past project sponsor performance on previous TxDOT-administered projects |

| Planning                                                                                                                                 |
|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| • Project demonstrates a link to formal transportation planning efforts                |                                                                                                      |
FOR MORE INFORMATION...
Project Sponsor Workshop Schedule

- Online access available:
  - February 19, 2019 [https://tasrts_feb19_workshop.eventbrite.com](https://tasrts_feb19_workshop.eventbrite.com)
  - March 7, 2019 [https://tasrts_mar7_workshop.eventbrite.com](https://tasrts_mar7_workshop.eventbrite.com)

- Presentations to be posted on TxDOT’s webpage:

- See Program Guide for full workshop schedule
TxDOT-PTN Bike/Ped Website

https://www.txdot.gov

Available now:
- Program Guide
- Preliminary Application
- Preliminary Application Instructions
- Interactive map showing TMAs/MPOs

Available later:
- Workshop presentations
- Detailed Application
- Detailed Application Instructions
- FAQs

Thank you!

For additional questions and comments, contact:

**YOUR LOCAL TxDOT DISTRICT COORDINATOR**

**Bonnie Sherman, AICP**  
TxDOT – Public Transportation Division  
Bicycle and Pedestrian Program Manager  
TA/SRTS Program Manager  
Bonnie.Sherman@txdot.gov  
(512) 486-5972

**Noah Heath, AICP**  
TxDOT – Public Transportation Division  
Bicycle and Pedestrian Planner  
TA/SRTS Coordinator  
Noah.Heath@txdot.gov  
(512) 486-5973

**Carl Seifert, AICP**  
Jacobs Engineering  
Transportation Planner  
TA/SRTS Program Support  
Carl.Seifert@jacobs.com  
(512) 486-5974  
(512) 314-3191