

November 16, 2021



## AGENDA ITEM 7F

# **CRTPA TRANSPORTATION ALTERNATIVES PROGRAM (TAP) DIRECTION**

TYPE OF ITEM: Action

### **STATEMENT OF ISSUE**

This item provides a discussion related to capping the funding amount sought by applicants associated with CRTPA Transportation Alternatives Program.

### **RECOMMENDED ACTION**

Option 1: Approve the CRTPA limiting the maximum amount of TA funding that may be requested for a TA project to \$650,000.

### **HISTORY AND ANALYSIS**

The CRTPA coordinates the solicitation and ranking of TA projects within the four-county capital region. The process, described below in detail, includes the solicitation of new applications every two (2) years due to the relatively small amount of TA funding that is guaranteed to the CRTPA region (approximately \$310,000) and the high number of applications that are typically received.

Relatedly, given the limited amount of TA funding and the frequently large funding requests sought by TA applicants, staff is proposing to cap the maximum of TA funding that may be sought. Specifically, staff is seeking to cap this amount at \$650,000 per project. This amount reflects an approximately two (2) year CRTPA allocation of such funds.

Benefits associated with placing a maximum cap on the TA funds include:

- Ensures that TA funding is spread throughout the CRTPA region by limiting the submission of projects that could require multiple years of TA appropriation;
- Provides a more realistic reflection of the annual funding appropriation received by the CRTPA and a tailoring submission of projects accordingly.

Such a cap would not preclude applicants from using or seeking other funding placed towards the construction of such projects.

## **Background**

The CRTPA TAP was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.

Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the agency must manage the competitive grant process, necessitating the creation of the CRTPA TAP.

As noted above, the CRTPA receives approximately \$310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding may be available for placement on TA projects within the CRTPA region at the discretion of the Florida Department of Transportation (FDOT).

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially with the CRTPA scheduled to begin soliciting new applications in December (with applications due in early Spring of 2022\*).

\*NOTE- At the time of agenda development, FDOT District 3 had not yet released the TA schedule for 2021/2022.

## **CRTPA TAP Process**

Guiding the CRTPA TAP is the CRTPA TAP Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), review and recommend a ranking of the TA applications to the CRTPA Board. Ultimately, the projects are placed in recommended priority order on the agency's TA Project Priority List for CRTPA consideration and adoption.

The review and ranking of eligible applications by the subcommittee is based upon the adopted CRTPA's TAP Evaluation Criteria (most recently approved at the January 21, 2020 CRTPA meeting), as provided on the following page:

**ADOPTED CRITERIA**

CRTPA TRANSPORTATION ALTERNATIVES EVALUATION CRITERIA*		MAXIMUM POINTS
1	<b>SAFETY</b> (Describe how the project will improve public safety for all transportation users)	20
2	<b>CONNECTIVITY</b> (Describe how the project facilitates or improves multimodal linkages)	20
3	<b>ACCESSIBILITY</b> (Describe how the project contributes to enhanced mobility options for transp. disadvantaged)	20
4	<b>PUBLIC BENEFIT</b> (Describe how the project improves the public travel experience and travel options)	20
5	<b>PROJECT CONSTRUCTABILITY</b> (Describe the project's constructibility related to environmental considerations, etc.)	10
6	<b>REGIONAL PLAN</b> (Describe how the project relates to the adopted plans of the region)	5
7	<b>COMMUNITY SUPPORT</b>	5
<b>Maximum Total Points</b>		<b>100</b>

**NEXT STEPS**

The following provides the general timeline associated with the CRTPA’s 2021/2022 TA Solicitation Cycle:

- November 2, 2021 – CRTPA TA Subcommittee forms for 2021/2022 TA Solicitation Cycle
- December 2021 – CRTPA initiates call for new TA applications for FY 2024 – FY 2028
- December 2021 – TA Informational Public Meeting
- March 2022\* – TA applications DUE
- March 2022 – TA applicant interviews with TA Subcommittee
- March 2022 – TA Subcommittee application ranking meeting
- April 2022 – CRTPA adopts FY 2024 – FY 2028 Transportation Alternatives Priority Project List

\*NOTE: Awaiting release of FDOT 2021/2022 TA schedule

**RECOMMENDED ACTION**

- Option 1: Approve the CRTPA limiting the maximum amount of TA funding that may be requested for a TA project to \$650,000.  
(Recommended)
- Option 2: Board Direction