



## Legislation Text

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**TO:** Mayor and Commissioners  
**FROM:** John Morgan, Environmental Services Director  
**THROUGH:** Chief Neal de Jesus, Interim City Manager  
**DATE:** February 21, 2017

PROPOSED GRANT APPLICATIONS TO THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE 2017 LOCAL INITIATIVE (LI) AND TRANSPORTATION ALTERNATIVE PROGRAM (TAP)

**Recommended Action:**

Motion to Approve the submittal of grant applications for the 2017 Local Initiative and Transportation Alternative Program to the Palm Beach Metropolitan Planning Organization.

**Background:**

The Palm Beach MPO administers two competitive grant application processes annually for the funding of projects located within Palm Beach County. The grant application process typically commences in January, when the MPO posts online application materials. Applications are ranked and recommended for funding by the MPO Advisory Committees and the MPO Board. Scoring criteria is based on the Goals, Objectives and Values of Directions 2040 and the Palm Beach MPO's Long Range Transportation Plan. 2017 project applications to be recommended for funding will be included in the MPO's Project Priority List for Fiscal Years 2019 - 2023 which is anticipated for MPO adoption in mid-2017. The latest Long Range Transportation Plan Directions 2040 carved out future allocations of MPO Surface Transportation funds to be used at the MPO's discretion. As a result, the Local Initiatives (LI) program was created as an annual application process to identify and evaluate potential funding for the better lower-cost, non-regionally significant transportation projects that our communities want and our economies need.

Approximately \$18 Million has been allocated annually to fund projects under the Local Initiatives (LI) Program. Established by MAP-21, the federal Transportation Alternatives Program is a cost-reimbursement program where projects are selected by the MPO but administered by the Florida Department of Transportation (FDOT). The program funds on and off-road pedestrian and bicycle facilities; infrastructure for improving non-driver access to public transportation for enhanced mobility; community improvement activities; environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. Approximately \$3 Million has been allocated annually in recent years to fund Transportation Alternative (TA) projects. The deadline for applications to be accepted by the MPO for the LI & TAP Programs is March 3, 2017. Presentations and review ranking should be completed by the MPO in May 2017.

Eligible Local Initiative project types:

- Transportation system management and operations (ITS), ("complete streets," lighting and / or

safety improvements)

- Transit capital purchases of vehicles, shelters, park-and-ride facilities Non-motorized (buffered and designated bike lanes, sidewalks, shared-use paths)
- Freight (airport or seaport off-site capacity improvements, railway capacity improvements)

Funds allocated for projects during the 2017 application process will be made available July 1, 2022.

Eligible Transportation Alternative project types:

- Eligible applicants for Safe Routes to School include public schools or school districts, private schools, government agencies, health departments, colleges and universities.
- Includes project and programs eligible for funding under the Safe Routes to School (SRTS) program.
- Pedestrian and bicycle facilities
- Infrastructure for improving non-driver access to public transportation
- Community improvement activities

Funds allocated for projects during the 2017 application process will be made available July 1, 2020.

City staff attended the MPO sponsored application workshop in December 2016. Stakeholder input has been requested and staff is suggesting three projects for consideration under the Local Initiative Program along with one application for consideration under the Transportation Alternative Program:

- Barwick Road Complete Street - Atlantic Avenue to the northern City limit (L-30 Canal) - Local Initiative Program - Engineer's Opinion of Probable Cost = \$1,672,013
- Lindell Boulevard Complete Street - Federal Highway to SW 10th Avenue; north on SW 10th Avenue to Linton Boulevard - Local Initiative Program - Engineer's Opinion of Probable Cost = \$2,325,403
- Carl Bolter Drive and Avocet Road loop connection between the Brant Drive bridge and Lindell Boulevard - Local Initiative Program - Engineer's Opinion of Probable Cost = \$440,302
- Linton Boulevard ICWW Bridge Eastbound Protected Bike Lane - similar to existing westbound; eliminate grass strip between curb and sidewalk to provide a wider sidewalk; provide ramp for bicycle access to the protected bike lane from the sidewalk; and include the non-slip bike lane cover on grated portion to prevent cyclists from slipping on the bridge - Transportation Alternative Program - Supported by Palm Beach County Engineering - Engineer's Opinion of Probable Cost = \$1,099,888

City staff considered additional projects for which the cost is too low for grant consideration or require addition vetting by the Florida Department of Transportation as well as additional public outreach to gauge community support. The vetting process will take at least six months. If FDOT approves the projects they assume project management responsibility.

- Pedestrian activated LED embedded crosswalks - East Atlantic Avenue at East 1st Avenue and East 3rd Avenue - cost below \$250K grant threshold
- Bike fix-it stations - cost below \$250K grant threshold
- Bicycle racks/parking on Atlantic Avenue from East 5th Avenue to A1A - cost below \$250K grant threshold
- North Federal Highway Complete Street - George Bush Boulevard to northern City limit (SE 36th Avenue) - FDOT vetting required

- Atlantic Avenue ICWW Bridge - addition of non-slip cover on grated portion to prevent cyclists from slipping on bridge - FDOT vetting required
- Sidewalks and buffered bike lanes on the west side of A1A between Atlantic Avenue and George Bush Boulevard - FDOT prepared a feasibility study (February 2016) which requires vetting as well as more than \$1 million of right-of-way acquisition in order to move forward

**City Attorney Review:**

N/A

**Finance Department Review:**

Finance recommends approval.

**Funding Source:**

N/A

**Timing of Request:**

The deadline for applications to be accepted by the MPO for the LI & TAP Programs is March 3, 2017.