



## 2017 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM CALL FOR PROJECTS FOR NORTH CENTRAL TEXAS REGION

# APPLICATION GUIDE



**Applications due: February 24, 2017, by 5:00PM**

**IMPORTANT:** Federal FAST Act funds has very specific requirements for grants management along with detailed reporting. If you are unfamiliar with Federal regulations and grant requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.

**Project proposals must be received by 5:00 pm, Central Standard Time, on Friday, February 24, 2017.**

NCTCOG must have the submitted application “in hand” at the NCTCOG offices by the February 24 application deadline. A postmark by the established deadline does not constitute an on-time application. In addition, supplemental information, other than administrative clarifications, final resolutions, and easement or access agreement documentation (which can be submitted with the application or after the date but by April 21, 2017), will not be accepted after the application deadline. Nomination packages failing to include any of the requested documentation may be considered incomplete and will be evaluated based on the information provided. Project sponsors are encouraged to submit their proposals far enough in advance of the submission deadline to allow NCTCOG staff to review proposals for completeness.

Project proposals must consist of three (3) original hard copies (including attachments) and one (1) electronic copy of all files on a CD, USB drive or SD card.

Project proposals should be mailed or hand-delivered to:

Mail:

North Central Texas Council of Governments  
Transportation Department  
Attn: Karla Weaver  
P.O. Box 5888  
Arlington, Texas 76005-5888

Physical location:

North Central Texas Council of Governments  
Transportation Department  
Attn: Karla Weaver  
616 Six Flags Drive  
Arlington, Texas 76011

The information in this application is public record. Therefore, applicants should not include information regarded as confidential.

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## A. PROGRAM OVERVIEW FOR THE NORTH CENTRAL TEXAS REGION

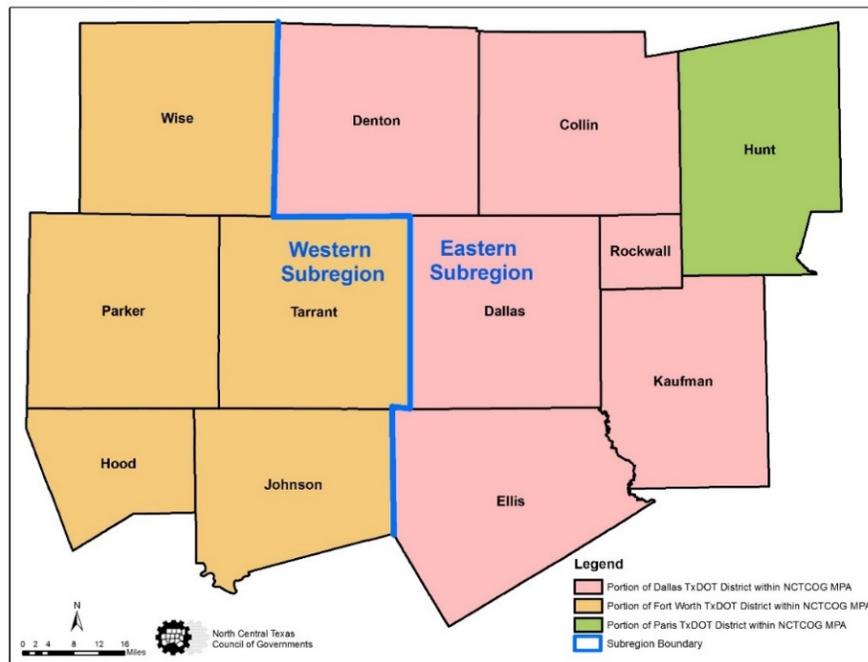
The Transportation Alternatives Set-Aside (TA Set-Aside) Program was authorized under Section 1109 of Fixing America's Surface Transportation Act (FAST Act) (the current transportation funding and authorization bill) and provides funding for programs and projects defined as transportation alternatives. The TA Set-Aside Program is similar to the former Transportation Alternatives Program, Transportation Enhancement, and Safe Routes to School (SRTS) programs.

**Be aware that the program guidelines have undergone changes since the 2014 Transportation Alternatives Program Call for Projects by the North Central Texas Council of Governments (NCTCOG).**

Please review the rules and become familiar with the requirements for the **2017 TA Set-Aside Program Call for Projects for the North Central Texas Region**. General types of projects eligible in the North Central Texas Region include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and pedestrian and bicycle infrastructure associated with Safe Routes to School projects that will substantially improve safety and the ability for students to walk and bicycle to school.

Approximately \$23 million is anticipated to be available to fund TA Set-Aside Program projects in the 12-county NCTCOG Metropolitan Planning Area (for fiscal years 2017/2018/2019 and a remaining portion of 2016). The Regional Transportation Council (RTC) and NCTCOG serve as the Metropolitan Planning Organization for the Dallas-Fort Worth area, and are responsible for selecting projects for the 12-county region through a competitive process in consultation with the Texas Department of Transportation (TxDOT). The NCTCOG Metropolitan Planning Area includes portions of the Fort Worth, Dallas, and Paris TxDOT Districts.

### Dallas-Fort Worth Metropolitan Planning Area



The following list is not all inclusive; it identifies the most basic program facts. Please contact NCTCOG early in the process for questions related to submitting a nomination package.

- **There is no limitation on the number of unique applications that may be submitted by an eligible entity in either project category.** However, entities submitting more than one application in the Active Transportation project category must rank the projects by priority. The same project application cannot be submitted in both categories. Projects submitted by an applicant in the Active Transportation category will not compete with projects submitted in the Safe Routes to School category, and vice versa.
- **Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical termini.** For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.
- **Consistent with other Federal-aid highway programs, TA Set-Aside Program funds require oversight by TxDOT.** After project selection, a determination will be made as to whether the project will be let for construction by TxDOT or the local entity. The local entity is required to implement the project.
- **The Transportation Alternatives Set-Aside Program is not a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished. Note: If the project is let for construction by TxDOT, the outstanding local match and 100 percent of any estimated cost overages will be due to TxDOT 60 days prior to advertising for construction.
- **Local match resolution.** A resolution of local cash-match commitment or a letter of commitment signed by the Chief Administrator or Elected Official to provide the resolution by April 21, 2017, from the eligible entity project sponsor (e.g., local government/agency) must be provided with the application. Non-cash donations can be used on a project but will not count towards the required local match and should not be included in the project budget. A separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.
- **Memorandum of Understanding (MOU).** An MOU or Resolution of Support is strongly recommended for projects located in multiple jurisdictions or applications with multiple supporting entities.

For Safe Routes to School project applications, an MOU or Resolution of Support is required in order to confirm the support by the supporting entity, such as the School Board or Superintendent of the school(s) benefiting from the project. The nominating entity submitting a project application is the designated project lead and is solely responsible for implementation of that project if federal funds are awarded. The MOU/Resolution can be submitted with the application or a letter of commitment signed by the Chief Administrator or Elected Official to provide the resolution by April 21, 2017 can be included.

- **The eligible entity project sponsor is responsible for any and all cost overruns.**
- **The Regional Transportation Council will select projects and authorize funding levels.** Itemized budgets submitted for TA Set-Aside Program funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and NCTCOG to ensure work activities are eligible and

itemized costs are reasonable. Based on available funds, project application requests may not be fully funded.

- **Right-of-Way.** All proposals must provide documentation of the project sponsor’s property rights by title of ownership, long term lease, or easement for all property within the project limits. If properties are currently being acquired, a commitment letter from the current owner must be included with the application indicating that the property’s interest is being provided or sold and will be finalized by April 21, 2017. Documentation of the transfer of the property interest must be provided to NCTCOG no later than April 21, 2017. Properties without full ownership lease and right-of-way documentation will be ineligible. TA Set-Aside funds will not be eligible for right of way or easements.
- **A proposed project on right-of-way maintained by TxDOT is referred to by TxDOT as “on-system” and must follow TxDOT procedures.** Projects that include State right-of-way or have a direct effect on an existing State-maintained roadway must have a letter from the TxDOT District Engineer offering consent for the proposed project. The final project design will be subject to TxDOT approval. If awarded funding, project sponsors will be responsible for securing a land-use permit from TxDOT prior to construction.
- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- **Projects should benefit the general public.**
- **Project sponsors must be willing to execute an Advanced Funding Agreement (AFA) with TxDOT and comply with all federal and state procedures and requirements applicable to development of federal-aid transportation projects. The AFA must be executed by the project sponsor within one year of project selection and advance to construction within three years from the date of selection or risk the loss of funding.** Nominating entities must report a realistic timeframe for project implementation. Because TxDOT will have oversight of funded projects, project sponsors are recommended to review the project’s timeline with a local TxDOT District Office prior to submitting an application. Each District Office has a District Bicycle/Pedestrian Coordinator available to assist applicants with questions related to Active Transportation. Below is the contact information for each District Office’s point of contact:
  - Fort Worth District: Phillip Hays  
Email: [Phillip.Hays@txdot.gov](mailto:Phillip.Hays@txdot.gov) Phone: 817-370-6673
  - Dallas District: Sandra Williams or Maher Ghanayem  
Email: [Sandra.Williams2@txdot.gov](mailto:Sandra.Williams2@txdot.gov) Phone: 214-320-6686  
Email: [Maher.Ghanayem@txdot.gov](mailto:Maher.Ghanayem@txdot.gov) Phone: 214-320-6691
  - Paris District: Sydney Newman  
Email: [Sydney.Newman@txdot.gov](mailto:Sydney.Newman@txdot.gov) Phone: 903-737-9285
- **Incidental costs should be kept to a minimum.** In order to implement a bicycle and pedestrian project, it may be necessary to relocate a water line, replace a street light, and replace or install a crosswalk as part of the project. These items of work would be considered incidental activities. The total amount necessary for incidental costs may not exceed 30 percent of the project’s total itemized construction budget. Additionally, if a sidewalk project includes pedestrian lighting on state right-of-way, TxDOT’s policy dictates that such lighting must also be adequate for the adjacent roadway system. It is essential that the project sponsor consult with the TxDOT District Office to make sure that the project budget allows for this additional cost and that the proposed lighting meets TxDOT’s requirements.

- **Projects, or substantially similar projects, submitted in a concurrent TxDOT-administered TA Set-Aside Program Call for Projects are not eligible for consideration in NCTCOG's TA Set-Aside Program Call for Projects.**

## **B. ELIGIBLE TA SET-ASIDE PROGRAM PROJECT CATEGORIES FOR THE NORTH CENTRAL TEXAS REGION**

The Federally-funded TA Set-Aside Program helps to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. However, the RTC has deemed only the following project categories eligible for application in the **2017 TA Set-Aside Program Call for Projects for the North Central Texas Region**. Please contact NCTCOG staff in advance of application submission for any questions concerning project eligibility under the TA Set-Aside Program Call for Projects for the North Central Texas Region.

### **1. Facilities for Active Transportation (Pedestrians and Bicycles)**

Active transportation projects are those that make non-motorized transport safe, convenient, and appealing. Such projects eligible for TA Set-Aside Program funding include the following activities:

- a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

### **2. Facilities that Improve Safe Routes to School**

[http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/guidance/#toc123542197](http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197)

Safe Routes to School projects improve the safety and ability of students to walk and bicycle to and from a public or private primary or middle school (grades K - 8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are eligible to receive infrastructure improvements. Projects must be within a two-mile radius and within the attendance boundary (if applicable) of the school or schools being proposed for the improvements.

Eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- sidewalk improvements
- pedestrian and bicycle-related signalization/traffic control and signage
- traffic-calming and speed-reduction improvements
- pedestrian and bicycle crossing improvements
- on-street bicycle facilities
- off-street bicycle and pedestrian facilities
- secure bicycle parking facilities
- traffic diversion improvements in the vicinity of schools
- pedestrian lighting (safety)

Eligible entities should submit a separate application for each school campus and the associated infrastructure project(s) that would benefit students walking and bicycling to or from that campus. Projects implementing a Safe Routes to School Plan are strongly encouraged.

Projects including a paved shared-use path (trail) must at a minimum comply with the guidelines set forth by the *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012, Fourth Edition)* and the *Texas Manual on Uniform Traffic Control Devices (2011, Revision 2)* (for example, minimum width of a shared-use path (trail) is 10 – 14 feet). Projects including an on-street bicycle facility must at a minimum comply with the guidelines set forth by the *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (Second Edition)* and/or the *Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide*.

Projects implementing innovative or new treatments and technology are encouraged to apply and serve as a model for the North Central Texas region. Many of these innovative facilities are featured in the above referenced guidance documents, including: separated bike lanes, protected intersections, bicycle facilities with interim approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement, etc.), median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, and bicycle and pedestrian traffic count equipment.

**NOTE: The following elements of Eligible Projects will not be considered for funding under the 2017 TA Set-Aside Program Call for Projects for the North Central Texas Region:**

- Promotional activities and/or SRTS non-infrastructure implementation activities related to education, encouragement, and enforcement
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, scenic overlooks and viewing areas, etc.
- Routine maintenance and operations.

### **C. ELIGIBLE ENTITIES TO RECEIVE TA SET-ASIDE PROGRAM FUNDS**

The Eligible Entities to receive TA Set-Aside Program funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Nonprofit organizations are not eligible as direct recipients for TA Set-Aside Program funds. However, nonprofits are allowed to partner with an eligible entity on a TA Set-Aside Program funded project.

**D. FUNDING AND MATCH REQUIREMENTS FOR THE NORTH CENTRAL TEXAS REGION**

**Funding Target**

The Regional Transportation Council established the following funding target to allocate funds between the western and eastern subregions of the NCTCOG 12-County Metropolitan Planning Area, as well as the minimum and maximum funding award *per project* in either subregion. There is no limitation on the number of project awards per Eligible Entity receiving TA Set-Aside Program funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity’s submitted project applications.

| Western Subregion<br>Fort Worth<br>District Share<br>(34%) | Eastern Subregion<br>Dallas and Paris<br>District Share<br>(66%) | Total TA Set-Aside Program<br>Funding Available |
|--|--|---|
| \$8,038,519  | \$15,407,560   | \$23,446,079                                    |

| <i>Maximum Federal Funding Award<br/>per Project</i> | <i>Minimum Federal Funding Award<br/>per Project</i> |
|--|--|
| \$5,000,000  | \$150,000  |

Note: For Safe Routes to School projects, a nominating entity may submit applications for multiple schools with a combined federal funding request of \$150,000 to \$5 million.

**Minimum Local Match Requirements**

The minimum local match requirement is 20 percent with projects eligible for reimbursement of up to 80 percent of allowable costs. **The local match must be cash.**

## **E. PROGRAM CALL SEQUENCE OF EVENTS**

### **Nomination Submission to the NCTCOG Transportation Department**

Project nominations must be coordinated with and delivered to NCTCOG's Transportation Department office. Project nominators are limited to local and regional entities eligible to receive and manage Federal transportation funds.

### **Evaluation and Selection Process**

The NCTCOG Transportation Department will review each project to ensure that all of the requested documentation has been included. Nomination packages failing to include any of the requested documentation may be considered incomplete and will be evaluated based on the information provided. Supplemental information may not be provided after the Call for Projects closing deadline. NCTCOG will coordinate Federal eligibility with TxDOT and FHWA.

The NCTCOG Transportation Department will evaluate eligible projects that are submitted by eligible entities through a competitive process. NCTCOG reserves the right to award partial funding based on project-specific factors or to combine projects into one award. Recommended projects and specific funding allocations will be made available at public meetings, as well as the Surface Transportation Technical Committee and the Regional Transportation Council. The RTC will make final selection of projects and funding allocations. NCTCOG will notify all selected project nominating entities. Consistent with other Federal-aid highway programs, TA Set-Aside Program funds are administered by TxDOT.

Through this program, the RTC seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers. Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available TA Set-Aside Program funds that implement the priorities adopted by the RTC as outlined in the Active Transportation section of Mobility 2040.

Mobility 2040 recommends prioritizing improvements to active transportation facilities that close gaps within the regional network, increase the use of facilities, improve safety and comfort for pedestrians and bicyclists, and create easier access to destinations including:

- Public transportation facilities (bus stops and rail stations)
- Mixed-use/transit-oriented development areas
- Central business districts and major employment centers
- Educational institutions
- Neighborhood services (e.g. grocery stores, medical centers, and libraries)
- Neighborhoods with transit-dependent populations
- Areas with pedestrian and bicycle safety concerns and high rates of crashes

These destinations and routes are places that generate higher-than-average pedestrian and bicycle traffic. Prioritizing improvements in these areas will create the greatest benefit for people who travel by walking or bicycling. Other factors when prioritizing projects include community support, innovative treatments and technology, cost/benefit analysis, sharing of construction costs, and geographic balance to ensure facilities are evenly constructed throughout the region.

Project applications submitted under the Active Transportation project category or the Safe Routes to School project category will be based on separate evaluation criteria, scoring points, and other factors listed on the following pages as approved by the RTC. Applications in the Active Transportation Projects category will be evaluated independently from applications in the Safe Routes to School category. Thus eligible entities may receive funding awards for projects under both categories. There is no advantage or disadvantage for submitting more than one project application in each category. Additional resources for applicants are available online at [www.nctcog.org/tap](http://www.nctcog.org/tap).

## Active Transportation Project Evaluation Criteria and Scoring

| Category                             | Scoring (pts) | Description  | Factors  |
|--------------------------------------|---------------|--|--|
| <b>Regional Network Connectivity</b> | 25            | Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties   | <ul style="list-style-type: none"> <li>Implements the Regional Veloweb network, including completing gaps between existing paths and extensions of the existing network</li> </ul>   |
| <b>Mobility</b>                      | 20            | Improves connections and access to transit   | <ul style="list-style-type: none"> <li>Implements facilities (sidewalks, paths, on-street bikeways) providing first/last mile access to transit stations and stops</li> </ul>  |
| <b>Safety</b>                        | 15            | Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitable for users of all ages and abilities | <ul style="list-style-type: none"> <li>Improves safety in documented high crash areas through safety countermeasures recommended by a safety report or study such as crossings, bicycle/pedestrian signalization, traffic calming, and separate facilities for various transportation modes</li> </ul> |
| <b>Reducing Barriers</b>             | 10            | Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water                             | <ul style="list-style-type: none"> <li>Provides grade-separated or other barrier crossing improvements with a high level of comfort and suitable for users of all ages and abilities</li> </ul>  |
| <b>Congestion Reduction</b>          | 10            | Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling                       | <ul style="list-style-type: none"> <li>Implements projects in areas with high vehicle congestion areas identified in Mobility 2040</li> <li>Implements projects in areas with a high density of short car trips</li> </ul>   |
| <b>Destination Density</b>           | 5             | Provides access to areas with a high density of major employers and destinations   | <ul style="list-style-type: none"> <li>Improves access to major destinations (schools, employment districts, major employers, high density residential, shopping, entertainment, and other special trip generators)</li> </ul>   |
| <b>Air Quality Benefits</b>          | 5             | Improves air quality by supporting non-motorized facility usage  | <ul style="list-style-type: none"> <li>Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project</li> </ul>  |
| <b>Equity</b>                        | 5             | Improves access to disadvantaged populations and underserved communities   | <ul style="list-style-type: none"> <li>Improves access for areas with greater percentages of minorities and low income households compared to the regional average, and areas with a high density of zero car households</li> </ul>  |
| <b>Local Network Connectivity</b>    | 5             | Implements locally planned priorities  | <ul style="list-style-type: none"> <li>Implements a locally-planned facility identified in an on-street bicycle/pedestrian plan, trails plan, SRTS plan, or other related community master plan adopted by the governing body</li> </ul>   |
| <b>Subtotal</b>                      | <b>100</b>    |  |  |

### Additional Considerations

|  |            |  |  |
|--|------------|--|--|
| <b>Project Readiness and Other Factors</b> | 20         | Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community. | <ul style="list-style-type: none"> <li>Status of engineering/design and construction</li> <li>Status of environmental approvals (if applicable)</li> <li>Status of stakeholder/community feedback and support</li> <li>Additional local funding overmatch (closes a funding gap)</li> <li>Economic vitality (supports community revitalization, redevelopment, and job creation)</li> <li>Benefit versus cost</li> <li>Geographic distribution</li> </ul>  |
| <b>Project Innovation</b>                  | 5          | Project implements innovative or new treatments and technology that can serve as a model for the region                                      | <ul style="list-style-type: none"> <li>Examples may include separated bike lanes, protected intersections, bicycle facilities with interim approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc.</li> <li>Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc.</li> </ul> |
| <b>Total</b>                               | <b>125</b> |  |  |

## Safe Routes to School Project Evaluation Criteria and Scoring

| Category   | Scoring (pts) | Description   | Factors   |
|--|---------------|---|---|
| <b>Implements a Local Plan</b>                       | 20            | Implements a project identified as a priority in a local Safe Routes to School plan           | <ul style="list-style-type: none"> <li>Implements an improvement or facility identified in a Safe Routes to School Plan, School Travel Plan or equivalent section in another plan</li> <li>The SRTS plan addresses all 5 E's: engineering, education, enforcement, encouragement, and evaluation</li> </ul>   |
| <b>Safety</b>  | 20            | Improves the safety of students walking and bicycling to school                               | <ul style="list-style-type: none"> <li>Identification of safety hazards and the potential of the proposed project to address the problems</li> <li>Potential of the project to increase the safety of high numbers of students already walking or bicycling to school in hazardous conditions</li> </ul>  |
| <b>Congestion Reduction</b>                          | 20            | Increases walking and bicycling by students in lieu of motor vehicle trips to and from school | <ul style="list-style-type: none"> <li>Estimated number of students living near the school that would benefit from the improvements and could walk or bicycle to school if conditions were improved</li> <li>Total student enrollment at the school campus</li> <li>Percentage of students living within 2 miles of the school</li> </ul>   |
| <b>Equity</b>  | 20            | Improves school access for disadvantaged populations and underserved communities              | <ul style="list-style-type: none"> <li>Improves access to schools with a high percentage of students classified as economically disadvantaged by the Texas Education Agency school report cards</li> </ul>  |
| <b>Community Support and Stakeholder Involvement</b> | 15            | Builds upon demonstrated community support for walking and bicycling to school                | <ul style="list-style-type: none"> <li>The school or community has demonstrated a commitment to walking and bicycling through events and programs such as Walk and Bike to School Days, pedestrian and bicycle education, Walking School Buses, etc.</li> <li>The application contains letters that indicate community support for the project from those in addition to the applicant and local elected officials</li> <li>A broad range of school, local government, and community stakeholders were involved in identifying the problem and potential solutions</li> </ul> |
| <b>Air Quality Benefits</b>                          | 5             | Improves air quality by supporting non-motorized facility usage                               | <ul style="list-style-type: none"> <li>Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project</li> </ul>   |
| <b>Subtotal</b>                                      | <b>100</b>    |   |   |

### Additional Considerations

|  |            |  |  |
|--|------------|--|--|
| <b>Project Readiness and Other Factors</b> | 20         | Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community        | <ul style="list-style-type: none"> <li>Status of engineering/design and construction</li> <li>Status of environmental approvals (if applicable)</li> <li>Additional local funding overmatch (closes a funding gap)</li> <li>Benefit versus cost</li> <li>Geographic distribution</li> <li>Agency's participation in Regional School Coordination Task Force meetings</li> </ul>  |
| <b>Project Innovation</b>                  | 5          | Project implements innovative treatments and technology or an approach to promoting safe routes to school that can serve as a model for the region | <ul style="list-style-type: none"> <li>Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc.</li> <li>Use of Separated bike lanes, protected intersections, bicycle facilities with Interim Approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc.</li> </ul> |
| <b>Total</b>                               | <b>125</b> |  |  |

## F. PROJECT IMPLEMENTATION

Projects must be implemented as approved by the RTC and as included in the project agreement with TxDOT. Changes in items of work or project scope that occur without advance TxDOT approval will not be reimbursed, and **the eligible entity project sponsor is responsible for any and all cost overruns**. The construction contractor will, in all cases, be chosen through a competitive bidding process approved by TxDOT.

Please remember that the project may be eliminated from the program if:

- Implementation of the project would involve significant deviation from the activities as proposed in the nomination form;
- The project agreement with TxDOT is not executed within **one (1) year** after the project is selected by the RTC; or
- A construction contract has not been awarded or construction has not been initiated by the local entity within **three** years from the date of selection.

The RTC reserves the right to remove funding from a project for which the local sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required minimum local match.

### **Placement of TA Set-Aside Program projects in the Transportation Improvement Program (TIP) and in the Statewide TIP (STIP)**

Entitles awarded TA Set-Aside Program funding are responsible for submitting their project to NCTCOG before the **July 28, 2017** TIP Modification deadline. The TIP and STIP require FHWA approval and are updated quarterly. All TA Set-Aside Program projects must be approved in the TIP and STIP prior to TxDOT and FHWA approval of the Advanced Funding Agreement and Federal Project Authorization and Agreement for any work which the local entity is seeking federal reimbursement. NCTCOG anticipates approval of the STIP approximately November – December 2017.