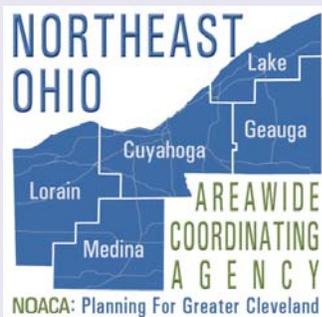


Application Packet for Proposed Federal-Aid Projects



Northeast Ohio Areawide Coordinating Agency

The metropolitan planning organization (MPO) for Greater Cleveland, serving the counties of Cuyahoga, Geauga, Lake, Lorain and Medina

Table of Contents	Page
Introduction	3
Application for Proposed Federal-Aid Projects and Programs	5
Application Process Overview	4
Instructions and Contact Information	5
Application for Proposed Federal-aid Projects and Programs	5
Addendum I: Information Form for Road and Bridge Projects	14
Addendum II: Transportation Alternatives Projects Information	19
Attachment A: Transportation Alternatives Program Application	24
Checklist	28

Updated 2/21/2013

Introduction

It is a goal of the NOACA Governing Board to implement its regional transportation plan, *Connections 2030: A Framework for the 2030 Transportation System*. An important way to achieve that goal is to ensure that all proposed federal-aid transportation projects in the region help carry out the plan. In July 2000 the Governing Board approved a *Regional Transportation Investment Policy* to achieve that purpose. The policy sets guidelines for all proposed federal-aid projects in the region. The policy can be accessed on NOACA's website: www.noaca.org.

The policy requires that proposed Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded projects undergo Project Planning Review (PPR) prior to being placed on the long-range Transportation Plan and/or (short range) Transportation Improvement Program. NOACA's Project Planning Review (PPR) consists of:

- Staff review and assessment
- Committee review, assessment, and recommendations
- Intergovernmental Review and Consultation (IGRC)
- Public Involvement

The information you provide will help us facilitate the PPR for your project and achieve the goals of *Connections 2030: A Framework for the 2030 Transportation System*.

As a first step, all sponsors of proposed projects must complete the portions of the following application packet that pertain to their proposed project. The application is designed to determine your project's planning history and eligibility under all USDOT based federal aid programs. This is a fillable PDF form. Project sponsors should complete the form, save a copy, and email it to: projects@mpo.noaca.org

Note: If the proposed project is located on the NOACA Bicycle Facility Plan and is seeking NOACA federal-aid funds for new construction, reconstruction, or widening, see page 15 of the *Regional Bicycle Transportation Plan*: <http://www.noaca.org/finalbike-plan.pdf>. The Bicycle transportation Plan outlines bicycle accommodation requirements that must be met for this type of project.

For other new construction, reconstruction or widening projects, see NOACA's bicycle and pedestrian requirements on page 23 of NOACA's *Regional Transportation Investment Policy* at www.noaca.org/rtiprev108.pdf.

Application Process Overview:

In general, the process consists of:

Step 1:

Sponsor completes attached application and any necessary addendums (e.g. Information Form for Road and Bridge Projects), attaches appropriate documentation, and emails the information to projects@mpo.noaca.org.

Project applications are currently reviewed on a quarterly cycle. Applications must be received at NOACA at least one month in advance of the start of a quarter. Quarters currently begin July 1, October 1, January 1, and April 1 with associated application deadlines of June 1, September 1, December 1, and March 1.

Step 2:

NOACA staff reviews the application and submitted information for completeness. Staff will make reasonable efforts to aid a project sponsor in completing a largely complete application in time for it to be considered in the current application round.

In addition to staff review, some NOACA committees review and comment on proposed projects from their viewpoint. For example, the Bicycle and Pedestrian Advisory Council may provide comments and/or recommendations related to the bicycle and pedestrian aspects of a proposed project.

Step 3:

- If the information is complete, the project is eligible for federal-aid, and there has been sufficient planning for the project (see 1.4 of the application), NOACA staff completes review of the project. For the majority of project applications, this will result in the following committee review schedule.
 - Month 1 (July, October, January, and April): Presentation of project description, with staff and committee comments to the Transportation Advisory Committee (TAC) for information.
 - Month 2 (August, November, February, and May): Presentation of project to TAC, which typically recommends appropriate Board action for it.
 - Month 3 (September, December, March, and June): Board acts to either add the project to the long range transportation plan and possibly TIP, or to decline the project.
- If the information is incomplete, and efforts to fill in gaps have failed, it is returned to the project sponsor for possible resubmission in a future application cycle.
- If the project is ineligible for federal aid, the project sponsor is notified.

If you have any questions regarding this application, please contact Ed May: 216-241-2414, extension 287 or Renee Daniels: extension 285.

Application for Proposed Federal-Aid Projects and Programs (Planning and Eligibility Assessment)

Instructions and Contact Information:

We need certain information to process your project. While NOACA staff will work with you during this process, it is your responsibility to provide complete information.

This application lists the information and documentation you must provide for proposed projects and programs seeking federal aid (NOACA-controlled Surface Transportation Program [STP] funding, Ohio Department of Transportation-controlled Bridge funding, County STP, County Bridge, Congestion Management/Air Quality [CMAQ], and Transportation Alternatives Program [TAP]).

Specific addendums required for various project types are identified as necessary.

1.1 Project Sponsor (e.g. minor civil division, county engineer, ODOT, etc.) The sponsor must be an eligible recipient of federal transportation funds.

1.2 Contact Person (include job title, phone, fax and e-mail). The contact person should be the person most familiar with the planning for the project and project details.

Name:

Title:

Phone:

Fax:

E-mail:

1.3 Project Title (county, roadway and section, e.g., CUY SR 252 - 4.63 Resurface Columbia Rd. in North Olmsted).

County:

Route:

Section:

Descriptive Title:

Project Detail:

1.4 The proposed project addresses which of the following aspects of the transportation system? Check all that apply:

- New Capacity (Addendum I is required for all capacity projects. Addendum II required for projects seeking Transportation Alternatives funding.)
- Pavement Condition (Addendum I is required for all pavement projects)
- Congestion (Addendum I is required for all congestion management projects). Sponsor should work with staff to prepare a congestion management air quality analysis for any non-capacity adding project.
- Safety (Addendum I required)
- Bicycle
- Pedestrian
- Transit
- Transportation Alternatives (Addendum II required)
- Trucking / Freight Movement (Addendum I required)
- Air Quality (sponsor must work with staff to accomplish congestion management air quality analysis)

1.5 Provide a description (300 word maximum) of the proposed project and the issues it is intended to address. The description should be written in language that an average member of the public can understand.

Application for Proposed Federal-Aid Projects and Programs

1.6 Does the project address an item on a NOACA priority project list in NOACA's Regional Bicycle Plan?

Yes No

1.7 Does the project address the results of an alternatives analysis or other study?

Yes No

If Yes, please provide a copy of the study and/or provide a Web address from which it can be accessed.

Web Location:

1.8 What geography and associated population size/description will the project benefit most?

Geography (e.g. neighborhood, city, county, region, or state)

Population impacted

1.9 Is there authorizing legislation from the council or board of the project sponsor (e.g., ordinance or resolution)?

Yes No

If No, project sponsor should consider acquiring it before submitting application, particularly if interested in implementing the project in the next few years.

If Yes, please provide a copy of it. Note: At minimum, the authorizing legislation should:

- Identify the perceived problem and proposed solution
- State that the sponsor wants to pursue federal aid
- State that the sponsor will pay (or obtain) the non-federal matching share
- State that the sponsor will work cooperatively with all affected agencies (include cooperative agreements where necessary)

- State that the sponsor will abide by all NOACA policies (NOACA’s Regional Transportation Investment Policy can be found on the NOACA website at <http://www.noaca.org/rtip.pdf>)

1.10 Are there confirmed (e.g., council-approved) non-transportation investments in the project area that, are in whole or in part, associated with the project?

Yes No

If Yes, please detail them and provide copies of authorizing legislation and/or agreements. Additional space is available on back pages.

1.11 What is the estimated total cost of the proposed project or program (by phase)?

Phase	Estimated total cost:
Preliminary Engineering	\$
Detailed Design	\$
Right of Way Acquisition	\$
Construction	\$
Total	\$

Note: PE and DD costs are not eligible for NOACA funding unless the project is in an urban core community. Urban core communities are listed in NOACA’s Regional Transportation Investment Policy: <http://www.noaca.org/rtip.pdf>

1.12 Provide the expected schedule for the following milestones for the project. Dates for already completed phases should be entered. NA may be entered for milestones which are not applicable to the proposed project:

Milestone	Estimated Month and Year of Completion
Begin Planning Study	
End Planning Study	
Begin Environmental Clearance	
Purpose & Need Approval	
Preferred Alternative Adopted	
Environmental Document Approved	
Begin Detailed Design	
Design Consultant Selected	
Stage 1 Plans Submitted	
Stage 1 Plans Complete	
Stage 2 Plans Submitted	
Stage 2 Plans Complete	
Stage 3 Plans Submitted	
Stage 3 Plans Complete	
Tracings Complete	
404/401 Permits Submitted	
404/401 Permits Approved	
Final R/W Plans Submitted	
R/W Authorized	
R/W Cleared	
District R/W Certification	
Plan Package Received in ODOT Central Office	
Sale Date	
Award	
Begin Construction	
End Construction	

For NOACA Staff use: Does the ODOT District Office believe the identified milestone dates are achievable?

Yes No

1.13 Identify the proposed non-local funding for the project: Please check the appropriate source[s]:

- NOACA-controlled federal funds
- CEAO-controlled federal funds
- Transit Agency-controlled federal funds
- ODOT-controlled federal funds
- ODOT-Major New Construction funds
- Earmark
- Other (explain)_____
- Unknown

1.14 Identify the proposed local match funding for the project. The local match need not be in hand, but its source must be identified. (Example: general revenues, bonds, private sector contribution, etc.). Additional space is available on back pages.

1.15 Have you applied or will you apply to other agencies for federal or state funds for this project (e.g., Major New Construction funding, Issue 1)?

- Yes No

If Yes, please identify the amount and type of funding applied for, and when the funding is available. Additional space available is on back pages.

1.16 Have you been approved for the funding applied for in 1.15?

Yes No

If Yes, please provide a copy of approval notice / letter.

1.17 Provide the following documents in addition to the authorizing legislation referenced in Section 1.9 with this completed form:

- *A five-year capital improvement plan* that contains an inventory of existing infrastructure, its condition, and the projected capital improvement needs and priorities of the sponsor in the next five-year period.

Note: For communities, the five-year plan documentation submitted to Ohio Public Works Issue 1 districts is sufficient. For transit agencies, an updated TDP is adequate.

- *A maintenance of effort report* that shows transportation infrastructure projects funded by any source during the past two years.

Note: For communities, the maintenance of effort documentation submitted to Ohio Public Works Issue 1 districts is sufficient.

- *Verification of public involvement.* A public hearing is not required, but all projects must be presented at a public meeting where public participation was invited and considered. (In most cases, this will be accomplished through authorizing legislation.)

Note: You can use the checklist on the last page of this application to ensure that all the above required information has been included.

Important: Your application will be returned or you will be contacted, if the above documentation is not provided along with this completed form.

1.18 Notice and Disclaimer

NOACA processes projects on a quarterly cycle. Staff will make every reasonable effort to process this application in a timely manner. However, many factors can affect the length of processing time, such as the number of applications received, project complexity, application completeness and clarity, and staff availability. Upon receipt of this application, NOACA staff will send a notification that the application has been received.

NOACA will make every reasonable effort to program federal funding in accordance with a project sponsor's timetable. However, many factors affect the funding of a federal-aid project. These include project complexity, availability of federal funds, right-of-way issues and competing priorities.

Because of the above factors, NOACA cannot promise that a programmed infrastructure investment will be funded at a specific time or within a specific time frame. The initial programming of a project on the TIP does not guarantee its funding level or schedule. Project sponsors are encouraged to keep informed on the current status of federal-aid funding, and inform NOACA of progress being made in meeting project development dates.

1.19 Signature

By signing this application, the project sponsor attests that the information provided in this form is true and accurate. Further, the sponsor certifies that the above notice and disclaimer is understood.

Project sponsor or representative signature

Signed: _____

Addendum I
Information Form for Road and Bridge Projects

Project:

Project Sponsor:

All projects:

Submit photos of the project that show a typical section, or sections if there is a variation, and the project termini (approaching/adjacent roadway and/or intersections).

Width of existing right-of-way, in feet: _____

Width of proposed right-of-way, in feet: _____

Average daily traffic (include year of count): _____

Projected ADT (include year): _____

Project length: _____ feet or miles?

Percent trucks: _____ %

Existing posted speed: _____ mph

Proposed speed: _____ mph

If on-street parking permitted, give location and times permitted:

Describe any aesthetic impacts, (tree/plant removal, construction of walls, etc):

Additional space is available on back pages.

Application for Proposed Federal-Aid Projects and Programs

If project includes changes to intersection(s), include drawings of intersection configurations, including, as applicable, legs, signage, signalization, and turn movements.

Curbed streets:

Existing pavement width, f/f: _____

Proposed pavement width, f/f: _____

Existing number and width of lanes, including bike lanes:

Proposed number and width of lanes, including bike lanes:

Does the project location currently have sidewalks?

Yes No

If Yes:

Width of existing sidewalks: _____

Width of sidewalks, post-project: _____

If No, will sidewalks be added as a part of the project?

Yes No

If Yes:

Width of sidewalks, post-project: _____

If No, why are no pedestrian accommodations included?

Non-curbed roadways:

Existing pavement width, including shoulders, if paved: _____

Proposed pavement width, including shoulders, if paved: _____

Existing number and width of lanes and shoulders: _____

Proposed number and width of lanes and shoulders: _____

Does the project location currently have sidewalks?

Yes No

If Yes:

Width of existing sidewalks: _____

Width of sidewalks, post-project: _____

If No, will sidewalks be added as a part of the project?

Yes No

If Yes:

Width of sidewalks post-project: _____

Application for Proposed Federal-Aid Projects and Programs

If No, why are no pedestrian accommodations included?

Bridges:

Existing pavement width, f/f: _____

Proposed pavement width, f/f: _____

Existing number and width of lanes, including bike lanes: _____

Proposed number and width of lanes, including bike lanes: _____

Width of existing sidewalks: _____

Width of proposed sidewalks: _____

Does the project location currently have sidewalks?

Yes No

If Yes:

Width of existing sidewalks: _____

Width of sidewalks, post-project: _____

If No, will sidewalks be added as a part of the project?

Yes No

If Yes:

Width of sidewalks post-project: _____

Application for Proposed Federal-Aid Projects and Programs

If No, why are no pedestrian accommodations included?

Note: Fill in data for approach roads above in either "curbed streets" or "non-curbed roadways" as appropriate.

Addendum II

Transportation Alternatives Program

Program Overview

The Transportation Alternatives Program (TAP, or TA) provides funding for programs and projects that advance non-motorized transportation, improve communities, and increase roadway safety for all users. TAP replaces the former Transportation Enhancements Program (TEP, or TE).

NOACA selects TAP projects through the project planning review process; project applications are scored based on their eligibility for TAP funds, the potential economic and social impacts of the project, and the overall benefit a proposed project will provide to the region.

Depending on the number of applications received, the project review period may be longer than the normal three-month project review timeline. Project sponsors will be notified if they submit a TAP application during a time frame when no dedicated TAP funding is available for programming.

To apply, please complete Attachment A, following the information below.

Funding and Eligibility

Available Funds

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21), which establishes TAP as a new formula program. Funding for TAP is derived from MAP-21's core formula programs, and encompasses most activities funded under the Transportation Enhancements Program (TE), Recreational Trails, and Safe Routes to School programs under SAFETEA-LU, the previous federal transportation authorization.

NOACA's TA funding is sub-allocated through ODOT, which receives federal apportionments according to MAP-21. ODOT allocates TAP funds to metropolitan planning organizations based on each region's relative share of the state population.

Eligible Applicants

Local governments and agencies within the NOACA region that are eligible to receive federal-aid transportation funds may submit an application. By law, citizen groups, non-profits, and other private organizations are not permitted to apply. Non-eligible parties are encouraged to work with eligible sponsors in applying for TA funding and advancing projects. Eligible project sponsors include local communities, county engineers, transit agencies, park districts, and other public entities.

Eligible Activities

TAP projects must relate to surface transportation, be accessible to the general public or targeted to a broad segment of the general public, and must meet one or more of the following criteria:

1. Transportation Alternatives:
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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 (ADA)
 - 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 nonmotorized transportation users
 - D. Construction of turnouts, overlooks, and viewing areas
 - E. Community improvement activities, including:
 - i. inventory, control, or removal of outdoor advertising
 - ii. historic preservation and rehabilitation of historic transportation facilities
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - iv. archaeological activities relating to impacts from implementation of an eligible transportation project
 - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
2. The recreational trails program
3. The safe routes to school program
 - A. Infrastructure-related projects including the planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, 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, and traffic diversion improvements in the vicinity of schools
 - B. Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs
 - C. Safe Routes to School coordinator

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

Ineligible Activities

MAP-21 eliminated the definition of Transportation Enhancement (TE) activities and replaced it with a definition of Transportation Alternatives (TA), which does not include eligibility for certain activities that were previously eligible under the TE program:

- A. Safety and educational activities for pedestrians and bicycles
Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding)
Note: Some of these activities may be eligible under the Highway Safety Improvement Program (HSIP); non-construction projects for bicycle safety remain broadly eligible for Surface Transportation Program (STP) funds
- B. Acquisition of scenic easements and scenic or historic sites
- C. Scenic or historic highway programs (including visitor and welcome centers)
 - i. **Note:** A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible
- D. Historic preservation as an independent activity unrelated to historic transportation facilities. **Note:** Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity
- E. Operation of historic transportation facilities
- F. Archaeological planning and research undertaken for proactive planning; this category now must be used only as mitigation for highway projects
- G. Transportation museums

Please note that TA funding **cannot** be used for landscaping and scenic enhancement as independent projects. Landscaping and scenic enhancement may be included in the construction of any Federal-aid highway project, including TAP funded projects.

Additional Resources

- National Transportation Alternatives Clearinghouse (<http://www.ta-clearinghouse.info/index>)
- Federal Highway Administration, Transportation Alternatives Interim Guidance (<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>)

Funding Provisions

The Transportation Alternatives Program is not a grant program, it is a federal-aid program that operates on a reimbursement basis as work progresses. Prior to construction, NOACA, ODOT and the Federal Highway Administration (FHWA) must approve the project.

A professional engineer, architect or other appropriate professional discipline must certify cost estimates. The estimate should include a 10 percent contingency and an amount for inspections.

Application for Proposed Federal-Aid Projects and Programs

It is important that cost estimates be accurate because NOACA will cap the project amount. It is also advisable that costs be forecast for two years into the future considering the time element to bring a project to fruition. The funding limit for TAP projects is \$1.5 million, although exceptions can be made for exceptional projects deemed to be regionally significant. Requests for funding that exceeds this amount will require a NOACA Board-approved waiver of this funding limit.

The TE program will fund up to 80 percent of the construction or implementation cost of a project up to the approved funding amount. The applicant is required to match a minimum of 20 percent of the construction or implementation cost. Actual fund/match ratios within these guidelines will be determined by the NOACA Board at the time of project selection.

The sponsor's match amount must be identified prior to advertising for bids. The applicant additionally is required to finance the architecture/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase, and environmental remediation, if necessary. These costs cannot be credited toward the applicant's share of the construction or implementation costs.

Project Eligibility Guidelines

To be eligible for funding, a TAP proposal must meet the criteria established in MAP-21 and the following requirements:

1. All proposed projects must have a relationship to surface transportation. Proximity to a highway or transportation facility alone is not sufficient to establish a relationship. Bicycle and pedestrian projects must go from point A to point B, and perform a transportation function
2. A proposed project must be one of the qualifying activities
3. The applicant is responsible for all plan development, project planning, design, architectural, environmental and engineering costs for the project
4. Federal law requires that federally funded projects conform to the National Environmental Policy Act (NEPA), the Americans with Disabilities Act (ADA), and the National Historic Preservation Act (NHPA). To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation
5. Any property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended
6. Engineering and architectural designs for all facilities must conform to the Americans with Disabilities Act
7. The local match is required to be cash. In-kind contributions cannot be accepted as part of the local share
8. The proposed TAP funded project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the TA proposal)

Application for Proposed Federal-Aid Projects and Programs

9. The applicant must demonstrate the ability and commitment to manage and maintain the project after completion
10. The structure or site must be on or eligible for the National Register of Historic Places to be eligible for TAP funding

Sponsor Responsibilities

1. If the project is selected by NOACA, the project sponsor must coordinate with the ODOT district for their area
2. Secure the match amount prior to advertising for bids
3. Carry out and comply with all federal, state, and local laws, and acquire environmental approvals and any required permits from the appropriate federal, state, and local agencies
4. Acquire building and other local permits, if applicable
5. Obtain appraisals, if applicable
6. Acquire the necessary rights-of-way or property interests
7. Estimate costs for rehabilitation work
8. Provide all plan development and design work
9. Develop bids for contract work
10. Be the project manager, with full responsibility for completing the project as planned and budgeted
11. Maintain documentation on the project for auditing purposes
12. Pay all costs over and above the capped amount
13. Arrange to maintain the project after completion

Common Problems

Please be careful to fully consider the proposed project from concept to construction, and if you have any questions, feel free to contact NOACA staff. Below are some common issues project applicants encounter:

1. Lack of an eligible project sponsor for the project
2. Incomplete cost estimates
3. Land acquisition efforts that do not take federal laws into account
4. False assumptions that funds will be available (as a grant) in advance, instead of as a reimbursement
5. Unfamiliarity with reimbursable expenses
6. Lack of knowledge of federal, state, and local legal requirements
7. Unrealistic expectations about the length of time it will take to complete the project
8. Underestimating the work involved in designing and/or constructing the project

ATTACHMENT A

TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

INSTRUCTIONS: Complete the form and submit a digital copy of the completed application to NOACA. **Please fully describe the project in the main application.**

Project: _____

Project Sponsor: _____

Check the Transportation Alternatives activity or activities for which application is being submitted.

- 1. Transportation Alternatives:
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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 (ADA)
 - 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 nonmotorized transportation users
 - D. Construction of turnouts, overlooks, and viewing areas
 - E. Community improvement activities, including:
 - i. inventory, control, or removal of outdoor advertising
 - ii. historic preservation and rehabilitation of historic transportation facilities
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - iv. archaeological activities relating to impacts from implementation of an eligible transportation project
 - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - v. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
 - vi. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- 2. The Recreational Trails Program

- 3. The Safe Routes to School Program
 - A. Infrastructure-related projects including the planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, 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, and traffic diversion improvements in the vicinity of schools
 - B. Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs
 - C. Safe Routes to School coordinator
- 4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

Bicycle Facilities (Mark All That Apply)

- On road facilities
 - Paved shoulder (at least 4 ft.)
 - Shared signed roadway (indicates preferred bicycle route)
 - Bicycle lanes (at least 5 ft.)
 - Bicycle boulevard (through street for bicyclists, local access for motorists)
 - Buffered bike lanes (at least an 18 in. buffer between bike lane and travel lane)
 - Cycle track (physically separated from motor traffic and the sidewalk)
- Off road facilities
 - Shared/Multi use path (at least 10 ft. in general)
 - Sidepath (shared use path adjacent to the roadway)
- Bicycle parking
- Bicycle oriented wayfinding

Pedestrian Facilities (Mark All That Apply)

- Sidewalks
 - New sidewalks
 - Sidewalk extension (length)
 - Sidewalk widening (width)
 - Lighting
- Crosswalks
 - New designated crosswalks
 - Upgrades to existing crosswalks
 - Crosswalk signalization
 - Pedestrian refuges/islands
 - Curb ramps (ADA compliance)
 - Lighting
- Transit waiting facilities
 - Shelters
 - Benches
 - Lighting
 - Route information
- Pedestrian oriented wayfinding

- | | | |
|--|------------------------------|-----------------------------|
| Will the project impact the number of travel lanes? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Will the facility cross any existing bridges? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Is there a need to construct new bridges? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Are there any tunnels or underpasses the facility will pass through? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Is right-of-way needed? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Adjacent Land Uses (Mark All That Apply)

- | | | | |
|--------------------------------------|--|-----------------------------------|------------------------------------|
| <input type="checkbox"/> Residential | <input type="checkbox"/> Commercial | <input type="checkbox"/> Office | <input type="checkbox"/> Mixed use |
| <input type="checkbox"/> Industrial | <input type="checkbox"/> Institutional | <input type="checkbox"/> Parkland | <input type="checkbox"/> Railway |

Checklist

Check the following boxes to help ensure that you have completed all parts of this application.

- Five-year capital improvement plan has been included
- Maintenance of effort report has been included
- Authorizing legislation has been included
- Verification of public involvement has been documented
- Notice and disclaimer have been read and understood
- Application has been signed and dated
- Contact person has been identified
- Applicable addendums have been completed

Application for Proposed Federal-Aid Projects and Programs

Application for Proposed Federal-Aid Projects and Programs

Application for Proposed Federal-Aid Projects and Programs