TRANSPORTATION ALTERNATIVES PROGRAM FUNDING
APPLICANT GUIDE FOR CY 2024 CALL FOR PROJECTS

PRTPO issued a Call for Projects for Transportation Alternatives (TA) program funding on December 20, 2023. PRTPO will award approximately $2 million in funding. This includes TA revenue attributed to fiscal years 2025 through 2028.

This Guide is intended to support applicants' understanding of the process and how to complete the TA application form. Detailed federal requirements regarding project and sponsor eligibility can be found in the Appendix. This is a federal funding program with requirements over which PRTPO has no control. Applicants are responsible for knowing if this is a suitable funding opportunity for their particular proposals.

If there are questions not addressed in this Guide, please contact:

Thera Black
PRTPO Coordinator
360.878.0353
TheraB@PeninsulaRTPO.org

KEY MILESTONES

20 Dec Launch Call for Projects. Application packets distributed and posted.

22 Feb Deadline for draft application review [optional pre-submittal review, ***new***]

4 Mar Final application packets due (~11 weeks)

8 Mar TAC members receive application packages and begin individual reviews

21 Mar TAC conducts formal project evaluation and prioritization process and recommends TA awards to the Board

19 Apr Board considers TA applications, TAC recommendation, and awards funding to priority TA projects

PROCESS FUNDAMENTALS

Available Funds

PRTPO will program $2,016,000 in TA funds, to be obligated in 2024-2028. Project awards and obligations are not constrained by annual funding amounts. This 2024 process does not commit post-2028 funds.

Funding Cap

There is no cap on the amount of funds that can be requested for a project. *Sponsors understand that it is PRTPO's intent to generate as much regional benefit as possible with this investment.* The larger the funding request, the more value and regional benefit should be evident in the proposal.

One Phase Per Proposal

Infrastructure projects typically entail two or more phases, from start to finish. Each TA proposal can include only one project phase, but multiple proposals may be submitted for different phases of the same project. For example, an applicant may apply for the PE phase of a project and the CN phase of that project at the same time, presumably with different schedule expectations. It should be clear to reviewers from the applicant's priority array, schedules, and project descriptions if related proposals are financially dependent or independent phases.

Limit on Number of Proposals

Applicants may submit more than one proposal but must indicate their own internal priorities among the proposals submitted. If one is financially dependent on another, it should be reflected in the priorities and project descriptions.

Ability to Proceed in a Timely Way
Project sponsors should provide realistic estimates of the proposed timeline, especially regarding project obligation. PRTPO cannot fulfill its program responsibilities otherwise, and risks losing regional funding authority if schedules slide. If projects fail to obligate as scheduled, Local Programs can sanction PRTPO's TA funds and give them to another region. Funding recipients might have funds deferred to a future funding cycle if projects are unable to proceed as indicated. It is preferable to obligate earlier than indicated in the application rather than later.

Potential Rural-Urban Balancing
PRTPO may adjust priorities based on attributed levels of rural and urban funding distributions. The table below illustrates the funding levels WSDOT attributes by geographic area. PRTPO is not constrained in its programming decisions by these amounts, but it is an option the Executive Board may exercise when making its funding decisions to better align with attributable geography and equity considerations.

Attributable Amounts by Geography			
Total	**Rural**	**Urban**	**Any Area**
$ 2,016,000	$ 745,698	$ 561,418	$ 708,884

Contingency Awards
In addition to identifying projects to receive a confirmed award of TA funds, the Board may identify Contingency Awards. Contingency Awards specify how any additional funds that come available within this time period should be allocated, or what project might move forward if a project initially selected for funding cannot obligate as scheduled. Contingency Awards retain no special standing when the next Call for Projects is conducted.

Next Call for Projects
It is PRTPO's intent to conduct another call for TA projects in 2027 with funding attributed to FFY 2029-2032, maintaining a four-year funding cycle. Future processes will account for realized differences between actual and projected funding in previous processes, rolling any funding increases or reductions associated with prior years into the subsequent call for projects.

Minimum Qualifying Requirements

To be eligible for consideration, each proposal will need to demonstrate the following:

- **Eligible Project Type**
  All project types eligible for TA funding under federal law may be considered in this process. Eligible TA activities account for a wide range of project types. See Attachment A for the list of eligible project types.

- **Eligible Project Sponsor**
  All entities eligible to receive TA funds under federal law are eligible to apply. Eligible project sponsors include municipalities, transit agencies, tribes, natural resource or public land agencies, non-profit entities responsible for local transportation safety programs, and regional planning agencies. State DOTs are not eligible to apply for TA funds, but they can partner with eligible sponsors on project delivery.

- **Eligible Project Location (new)**
  PRTPO is directing TA funding to projects located in rural counties of the Peninsula Region. This supports the Bipartisan Infrastructure Law requirement that project prioritization considers location and impact in high need areas such as rural areas. Eligible projects located in Clallam, Jefferson, or Mason Counties satisfy this geographic equity criterion for this funding process.

- **Evidence of Project Standing**
  Eligible proposals must advance a project, program, or service included in a locally adopted TIP, TDP, CFP, or regional plan, or that is explicitly identified in another public plan that has gone through a public input or review process. This helps to address needs vetted through a public process as well as ensure regional consistency with local plans.

- **CA Status or Sponsor**
  Federal funds have special project administration requirements over which PRTPO has no control. Applicants must have Certification Acceptance (CA) status or provide evidence that WSDOT or another CA entity will oversee the project.

  Important: Project sponsors who do not have Certification Acceptance (CA) status from Local Programs are not disqualified. However, they must demonstrate they have obtained a commitment from WSDOT Olympic Region Local Programs or a CA agency to administer their project if awarded federal funds. Non-CA project sponsors are advised to contact WSDOT or a potential CA administrator early in project development to make this commitment easier to obtain.

  Please contact John Ho at Olympic Region with any questions or to obtain a CA commitment
  360.357.2631 HoJohn@wsdot.wa.gov

Factors That Go Into Determining Regional Priorities

Due to the nature of this funding source, priorities are assessed through a multi-faceted review and evaluation process. Each project is evaluated on its own merits and in consideration of the wide range of benefits associated with different project types. The application offers applicants the latitude to explain unique merits of each proposed investment in a manner appropriate for that project type. There are, however, some universal considerations that go into determining regional priorities regardless of project type.

- **Feasibility of Proposed Project and Schedule**
  Feasibility is a professional assessment of the complexity of the project compared to the proposed schedule and budget. Sections 2, 3, and 4 of the application provide important information for this assessment.

- **Availability of Additional Funds**
  New in 2024 is the opportunity for local agencies to receive 100% federal funding for TA projects selected by PRTPO. This eliminates the 13.5% match requirement from being a barrier to participating in this funding program. At the same time, it means available funds won't go as far when projects are funded at 100%. Project sponsors providing 13.5% or more in matching or partnership funds (below) are committing outside resources to their project which helps to accomplish more with the regional funds that are available. This is factored into the evaluation of funding priorities, but it is not a pass/fail eligibility criterion or over-riding consideration.

- **Partnerships**
  Proposals with financial partners demonstrate buy-in from other entities and help to stretch limited TA funds. These financial contributions are called out separately on the application form. If applicants identify financial partners, they should include evidence of that commitment in the application materials. This can be in the form of a simple letter or an email from the responsible official with that funding partner.

- **Infrastructure "Shovel-Readiness"**
  Shovel readiness only pertains to infrastructure projects. Section 4 of the application deals with Project Delivery and factors that make an infrastructure project "shovel ready." Infrastructure proposals for which all pre-construction work has been completed and environmental permits secured are considered "shovel-ready" projects. From a grant-award perspective, there are multiple benefits to a shovel-ready infrastructure project over one that still has pre-construction work to do: public benefit sooner rather than later; vastly lower risk of project delays or cost overruns

including environmental surprises that can create setbacks; and locally demonstrated progress on project delivery. These are not prevalent concerns with non-infrastructure projects.

- **Scalability for Partial Funding**
  Some projects lend themselves to partial funding if there is not enough revenue to fully fund the proposal. Partial funding can be a strategic option for projects with functional segments or elements. For example:
    - a proposal would repave a corridor segment from Point A to Point C but if not funded in its entirety, the agency is willing to accept funding for Points A to B rather than forego any funding
    - the project sponsor would like to fund a three-year program but is willing to accept funding for two years rather than forego any funding

  Section 3 asks applicants to indicate whether their proposals are scalable and to specify the funding amount and a logical segment or component that can proceed with partial funding if full funding is not available. If partial funding is not practical, please indicate that on the form.

- **Mobility Benefits in High-Need Areas (New)**
  New in 2024 is a federal requirement that PRTPO consider "project location and impacts in high-need areas such as low-income, transit-dependent, rural, or other areas" when prioritizing projects for TA funding. This is accomplished in two ways through the PRTPO process.
  First, PRTPO is restricting this call for projects to those proposals located in rural counties of the region outside of metropolitan areas, recognizing rural parts of the region as high-need areas for this funding solicitation. This precludes proposals from Kitsap County members since Kitsap County is an urban county within a metropolitan region, in addition to the Peninsula region. This is not a change from previous processes but aligning eligibility factors with federal requirements supports WSDOT in its efforts to demonstrate compliance with the new federal requirements.
  Second, this process considers the location and impacts of projects relative to people at high risk of mobility insecurity. PRTPO will use tools developed by the Department of Health's Washington Tracking Network (WTN) to geographically locate projects by census tract. PRTPO will use the Social Vulnerability Index associated with WTN Environmental Health Disparities metrics, specifically poverty statistics and household composition statistics. These tools rank census tracts statewide, affording a high-level assessment of mobility insecurity in the vicinity of proposed projects. Reviewers will see the geographic distribution of proposals and the relative degree of social vulnerability attributed to the census tracts.
  In addition, a new section of the form asks applicants to describe how their proposals may affect those with mobility insecurities. Applicants may address affected population groups highlighted at the census tract level or explain at a finer level of detail nearby community characteristics and potential benefits afforded by the proposed project. This will be a factor during the evaluation and prioritization process. Appendix B of this Guide has maps of these metrics for reference by project sponsors. PRTPO staff will provide mapped locations for each review packet based on the project coordinates applicants provide, for consideration by reviewers during evaluation.

PROJECT SUBMITTAL

A complete application package consists of a pdf of the signed application form, vicinity map(s), CA sponsor confirmation (if applicable), funding partnership letter (if applicable), and a maximum of five additional pages of project information that is not already presented in the application. These additional pages may include illustrations or design concepts, letters of support, specific excerpts from the originating plan or study, or any other info that will help reviewers to better understand and evaluate project need and benefits. Applicants are asked to adhere to the page limitations to ensure all projects receive the same consideration, and out of respect to the reviewers.

[New in 2024!] Applicants are invited to submit draft applications for pre-submittal internal review with PRTPO staff by February 22nd to check for completeness and clarity of the application package and identify any potentially ineligible components or errors to correct before final submission. This allows project sponsors to make any corrections before the final application due date. Applications formally submitted by March 4th are expected to be complete and correct and will be the basis for the formal review and prioritization process from that point forward.

Project Evaluation and Ranking Process

Project review and prioritization is conducted by members of PRTPO. TAC members conduct the initial review. The TAC evaluation results in a recommendation to the Executive Board on a priority funding array. The Board reviews the proposals and TAC recommendations before making its funding decision. Following are details of those two processes.

TAC Project Review and Prioritization Process

Projects undergo a multipart review before the TAC makes its funding recommendation to the Executive Board.

1. **Initial Review**
   On March 8th TAC members will receive an application package for initial review along with review guidance. Each TAC member individually reviews the application materials and notes any questions or follow-up information needed to understand the project proposals. A two-week window is scheduled for this prior to the TAC's full evaluation and prioritization meeting on March 21st.
2. **Prioritization and Funding Recommendation**
   The full TAC evaluation process begins with a general discussion of the projects and materials received for review. The TAC meets virtually via Zoom. Applicants are invited and encouraged to attend, at least for this part of the evaluation. A brief overview of each project includes an opportunity for TAC members to clarify any outstanding questions with project sponsors that came up during their individual reviews. The objective is for every member of the TAC to be clear on what each proposal entails, the likely benefits it will generate, the cost and funding ask, and the overall project feasibility and suitability as described before the evaluation and prioritization gets underway.

   TAC members use a Pairwise forced choice model to evaluate and rank the applications. The Pairwise model compares every proposal to every other proposal, resulting in a composite score from high to low of the relative priorities. This will be used to build consensus on rank order priorities. The TAC's final recommended funding array will begin with rank priorities but may entail adjustments based on funding limitations or unique factors identified and documented in the review process.

   Documentation of the prioritization and funding recommendation process will summarize the TAC process and highlight any notable issues, opportunities, or points of dissent. The TAC's recommended funding array and process documentation will be forwarded to the Executive Board for its consideration.

Executive Board Project Review and Funding Decision

The Board will conduct its own review of the applications on April 19th, relying heavily on the TAC vetting and prioritization process to inform its discussion. The Board will consider the TAC's recommendation in its discussion as well as any other policy considerations that may be warranted in its determination of funding awards. The Board will take action to award approximately $2 million to priority TA program projects and may identify a list of contingency projects to proceed if selected project(s) cannot proceed as described or if additional funds become available.

Further Notes on Completing the 2024 TA Application

- NEW with the 2024 TA process is the opportunity for applicants to receive 100% federal funding for their projects with no local match requirement. WSDOT is doing this by means of "toll credits" that the state has accrued over the last three decades and can use for this purpose. WSDOT is making this option available to ensure the minimum 13.5% local match requirement is not a financial barrier to applying, and to help federal funds flow expeditiously. Fully funding projects does limit how far the region's TA funds can go, though, so it is a consideration when weighing project priorities.
- NEW with this 2024 TA process, applicants must provide latitude and longitude coordinates for their projects in Section 2. This will be used to map the projects and to geo-locate them in census tracts to support equity analysis. To get project coordinates, applicants simply open Google maps, click on the accurate location of their project on the map, and then "right click" to get coordinates that can be pasted directly into the application form. Please contact PRTPO Coordinators if you need help in getting this information.
- Some sections of the application request information pertaining to infrastructure projects and to non-infrastructure projects. Applicants should complete the information relevant to their project type and leave the other fields blank.
- The application should be signed by someone with the authority to commit the sponsor to delivering the project on the terms described in the proposal. This person will be different in different agencies, but it regularly includes the Chairman, Mayor or city manager, the city engineer or public works director, or the General Manager. While a signed and scanned signature page or a digitally signed page is preferable, it is acceptable to simply type in the name with that person's approval.
- Three PRTPO plans have particular bearing on this call for projects and are linked below. All are available on the PRTPO website.
    - The Regional Transportation Plan is PRTPO's long-range plan. Applicants are asked to briefly speak to ways that their project proposals support the goals and policy intent of the RTP.
    - The Human Services Transportation Plan may also have value for projects demonstrating the equity benefits associated with a particular proposal. The new federal emphasis on equity is closely aligned with HSTP priority concerns. The new federal emphasis on equity is closely aligned with HSTP priority concerns.
    - Peninsula Regional Non-Motorized Connectivity Study**,** adopted in January 2019, provides useful information on system needs and strategies to improve multimodal connectivity. This information may have bearing on some project types.
- "Vulnerable Road User Safety Assessment" means an assessment of the safety performance with respect to vulnerable road users and a plan to improve the safety of vulnerable road users.
- *Safe Routes to School* (SRTS) non-infrastructure projects, traffic education, and enforcement activities must take place within about two miles of a primary, middle, or high school. Other eligible SRTS non-infrastructure projects do not have a location restriction. SRTS infrastructure projects eligible under 23 USC 208(g)(1) do not have location restrictions because SRTS infrastructure projects are broadly eligible under other TA set-aside eligibilities.

ATTACHMENT A

TRANSPORTATION ALTERNATIVES PROGRAM – FEDERAL REQUIREMENTS

The Transportation Alternatives program is a federal funding program. There are federal rules governing eligible project types and applicants, rules over which PRTPO has no control. This attachment identifies eligibility requirements and includes FHWA responses to some frequently asked eligibility questions.

ELIGIBLE PROJECTS (23 U.S.C. 133(h)(3))

1. Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)] includes any of the following activities:

    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 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 nonmotorized transportation users.

    D. Construction of turnouts, overlooks, and viewing areas.

    E. Community improvement activities, *which include but are not limited to*:

        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; and

        iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.

    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, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or

        ii. (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).

2. The recreational trails program (RTP) under 23 U.S.C. 206 of title 23. See the Recreational Trails Program section.

3. The safe routes to school program (SRTS) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

    A. Infrastructure-related projects.

    B. Non-infrastructure-related activities.

C. SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists "managers of safe routes to school programs" as eligible under the non-infrastructure projects.

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

   A. See *Boulevards from Divided Highways* for examples.

5. NEW in the 2021 IIJA/BIL/STRA Infrastructure Package:

   A. Installation of electric vehicle charging infrastructure, including e-bike infrastructure

   B. Installation of measures to protect a transportation facility from cyber threat

   C. Projects to increase tourism

   D. Wildlife collisions mitigation

   E. Resiliency improvements

   F. Activities in furtherance of a vulnerable road user safety assessment (as defined in 23 U.S.C. 148(a)).

NOTE: TA projects must benefit the general public (23 CFR 1.23 and 23 CFR 460.2).

Not Eligible: TA Program funds cannot be used for the following activities:

- State or MPO administrative purposes. Exceptions:
  - See FHWA's Memo Allocating Indirect Costs to Projects, dated September 4, 2015.
  - Regional Trails Program (RTP) administrative costs of the State for RTP program funds.
- Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3)).
- Routine maintenance and operations, except trail maintenance as permitted under the RTP.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Location: There are no location restrictions for TA infrastructure projects; they are not required to be located along highways.

For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (Kindergarten through 8th grade). Other eligible Safe Routes to School non-infrastructure activities do not have a location restriction. SRTS infrastructure projects do not have location restrictions because SRTS infrastructure projects are broadly eligible under other TA program eligibilities.

ELIGIBLE ENTITIES (23 U.S.C. 133(h)(4)(B))

Under 23 U.S.C. 133(h)(4)(B), the entities eligible to receive TA program funds are:

1. a local government: Local government entities include any unit of local government below a State government agency, except for an MPO. Examples include city, town, township, village, borough, parish, or county agencies.
2. a regional transportation authority: Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).

3. a transit agency: Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
4. a natural resource or public land agency: Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
    - State or local park or forest agencies;
    - State or local fish and game or wildlife agencies;
    - Department of the Interior Land Management Agencies; and
    - U.S. Forest Service.
5. a school district, local education agency, or school: School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
6. a tribal government.
7. a nonprofit entity. The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
8. any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.

State DOTs and MPOs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors for TA program funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

FHWA RESPONSES TO COMMON ELIGIBILITY QUESTIONS AND ANSWERS

FHWA offers responses to the following questions relating to project eligibility. Note that eligible TA program projects must be sponsored by an eligible entity and selected through the competitive selection process.

Archaeological Activities: What archaeological activities are eligible?
Archaeological activities must relate to impacts from implementation of a transportation project eligible under title 23 (Former 23 U.S.C. 101(a)(29)(E)(iv)).

Bike Sharing: Are bike sharing systems eligible?
Yes. Bike sharing systems are eligible for Federal-aid Highway Program funds, under several Federal-aid programs, including the STBG and TA program. In addition to bike sharing docks, equipment, and other capital costs, FHWA funds may be used to purchase bicycles that are integral to a bike sharing system. Federal-aid Highway Program funds cannot be used for operational costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Historic Preservation: What historic preservation projects are eligible?
Historic preservation activities are limited to historic preservation and rehabilitation activities relating to historic transportation facilities. Operation of historic transportation facilities is not eligible (Former 23 U.S.C. 101(a)(29)(E)(ii)).

Land Acquisition: Is land acquisition eligible?
Land acquisition is allowed for eligible TA projects, such as right-of-way or easements for pedestrian and bicycle projects; turnouts, overlooks, and viewing areas; historic transportation facilities; or environmental mitigation.

FHWA's Real Estate Guidance for Enhancement Projects is a useful resource to address real estate and property management issues. However, MAP-21 eliminated eligibility for acquisition of scenic easements and scenic or historic sites (including historic battlefields), scenic or historic highway programs (including tourist and welcome center facilities), or museums.

Landscaping: Is landscaping and scenic enhancement eligible as an independent project?
Under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under the TA Program if sponsored by an eligible entity and selected through the required competitive process. Landscaping and scenic enhancement features, including junkyard screening and removal under 23 U.S.C. 136, may be eligible as part of the construction of any Federal-aid highway project, including eligible TA-funded projects (23 U.S.C. 319).

Lighting: Is lighting eligible?
Yes. Lighting is eligible for bicycle and pedestrian facilities and may be appropriate as part of other eligible categories. Project sponsors should consider energy-efficient methods and options that reduce light pollution (Former 23 U.S.C. 101(a)(29)(A)).

Planning: Is planning eligible as an independent TA program project?
Yes. Planning for pedestrian and bicycle activities is eligible as an independent project. Former 23 U.S.C. 101(a)(29) did not specify if "construction, planning, and design" limits planning to a component of a project, or whether planning may be an independent project related to eligible projects. Title 23 has sections that use "and" to describe both related and unrelated types of activities, therefore FHWA believes that section 101(a)(29) supported both planning components and independent planning projects.

Resilience: Are resilience improvements eligible?
Making transportation systems more resilient to changing environmental conditions is an important aspect of maintaining a state of good repair. Federal-aid highway planning and projects, including activities funded via the TA Program, may include climate and extreme weather resiliency elements to make transportation systems more reliable. For further information, please see FHWA guidance Eligibility of Activities to Adapt to Climate Change.

Road Diets: Are road diets eligible?
Road Diets are among FHWA's Proven Safety Countermeasures. If work to benefit activities eligible under the TA program that are associated with a road diet (such as widening sidewalks or installing separated bike lanes) would require incidental highway reconstruction, then TA Program funds may cover those costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Safety Education Activities: Are safety education activities eligible?
Safety education activities are eligible for TA program funds if they are eligible as SRTS projects, targeting children in Kindergarten through 8th grade (Former 23 U.S.C. 213(b)(3)). STBG funds may also be used for carrying out non-construction projects related to safe bicycle use under 23 U.S.C. 133(b)(6) and 217(a).

Turnouts: What is eligible under "construction of turnouts, overlooks, and viewing areas"?
The activity "construction of turnouts, overlooks, and viewing areas" may use the criteria for "scenic overlooks" described in 23 CFR 752.6: "Scenic overlooks may provide facilities equivalent to those provided in safety rest area[s]" described in 23 CFR 752.5 (Former 23 U.S.C. 101(a)(29)(D)).

Utilities: Is utility relocation eligible?
Utility relocation that is necessary to accommodate an eligible project may be eligible for Federal reimbursement only if permitted under State law or policy.

ATTACHMENT B – EQUITY CONSIDERATIONS RE: MOBILITY INSECURITY

The Bipartisan Infrastructure Law (BIL) directed that the prioritization of Transportation Alternatives projects considers project location and impact in high need areas, such as low-income, transit-dependent, rural, or other areas. As applied in this PRTPO process, evaluation and prioritization will take into consideration the proximity of proposed projects to concentrations of people who are at most risk of mobility insecurity. These are people for whom owning and operating a car is difficult or impossible, making them dependent on transit or others to meet their daily needs. This includes people who cannot drive due to low-income, age, or disability.

To support this evaluation PRTPO is using tools developed by the Department of Health for the Washington Tracking Network. Among other things, the Information by Location tools evaluate key social vulnerability population characteristics derived from Census data. Characteristics by census tract are assembled and then ranked statewide, from high to low. This relative statewide ranking provides a useful measure for assessing the proximate locational benefits of proposed projects to communities that exhibit characteristics that might make them transit dependent. Application of the federal requirement in this way aligns closely with other PRTPO responsibilities associated with the Human Services Transportation Plan, which is concerned with people who do not drive due to age, income, or disability.

The purpose of this map packet is to support applicants in understanding the potential equity considerations attributable to the geographic location of their project. Applicants are encouraged to determine which census tract their projects are located in to better understand the affected populations that may be impacted by their project proposal. This will be a useful reference when responding to the narrative question regarding Mobility Benefits in High-Need Areas.

Applicants will also provide latitude and longitude coordinates in their project applications. These will be used to develop a composite map and summary of all project locations, for use by reviewers in assessing the relative benefits to those people at greatest risk of mobility insecurity, or not being able to meet their basic needs without some help.

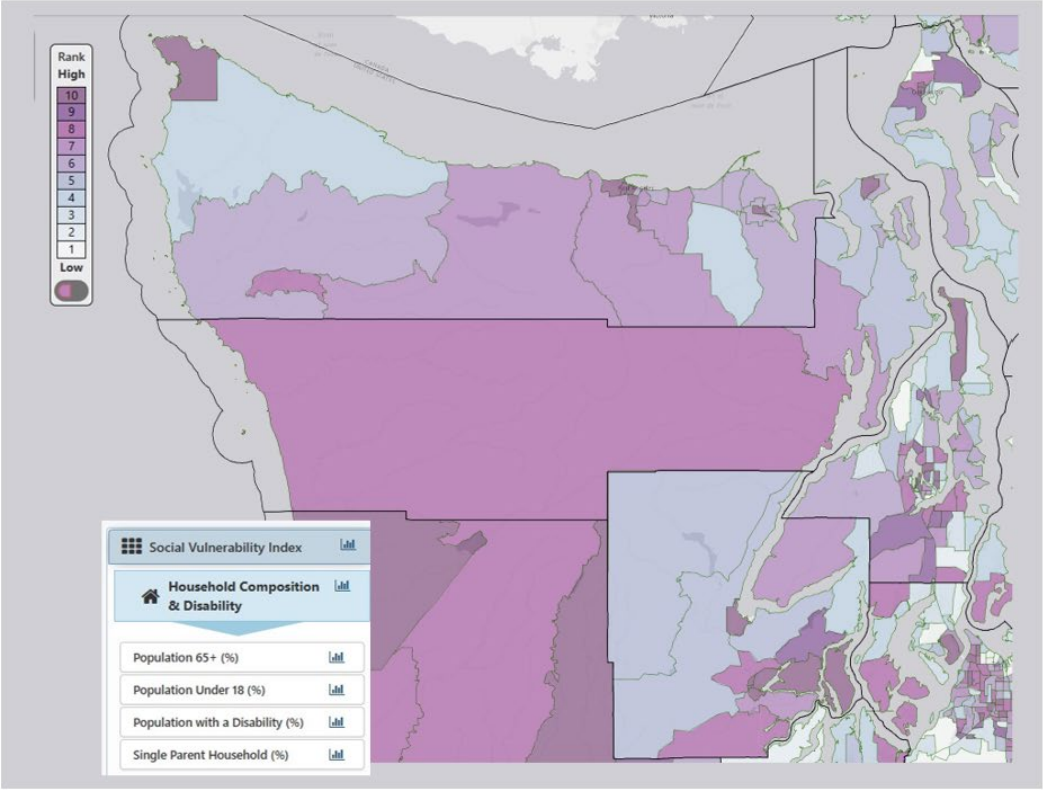
Two basic sets of characteristics are included in this evaluation.

- First is that of household composition and disability. This composite household characteristic includes the percentage of households with residents over 65, the percentage of households with residents under 18, the percentage of households with someone living with disabilities, and the percentage of single-parent households.
- The second basic characteristic featured in this evaluation is the percentage of population that is living in poverty.

In the map sets that follow you will find an overview map of the region for the two metrics, followed by county-level maps for Clallam, Jefferson, and Mason Counties.

Using their local knowledge applicants should be able to determine which census tract their project falls in so that they have a preliminary awareness of its potential equity implications. Applicants do not need to identify the census tract in the application form. The coordinates provided in the project information will be used to geolocate it for the evaluation and review process.

In addition to supporting this application process, increased familiarity with the Information by Location mapping tools used for this Transportation Alternatives evaluation will benefit applicants in a variety of other statewide grant processes. The links above are useful in exploring this information at a finer level of detail than can be provided in these materials.

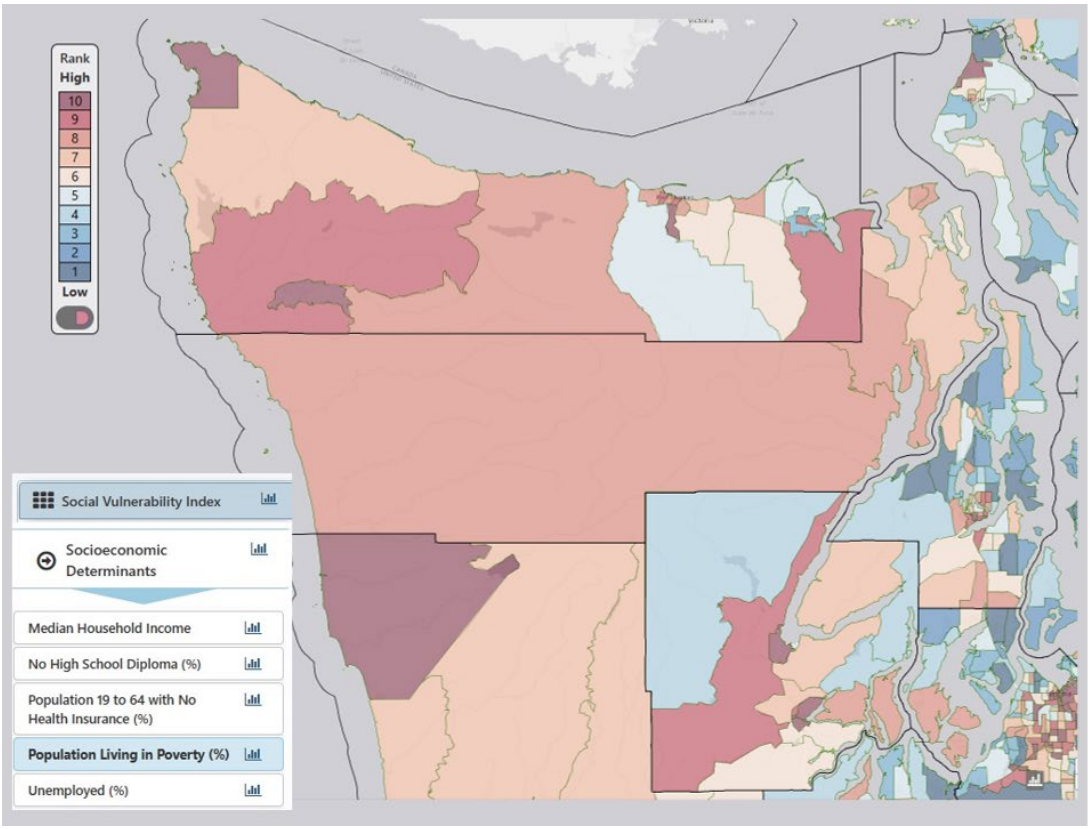


Household Composition & Disability

Statewide Rank, by Census Tract

Characteristics of the combined "Household Composition & Disability" metric align closely with HSTP considerations. It is indicative of transit-dependent populations and others with mobility vulnerabilities.

(2021 ACS data)



Percent of Population Living in Poverty

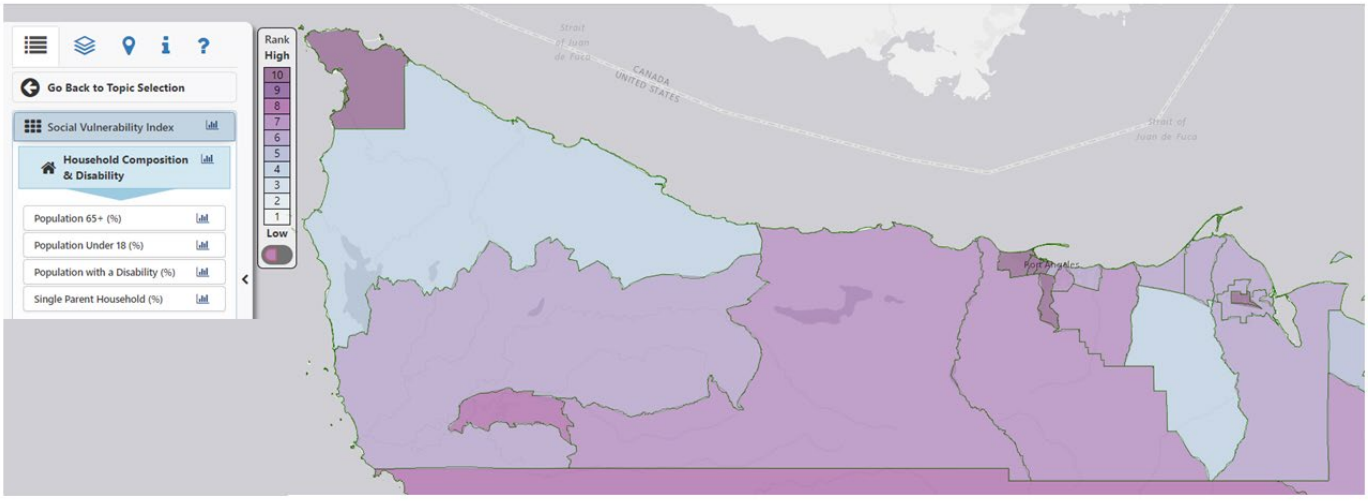
Statewide Rank, by Census Tract

Poverty is closely associated with HSTP considerations. It is indicative of low-income population distribution and is a major factor in mobility insecurity.

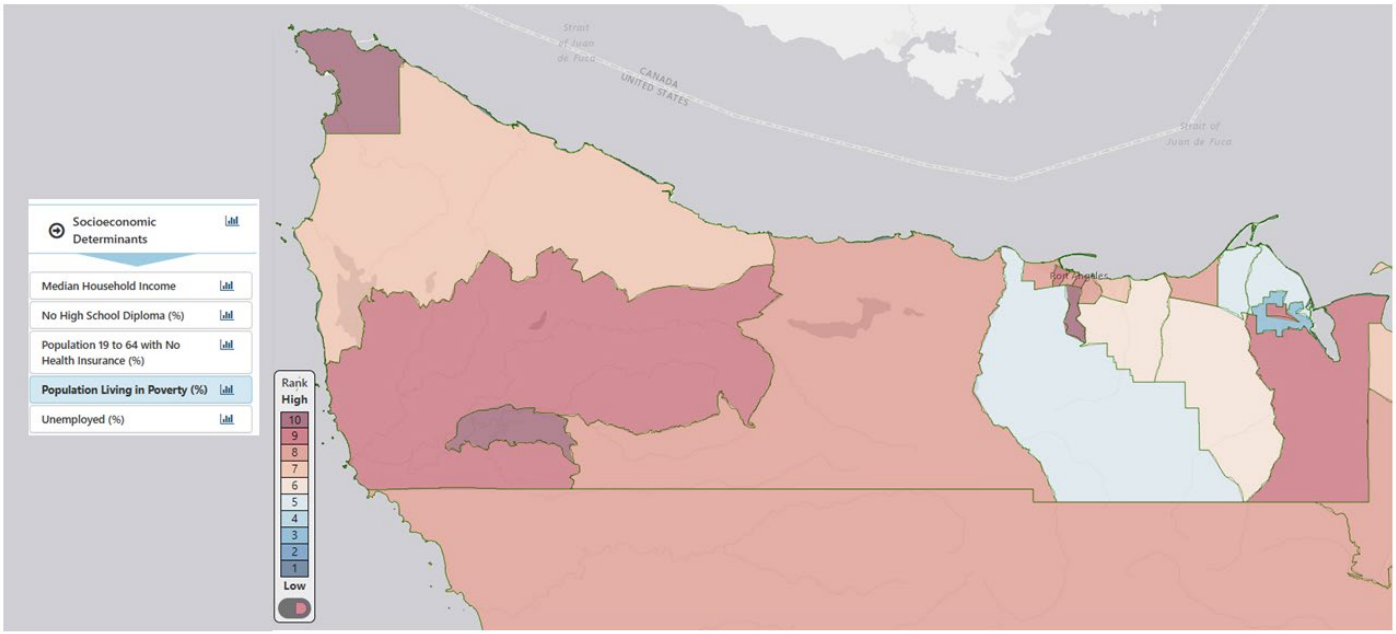
(2021 ACS data)

CLALLAM COUNTY CENSUS TRACTS

CLALLAM COUNTY Census Tracts: Household Composition and Disability



CLALLAM COUNTY Census Tracts: Percent of Population Living in Poverty



JEFFERSON COUNTY CENSUS TRACTS

JEFFERSON COUNTY Census Tracts: Household Composition and Disability

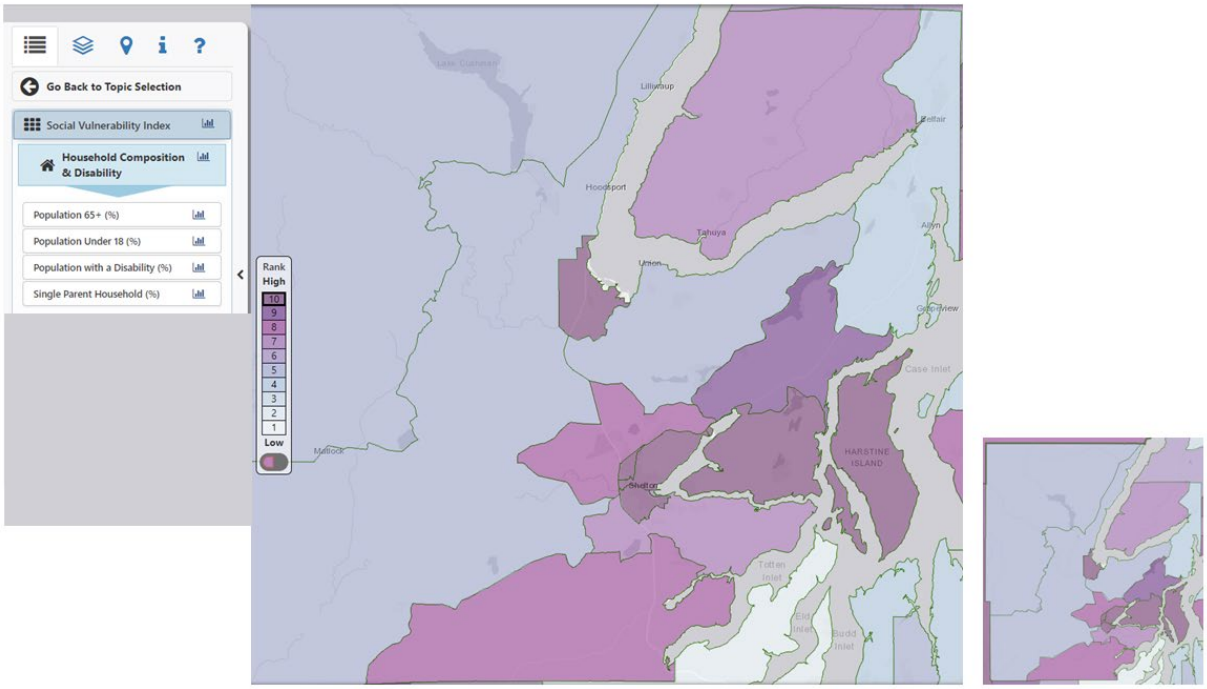


JEFFERSON COUNTY Census Tracts: Percent of Population Living in Poverty

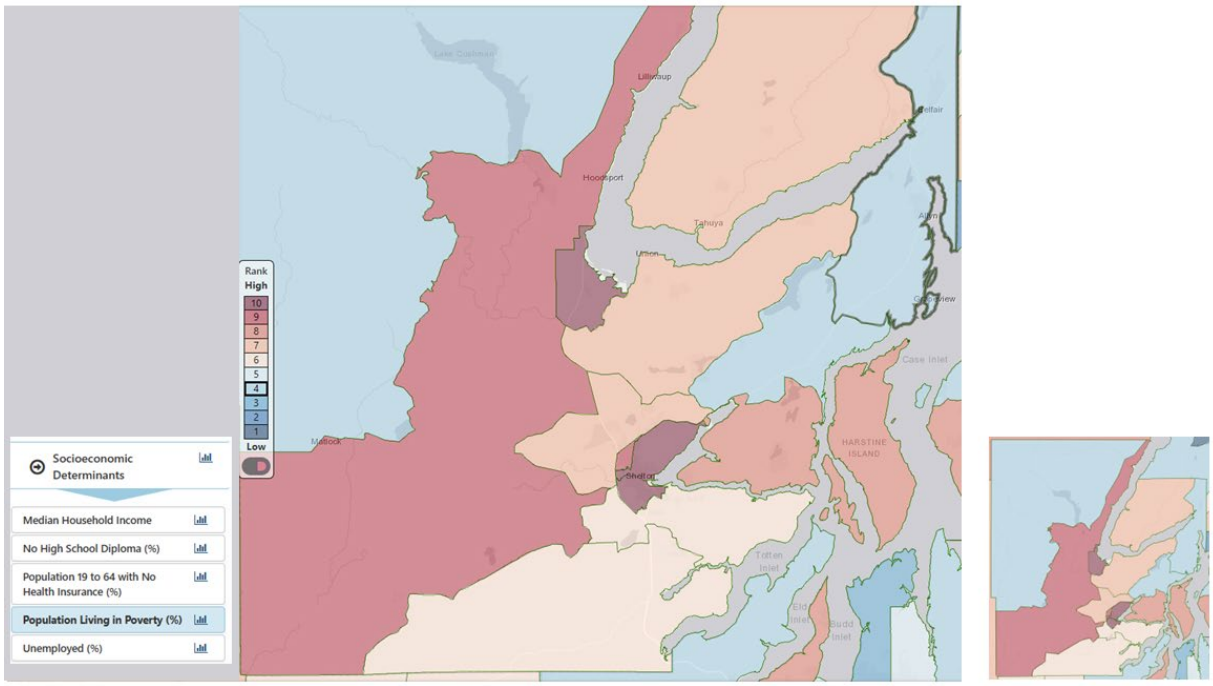


MASON COUNTY CENSUS TRACTS

MASON COUNTY Census Tracts: Household Composition and Disability



MASON COUNTY Census Tracts: Percent of Population Living in Poverty



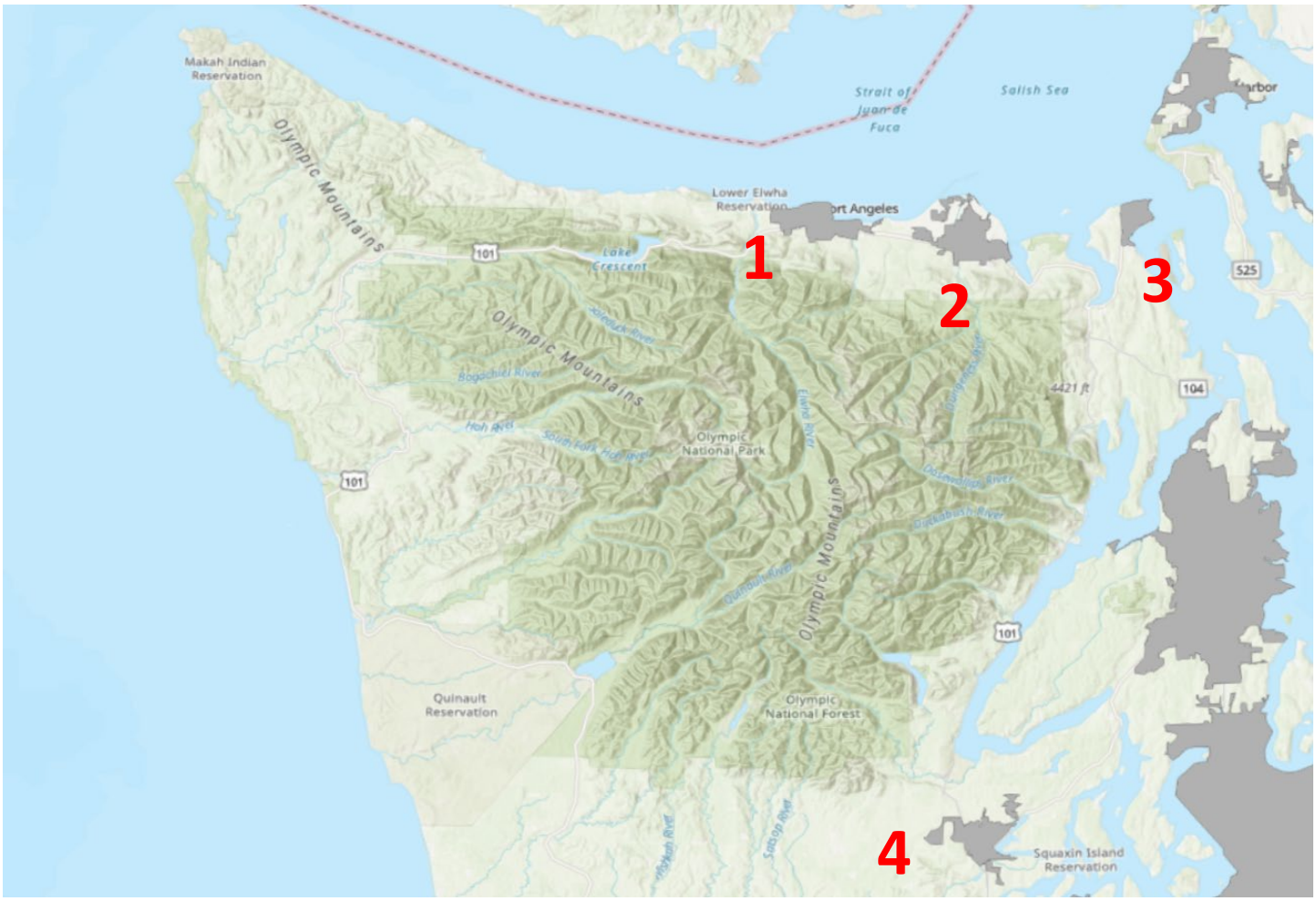
ATTACHMENT C

Federal Urban – Rural Designations

Note: Final 2020 Boundaries are pending

Applicants are required to identify whether their projects are located in an urban area or a rural area. These designations are not the same as Washington's urban-rural areas. Urban growth area boundaries should not be used to determine urban-rural designation. This is specific to federal urbanized areas.

The map below shows the four federally designated urbanized areas in Clallam, Jefferson, and Mason Counties. Final changes attributed to the 2020 Census are pending and will be made available if finalized while this process is underway. Contact PRTPO if there are questions on the 2020 urban boundaries.



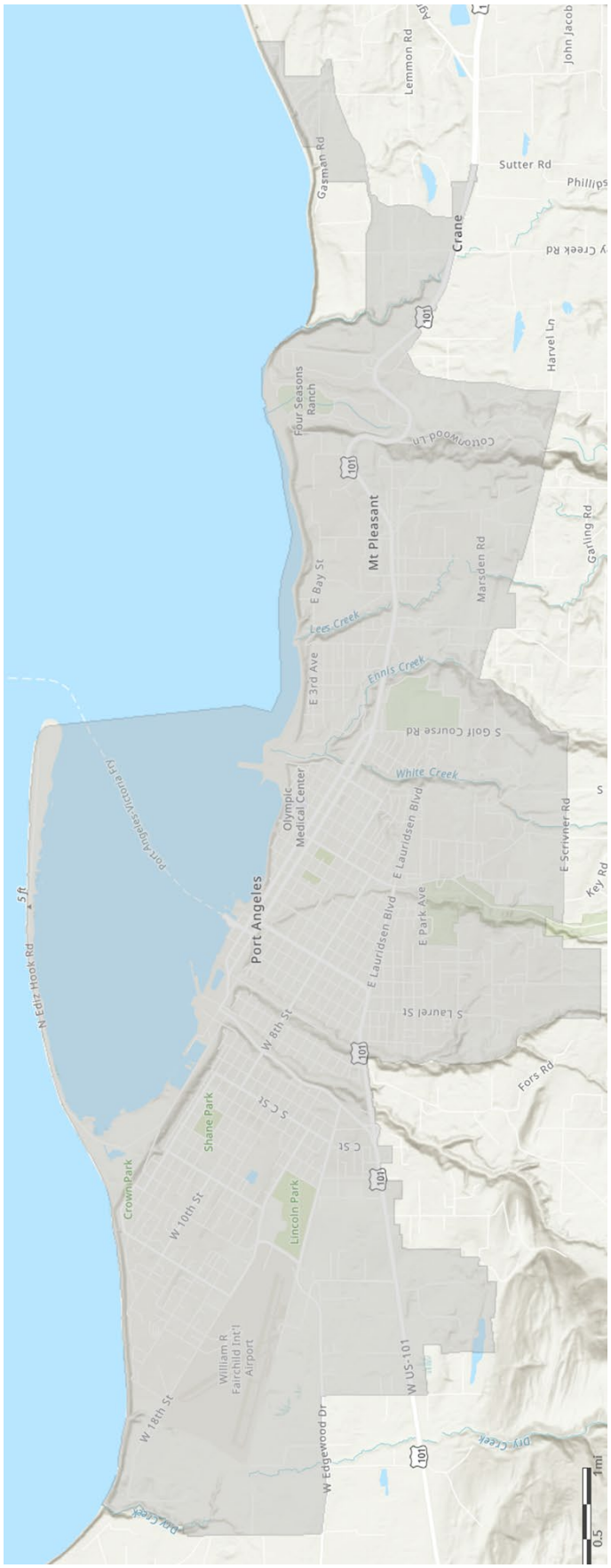
A close-up of each area follows, corresponding to the numbers above, providing more detail as to the exact location of urbanized area boundaries used by Local Programs to determine urban or rural designation.

Maps were obtained from WSDOT map server, at the following address:

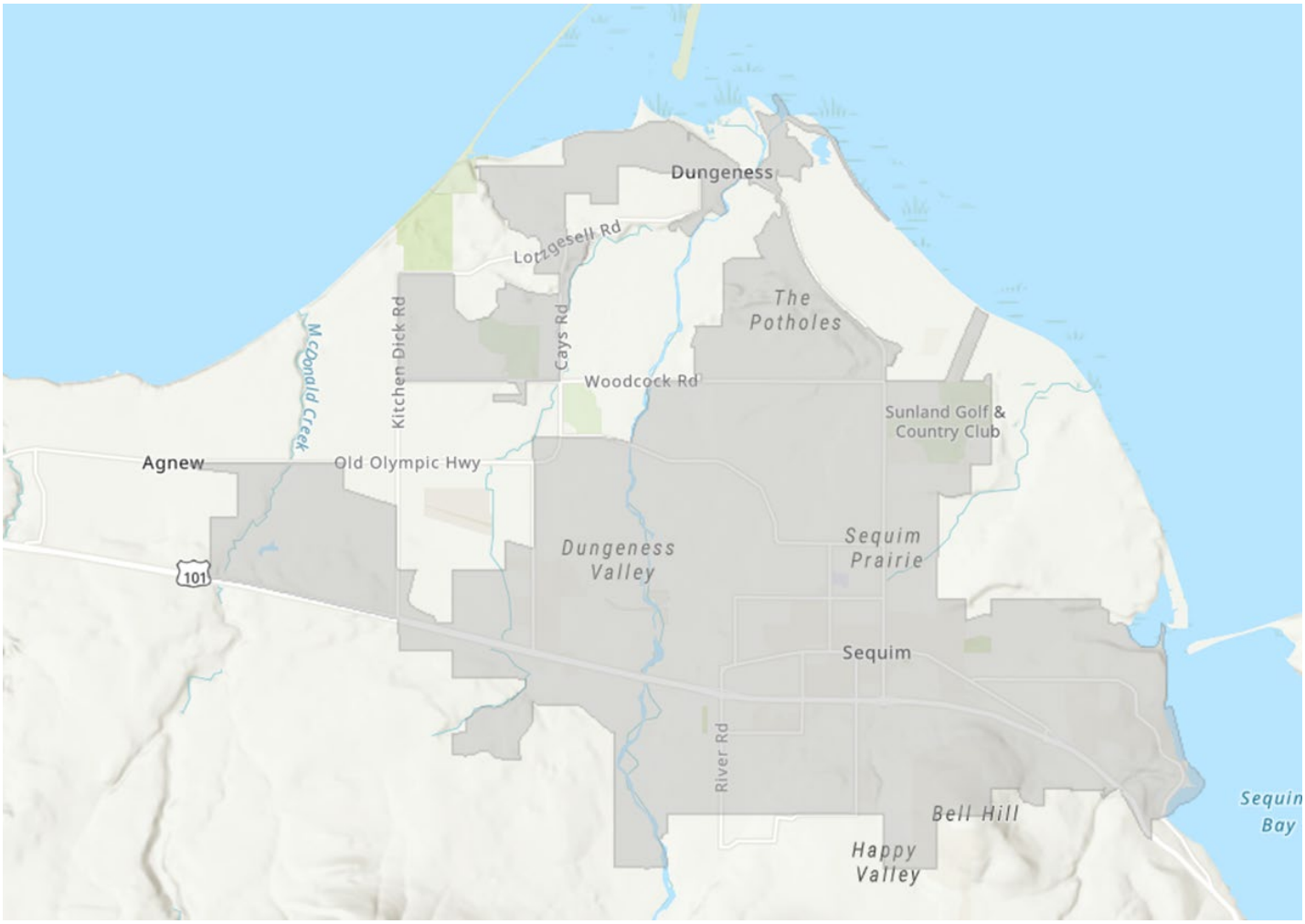
http://data.wsdot.wa.gov/arcgis/rest/services/Shared/HighwayUrbanUrbanized/MapServer

1. Port Angeles Urbanized Area

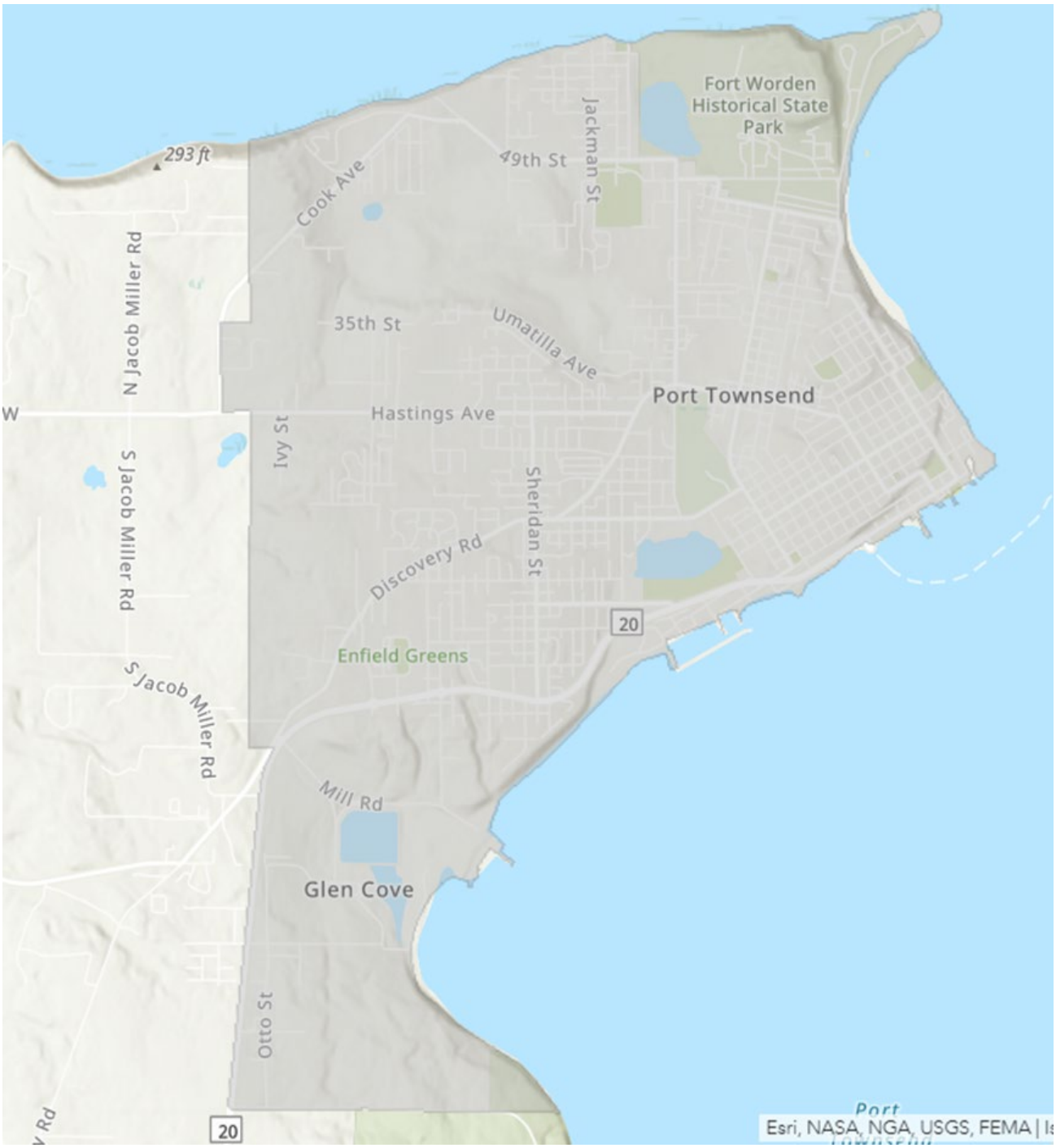
Rotate view



2. Sequim Urbanized Area



3. Port Townsend Urbanized Area



4. Shelton Urbanized Area

