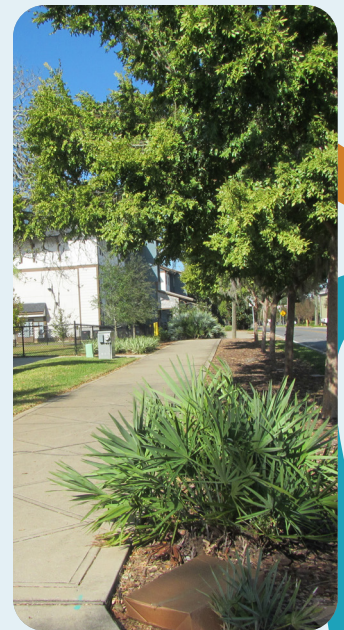


Transportation Alternatives Set-Aside Program in Florida



OVERVIEW AND HIGHLIGHTS
2015 - 2021



Foundation

The Florida Department of Transportation (FDOT or Department) is an executive agency with the responsibility for coordinating the planning and development of a safe, viable, and balanced statewide transportation system. Developing Florida’s transportation systems and assuring they fit within the context of community visions, land uses, and environmental settings requires successful partnerships. Communication, coordination, and cooperation are essential for successfully implementing funding sources. Those with interest in partnering with FDOT may refer to the “Resource Guide” (Figure 1) to learn about maximizing their efforts and available opportunities.¹

Various sources contribute to funding transportation systems. All states receive funding from the United States Department of Transportation’s Federal Highway Administration (FHWA) through the Surface Development Block Grant. A portion of these allocations are for transportation “alternatives”

or “enhancements.” Since 1991 FDOT has administered this federal funding, now known as the Transportation Alternatives Set-Aside program (TA). For comprehensive information about the program in Florida refer to the “Guidance and Procedures” (Figure 2).²

This funding provides for smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices, including bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990. Strengthening our economy by enhancing traveling experiences throughout our communities, TA also funds cultural, historical, and environmental aspects of transportation infrastructure. Over the last 30 years partners have made a remarkable number of accomplishments throughout Florida’s communities.^{3,4}

TA is the largest dedicated funding source for bicycling and pedestrian infrastructure in the United States.

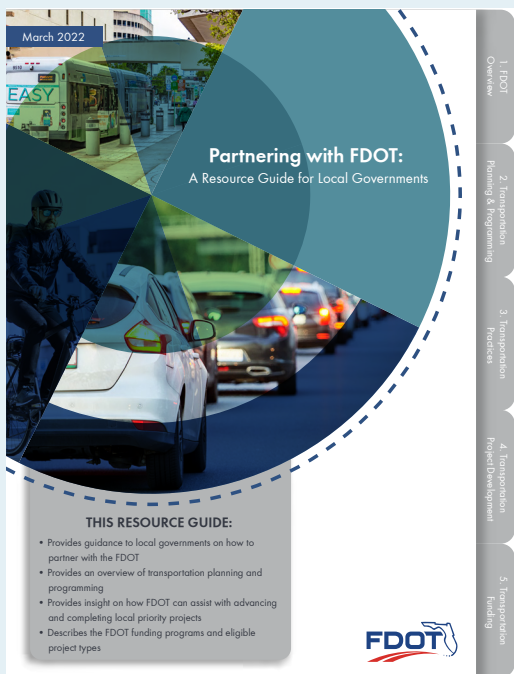


Figure 1: Partnering with FDOT

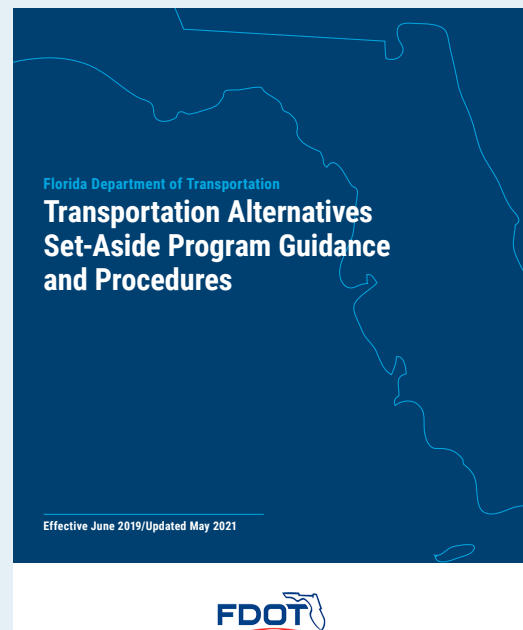


Figure 2: Statewide program guidance and procedures

Framework

First established by Congress as the Transportation Enhancement (TE) Program under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, TE continued under two subsequent federal laws. In 2012 the Moving Ahead for Progress in the 21st Century Act (MAP 21) replaced TE activities with the Transportation Alternatives Program (TAP) and consolidated three previously separate programs, Transportation Enhancements, Safe Routes to Schools, and the Recreational Trails Program.^{5,6} In 2015 the Fixing America’s Surface Transportation (FAST) Act replaced TAP with the Transportation Alternatives Set-Aside program (TA). Overall, TA includes the same provisions as TAP while expanding eligibility and streamlining processes.

The Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law) took effect on October 1, 2021. TA and other legacy programs continue under IIJA while further expanding applicant eligibility, and increasing focuses for prioritizing connectivity, equitable access policies, safety, and sustainability. It also increases funding by providing 10 percent of the Block Grant rather than a reoccurring fixed dollar amount, resulting in an annual total allocation for TA that should increase by two percent.

- 1991** Transportation Enhancements (TE) established under Intermodal Surface Transportation Efficiency Act
- 1998** TE continues under Transportation Equity Act for the 21st Century
- 2005** TE continues under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- 2012** TE, Safe Routes to School, and Recreational Trails consolidated into Transportation Alternatives Program (TAP) under Moving Ahead for Progress in the 21st Century Act
- 2015** TAP replaced with Transportation Alternatives (TA) Set-Aside under the Fixing America’s Surface Transportation Act
- 2021** TA continues under the Infrastructure Investment and Jobs Act with increased focuses for prioritizing connectivity, equitable access policies, safety, and sustainability

Since 1991, has expanded nonmotorized travel choices and enhanced the transportation experience in all of Florida’s 67 counties.



Figure 3: Village of Wellington Pedestrian Bridge at Binks Pointe

Goals and Benefits

TA aligns with and supports local, state, and national goals and action plans (Figure 4). Projects come to fruition through partnerships for implementing community visions.



Improving Safety: Eliminating roadway fatalities is FDOTs highest priority. As articulated in the Strategic Highway Safety Plan, bicyclists and pedestrians are the most vulnerable users of the transportation system. In 2018 pedestrians accounted for more than 22 percent of traffic fatalities in Florida, which was the highest mortality rate nationwide. In 2019, the motor vehicle crash age-adjusted death rate for Florida (14.7 per 100,000 population) was 28 percent higher compared to the U.S. (11.5 per 100,000 population).⁷ From 2019 to 2020 reported traffic crashes along Florida’s roadways resulting in pedestrian fatalities decreased by 2.6% and serious injuries decreased for the third consecutive year, but during the same timeframe fatalities of bicyclists increased by 8.3%.^{8,9} With TA funding, special emphasis markings at a signalized midblock

crossing improve safety by increasing visibility of nonmotorized travelers and encouraging slower motorized traffic speeds in Wellington (Figure 4). As safety improvements occur, people enjoy spending time traversing areas which may play a pivotal economic role for the community, as well as to an individuals’ social and health benefits.



Figure 4: Midblock crossing of Flying Cow Road, Wellington

Decades of investing in bicycling and pedestrian infrastructure helps achieve statewide goals.

Improving bicycle and pedestrian infrastructure can help make roadways safer.

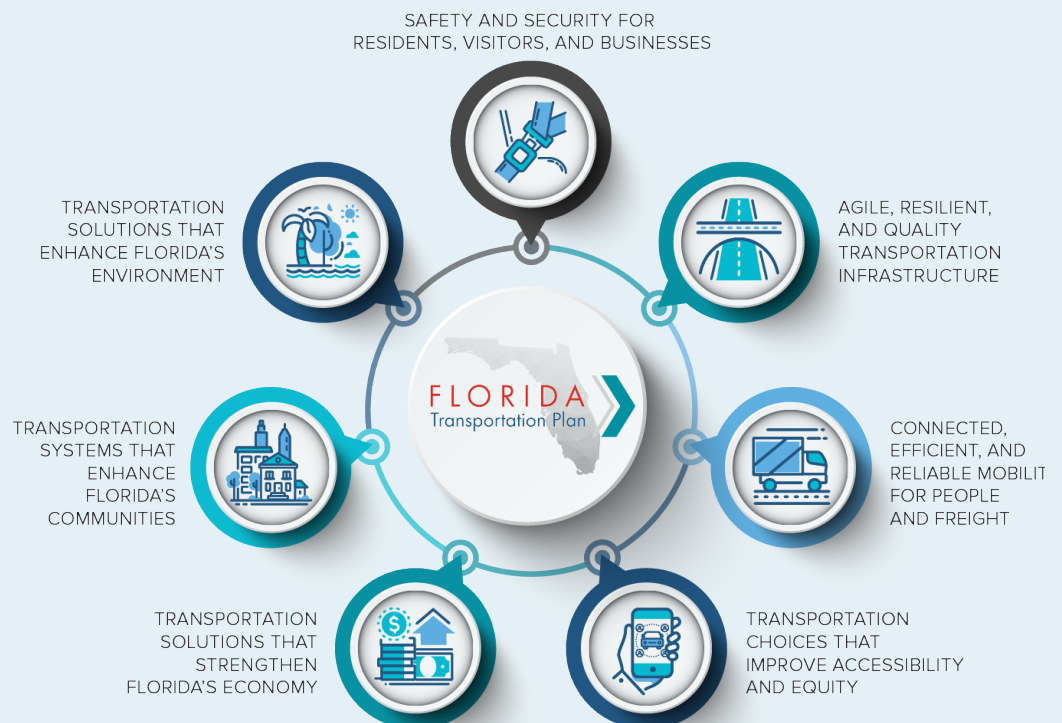


Figure 5: Florida Transportation Plan, long-range goals



Improving Health: Floridians’ health and well-being are a top priority of partners. A goal of the 2022-2026 Florida State Health Improvement Plan is to “promote the attainment and maintenance of health through nutrition, physical activity and supportive lifestyle behaviors.”¹⁰ This statewide plan further establishes priorities for connectivity of resources, safe environments, and the establishment of trail towns.¹¹ According to the Shared-Use Nonmotorized (SUN) Trail Transportation Use Study, the primary mode for people accessing trails within the Central Florida study area is by bicycle.¹² Having convenient access to safe and affordable nonmotorized transportation facilities provides opportunities for improving community health through physical activity. Improving nonmotorized traveling opportunities between two of Florida’s Trail towns, Titusville and DeBary, with funding from TA, a crossing beneath Interstate 95 provides connectivity along the East Central Regional Rail Trail (Figure 6).



Improving the Quality of Life: By removing transportation barriers, enhancing access to sociocultural destinations, and improving the environment, bicycling, pedestrian, and other TA enhancements can improve the quality of life in the areas the projects traverse. Florida’s biodiversity is vast, both culturally and ecologically. Florida is the third largest state with over 22 million people. Populations have differing needs when traveling. Nationwide, Florida has the largest proportion of residents over 65, with adults who are 100 or older being the fastest growing age group. The state’s Livable Florida Action Plan envisions that “Floridians will be able to live, work, raise a family, and retire in the community of their choosing. Florida’s older adults will be able to age in place, contribute to, and fully participate in the community of their choosing for as long as possible.”¹³ The “Action Plan on Aging” further details that providing active transportation helps older adults remain “connected, safe, independent, and healthy.”

Whether for transportation, recreation, or exercise the Sunshine State provides year-round opportunities for bicyclists and pedestrians.



Figure 6: East Central Regional Trail, Brevard County



Figure 7: Mainland Park, Tamarac (a project of the Recreation Trail Program)

TA funding improves access, reliability, and safety along Florida’s transportation systems for the diverse needs of travelers.

Structure

FDOT is a decentralized agency, with seven regional Districts (Figure 8) receiving an apportionment of the statewide TA allocation to administer through a competitive process in compliance with the FAST Act. In addition to the statewide TA Coordinator in the Tallahassee Systems Implementation Office, there is at least one [TA Coordinator](#) in each of FDOT’s seven Districts and the Turnpike Enterprise, collectively referred to as the Districts. In addition to their other non-TA duties, the District Coordinators

serve as the primary points-of-contact to assist governmental agencies, metropolitan planning organizations and stakeholders with all aspects of the day-to-day TA implementation in their respective region.¹⁴ In addition to their non-TA duties, the statewide TA Coordinator works with FHWA and the Districts. FHWA provides Florida with ongoing assistance for programmatic strategies and assurances in achieving national goals and priorities.

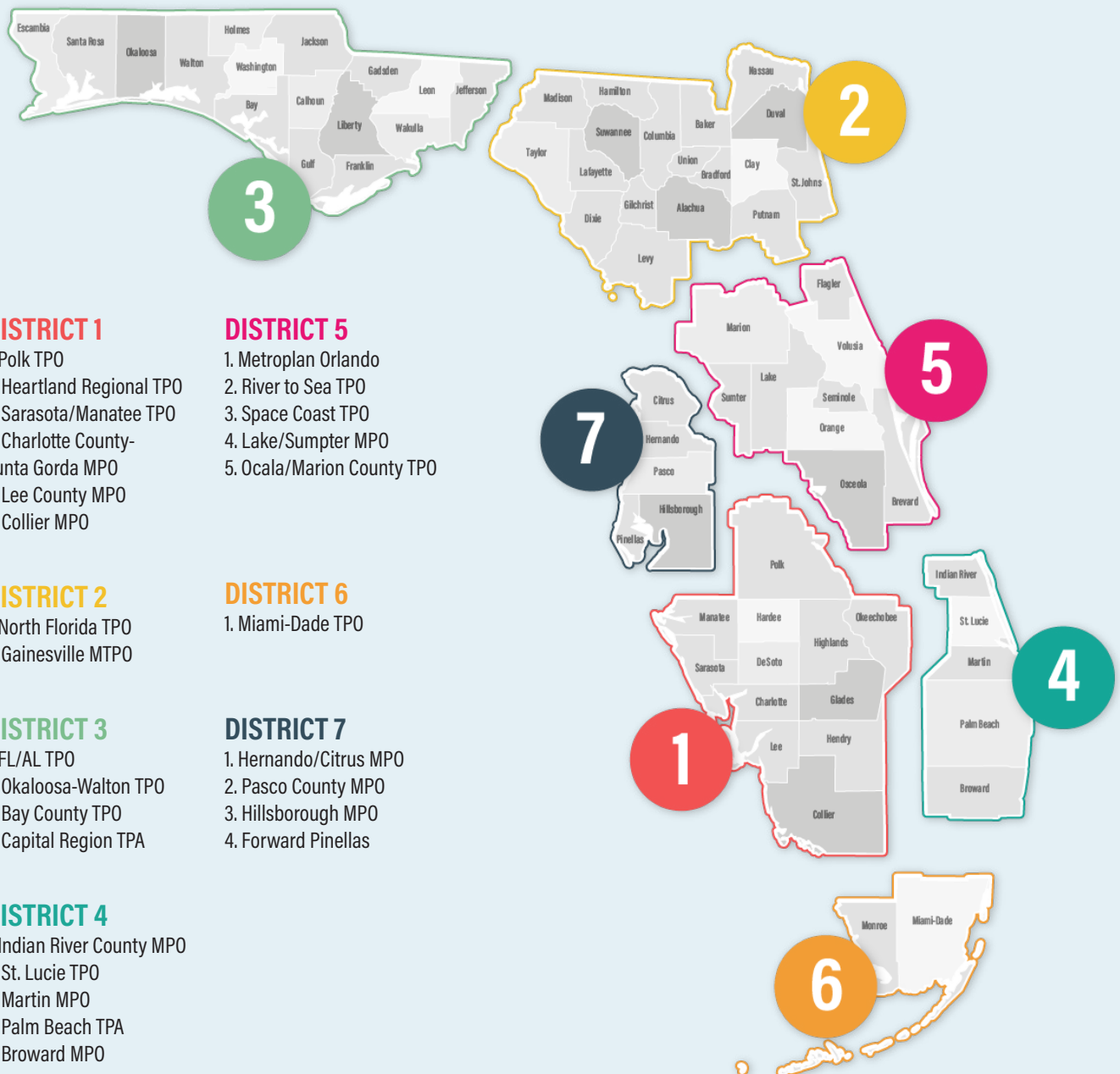


Figure 8: FDOT District Boundaries and MPO Listing

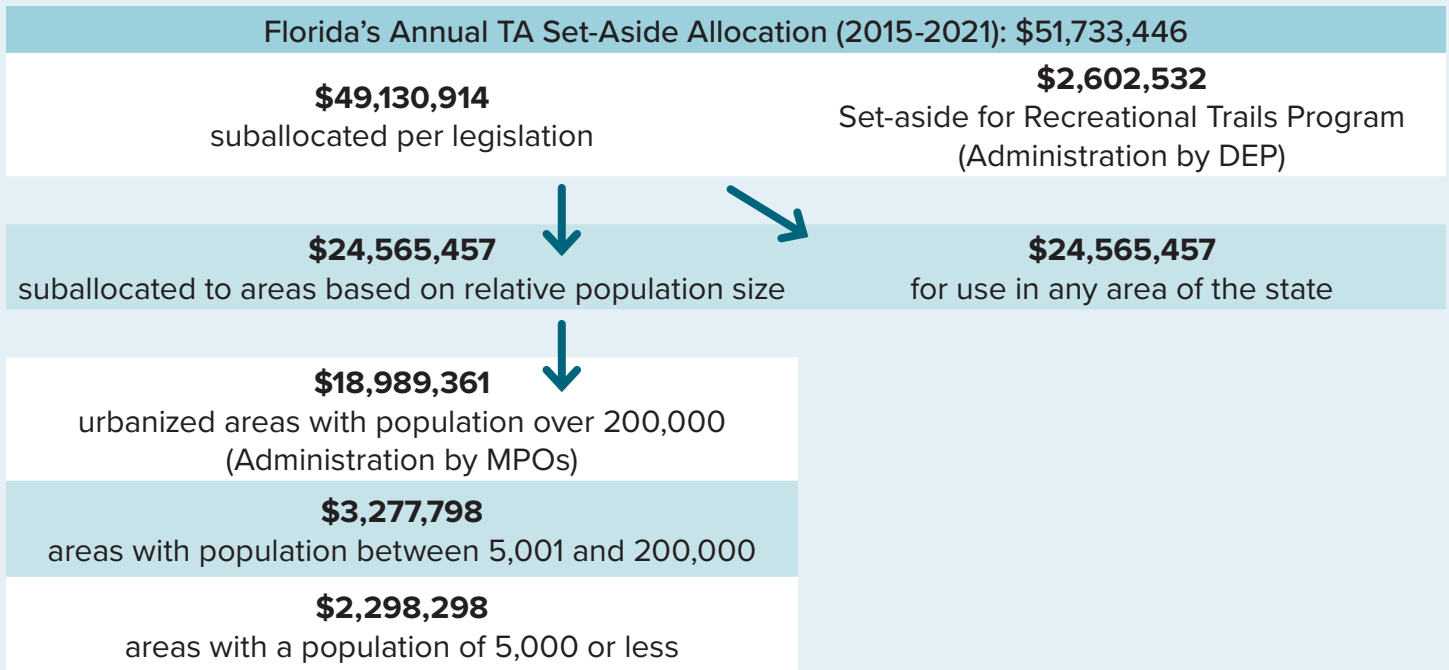


Figure 9: Annual distribution of TA set-aside program funds under the Fast Act (2015-2021)

Funding

In addition to the seven regional FDOT Districts receiving an apportionment of the statewide TA allocation to administer, other partners also administer TA funding allocations. Figure 9 illustrates Florida's annual allocations. Regardless of the administering entity, all competitively solicit the project proposals ahead of prioritization and selection for funding. Annually, Florida received nearly fifty-two million dollars for TA. Annually, DEP received approximately \$2.6 million set-aside from the statewide allocation for the RTP. Then, fifty percent of the funds (after set-asides) were suballocated for "any area" of the state, with distribution of the remaining half based on population size. In consultation with the respective District, a portion of the "population based" funding was available through a competitive grant process administered by MPOs in urban areas with populations greater than 200,000. For these "over 200,000 population" funds, MPOs within Transportation Management Areas may require a local match as part of their program guidelines and may use up to half of their sub-allocated TA funds for any Surface Transportation Program eligible purpose, not just TA specific eligible activities.

Budget

In compliance with Section 339.135, Florida Statue (F.S.), FDOT maintains a Five-Year Adopted Work Program (AWP) that includes the tentative list of all financially feasible project phases that will receive funding within the timeframe. The first year of the AWP authorizes the budget for FDOT to expend funds. Developing the AWP requires extensive stakeholder coordination and input. Through the annual process, the budget receives authorization through the legislative process and subsequently the Governor before final adoption by the FDOT Secretary. FDOT then submits the State Transportation Improvement Plan (STIP), the four-year subset of the AWP required by federal regulations, to FHWA for approval. The state fiscal year is from July 1 to June 30, which differs from the federal and most local fiscal years that are from October 1 to September 30. The AWP details and commits all FDOT funding sources for the included projects; it documents production and construction of projects and provides clear direction on where, when, and how FDOT will fund projects.

Statewide FDOT authorized over \$354 million of TA funds from 2015-2021

Supporting Process

Programming project phases for inclusion in the AWP is based on priorities, funding availability, and an agency's ability to implement the project. Updated in 2021, Florida's ["core" application](#) documents statewide requirements and provides statewide evaluation criteria for Districts to assess the eligibility and feasibility of the proposals during their prioritization of project phases.

Diversification provides the mechanism to best support local goals, so priorities, processes, and timelines may vary by locale.

Local decision making is fundamental to TA. In addition to statewide requirements, Districts and MPOs have region-specific selection criteria, timelines, and processes.



Figure 10: GAP is utilized throughout the lifecycle of TA projects

The Local Agency Program establishes a uniform process for partners developing, designing, and constructing transportation facilities with federal funds.

In 2021 FDOT began utilizing the Grant Application Process (GAP) web-based system as the platform for the submission of TA applications (Figure 10).¹⁵ Updated in 2022, Local Agency Program Procedure 525-010-300 details the lifecycle of FDOT project phases maintained in GAP.¹⁶

FDOT provides partner assistance and training, and may administer projects on their behalf.

"A Review of Florida's Non-Metropolitan Transportation Planning Process" recognizes that communities and regions within the "Rural Economic Development Initiative" (REDI), established by Section 288.0656, F.S., face extraordinary challenges in their efforts to improve their economies.¹⁷ Twenty-nine of Florida's 67 counties are rural. Overseen by the Florida Department of Economic Opportunity, partners work to assist REDI communities by "providing a more focused and coordinated effort."

Once evaluations and prioritization are complete, Districts select and program TA project phases for inclusion in the annual Work Program development cycle. Federal-aid projects requires that 20 percent of the total project cost come from non-federal funding sources. Florida utilizes toll credits in lieu of requiring project sponsors to provide the additional funds.



Figure 11: District 2 workshop

The provision of toll credits for matching dollars benefits partners, especially economically disadvantaged REDI communities.

Project Types

Funding from the FAST Act allows for:

Pedestrian and bicycle facilities, which includes on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, such as sidewalks, bicycle infrastructure, and conversion of abandoned railroad corridors for trails; traffic calming techniques, lighting, and other safety-related infrastructure; transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.); Safe Routes to School projects benefitting kindergarten through eighth grade; and safe routes for non-drivers including children, older adults and individuals with disabilities to access daily needs.

Florida utilized nearly 99 percent of the total TA allocations for improving bicycle and pedestrian facilities.



Figure 13: Pedestrian Walkway



Figure 12: Wide pedestrian crosswalk in Titusville



Figure 14: Separated bike path

Recreational trails (TA or RTP) to renovate, develop, or maintain recreational motorized, nonmotorized, and mixed-use trails and trailside facilities.



Figure 15: Oldsmar Trail, funded by the Recreational Trails Program



Figure 16: Seminole Wekiva Trail

Historic preservation and rehabilitation of historic transportation facilities, and archaeological activities relating to impacts from implementation of a transportation project.



Figure 17: Historic Trenton Depot

Environmental and wildlife mitigation and improvements, including vegetation management within the transportation right-of-way to improve roadway safety, prevent invasive species and provide erosion control; environmental mitigation activities, including pollution prevention and pollution abatement activities and mitigation to address stormwater management; control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or to reduce vehicle-caused wildlife mortality to improve and maintain connectivity among terrestrial or aquatic habitats.



Figure 18: Atlantic Greenway Trail

Turnouts, overlooks, viewing areas, and inventory control or removal of outdoor advertising; projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.



Figure 19: Shingle Creek Regional Trail overlook

Celebrating Accomplishments

Through its seven district offices, FDOT authorized over \$354 million in TA funding for nearly 800 distinct projects from 2015-2021, successfully improving communities of various sizes throughout the state (see Figure 20).¹⁸

The subsequent district pages provide examples of different aspects of TA – including goals, how projects come to fruition through partnerships and community visions, community impact of completed projects, and various types of constructed facilities.

Looking Forward

Transportation Alternatives provides lasting enhancements throughout Florida. The Infrastructure Investment and Jobs Act provides exciting opportunities for strengthening collaboration and engagement, diversifying partnerships for improving equitable access, and to increase efficiencies for connecting safe and sustainable communities.

For more details on Florida’s TA, please visit <https://www.fdot.gov/planning/systems/tap/default.shtm>

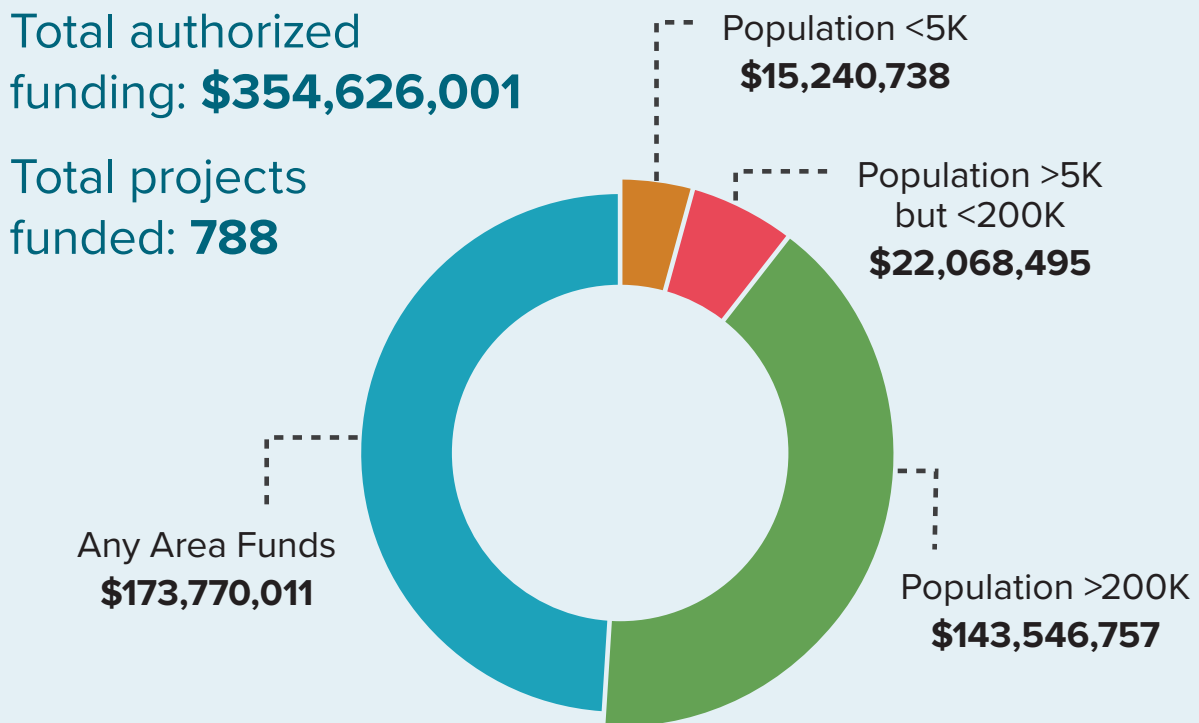


Figure 20: FDOT District TA Authorizations of “Population-based” funds (2015-2021); Source: FDOT Work Program as of February 16, 2022.

District 1

swflroads.com



The 12-county region comprising FDOT District One in Southwest Florida is home to 2.7 million residents and, along with District Five, is growing at a faster rate than any other FDOT District. Served by six MPOs, the District covers 12,000 square miles from coastal to interior and urban to rural.

\$49,959,411
total TA funds authorized
2015-2021

149
total projects funded

Lake Alfred Veteran's Memorial Trail Pedestrian Bridge

Agency Funded: **City of Lake Alfred (FM #429883-1)**

Total Project Cost: **\$1,850,000**

TA Funds awarded (2014 – 2018): **\$358,258**

Polk County has a vision for a county wide trail network that connects major municipalities and provides linkages to trail networks in the adjacent counties. In 2018, the City of Lake Alfred completed a vital connection that helped make the county's vision a reality. The Lake Alfred Veteran's Memorial Trail Pedestrian Bridge over US Highway 17/92 connected Lake Alfred to the Chain of Lakes Trail in Winter Haven, providing bicyclists and pedestrians safe passage over the six-lane highway along with a pristine view of Lake Rochelle.

North of the highway, the 1.1-mile Lake Alfred Veteran's Memorial Trail connects residential areas with the downtown commercial areas of Lake Alfred, providing residents both recreation and transportation opportunities. South of the highway lies Winter Haven's Chain of Lakes Trail, a nearly 4-mile trail running along a former railroad line parallel to Hwy 17. The Chain of Lakes Trail provides safe paths to school, connections to local businesses, and linear

recreational greenspace through downtown Winter Haven. FDOT's Transportation Alternatives Program funded design of the pedestrian bridge over Hwy 17/92 which serves as a scenic gateway to the City of Lake Alfred as well as a connection between the two trails. With this important connection in place, the County envisions continuing the trail connection east and west of Lake Alfred to Haines City and Lakeland respectively, and southwest of Winter Haven to Bartow.



Figure 21: Lake Alfred Veteran's Memorial Trail Pedestrian Bridge

Multi-use Paths along US 41 Business from Green Bridge to Riverside Drive

Agency Funded: **City of Palmetto (FM #433593-1)**

Total Project Cost: **\$858,337**

TA Funds awarded (2014 – 2018): **\$259,966**

The City of Palmetto enhanced the pedestrian and bicyclist experience of the Riverside Parks along both sides of US Business 41 from Green Bridge to Riverside Drive and along the North side of Riverside Drive. Along Riverside Drive, existing sidewalk along the north side was replaced with a 12-foot multi-use path from US Business 41 to 10th Avenue. In the parks, existing parking and separate sidewalk and bike path infrastructure was replaced with environmentally sustainable parking stalls and 12-foot paths, as well as landscaping, streetscaping, and pedestrian lighting. Permeable pavers were used both in the parking stalls and on the paths to reduce runoff and filter pollutants that contribute to

water pollution. The project included an exit ramp from the existing bike lane on US Business 41 North to the new multi-use path along Riverside Park East, providing safer connection to Riverside Drive. The Riverside Park West multi-use path runs parallel to the city's living seawall, providing walkers and bicyclists glimpses of marine life and vegetation, and connects to the Green Bridge Fishing Pier and the Palmetto City Fishing Pier. The path along Riverside Park West also provides a bike turn out to connect to the existing protected bike lane that spans the Green Bridge along US Business 41 South. FDOT's Transportation Alternatives Program funded project design.



Figure 22: Multi-use path along Riverside Park East

For additional information on District 1 Transportation Alternatives projects contact the [District TA Coordinator](#).

**Data on featured projects is accurate as of February 16, 2022.*

District 2

nflroads.com



District Two in Northeastern Florida is home to more than 1.9 million residents. Its 18 counties and two MPOs cover nearly 12,000 square miles. The district is known for abundant outdoor recreation opportunities, including a multitude of natural springs, trails, and bike routes.

\$40,672,530

total TA funds authorized
2015-2021

104

total projects funded

Live Oak Rail Trail

Agency Funded: **Suwannee County (FM #439985-1)**

Total Project Cost: **\$711,314**

TA Funds awarded (2018 – 2020): **\$711,314**

Partnerships abound in the rural eco-friendly city of Live Oak. Along with other destinations including the Suwannee River, clear natural springs, and the Music Park that attracts economic prosperity, the City and Suwannee County* continue working to develop trails to provide safe bicycling and pedestrian opportunities for a healthier community.

Identified in the five-year Suwannee County Community Health Improvement Plan, design and construction of the 12-foot-wide, one-and-a-quarter mile asphalt Live Oak Rail Trail was complete in 2019 with funding from the Florida Transportation Alternatives (TA) Set-Aside program. Extending south from the trailhead on Helvenston Street to near 96th Place at the city limits, the trail provides a direct connection to the quarter-of-a-mile concrete Heritage Trail, developed in 2017 with funding from the Community Redevelopment Agency (CRA), that extends from Helvenston Street north to US 90. Lighting conduits along both projects also received TA funding.

The trails connect multiple facilities downtown, including businesses, a ballfield, the Heritage Park & Gardens, and the Heritage Park Playground, and have become a catalyst for

implementing the city and county's vision of continuing to improve nonmotorized travel for connecting people to destinations.

The Live Oak Rail Trail is a great addition to our city and county, providing a clean, safe, and beautiful environment for citizens to exercise and enjoy.

- Frank C. Davis, Mayor of Live Oak

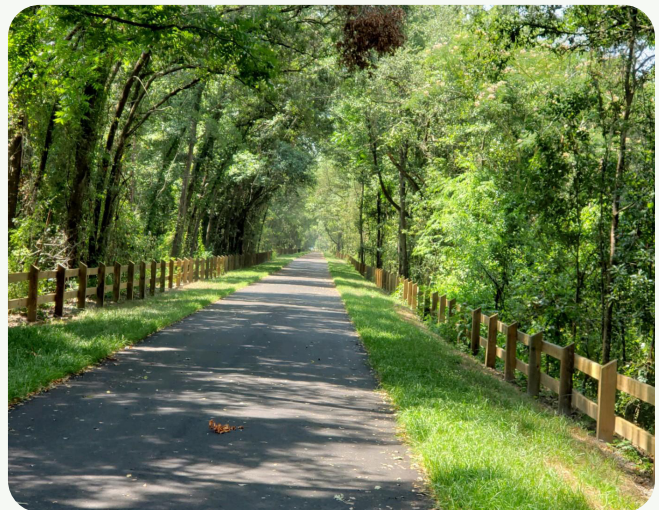


Figure 23: The Heritage Trail and the Live Oak Trail lie atop a rail corridor historically known as the Live Oak and Gulf Railway Company – the backbone and namesake of the community. The railroad later merged with another to become the Florida Railway, then ultimately CSX



Figure 24: Regularly updated, at times the interactive “Discovery Trail” displays contain pages from children’s books (read while you walk!) and educational information about art, nature, and other topics such as Black History Month

The success of this trail is the product of good relationships and partnerships, and together the trail segments provide a significant positive impact on the community. Because they are a certified Local Agency Program entity able to deliver federally funded projects, Suwannee County sponsored the project on behalf of the City of Live Oak who maintains it. Since opening the trail, local businesses have contributed funding for additional community improvements, including a collaborative effort with the regional library system that led to the installation of educational kiosks (Figure 24). The community continues embracing the trail for recreation and exercise; church groups and clubs organize walking events and races. When the trail led to an influx of visitors to the adjacent Heritage Park, the County and CRA added restroom facilities.

The larger community vision is to continue extending the trail – which is within Florida’s Shared-Use Nonmotorized (SUN) Trail network – south and connect to the Suwannee River Greenway at Branford, the O’Leno to Ichetucknee Trail, and the Nature Coast State Trail.

The SUN Trail network is a developing statewide system of interconnected, high priority (strategic), paved multi-use trails corridors for bicyclists and pedestrians physically separated from vehicular traffic.

*Suwannee County is a Rural Economic Development Initiative community and within one of the three Rural Areas of Opportunity (RAO). Adversely affected by extraordinary economic events or natural disasters designation of RAO communities is by Executive Order of the Governor. According to the Department of Environmental Protection’s economic analysis of outdoor recreation activities in Florida, trails provide economic opportunities for communities they traverse.



Figure 25: Florida Department of Transportation joined the City of Live Oak, Suwannee County, and numerous community partners at the Live Oak Rail Trail ribbon cutting

For additional information on District 2 Transportation Alternatives projects contact the [District TA Coordinator](#).
**Data on featured projects is accurate as of February 16, 2022.*

District 3

nwflroads.com

Known as The Gateway to Florida, District Three extends from Alabama along the Gulf of Mexico connecting the Panhandle through the capital city of Tallahassee, to Jefferson County and Georgia. Encompassing 11,500 square miles across 16 counties, it traverses the highest elevation in the state and is home to over 1.4 million residents. Although mostly rural, District Three has five TPOs including Florida's only multi-state one.

\$27.64 million
total TA funds authorized
2015-2021

104
total projects funded

Lafayette Paseo Multimodal Corridor

Agency Funded: **City of Tallahassee (FM #408049-3)**

Total Project Cost: **\$746,664**

TA Funds awarded (2016 – 2018): **\$558,928**

In 1999 the “Lafayette Streetscape Study”, which among other things envisioned a “walkable mixed-use area,” was completed by the City of Tallahassee and Leon County. In 2009 a planning survey of the Indianhead/Lehigh Neighborhood was conducted – portions overlapped with the 1999 study area. Now known as the “Lafayette Paseo Multimodal Corridor”, the vision for creating a bikeable and pedestrian friendly community connecting residents to businesses and transit gained momentum through a grassroots initiative led by the Indianhead/Lehigh Neighborhood Association, Inc. (N3), a nonprofit citizen support organization. N3 represents property owners in an area of Tallahassee that began as a development in the 1950s, incorporated in the 1970s, and has grown to include over 900 homes.

Community involvement to coordinate project components and priorities that balance proponents and concerns requires strong leadership. N3 helped maintain momentum and involve stakeholders from the initial concept through the purpose and need (for the project) and submittal of the Application in 2011 - which included securing the city as a Sponsor - through prioritization by the

county, followed by the TPO, and ultimately ensuring successful project completion in 2018. Following completion of the TA project, the Indianhead/Lehigh Neighborhood was honored to receive the first Sustainable Neighborhood of the Year Award in 2018 from Sustainable Tallahassee.

Enhancing safety and improving connectivity to businesses, multi-and single-family residences, parks, transit stops, and around Hartsfield Elementary, this TA-project extends a mile along East Lafayette Street. It connects the sidewalk at the tunnel crossing beneath



Figure 26: The City of Tallahassee improves safety near Frank Hartsfield Elementary School

the railroad near Marvin Street eastward to Winchester Lane. Improvements include new and reconstructed sidewalks and curb ramps, pavement markings including bicycle sharrows and pedestrian crosswalks, lighting, signage, landscaping, and median and drainage improvements addressing stormwater management and improving water quality. The project also formalizes parking along the service road with bulb-outs and tree plantings, thereby reducing impervious surface and implemented traffic calming by narrowing street width.

The initial TA project became a catalyst for other improvements. Other funding sources continue implementation of the vision for improvement within and connecting to the “Lafayette Paseo Multimodal Corridor”, including installations of interpretive panels for the historic Smoky Hollow, the Governor Martin House, and for the DeSoto Winter Encampment; multiple transit shelters with associated facilities; multiple signalized pedestrian crossings including those of nearby Apalachee Parkway; and construction of the multiple phases of the Magnolia Drive Multi-Use Trail which includes stormwater improvements and underground utilities.



Figure 27: The Lafayette Paseo Multimodal Corridor project provided safe pedestrian and bicyclist connections for residents of a housing complex for low- and moderate-income residents

For additional information on District 3 Transportation Alternatives projects contact the [District TA Coordinator](#).

**Data on featured projects is accurate as of February 16, 2022.*

District 4

d4fdot.com

District 4 in Southeast Florida is home to more than 3.6 million residents. Broward, Palm Beach, Martin, St. Lucie and Indian River counties and five MPOs make up the district's 5,000 square miles.

\$70,451,021
total TA funds authorized
2015-2021

144
total projects funded

Sunset Strip Road Diet

Agency Funded: **City of Sunrise (FM #438123-1)**

Total Project Cost: **\$464,615**

TA Funds awarded (2020 – 2021): **\$331,938**

The City of Sunrise completed a road diet along Sunset Strip from Nob Hill Road to NW 109th Avenue. Using TA funds awarded through FDOT and the Broward MPO Complete Streets Localized Initiative Program, the city converted a four-lane divided roadway to a two-lane divided roadway, adding a 5-foot-wide bicycle lane and a 3-foot-wide striped buffer in each direction. Bicycle lanes were marked with green bicycle symbols to denote the bicycle route, with additional green markings in conflict zones to raise driver awareness of bicycle riders.



Figure 29: City of Sunrise, Road Diet on Sunset Strip

Neighborhood Sidewalk along Massachusetts Avenue

Agency Funded: **City of Fellsmere (FM #438132-1)**

Total Project Cost: **\$369,081**

TA Funds awarded (2020 – 2021): **\$265,613**

The City of Fellsmere completed a 5-foot-wide sidewalk along the west side of Massachusetts Avenue from Myrtle Street to Willow Street, providing valuable neighborhood connections to amenities in Senior League Park, including softball fields, soccer fields, basketball courts, a walking path, a playground, and more recently a skate park.

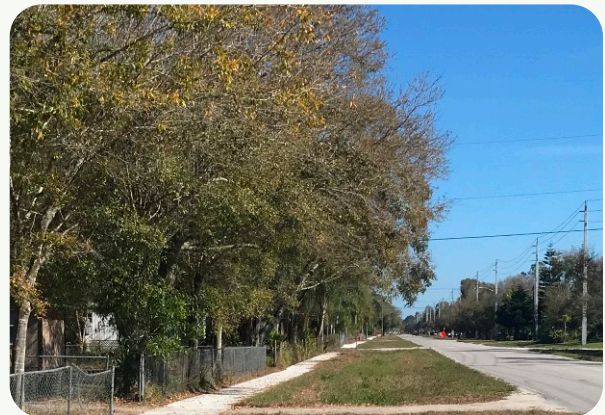


Figure 28: City of Fellsmere Sidewalk on Massachusetts Avenue

Sidewalks and Bike Lanes on Seacrest Boulevard

Agency Funded: **City of Delray Beach (FM #438289-1)**

Total Project Cost: **\$1,735,150**

TA Funds awarded (2017 – 2021): **\$956,110**

The City of Delray Beach reconstructed Seacrest Boulevard from NE 22 Street to Gulfstream Boulevard to add pedestrian and bicycle infrastructure. TA funds awarded through FDOT and Palm Beach TPA enabled the city to add a 6-foot-wide sidewalk and a

5-foot-wide green painted bike lane throughout the limits of the project. Brick paver crosswalks were installed at various intersections, along with pedestrian signals, and landscaping.



Figure 30: City of Delray Beach Seacrest Boulevard Reconstruction

For additional information on District 4 Transportation Alternatives projects contact the [District TA Coordinator](#).

**Data on featured projects is accurate as of February 16, 2022.*

District 5

cflroads.com



Extending through East Central Florida, the nine counties of District Five encompass nearly 9,000 square miles and are served by five TPOs. Over 4.1 million people reside in the region that is within one of Florida's fastest growing areas. Growth flourishes beyond the region's core Orlando-Kissimmee-Sanford metro area westward to the Villages, and in the communities along the Atlantic Coast beaches and the Space Coast. Natural areas, particularly along the abundant waterways, are world-renowned.

\$40,672,530
total TA funds authorized
2015-2021

104
total projects funded

Shingle Creek Regional Trail and Trailhead, Sand Lake Road to Oak Ridge Road

Agency Funded: **City of Orlando (FM #430225-3)**

Total Construction Project Cost: **\$6,578,102**

TA (District) Funds awarded (2018): **\$1,028,883**

TA (suballocation to MPO) Funds awarded (2018, 2019): **\$3,974,520**

Shingle Creek meanders from Orlando near International Drive to Lake Tohopekaliga (Toho) in Osceola County, then waterflow continues a 350-mile journey to the Everglades. Supported by the East Central Florida Regional Planning Council (RPC), the vision to connect bicyclists and pedestrians to natural areas, businesses and residential developments gained momentum following the identification of the Shingle Creek Regional Trail system (SCRT) as part of the National Park Service's America's Great Outdoors Program in 2010. Prioritization for funding continues and significant investments are providing connectivity along the developing 32-mile SCRT system. Citizens joined agency partner staff from the cities of Kissimmee and Orlando, Osceola and Orange counties, the RPC, MPOs, state and federal agencies to celebrate opening the first SCRT segment in 2016.

In 2020 the City of Orlando completed construction of the trailhead at Sand Lake Road (State Road 482) and the over two-mile SCRT connection to Oak Ridge Road with federal funding assistance from TA. In addition to the concrete multi-use trail varying in width from 12



Figure 31: Shingle Creek Regional Trail, prefabricated bridge

to 14 feet, the project included three prefabricated steel bridges, two overlooks, a gravity wall, construction of a five-foot-wide sidewalk, signing and pavement markings, and drainage improvements. TA also provided natural and hardscaping elements including directional and wayfinding signage, bicycle racks, trash receptacles, benches, a water fountain with dog bowl, and native vegetation. Within the project boundary, local funds provided for colored concrete and fence "upgrades" and other improvements including a dog waste receptacle, two solar trash receptacles, a trail dedication plaque, and public art panels.

Wayfinding Signage, Coast to Coast Trail

Agency Funded: **Volusia County (FM #442551-1)**

Total Construction Project Cost: **\$156,940**

TA (District) Funds awarded (2019): **\$83,243**

TA (suballocation to MPO) Funds awarded (2019): **\$17,175**

Florida's premier regional Coast to Coast Trail (C2C) will connect communities and destinations through nine counties in Central Florida from the Atlantic Ocean to the Gulf of Mexico (and Tampa Bay). Segments forming the eastern part of the C2C are also part of the St. Johns River-to-Sea Loop that when complete will provide a multiuse trail extending along Florida's Atlantic Coast and the St. Johns River corridor connecting five counties. Collectively comprising 12 MPOs and 18 counties, the Central Florida MPO Alliance and the Tampa Bay Area Regional Transportation Authority MPOs Chairs Coordinating Committee (now known as the Sun Coast Transportation Planning Alliance or SCRTPA) pledged support to organize partners and prioritize C2C connectivity by adoption of a Joint Resolution in 2013. Their role was a catalyst. Subsequently, 150 participants joined at a C2C Summit in 2014 where a Leadership Team, representing public and private sector stakeholders to advocate and coordinate across jurisdictional boundaries, was born. Furthering C2C development, the Leadership Team proposed an Urban-Overlay Study to document resources and local trail identity and to develop systemwide branding. By 2016 the Study, funded by the Florida Department of Economic Opportunity, was complete. It documented resources and endorsed



Figure 32: Jared W. Perdue, P.E., FDOT Secretary, holds a C2C Wayfinding sign at the ribbon cutting ceremony for the East Central Regional Rail Trail

branding, signage, and wayfinding. Following adoption of Joint Resolution No. 2016-01 of the Central Florida MPO Alliance and the SCRTPA partners moved forward with implementation.

Volusia County Resolution 2019-134 authorized acceptance of an agreement to implement C2C signage, made possible with federal funding assistance from TA. In 2020 Volusia County completed development and installation of signage which includes mile markers, maps, and wayfinding to destinations. Now, bicyclists and pedestrians may more safely navigate between destinations along 35 miles of the C2C, from Lake Monroe Park to the Brevard County line. The C2C signage was unveiled at ribbon cutting ceremony for the East Central Regional Rail Trail, which was funded by the Shared-Use Nonmotorized (SUN) program and completed the county's last C2C link.

For additional information on District 5 Transportation Alternatives projects contact the [District TA Coordinator](#).

**Data on featured projects is accurate as of February 16, 2022.*

District 6

fdotmiamidade.com



Encompassing Miami-Dade and Monroe counties in southeastern Florida, District Six is home to approximately 2.7 million people. There is vast ecological biodiversity along the Atlantic Ocean to the east and the Florida Everglades to the west, through the Florida Keys. A global hub, downtown areas include Miami, Miami Beach, and Key West. The tropical climate, beaches, and cultural diversity contribute to the uniqueness of the region. Miami-Dade TPO is the only one in the district.

\$48,812,813

total TA funds authorized
2015-2021

81

total projects funded

The Underline (Miami-Dade Multimodal Mobility Corridor) – Brickell Backyard*

Agency Funded: **Miami-Dade County (FM #435501-1)**

Project Cost: **Over \$14 million from public and private sources**

TA Funds awarded (2018): **\$3,619,552**

The Underline multimodal mobility corridor is transforming the Brickell area of Miami by integrating modes, improving facilities, and increasing safety to enhance the nonmotorized travel experience.

When completed, the 10-mile Underline will extend from the southern bank of the Miami River to Dadeland South Metrorail station. The construction of the first segment, known as Brickell Backyard, began in November 2018 and was completed on February 26, 2021; it represents five percent of the overall Underline corridor. The facilities are beneath the elevated Metrorail guideways within a seven-block footprint along SW First Avenue between the Miami River and SW 13th Street. The transportation elements supported by TA funding include wide, separated bicycle and pedestrian trails, sidewalks, and trail furniture; native landscaping that improves resiliency by mitigating stormwater and area floodings, increases biodiversity and attracts pollinators; and lighting and other safety-related infrastructure to address Miami-Dade County's status as one of the country's most dangerous places for bicyclists and

pedestrians. In addition, the linear park features active recreation facilities including a flex court for sports, and the dynamic Promenade near SW 8th Avenue with community gathering spaces for wellness classes and a sound stage for community events and educational programming.

Brickell Backyard is earning national acclaim since its opening. In May 2021 the project received the Monocle Design Award for



Figure 33: The Underline, located beneath the elevated Metrorail system, is one of Florida's only rail-with-trail projects

Best Urban Intervention, which recognized quality of life improvements afforded to the area by the trail. Only fifty Monocle Design awards are issued worldwide, and only two are issued in the United States. In April 2022 the project also received the James Corner Field Operations' Merit Award from the New York Chapter of the American Society of Landscape Architects for the environmental enhancements that improved resiliency.

The Underline came about when stakeholders, led by a collaborative public-private partnership, envisioned replacing the M-Path (one of Florida's oldest asphalt trails) with Miami-Dade's first multimodal mobility corridor. When completed, the Underline will improve neighborhood access for over 250,000 people who reside within a quarter-of-a-mile of the corridor, providing the final mile connection to 24 schools, the University of Miami, the Florida International University Downtown on Brickell campus, two hospitals, three urgent care facilities, and four major

malls. It will also improve access to eight Metrorail stations, the driverless Metromover that circles downtown Miami, and numerous bus terminals. The Underline is also a step in the development of the "[Miami LOOP](#)," which is envisioned by the Miami-Dade Trail Alliance as a 225-mile cross-county trail system.



Figure 34: City of Miami Underline Trail



Figure 35: Project features include native landscaping, bicycle racks, and a repair station at the Urban gym

For additional information on District 6 Transportation Alternatives projects contact the [District TA Coordinator](#).
**Data on featured projects is accurate as of February 16, 2022.*

District 7

fdottampabay.com



Located along west central Florida's Gulf Coast, District Seven encompasses five counties (Citrus, Hernando, Hillsborough, Pasco and Pinellas), four MPOs/TPO, with a land area of nearly 3,332 square miles, and is home to approximately 2.9 million residents. Tampa Bay's MPOs/TPO have joined with neighboring counties (Polk, Sarasota and Manatee) to form the Sun Coast Transportation Planning Alliance to encourage and support local, regional, and statewide projects that improve access to transportation opportunities including cross county trail connections and implementing Safe Streets initiatives.

\$55.7 million
total TA funds authorized
2015-2021

100
total projects funded

Courtney Campbell Trail – Pinellas County

Agency funded: **City of Clearwater and Pinellas County (FM #424561-3 and 424561-4)**

Total Project Cost: **\$8.55 million**

TA funds Awarded (2014-2015): **\$6.71 million**

The idea for a bicycle and pedestrian trail spanning Tampa Bay to connect Hillsborough and Pinellas counties along the Courtney Campbell Causeway (State Road 60) began with a request from the Causeway's Scenic Highway Corridor Advisory committee. According to a May 2022 study sponsored by Tampa Downtown Partnership, the average daily traffic for the eight-to 12-foot wide Courtney Campbell Trail (CCT) that extends along the southern side of the nine-and-half mile Courtney Campbell Causeway, is over 1,200 bicyclists and pedestrians. Completion of the initial five-and-a-half-mile trail segment with 45-foot-high bridge in Hillsborough County occurred prior to the FAST Act, the eastern side of it connects to the West Tampa Greenway and the Upper Tampa Bay Trail. The western end of this featured project completes the crossing of the bay and extends west into Clearwater, providing users access to the Pinellas Trail and the Duke Energy Trail via Clearwater's Ream Wilson Trail. The CCT is part of the developing seven-county Gulf Coast Trail, also known as the Southwest Coastal Regional Trail.



Figure 36: Courtney Campbell Trail is symbolic of the collaboration of public- and private-sector partners



Figure 37: The Courtney Campbell Trail provides panoramic views of Upper Tampa Bay

Upper Tampa Bay Trail, Van Dyke Road to Suncoast Trail

Agency funded: **Hillsborough County (FM #413086-1)**

Total Project Cost: **\$5.6 million**

TA funds Awarded (2013-2017): **\$1.4 million**

Operated by the Hillsborough County Parks, Recreation and Conservation Department, the Upper Tampa Bay Trail is within the developing seven-county regional Gulf Coast Trail, also known as the Southwest Coastal Regional Trail. Construction of the Upper Tampa Bay Trail has occurred based on funding availability. Between 2013 and 2017, TA funding contributed to the construction of the 12-foot-wide three-mile asphalt segment connecting Van Dyke Road through the Brooker Creek Headwaters Nature Preserve in Lutz to the 42-mile Suncoast Trail at the Veterans Expressway. In addition to the scenic boardwalks for protecting wildlife habitat and wetlands through cypress swamps within the Preserve, TA funding developed the Lutz Lake Fern Road Trailhead in Odessa. The trailhead provides vehicular and bicycle parking, a restroom, water fountains, benches, a bicycle repair station, and informational kiosks. A small trail gap remains to connect this TA-funded project to the lower seven-mile portion of the Upper Tampa Bay Trail at Peterson Road Park.



Figure 38: Upper Tampa Bay Trail, northwest Hillsborough County



Figure 39: Lutz Lake Fern Trailhead, 7020 Lutz Lake Fern Road, Odessa

For additional information on District 7 Transportation Alternatives projects contact the [District TA Coordinator](#).

**Data on featured projects is accurate as of February 16, 2022.*

ENDNOTES

- 1** Partnering with FDOT: A Resource Guide: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/local-resource-guide_v21.pdf?sfvrsn=e72abc3_4
- 2** FDOT, Transportation Alternatives Set-Aside Program Guidance and Procedures: Partnering with FDOT: A Resource Guide: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/tap/fdot-ta-set-aside-program-guidance-procedures-final-2021-05.pdf?sfvrsn=dcf714b5_4
- 3** Rails to Trails Conservancy, Inc. (RTC), Transportation Alternatives Data Exchange (TrADE): RailsToTrails.org/policy/trade
- 4** FHWA, Recreational Trails Program: https://www.fhwa.dot.gov/environment/recreational_trails/
- 5** Funding for Safe Routes to Schools (SRTS) through TA is separate from Florida’s standalone SRTS Program, see: <https://www.fdot.gov/Safety/programs/safe-routes.shtm>
- 6** Administration of the Recreational Trails Program (RTP) in Florida is by the Department of Environmental Protection (DEP), Division of State Lands in compliance with the 62S-2, Florida Administrative Code. For more information contact the DEP Land and Recreation Grants staff at 850-245-2501 or see: <https://floridadep.gov/Grants>
- 7** FDOT Strategic Highway Safety Plan, March 2021: <https://floridaship.org/wp-content/uploads/2022/03/StateHealthImprovementPlanPriorityHealthIssuesDataOverview.pdf>
- 8** FDOT Source Book, 2022: <http://fdotsourcebook.com/safety/pedestrian-fatalities-and-serious-injuries>
- 9** FDOT Source Book, 2022: <http://fdotsourcebook.com/safety/bicycle-fatalities-and-serious-injuries>
- 10** Florida Department of Health: <https://floridaship.org/about/>
- 11** FDEP Trail Towns: <https://floridadep.gov/parks/ogt/content/trail-town-program>
- 12** FDOT, Florida SUN Trail Transportation Use Study, 2019: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/suntrail/trail_transportation_use_final_report_ada.pdf?sfvrsn=a82b6065_2
- 13** Florida Department of Elder Affairs: https://elderaffairs.org/wp-content/uploads/Livable-Florida-Action-Plan_2022.pdf
- 14** Federally mandated for areas over 50,000 people, Metropolitan Planning Organizations, Transportation Planning Organizations, or Transportation Planning Agencies (collectively MPO or TPO) develop and maintain transportation plans that ensure federal funds support local priorities. Comprised of representatives from local governments and transportation authorities, the planning areas of Florida’s 27 MPOs may include one or multiple counties, or an area not encompassing an entire county. Source: FDOT Office of Policy Planning, [MPO Subject Brief](#).
- 15** The Grant Application Program (GAP) is the name of the FDOT online database system for multiple funding sources: <https://www.flgap.com/>. It is for applications, review process, grant tracking, reporting and file storage. TA provides reimbursement funding rather than “grants”.

16 Procedure is component of the Local Agency Program (LAP): <https://www.fdot.gov/programmanagement/lp/lap/default.shtm>

17 FDOT, A Review of Florida's Non-Metropolitan Planning Process, 2019: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/ruralsupport/2019-6-17-rural-consultation-final-rev.pdf?sfvrsn=b214bb93_2

18 Source: FDOT Work Program as of February 16, 2022: <https://www.fdot.gov/workprogram>

For more information on FDOT's Transportation Alternatives Set-Aside Program please visit: <https://www.fdot.gov/planning/systems/tap/default.shtm>

