

Eastern Federal Lands Access Program Project Application

General Information:

The Federal Lands Access Program was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and continued in the "Fixing America's Surface Transportation" (FAST) Act of 2015 to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users.

Instructions:

Proposed projects or studies must be located on a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government. A 20% matching share is required for this program. Other Federal (non-title 23 or 49) funds may be used as match.

All projects must be submitted using this Eastern Federal Lands (EFL) Access Program Application form. The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. It is the responsibility of the applicant to supply the necessary information to complete the application to the best of their ability.

Project applications must be sponsored by the appropriate Federal Land Management Agency (FLMA) with an application signature and/or letter of support. Attachments such as cost estimates, maps, photos etc. may be included but are limited to 10 pages. Letters supporting the project do NOT count towards the 10 additional pages allowed for application support.

E-mail your completed application package to Efl.planning@dot.gov. If you need assistance in completing this application form or have questions about the program, please contact: Lewis Grimm, PE, FHWA-EFL Planning Team Leader at 703-404-6289 or Lewis.Grimm@dot.gov or the FHWA PDC member listed on the EFL FLAP web page for the respective state.

Implementation:

The Programming Decisions Committee (PDC) for each state will review project applications and prioritize them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in that state and Federal regulations and guidelines. Project approval resides with the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable FLMAs.

Memorandums of Agreement (MOA) will be required for each programmed project. The project MOA will indicate the project delivery method, match requirements, funding sources/limitations, scope, schedule, and responsibilities of the project signatories.

Local public agencies that are certified by the State DOT may be permitted to deliver the projects contingent on the joint approval of the FHWA-EFL and the State DOT. Local project delivery will require State DOT stewardship and oversight.

For partner delivered projects, fund obligations will be requested following an executed MOA by the State DOTs through a standardized PR-2 form. Access program funds will not reimburse work performed prior to execution of the MOA and the PR-2 (i.e. Right of Way transfers or Engineering services).

Program goals, eligible activities, application tips and the Call for Projects Standard Operating Procedures (including the selection criteria) for this application are located under the appropriate state on the Federal Lands Highway website.

<http://flh.fhwa.dot.gov/programs/flap/>

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Project Name: Boynton Beach Boulevard Complete Streets		Route Number: SR 804/Boynton Beach Blvd	
Facility Owner: Florida Department of Transportation		Facility Maintainer: Florida Department of Transportation	
Requested Project Delivery Agency: <input type="checkbox"/> Eastern Federal Lands (EFLHD) <input checked="" type="checkbox"/> State DOT <input type="checkbox"/> Local Agency <input type="checkbox"/> Other			
Functional Classification: <input type="checkbox"/> National Highway System <input checked="" type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road <input type="checkbox"/> Other		Project Design Standards: <input type="checkbox"/> AASHTO <input checked="" type="checkbox"/> State DOT <input type="checkbox"/> Local Government <input type="checkbox"/> Federal Lands Highway (FLH)	
Type of Project Proposed: (Check all that apply) <input type="checkbox"/> New Project <input type="checkbox"/> Rehabilitation <input checked="" type="checkbox"/> Expansion/Enhancement <input type="checkbox"/> Other <input type="checkbox"/> Design <input type="checkbox"/> Preliminary Engineering <input type="checkbox"/> Environmental (NEPA Document) <input type="checkbox"/> Right of Way <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Paving, road base or surface course projects <input checked="" type="checkbox"/> Safety enhancements or structures <input checked="" type="checkbox"/> Minor drainage <input checked="" type="checkbox"/> Major concrete structures <input checked="" type="checkbox"/> Bicycle/pedestrian facility <input type="checkbox"/> Construction Contract <input type="checkbox"/> Construction Engineering <input type="checkbox"/> Planning/Technical Study or Research <input type="checkbox"/> Other (e.g. Intermodal or transit facilities, ITS, HSIP, environmental mitigation) If Other, specify:		<u>Estimated Project Budget</u> Preliminary Engineering: \$52,650.00 Construction Engineering: \$74,550.00 Construction Cost: \$438,530.00 Right-of-Way: Other Costs: \$65,800.00 Total Project Cost: \$631,530.00 <u>Project Funding</u> Requested FLAP Funds: \$505,224.00 Estimated Match Local \$126,306.00 Other: Total Project Cost: \$631,530.00 Calculated Match Percent 20% Match Formula: FLAP Funds / Federal Share(80%) - FLAP Funds	
Project Location: City: City of Boynton Beach County: Palm Beach County State: Florida Longitude/Latitude 26.528903, -80.061293 Congressional District(s) 21st District - Rep Lois Frankel		Benefitting Federal Land Unit(s) Intracoastal Waterway - Jacksonville to Miami Federal Land Management Agency (FLMA) managing the above unit(s) <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input checked="" type="checkbox"/> U.S. Army Corps of Engineers <input type="checkbox"/> Other (e.g. DOD,) Specify Jacksonville District	
Project Applicant: Name: Thuy Shutt Position: Assistant Director Agency: Boynton Beach Community Redevelopment Agency Phone: 561-600-9098 E-mail: shuttT@bbfl.us Address: 710 N Federal Highway, Boynton Beach Blvd, Florida 33435		FLMA Signature of Project Acknowledgement & Concurrence Name: Milan A. Mora Murphy Title: Chief - Water Resources Section Phone: 904-232-1454 E-mail: Milan.A.Mora@usace.army.mil	

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Prioritization Factors:

- | | | |
|---|---|--|
| -FLMA, StateDOT, and facility owner agree that the project is an Economic/Visitation Generator. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| -FLMA, StateDOT, and facility owner agree that the project is a priority. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| -Project is consistent with the metropolitan, statewide and/or regional planning process. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -Project is consistent with currently adopted agency plans. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -If local delivery is requested, the applicant is certified by the State DOT to administer local agency projects following Federal Highway Administration requirements. | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Project Development Status

	Not Started	In Progress	Completed	N/A	Completion Date/Comments
Project on TIP/STIP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Right of Way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No changes to the existing ROW are proposed
Utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Some utility work is associated with the project
Preliminary Engineering	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project design is in progress
NEPA Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Permits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anticipated Delivery Calendar Year:	2019				
Latest Possible Delivery Calendar Year	2020				

Resource Protection:

Please identify any impacts to known natural, cultural or physical resources associated with this project. (Check all that apply)

Negative	Positive
Impact	Impact

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Wetlands/Water Resources |
| <input type="checkbox"/> | <input type="checkbox"/> | Threatened & Endangered Species |
| <input type="checkbox"/> | <input type="checkbox"/> | Species of concern/state listed |
| <input type="checkbox"/> | <input type="checkbox"/> | Other biological resources (fisheries, rookeries) |
| <input type="checkbox"/> | <input type="checkbox"/> | Wild & Scenic River (or other state classifications) |
| <input type="checkbox"/> | <input type="checkbox"/> | Non-attainment areas (air quality) |
| <input type="checkbox"/> | <input type="checkbox"/> | Historic & archeological resources |
| <input type="checkbox"/> | <input type="checkbox"/> | Native American areas/concerns |
| <input type="checkbox"/> | <input type="checkbox"/> | Wilderness or roadless areas |
| <input type="checkbox"/> | <input type="checkbox"/> | Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)] |
| <input type="checkbox"/> | <input type="checkbox"/> | Hazardous materials/contamination site |
| <input type="checkbox"/> | <input type="checkbox"/> | Air, noise, and/or visual impacts |

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1. Project Description

Please provide a summary of the purpose and need for the proposed project. Provide a detailed description of the project activities that would be funded with Access Program funds. Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include options and funding breakdown for scaling/phasing the project, if applicable.

Located in the City of Boynton Beach, Florida, the improvements proposed for the Boynton Beach Boulevard Complete Streets Corridor provide enhanced connectivity between residential and commercial developments in downtown Boynton Beach to the intracoastal waterway and City Marina. The corridor includes the segment of Boynton Beach Boulevard between I-95 and US 1/ Federal Highway, providing a direct connection to the Florida Managed Lands.

As part of the City's Community Redevelopment Area (CRA) efforts, the CRA purchased and invested approximately \$25 million dollars in the redevelopment of the Boynton Harbor Marina to ensure public access to the Boynton Beach intercoastal waterways, a Florida designated paddling trail, and preservation of the commercial marine industry. Located ½ mile south of the Boynton Inlet within downtown core of Boynton Beach, the Boynton Beach Harbor Marina offers a multitude of water activities including fishing charters, drift fishing, scuba diving charters, jet ski rentals, boat rentals, passive open, and waterfront dining. The improvements to Boynton Beach Boulevard will provide residents, businesses and visitors better access to the public marina and recreational opportunities within in turn will provide economic diversification and stability.

The proposed improvements support the Palm Beach Transportation Planning Agency (TPA), City of Boynton Beach, and Boynton Beach CRA's complete streets initiatives which include travel lane reductions to 10', allowing for the expansion of the existing 3' shoulder to a 4' designated bike lane on both sides of the road and widening of the existing sidewalks to 9' in width within the existing right-of-way. The proposed design has been agreed upon by the Palm Beach TPA as meeting the complete streets initiatives associated with the County's bicycle and pedestrian network. Decorative colored pavement, lighting and enhanced landscaping will be added within the pedestrian zones and existing medians. The construction of designated bike lanes was also a recommendation identified in the City of Boynton Beach Greenways, Blueways, and Trails Master Plan. Proactive coordination with the facility managers (FDOT) has been made through the development of the preliminary design plans for the corridor.

Due to the widening of the Boynton Beach Boulevard over the years, vehicular use has been emphasized over pedestrian or bike use. Under the current configuration of the roadway, there is insufficient right-of-way for landscaping, wider sidewalks, bike lanes, bus shelters and street furniture. Recently large utility poles were installed on the south side of the Boulevard adding to the visual blight of the corridor. Through the implementation of the lane reduction existing right-of-way will be reallocated to prioritize pedestrian and bike uses. In conjunction with the proposed bike lanes along Boynton Beach Blvd, a parallel facility along Ocean Avenue has been identified as an alternative bicycle route to this corridor to account for the reduced bicycle lane width proposed for Boynton Beach Boulevard. The reallocation of existing right-of-way will also provide opportunity for new landscaping and lighting to be added.

FDOT owns the right-of-way between I-95 and US-1 and the City owns the right-of way east of US-1 to the intracoastal and the City Marina. Due to FDOT's schedule for the improvements of the I-95/Boynton Beach Boulevard interchange, Phase 1 of this project will consist of improvements from the easternmost sections of Boynton Beach Boulevard, starting from US 1/Federal Highway to Seacrest Boulevard.

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2. Safety Benefits

Please describe how this project addresses issues related to safety. Will the project improve safety for all users (pedestrians, bicycles, motor vehicles, etc.)? Will this project improve identified crash sites or hazardous conditions (road safety audits or engineering assessments)?

The proposed improvements are targeted towards enhanced safety and accessibility along the corridor for all users (vehicles, bicyclist, pedestrians, transit riders). The proposed improvements to the pedestrian, bike, and vehicular facilities will provide a safer route to adjacent schools, such as Galaxy Elementary School located on the NE quadrant of I-95 and Boynton Beach Blvd. The proposed project will accommodate various modes of transportation while improving public safety for pedestrians and bicycles.

The reduction in lane width can encourage slower traffic speeds by motorist, while also providing room for a dedicated 4' bike lane to be added. Currently a 3' paved shoulder is utilized by bicyclist on the roadway as well as the existing sidewalk which is utilized by pedestrians and has several obstacles such as utility poles and signage located within the right-of-way of the sidewalks. These types of obstacles and conflicts create an unsafe environment for bicyclist and pedestrians when forced to use facilities not designed for the mix of uses. By providing a dedicated bike facility, bicyclist are provided the opportunity to utilize a facility designed for bike use, reducing the pedestrian/bicyclist conflicts that could occur on the sidewalks. The lane width reduction will also allow for the construction of wider 9' sidewalks that would also provide a safer walking condition for pedestrians separated from the vehicle travel lanes. All pedestrian crossings and ramps along the corridor at intersections and cross street connections will be reconstructed to meet the latest ADA design standards as well. The widening of the sidewalk will improve accessibility to the existing transit facilities located along three major bus routes.

The E Boynton Beach Boulevard corridor proposed for improvements was identified within the Palm Beach TPA's Pedestrian and Bicycle Safety Study as 3rd out of 10 identified bicycle and pedestrian crash hot spots. Reduction of the travel lanes was a recommendation made within the plan to improve and mitigate possible crashes. With the reduction, other safety measures such as the wider designated bike lanes (4') and wider pedestrian sidewalks (9') can be achieved.

3. Accessibility and Mobility Benefits

Please describe how the proposed project routes are connected to a FLMA inventory route. Describe how the project addresses the need on FLMA plan, State or County Comprehensive Plan. Describe how the proposed project will fill missing links in the network, remove travel restrictions and bottlenecks. How will the plan improve mode choice, explore and enhance transit system (i.e. operation and maintenance of transit facilities, etc.)? Will the plan reduce traffic congestion; enhance visitor mobility and accessibility?

The improvements to Boynton Beach Boulevard will provide residents, businesses and visitors better access to the public marina and recreational opportunities to ensure public access to the Boynton Beach intercoastal waterways (Florida designated paddling trail) with access directly to (via the waterway or E Ocean Ave) the North Ocean Ridge Mangroves Natural Area. These improvements enhance access to the recreational amenities that can connect the community to the Federally managed North Ocean Ridge Mangroves Natural Area.

Proposed Complete Streets improvements for the corridor are recommendations in the Palm Beach TPA Pedestrian and Bicycle Safety Study, City of Boynton Beach Greenways, Blueways and Trails Master Plan, and Boynton Beach Boulevard District Vision Plan (CRA). Sections from these reports recommending construction of the proposed improvements along with public support are attached with the typical section.

The proposed improvements are targeted towards enhanced safety and accessibility along the corridor for all users (vehicles, bicyclist, pedestrians, transit riders). The reduction in lane width provides room for a dedicated 4' bike lane to be added. By providing a dedicated bike facility, bicyclist are provided the opportunity to utilize a facility designed for bike use, reducing the pedestrian/bicyclist conflicts that could occur on the sidewalks. The lane width reduction will also allow for the construction of wider 9' sidewalks that would also provide a safer walking condition for pedestrians separated from the vehicle travel lanes. All pedestrian crossings and ramps along the corridor at intersections and cross street connections will be reconstructed to meet the latest ADA design standards as well. The widening of the sidewalk will improve accessibility to the existing transit facilities located along three major bus routes. The improvements to Boynton Beach Boulevard will provide residents, businesses and visitors better access to the public marina and recreational opportunities along the intercoastal waterway.

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4. Preservation Benefits

Will this project improve the National Bridge Inventory System (NBIS) deficient bridge rating? How will the project improve surface conditions? Will the project reduce operating costs? How will the project contribute to the protection of specific natural, cultural, historic, and/or scenic resources?

The Boynton Beach Harbor Marina has been in existence since 1940s. Connections to the proposed redevelopment of the Boynton Harbor Marina ensures public access to the Boynton Beach intracoastal waterways, a Florida designated paddling trail, and preservation of the commercial marine industry. The Boynton Beach Harbor Marina offers a multitude of water activities including fishing charters, drift fishing, scuba diving charters, jet ski rentals, boat rentals, passive open, and waterfront dining. As part of the roadway reconstruction, the existing roadway corridor will be resurfaced with new asphalt and striping within the travel lanes, the existing paved shoulder used by bicyclist will be expanded to 4' and repaved with new asphalt and new striping, and the existing sidewalks will be reconstructed to be 9' with decorative pavers along the full length of the corridor. Lighting will be improved along the corridor but will be funded through other resources. Landscaping enhancements will be included as part of the improvements along the corridor that will include the addition of trees and shrubs in both the median as well as incorporated into the widened pedestrian sidewalk. The connection to the historic Boynton Harbor Marina will assist in the preservation of the "working marina" and ensures continued public enjoyment of the Intracoastal Waterways.

5. Economic Development Benefits

Please describe how this project will attract tourism/visitation. Will the project address more than one Federal Land Management Agency (FLMA) area? How will this project influence economic development? How will this project address visitor mobility, access, and experience?

The CRA invested approximately \$25 million dollars in the redevelopment of the Boynton Harbor Marina to ensure public access to the Boynton Beach intracoastal waterways, a Florida designated paddling trail, and preservation of the commercial marine industry. The Boynton Beach Harbor Marina offers a multitude of water activities including fishing charters, drift fishing, scuba diving charters, jet ski rentals, boat rentals, passive open, and waterfront dining. The improvements to Boynton Beach Boulevard will provide residents, businesses and visitors better access to the public marina and recreational opportunities to ensure public access to the Boynton Beach intercoastal waterways (Florida designated paddling trail) with access directly to (via the waterway or E Ocean Ave) the North Ocean Ridge Mangroves Natural Area, in turn will provide economic diversification and stability. The proposed improvements are targeted towards enhanced safety and accessibility along the corridor for all users (vehicles, bicyclist, pedestrians, transit riders) making it a more pleasant experience for non-motorized users.

6. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the proposed project avoid/minimize/mitigate potential impacts to environmental or cultural resources? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation?

The improvements to Boynton Beach Boulevard can encourage the use of alternative modes of transportation through the enhancement of accessible routes via the proposed designated bike lanes and widened sidewalks. Connection to the Boynton Beach intracoastal waterways (Florida designated paddling trail) can encourage travel by way of the waterway through the use of recreational vessels such as kayaks and canoes to access the North Ocean Ridge Mangroves Natural Area. Redirecting growth to the east will prevent further destruction of the biosphere of the Everglades which in turn will assist with the long-term Everglades Restoration project. The City has an existing designated Transit Oriented Development area, with a future multimodal transit hub location within the first block south of Boynton Beach Boulevard (east of the FEC right-of-way), which encourages redevelopment and urban infill within the eastern municipal limits through incentives for increased density and intensity for mixed uses. The project will be utilizing existing road, utilities, and other infrastructure networks and therefore will not need additional land for an expanded roadway.