

Grant Type: Transportation Alternatives Program

Grant Number: 2017071

Section	Applicant	Description (rpt)	Current Grant Amount	Total Match	Total Amount	Grant %	Status	Grant Year
01	Ann Arbor	SRTS Ann Arbor STEAM	\$415,063.00	\$323,728.00	\$738,791.00	56.18%	Proposed	2019
Total:			\$415,063.00	\$323,728.00	\$738,791.00	56.18%		

Section **Grant Section Description**
 01 FY 2019 SRTS/TAP CONDITIONAL COMMITMENT

The City of Ann Arbor in conjunction with Ann Arbor Public School District will complete a pedestrian safety project for the benefit of students attending A2STEAM.

Infrastructure includes:

Install of 5 foot sidewalks on both sides of Traver St from Barton to John A Woods, North side of Barton West of Starwick, South side of John A Woods East of Pontiac Trl., both sides of Brookside where infill is needed from Delafield to Pontiac Trl., and West side of Starwick North of Barton. ADA facilities, striping, and pedestrian signage will be installed as needed.

Total Infrastructure Project cost: \$738,791
 Infrastructure Grant request: \$415,063
 Match Amount: \$323,728

Non-infrastructure:

All non-infrastructure work will be administered and contracted out with the Michigan Fitness Foundation. This work will include pedestrian and cyclist safety curriculum, youth leadership program, dissemination of maps with safe school routes and remote drop sites. Incentive and mentoring program.

Total non-infrastructure grant: \$16,000

Total infrastructure budget: \$738,791
 Match amount: \$323,728
 Infrastructure grant: \$415,063
 Non-infrastructure grant: \$16,000
 Combined infrastructure & non-infrastructure grant amount: \$431,063

Nonmotorized Funding Condition

This project must be designed and constructed in accordance with the standards in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition. The standards for off-road trails include a minimum 10' width with a minimum of 2' clear zone on each side. The standards for bridges or boardwalks include a minimum 14' width between rub rails. In addition, bridges and boardwalks should meet a minimum H-10 design load rating. For roadways with no curb and gutter, the standards for on-road paved shoulders include a minimum 4' width facility on each side of the road. If parking is permitted, the standards for bike lanes include a minimum width of 5'. The project must also be designed and constructed in accordance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

Historic Property Funding Condition

This project must be designed and implemented in accordance with the Secretary of Interior's Standards for Rehabilitation (National Park Service, 1990). The applicant must submit design plans to the State Historic Preservation Office (SHPO) for review as part of the overall environmental clearance for the project (see the MDOT Local Agency Programs (LAP) website www.michigan.gov/mdotlap, for SHPO Environmental Review form/instructions). The SHPO will determine whether or not the design complies with the Standards. If the design does not comply with the Standards, the applicant must alter the design to address SHPO comments before the grant award will be approved and subsequent federal fund obligation is requested.

SRTS Funding Condition

Safe Routes to School (SRTS) and Transportation Alternatives (TAP) funding awards are conditional upon the items mentioned in the correspondence from the MDOT Office of Economic Development conveying the grant award summary, supporting documentation, as well as fund availability. Federal transportation funding could be subject to Congressional approval of a rescission, reducing or eliminating the remaining unobligated funds. The amount of SRTS and TAP funding that Congress has authorized for expenditure is provided on a first come, first serve basis to the projects that have completed the steps necessary to request federal fund authorization from the Federal Highway Administration. These steps include submitting completed plans, a cost estimate, specifications, and obtaining all necessary permits, clearances, an executed agreement, and non-participating funds.

SRTS Local Funding Condition

IMPORTANT NOTE ON FEDERAL Safe Routes to School and Transportation Alternatives Program FUNDING:

Federal SRTS or TAP funds shall be applied to the eligible items of the total participating project cost up to the maximum of: (1) the federal SRTS grant amount, or (2) an amount equal to the lowest qualified bid for participating costs, at the time of the award of the construction contract. The balance of the participating project cost, after deduction of Federal SRTS or TAP Funds, shall be the responsibility of the grant applicant. All of the non-participating cost shall be the responsibility of the grant applicant.

In accordance with the limits mentioned above, Federal SRTS or TAP funds are capped at the applicable low bid amount and shall not be applied to any extra construction costs or construction over-runs; these costs shall be the responsibility of the grant applicant.