



**FRENCH
BROAD
RIVER**
METROPOLITAN PLANNING
ORGANIZATION
A PROGRAM OF LAND OF SKY

2020 STBGDA and TAPDA Call for Projects

French Broad River Metropolitan Planning Organization

2/5/20

French Broad River MPO Locally Administered Project Program and Project Selection Guidelines

General Eligibility Requirements

In order to be eligible for Locally Administered Projects Program (LAPP) funding, a project must meet the criteria outlined in this section. These criteria meet federal and state funding requirements, as well as the goals of the LAPP as developed and adopted by FBRMPO. Projects that do not meet all the criteria will not be considered for LAPP funding.

A. Federal-Aid Eligible Projects. There are eligibility requirements associated with all types of state and federal funding sources. The LAPP may, in any given year, utilize funds from Surface Transportation Block Grant Program Directly Attributable (STBG-DA) accounts, Transportation Alternatives Program-Directly Attributable (TAP-DA), or any other funds passed through to the MPO for programming. Highway projects funded with STBG-DA must be classified as an urban collector or higher on the federal aid system. Safety projects and bridge rehabilitation or replacement projects on any road are eligible, but must meet strict requirements to establish the need for the project on that basis. Bicycle and pedestrian projects that serve a transportation purpose are eligible.

B. Locally Administered. By applying for a project through LAPP, the local government or NCDOT Division is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project through LAPP. There will also be reporting on a regular basis required by FBRMPO to keep the MPO Board apprised of the project status of all LAPP projects. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.

C. Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP) Compliant. To be eligible for LAPP funding, a roadway project must be identified as an operational improvement, safety improvement, listed in the MTP, address a CMP congestion "hot spot", or be included in the CTP. A greenway/multi-use path or on-road bicycle project must be identified in a statewide, regional or local planning study (including the Buncombe Greenways Master Plan, Haywood Bicycle Plan, Henderson Greenway Master Plan, Blue Ridge Bicycle Plan and/or a local bicycle or greenway plan or comprehensive plan.). Sidewalk and other pedestrian improvement projects must be identified in a

regional or local planning study including a local pedestrian plan or a comprehensive plan. If a roadway project is not already in the MTP, then FBRMPO will take up an MTP Amendment at the same time or prior to a TIP Amendment for the selected project. Project sponsors are advised that submitting a roadway project in the MTP might delay the TIP Amendment for the project to allow time for the MTP Amendment.

D. LAPP-Eligible Project Phase. The LAPP is intended to assist local government members by funding transportation improvements that will have an immediate positive impact on the highway and bicycle/pedestrian networks in the region. As such, construction projects will receive priority. Phases eligible for LAPP funding are:

- NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation.
- Mitigation
- Utility Relocation Related to a Transportation Project (LAPP will not assist in the relocation of municipally-owned utilities)
- Right-of-Way Acquisition
- Construction
- Travel Demand Management Program
- ITS Project Implementation Projects eligible under other funding source programs (Transportation Alternatives)

E. Shovel-Ready. Applicants should only apply for the phase of a project that can have funding authorized within the LAPP year requested.

F. Highly Effective Solution to Current Transportation Problem. Projects should address an identified need in a community.

G. Locally-Funded with Minimum Match Committed. All funds programmed through LAPP require a minimum 20% local match. Projects that leverage additional local funds by contributing a higher match, thus freeing up LAPP funds for use on additional projects, will receive priority.

H. TIP-Friendly. Projects not in compliance with an existing TIP umbrella project will require a TIP amendment. TIP amendments are allowable, but applicants should consider that the amendment process could delay the funding obligation timeline.

Eligible Projects Types and Funding Amount

STBG-DA and TAP programs allow a variety of projects for funding. Feasibility and planning studies will not be an allowable use of funds as part of the French Broad River MPO 2020 call for STBG-DA projects- a call for planning projects will be held annually in the fall.

Specific projects eligible under STBG-DA include:

- Roadway projects on roadways other than local or rural minor collectors (with some exceptions)
- Construction, reconstruction, rehabilitation, resurfacing, preservation, or operational improvements for highways
- Replacement of bridges and tunnels on public roads of all functional classifications; construction of a new bridge or tunnel at a new location on a Federal-aid highway
- Capital cost for transit projects eligible for assistance under chapter 53 of title 49, which includes vehicles and facilities that are used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs
- Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C 137
- Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217; modification of public sidewalks to comply with the Americans with Disabilities Act of 1990
- Highway and transit safety infrastructure improvements and programs, hazard elimination
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Truck parking facilities
- Congestion pricing projects and strategies
- Surface transportation planning programs
- Transportation alternatives as defined in 23 U.S.C. 101(a)29 and further described in 23 U.S.C. 213. Not subject to location of project requirements.
- For more information, see <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

Specific project types eligible under TAP include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- 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.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- The safe routes to school program previously described under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; others
- For more information see <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

FUNDING AVAILABLE

Funding amounts for the 2020 STBG-DA and TAP-DA call for projects in the French Broad River MPO region are reflected in the table below. Funding amounts are available for FY 2020 and FY 2021 for TAP-DA and FY 2019-2021 for STBG-DA. Funding amounts are subject to change based on federal allocation and legislation.

	STBG-DA Funding
Total Available	\$26,000,000

	TAP-DA Funding
Total Available	\$2,200,000

Other Requirements & Evaluations

The French Broad River MPO has other requirements made at the request of the MPO Board.

- Any project submitted by a Division of NCDOT must have written approval from the local jurisdiction that is directly impacted by the proposed project as part of its project application. If multiple jurisdictions are directly impacted, the Division should try to obtain written approval from all local jurisdictions directly impacted; if some, but not all jurisdictions directly impacted by the proposed project provide written approval, the MPO's Prioritization Subcommittee will determine whether the project is to be considered for evaluation.
- Any local jurisdiction applying for funding should have had a staff representative present for the LAPP trainings held in the past or plan to be present at future trainings
- Applicants should provide cost estimates as accurate as can be possibly provided.

SCORING METHODOLOGY

The LAPP scoring methodology criteria shown below was approved by the FBRMPO Board on March 24, 2016. Subsequent changes to the methodology can be made after additional public input process and the Board's vote.

Transit Projects and Alternative Fuels Projects Funded with STBG-DA (on a 100-point scale):

- Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points for local jurisdictions with a population of 20,000 or greater in the MPO.
- Service Connectivity-
 - For transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot;
 - For alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
- Cost effectiveness: Cost effectiveness score will be scaled to 20.
 - For transit: ratio of expected (revenue miles per year)/(proposed project cost) ; if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
 - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

Roadway, Intersection and Bike Ped Projects Funded with STBG-DA (on a 100-point scale)

- Geographic Equity— 20 points to local jurisdictions with a population under 20,000 in the MPO, 10 points to local jurisdictions with a population with 20,000 or greater in the MPO.
- Local Priority (up to 10 points)
 - 10 points per submitting agency; all submissions must have at least 1 pt assigned; no more than 10 pts for any project (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)
- Local Match (up to 15 points)
 - Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
- MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)
 - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot- 10 points

- Roadway Horizon 3 or 4 in the MTP – 5 points
- Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
- Post-Year (CTP) – 0 points
- Bike Ped projects in a local or regional adopted plan—5 pts
- Project phase (10/5/3)
 - Construction Projects – 10 points
 - NEPA and/or Design Projects – 5 points
 - Feasibility/planning studies – 3 points
 - ROW – 0-10 points*

*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- Prior Funding (up to 5 pts)-prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
- Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)
 - Roadway Effectiveness (**must improve traffic conditions*): *made up of Congestion and Safety*
 - Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)
- Cost Effectiveness (up to 10 pts)
 - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost
 - Scaled with top project earning 10 points

Mode effectiveness-roadway:

- Congestion
 - Current Volume to Capacity Analysis (5 pts)
 - $V/C < .2 = 0$ points
 - $V/C < .4 = 2$ points
 - $V/C < .6 = 3$ points
 - $V/C < .8 = 4$ points
 - $V/C > .8 = 5$ points Addresses CMP Strategies (5 pts)
 - 1 CMPS = 1 point
 - 2 CMPS = 2 points
 - 3 CMPS = 3 points
 - 4 CMPS = 4 points
 - 5 or more CMPS = 5 points
- Safety
 - Based on FHWA Crash Reduction Factors (10 pts)
 - $CRF < 10\% = 0$ points
 - $CRF > 10\% = 2$ point
 - $CRF > 20\% = 4$ points
 - $CRF > 30\% = 6$ points
 - $CRF > 40\% = 8$ points

- CRF > 50% = 10 points
- <http://www.cmfclearinghouse.org/>
- <http://safety.fhwa.dot.gov/tools/crf/>

Mode effectiveness-bicycle and pedestrian

- Missing Link (5 pts)
 - Both sides connect to existing Bike/Ped facility
 - Scale by distance of continuous facility (on residential collector or higher)
 - < .5 mi 1 point
 - .5 mi to 2 mi 3 points
 - >2 mi 5 points
- Overcoming an Obstacle (5 pts)
 - Project must create the crossing, not improve an existing crossing
 - Limited-access facility, Railroad, Major Stream (USGS) 5 points
 - Other 4+ Lane Roadway 3 points
- Connections (5 pts)
 - .5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.)
 - Points per connection
- Improve Commuter Patterns (5 pts)
 - Serves a footpath (residential collector or higher)
 - Within +/- .25 mi of existing or proposed transit services
- Safety (5 pts)
 - Project addresses a documented safety issue (TEAAS Crash Report)

Selection Criteria for Bicycle and Pedestrian Projects Funded with Transportation Alternatives Program (TAP) (Maximum of 100 points):

- Local Priority (up to 15 points)
 - 15 points per submitting agency; all submissions must have at least 1 pt assigned (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)
- Local Match (up to 15 points)
 - Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
- Plan Compliant (up to 10 points)
 - Bicycle or pedestrian projects in a local or regional adopted bicycle, pedestrian or greenways plan—10 pts; comprehensive plan-5 pts
- Project phase (10/5/3)¹
 - Construction Projects – 10 points
 - NEPA and/or Design Projects – 5 points
 - ROW-3 points
- Prior Funding (up to 10 pts)

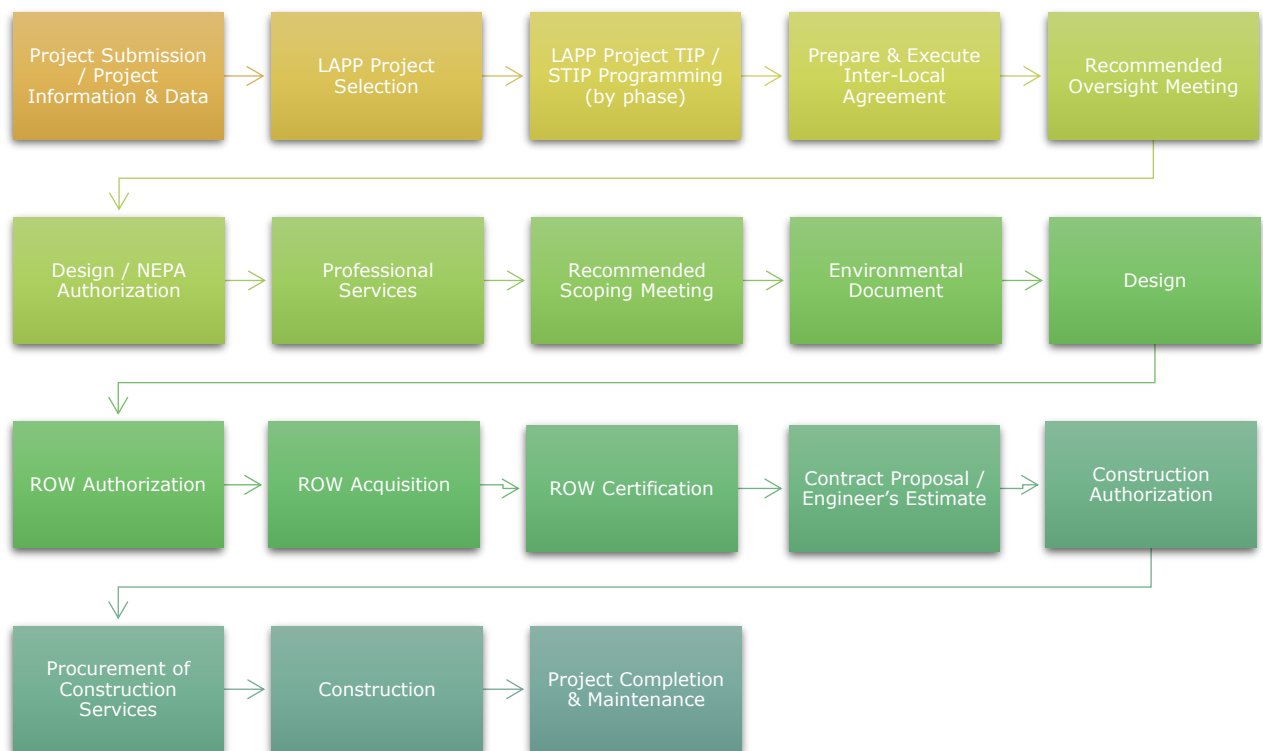
¹ At this time, feasibility and planning studies not eligible to be funded under the Transportation Alternatives Program

- Mode-effectiveness (up to 30 pts-bike ped)
 - Missing Link factor (5 pts)
 - Overcoming an obstacle factor (10 pts) overcoming an obstacle such as a river/creek crossing, interstate or major arterial crossing
 - Connections within ½ mile to other mode, greenway or activity center (up to 10 pts)
 - Safety (up to 5 pts)
- Cost effectiveness (up to 10 pts)
 - Cost Effectiveness calculated as: $(\text{Total Points} - \text{Local Match Points}) / \text{Program Cost}$
 - Scaled with top project earning 13 points

NEXT STEPS AFTER A PROJECT IS FUNDED

The graphic below illustrates the typical steps in bringing a federally-funded roadway project to construction. FBRMPO staff will work with the local government applicants for STBG-DA and TAP funding to designate a project manager who would ideally remain with the project for the duration (including being present for any follow-up federal audits which might come up). MPO staff will facilitate the initial communication between the local project sponsor and the NCDOT Programs Management Office, to discuss the Inter-Local Agreement and other future steps.

Chart: Steps in Bringing a Locally-Administered Project to Construction (Source: CAMPO)



UPDATE TO THE LAPP PROGRAM

The FBRMPO Prioritization Subcommittee will review the outcome of the 2020 call for STBG-DA and TAP projects and make updates as necessary. The next scheduled call for projects for STBG-DA and TAP funding is scheduled for January 2022.

Should a project apply for one type of funding but be eligible for both, MPO staff may score and apply STBGDA/TAPDA funds to the project.

OBLIGATORY MONITORING OF STBG-DA FUNDS

Each phase of a project with STBG-DA and/or TAP funds can apply for two one-year extensions beyond the allocation year. If project funds remain unobligated by the end of this two-year grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the MPO Board of those projects with STBG-DA and/or TAP funds that are approaching this milestone. The reporting will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

FBRMPO staff will notify the project sponsor when any STBG-DA or TAP funds are 12 months past the estimated obligation date and again when they are 18 months past the estimated obligation date (before the two-year grace period expires). If a project is delayed by more than two years, the project sponsor will be required to prepare a brief narrative outlining the reasons for the delay in preparation for presentation to the TCC. FBRMPO staff, along with the TCC input will determine whether or not an obligation date extension beyond the two-year grace period is warranted. The length of any obligation date extension will be determined on a case-by-case basis. The TCC will then make a recommendation to the MPO Board.

STBG-DA AND TAP FREQUENTLY ASKED QUESTIONS

1. Can I fund a planning or feasibility study with STBG-DA and TAP funds? Is there a local match required?

Answer: not in this call for projects- funding has been broken out for planning studies and there will be an annual call for planning studies in the fall.

2. Is a transit project eligible for STBG-DA? Answer: yes, transit capital projects (i.e. purchase of vehicles, a new transit station or installation of transit charging equipment) would be eligible for STBG-DA as long as such project is eligible for FTA 5307. Once selected for funding, MPO staff will work with local project sponsors to “flex” STBG-DA funded transit capital projects to FTA 5307 funding category so that project oversight occurs under the FTA umbrella. Transit operations costs are not eligible for STBG-DA.

3. Is a parking study eligible for STBG-DA? Answer: parking studies are not eligible for this call for projects but are eligible in the MPO’s Call for Planning Projects, held annually in the fall.

4. Do right-of-way, preliminary engineering and construction phases of projects funded with STBG-DA and TAP need to be added to the TIP/STIP? Answer: yes, any phase of the project receiving federal funding beyond a planning/feasibility study will need to be programmed in the TIP/STIP. MPO staff will work with local project sponsors to amend the TIP/STIP for the projects selected for funding.

5. Is bicycle wayfinding signage eligible for STBG-DA and TAP funding? Answer: yes, local sponsors can apply for both funding sources, STBG-DA and TAP for bike route signs.

6. Is general wayfinding signage eligible for STBG-DA or TAP funding? Answer: yes, general wayfinding signage is an eligible use of STBG-DA funds. The signs have to meet requirements in the MUTCD (see <http://mutcd.fhwa.dot.gov/>)

7. Is a bicycle share project eligible for STBG-DA and TAP funding? Answer: yes, the capital costs associated with installing and purchasing needed equipment for a bicycle share would be eligible for STBG-DA and TAP funding. Regular operating costs of a bicycle share are not eligible.

8. Is a landscaping project eligible for STBG-DA or TAP funding? Answer: generally no. A landscaping project with the purpose of community improvement i.e. screening of or removing a junk yard would be eligible for TAP funds.

9. Is there a minimum or maximum project cost requirement?

Answer: while there is not a minimum or maximum currently required in the French Broad River MPO region, construction projects below \$100,000 in cost are not recommended due to high administrative burden even for

a smaller construction project. The maximum amount is based on the total amount of funding available for a call for projects.

10. **Does a roadway project need to be in the Metropolitan Transportation Plan (MTP) prior to application?** A roadway project does not need to be listed in the MTP prior to applying. Projects listed in the MTP will receive extra points when scoring. MPO staff will work with the project sponsor, if the project is selected for funding, to draft an MTP amendment if needed. However, it is recommended that the roadway projects other than intersection and operational improvement-type projects be already included in the CTP (Comprehensive Transportation Plan) or originate from an adopted local plan such as a corridor study or a multi-modal transportation study.
11. **Are recreational trails eligible for TAP funding?** Answer: FBRMPO TAP funds are only available for transportation- related bicycle and pedestrian projects. If the multi-use path or greenway project in question connects to activity centers and serves a transportation purpose it would be eligible. For a purely recreational greenway/trail project, local government sponsor would need to apply to the Recreational Trail program administered by DENR. See more info about the Recreational Trail Program at [http://www.ncparks.gov/About/trails RTP.php](http://www.ncparks.gov/About/trails_RTP.php)
12. **If my project is funded, when would I receive the funds?** Answer: STBG-DA and TAP funds are available on a reimbursement basis. After a project is selected for funding, it has to go through additional steps such as a TIP/STIP Amendment, executing a municipal agreement with NCDOT, receiving authorization to proceed with the specific phase of the project, etc. Once the funding for a particular phase of the project is obligated, local government project sponsor is responsible for incurring the costs first and then requesting a reimbursement for 80% federal share. You can refer to the municipal agreement for additional information on timelines. Additionally, FY 2022 funds are available no earlier than October, 2021 and FY 2023 funds are available no earlier than October, 2022.

DESIRED PROJECT CONSTRUCTION/IMPLEMENTATION SCHEDULE

Requested Right of Way

Acquisition: _____

Requested PE: _____

Requested

Construction/Implementation: _____

PROJECT COSTS

Right of Way Cost

Estimate: _____

Construction Cost

Estimate: _____

How will project be funded? Please describe portion of federal, state and local funding and specific federal funding type expected (i.e. STBG-DA). If previously shown in TIP/STIP, describe changes to funding amounts and type.

Local:	
State:	
Federal: (amount and type of funding if known)	