

 Tools to Increase Biking and Walking  
 **Advocacy Advance**



## Durham-Chapel Hill-Carrboro Regional Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for the Durham-Chapel Hill-Carrboro (DCHC-MPO) area. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402).

## Transportation Alternatives Program (TAP)

MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: 50% will be distributed by the state DOT through a competitive grant process and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.

### **When is your TAP call for proposals and application deadline? When is the state's call for proposals and application deadline?**

DCHC: A call for projects was issued in January 2014. There was no hard deadline, but the goal was to finalize project scheduling by June, with initial information due by the end of January. The MPO is combining TAP funding with its STP-DA "Regional Bicycle and Pedestrian" category.

State: No call for proposals has been issued yet.

### **Are you doing a separate SAFETEA-LU call for proposals?**

Remaining SAFETEA-LU funding is being incorporated into the statewide SPOT 3.0 process to be spent on bicycle and pedestrian projects near schools, as well as the statewide Watch for Me NC campaign.

### **Has the TAP application been written?**

DCHC: No formal application, but the MPO did request specific information such as phase, funding needed by fiscal year, and project limits.

### **What are the selection criteria?**

#### **DCHC**

#### Screening Criteria

- Projects must anticipate a minimum of \$1,000,000 (federal) funding for construction. Design and right-of-way phases can request less than \$1,000,000 (federal) if the construction phase is expected to exceed \$1,000,000 (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete);
- Projects must be part of the adopted bicycle and pedestrian Regional Routes as listed in the current Metropolitan Transportation Plan or they must be bicycle and pedestrian routes greater than 1 mile in length that span multiple municipalities.

#### Scoring Methodology

- 40% Project readiness – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
  - o 100 points - Construction funding requested - right-of-way and design complete
  - o 50 points - Right-of-way funding requested – design complete
  - o 25 points - Planning requested
- 30% Safety
  - o Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.
- 15% Spans multiple jurisdictions
  - o 100 points – spans more than two local jurisdictions
  - o 50 points – spans more than one local jurisdiction
- 15% Density
  - o Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

### State (Nov. 13, 2013 memo)

TAP programming approach:

- Program up to 50% of total TAP funds (of those sub-allocations directed by NCDOT) for bicycle and pedestrian projects as identified through the prioritization process
- Transfer approximately 20-25% of total TAP (from the Statewide Flex TAP suballocation) to STP for use by the Roadside Environmental Unit each year
- Reserve 5-10% of the total TAP funds (from the Statewide Flex TAP funds directed by NCDOT) for other eligible activities. Form a committee and develop a competitive selection process with provisions for public involvement for these other eligible activities. NCDOT may transfer TAP reserve not programmed to additional bicycle and pedestrian projects or the STP program.
- Coordinate as necessary with TMA-MPOs to continue programming assigned TAP sub-allocations (20-25% of total TAP)
- Coordinate with NCDENR (responsible for 5-10% of total TAP) to align investments funded by the TAP program

The 50% of the State's 50% (totaling 25% of all TAP funds) that is used to fund STIP projects prioritized by SPOT will use the following SPOT bike-ped prioritization criteria:

- Benefit-cost (Access + Demand)
- Constructability
- Access
- Safety
- Demand/Density
- Division rating
- MPO rating

**Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?**

DCHC: Yes; all TAP funds go to the Regional Bicycle and Pedestrian category

State: As shown above, 50% of State's share of TAP funds will be programmed for bicycle and pedestrian projects identified through the SPOT 3.0 process. The other 50% will be transferred or used for other purposes, some of which certainly will not be bike-ped, and some of which may or may not be bike-ped. Some of the remaining funds may be used for Safe Routes Non-Infrastructure programs.

**Will the selection process prioritize a few large projects or more, smaller projects?**

DCHC: A few large projects

State: The SPOT prioritization does not select based on size, but on highest-ranking projects.

**Who sits on the selection committee?**

DCHC: The selection is made by the MPO TAC (governing board) based on a recommendation by the TCC

State: The selection committee for the specific 5-10% flexible reserve will be staff members from NCDOT.

**Are bicycling/walking advocates included as part of the selection committee?**

State: Unclear, re: the 5-10% flexible reserve.

**Is you spending remaining SRTS funds from SAFETEA-LU?**

Yes.

**Are you keeping your Safe Routes to School Coordinator? What is his / her contact information?**

State: Yes.

Ed Johnson, RLA, ASLA  
Safe Routes To School Coordinator  
NCDOT, Division of Bicycle and Pedestrian Transportation  
1552 Mail Service Center (Mail)  
Raleigh, NC 27699-1552

Direct 919.707.2604  
Fax 919.715.4421  
[erjohnson2@ncdot.gov](mailto:erjohnson2@ncdot.gov)

**How is your state / region handling Safe Routes to School-type projects within the TAP application?**

The 5-10% flexible reserve may potentially be used for SRTS Non-Infrastructure projects.

## Surface Transportation Program (STP)

*The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.*

### **Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?**

State: STP funds allocated according to formulas derived by NCDOT in the context of HB 817 – Strategic Transportation Investments (STI), the recent transportation bill signed in Summer 2013.

DCHC: STP-DA funds suballocated to the MPO are subject to calls for projects that distribute funding according to the MPO's adopted policy.

### **What is the project selection process?**

State: The process is called SPOT 3.0, named for the third prioritization process facilitated by the NCDOT Strategic Planning Office for Transportation. The process is done within the statutory parameters of STI and according to evaluation criteria for different modes established by a workgroup.

Key to the process is that there are three project tiers:

- Statewide (40% of all funding, including state Highway Trust Fund revenues)
- Regional (30%)
- Division (30%)

Bike-ped is only eligible at the division tier. STI prohibits State funding of independent bike-ped projects. Bike-ped facilities may still be included in highway projects of any tier as "incidental" facilities, with certain local cost-sharing policies applying to these facilities.

DCHC: All STP-DA funds are prioritized for bike-ped, transit, ITS, and planning. No funds are to be used for highway capacity expansions. Funds are distributed to categories through a partially competitive and partially non-competitive process. Categories that fund bike-ped include Local Discretionary (flexible for each MPO member jurisdiction on how they use it, as long as it is for the accepted modes) and Regional Bike-Ped (described above).

### **Who sets the project selection policy?**

DCHC: MPO TAC, with TCC recommendation

State: SPOT 3.0 workgroup, working within the parameters of STI

**Who makes funding decisions/selects projects?**

DCHC: MPO TAC, with TCC recommendation

State: Projects are ultimately included in the STIP, adopted by the state Board of Transportation, with MTIPs adopted by MPOs.

**What does the project application look like? How was it written? Do good bike/ped projects score well?**

DCHC: No formal project application. Bike-ped projects are prioritized, and STP-DA has contributed substantially to bike-ped priorities over the years.

State: Bike-ped projects must compete with all modes. A minimum of 90% of statewide funds must be spent on highway projects, and a minimum of 4% of funds must be spent on non-highway projects. It remains to be seen how bike-ped projects will end up scoring since the prioritization process is still ongoing.

**Who rates the applications?**

State: NCDOT SPOT

**Who administers the projects?**

Local governments must administer STP-DA and STP-funded bike-ped projects that make it onto the STIP. Before STI, the latter were administered by NCDOT Bike-Ped Division, and State funds could be used as the non-federal 20% match.

**What is the timeline for project selection? Key dates for application and selection?**

The 2016-22 STIP is expected to be adopted by July 1, 2015

**STP Resources:**

Lauren Blackburn, Director, NCDOT Division of Bicycle and Pedestrian Transportation

Dale McKeel, Bicycle and Pedestrian Coordinator, DCHC-MPO

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

*The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion. See our Advocacy Advance report on CMAQ: [http://www.advocacyadvance.org/docs/lab\\_cmaq.pdf](http://www.advocacyadvance.org/docs/lab_cmaq.pdf) FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds: <http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>*

### **Where are the non-attainment areas in your state?**

- Charlotte-Rock Hill, NC-SC – 8-hour Ozone

### **Who sets project selection policy?**

DCHC Technical Coordinating Committee

### **What is the project selection process?**

From an MPO LPA staff memo, Oct. 12, 2011, regarding the 2016-17 Call for Projects:

As required by NCDOT, a CMAQ application form was filled out for each project including the estimated emission reductions for each project. The TCC and LPA staff developed a scoring methodology that is based on the cost per kilogram of CO reduced, cost per kilogram of NOx reduced, support for the regional rail projects, and support for promoting a state of good repair for transit vehicles.

### **Who makes the project-selection decisions?**

The MPO Board (TAC)

### **When are programming decisions made?**

The last Call for Projects took place in late 2011, for the 2016-17 funding years.

### **Can good bike/ped projects compete for funds?**

Yes.

### **Funding History**

2016-17

Rank	Applicant	Project	Project Cost		
1	TJ COG	Triangle Transportation Demand Management Program	Federal*	\$ 2,288,158	37%
			Local**	\$ 2,364,305	38%
			State	\$ 1,568,712	25%
2	Durham	West Durham Station Pedestrian Enhancements	Federal	\$ 192,000	80%
			Local	\$ 48,000	20%
3	Durham	Durham Station Pedestrian Enhancements	Federal	\$ 96,000	80%
			Local	\$ 24,000	20%
4	Carrboro	Downtown Multi-Use Path	Federal	\$ 128,409	80%
			Local	\$ 32,102	20%
5	Durham	Alston Avenue Station Pedestrian Enhancements	Federal	\$ 708,800	80%
			Local	\$ 177,200	20%
6	Durham	West Ellerbee Creek Trail	Federal	\$ 1,081,600	80%
			Local	\$ 270,400	20%
7	Durham	Bus Replacement	Federal	\$ 1,120,000	80%
			Local	\$ 280,000	20%
8	Chapel Hill	Bus Replacement	Federal	\$ 1,120,000	80%
			Local	\$ 280,000	20%
9	Carrboro	Carrboro High School Multi-Use Path	Federal	\$ 683,755	80%
			Local	\$ 170,939	20%

2013-15

Rank	Applicant	Project	Project Cost		
1	TJ COG	Triangle Transportation Demand Management Program	Federal*	\$ 2,253,663	21%
			Local**	\$ 5,063,281	46%
			State	\$ 3,612,903	33%
2	DATA	Operating Assistance for New Fixed Route	Federal	\$ 1,949,756	80%
			Local	\$ 487,439	20%
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal	\$ 445,000	53%
			Local	\$ 395,000	47%
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal	\$ 724,620	80%
			Local	\$ 181,155	20%
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal	\$ 269,842	80%
			Local	\$ 66,853	20%
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal	\$ 945,762	80%
			Local	\$ 236,440	20%
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal	\$ 583,443	80%
			Local	\$ 145,861	20%
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal	\$ 240,000	80%
			Local	\$ 60,010	20%
9	Durham	Sidewalks and Bike Lanes on Hope Valley Road (1.14 miles)	Federal	\$ 1,108,542	80%
			Local	\$ 277,135	20%
10	Durham	Sidewalks on Cameron Avenue (1.66 miles)	Federal	\$ 777,924	80%
			Local	\$ 194,481	20%
11	Durham	Sidewalks on Alston Avenue (1.4 miles)	Federal	\$ 923,785	80%
			Local	\$ 230,946	20%
12	Hillsborough	Riverwalk, Phase II	Federal	\$ 496,000	80%
			Local	\$ 124,000	20%
13	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal	\$ 2,674,114	80%
			Local	\$ 668,528	20%
14	Chapel Hill	Replacement of Two 40' Deisel Buses with Hybrid 60' Buses	Federal	\$ 1,653,088	80%
			Local	\$ 413,272	20%

**CMAQ Resources:**



Ellen Beckmann, DCHC-MPO

## Highway Safety Improvement Program (HSIP)

*The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:*

[http://www.advocacyadvance.org/site\\_images/content/hsip\\_casestudies\\_shsp\\_emphasis.pdf](http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf)

### **Are bicycle and pedestrian safety identified as emphasis areas in your state's Strategic Highway Safety Plan?**

Yes.

### **Have state HSIP funds been allocated to bicycle and pedestrian safety at an amount proportional to fatalities?**

Unsure of the exact programming split for state HSIP funds. In 2011, pedestrians accounted for 13% of fatalities and pedalcyclists for 2% of fatalities.

### **What are the project selection criteria?**

For bicycle and pedestrian intersections, locations with a minimum of 5 crashes involving bicyclists and pedestrians over the past 10 years and, of those, a minimum of 50% occurred in the last 5 years, meet bicycle and pedestrian warrants.

### **Who sets the project selection criteria?**

The Highway Safety Improvement Program Group of the NCDOT Traffic Safety Unit

### **Who makes the project selections?**

The NC Board of Transportation, with a recommendation from the NCDOT Safety Oversight Committee

### **When are the proposals and decisions made?**

Oversight Committee recommendations are made quarterly.

### **HSIP Resources:**

Don Nail, Director, Governor's Highway Safety Program

## Section 402 – State and Community Highway Safety Grants

*Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:*

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

### **Which agency administers 402 grants?**

Governor’s Highway Safety Program

### **What is the selection process?**

Organizations, municipalities, and state agencies apply through a web-based application system. According to the FY14 Highway Safety Plan, Highway Safety Specialists in the GHSP conduct an initial review and score applications based on the applicant’s:

- problem identification
- goals and objectives
- strategies and activities
- budget
- past performance
- county (i.e. whether in a top 25 target county)

GHSP also receives input on applications from the Regional Law Enforcement Liaison network.

### **Who makes the selection decisions?**

GHSP

### **What else do we need to know?**

**402 Resources:**

FY 14 Highway Safety Plan

## Other Relevant Funding Sources

### General questions

#### **Who owns the majority of the roads?**

NCDOT owns a majority of arterials, within and outside of municipal limits. There are no county-maintained roads in NC.

#### **How are the non-federal matching funds paid for?**

After FY15, per state law, non-federal matching funds for independent bike-ped projects must be paid for by the municipality or another non-state funding source. NCDOT is barred from spending state money on independent bike-ped projects. This does not apply to Powell Bill funds.

## Contacts

### **State Bicycle & Pedestrian Coordinator**

Lauren Blackburn, NCDOT DBPT Director [lablackburn2@ncdot.gov](mailto:lablackburn2@ncdot.gov)

### **Transportation Improvement Program (TIP)**

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### **Statewide TIP (STIP)**

Mike Stanley, STIP Unit, NCDOT [mtstanley@ncdot.gov](mailto:mtstanley@ncdot.gov)

### **Surface Transportation Program**

Mike Stanley

### **Congestion Mitigation and Air Quality**

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### **Highway Safety Improvement Program**

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### **Section 402 safety grants**

Don Nail, Director, GHSP [dnail@ncdot.gov](mailto:dnail@ncdot.gov)

### **Safe Routes to Schools**

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### **Transportation Enhancements**

Lauren Blackburn

### **Regional Bicycle and Pedestrian Coordinators**

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Kenneth Withrow, CAMPO [Kenneth.Withrow@campo-nc.us](mailto:Kenneth.Withrow@campo-nc.us)



## Documents

### Safety plans

FY14 Highway Safety Plan, GHSP:

[http://www.nhtsa.gov/nhtsa/whatsup/safeteaweb/FY14/FY14HSPs/NC\\_FY14HSP.pdf](http://www.nhtsa.gov/nhtsa/whatsup/safeteaweb/FY14/FY14HSPs/NC_FY14HSP.pdf)

### Clean air policy:

NC State Implementation Plan: [http://daq.state.nc.us/planning/nc\\_sip.shtml](http://daq.state.nc.us/planning/nc_sip.shtml)

### Transportation Improvement Program/State Transportation Improvement Program

<https://connect.ncdot.gov/projects/planning/Pages/default.aspx#0>