

## French Broad River MPO LAPP (STP-DA and TA) Program and Project Selection Guidelines

Draft, April 24, 2014

### I. LAPP Schedule-Call for Projects to Take Place Every Two Years

French Broad River MPO Locally Administered Projects Program (LAPP) will consist of a call for STP-DA and TA Program funds. “STP-DA” stands for Surface Transportation Program-Directly Attributable, as those funds are apportioned directly to the MPOs with over 200,000 in population by the federal government. “TA” stands for Transportation Alternatives program, which has replaced the “Transportation Enhancements”, or TE funds under MAP-21(Moving Ahead for Progress in the 21st century), the federal law that governs transportation spending.

FBRMPO has held a call for STP-DA projects in 2008-2009, to obligate American Recovery and Reinvestment Act (ARRA) Stimulus and STP-DA funds through FY 2015. Going forward, FBRMPO will be moving to a call for projects every two years for the STP-DA and TA funding, referred to in combination as the “Locally Administered Projects Program”, or LAPP. The LAPP process timeline is intended to incorporate the steps needed to authorize and obligate funding for all project phases in a timely fashion. The Metropolitan Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP) is developed every two years, and establishes a schedule for the transportation improvements to be made over the next ten years. STP-DA and TA call for projects every two years is intended to fit into the two-year TIP/STIP cycle.

One entire LAPP cycle will take 32 months, from the development of the selection criteria for the investment fiscal year all the way through the obligation of funds for all projects funded in the LAPP for that fiscal year. The following is a draft timeline for the next two years of LAPP (March 2014-July 2016):

- (Month 1): March 27, 2014 – FBRMPO Prioritization Committee reviews staff recommendations and recommends timeline and selection criteria, modal mix targets if needed
- (Month 2-3) April 2-May 22, 2014 – Public Comment Period, TCC and MPO Board review of target modal mix recommendation
- (Month 3): May 22 – MPO Board adopts selection criteria for LAPP (FY 2013 and 2014 TA; FY 2016 and 2017 STP-DA).
- (Month 3-5): May 23-July 31, 2014: Call for STP-DA and TA Projects
- (Month 6): August 1-August 27, 2014<sup>th</sup> Prioritization Subcommittee or an appointed STP-DA Selection/Technical Committee review the applications, provide recommendations to MPO TCC and MPO Board for September adoption
- (Month 7) September 25<sup>th</sup>: MPO Board adopts the list of projects for STP-DA and TA
- (Month 8-9) October 1-November 30, 2014: MPO Board adopts the TIP Amendments, if necessary, to include STP-DA and TA projects; projects submitted to NCDOT by FBRMPO staff

- (Month 11) January 31, 2015 – All interlocal agreements must be approved by applicants
- (Month 13) March 31, 2015 – All interlocal agreements must be approved by NCDOT Board of Transportation;
- (Month 14) April 1, 2015-FY 2013 and FY 2014 TA Funds become available for obligation by LAPP project applicants, subject to interlocal agreements
- (Month 17) October 1, 2015– FY 2016 STP-DA Funds become available for obligation by LAPP project applicants, subject to interlocal agreements; MPO Prioritization Subcommittee or LAPP/STP-DA &TA Committee (if appointed) begins to review changes to LAPP program if necessary
- (Month 25) March 2016—Timeline for the next LAPP Call for Projects is Announced
- (Month 27) May 2016- next LAPP Call for Projects starts
- (Month 28) September 2016-FY 2013 TA funds must be obligated by the end of this month
- (Month 29) July 31, 2016-deadline to submit new LAPP projects for the next call for projects
- (Month 32) October 1, 2016-FY 2017 STP-DA Funds become available for obligation by LAPP project applicants

## II. General Eligibility Requirements

In order to be eligible for 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 Program Direct Attributable (STP-DA) accounts, Transportation Alternatives, or any other funds passed through to the MPO for programming. Highway projects funded with STP-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 (as opposed to a recreational-loop purpose) are eligible. A bicycle or pedestrian project must transport members of the public from one place to another to demonstrate that transportation purpose. For additional details on eligibility, see 23 USC § 133.

**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 (LRTP) 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 LRTP (MTP) priority Tier I, Tier II or Tier III, 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, 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 LRTP (MTP) then FBRMPO will take up an LRTP (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 LRTP (MTP) might delay the TIP Amendment for the project to allow time for LRTP 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:

- Planning and feasibility studies (eligible for STP-DA; ineligible for TA funding)
- 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 cash 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.

### **III. Eligible Projects Types and Funding Amount**

STP-DA and TA programs allow a variety of projects for funding. Feasibility and planning studies will be an allowable use of funds as part of the French Broad River MPO 2014 call for STP-DA projects. MPO staff will work with NCDOT to transfer the appropriate amount of STP-DA funds over to UPWP planning funds if any planning and feasibility studies are funded with STP-DA. Preference will be given for special studies and feasibility studies to support projects identified in the LRTP/MTP, CTP and other regional and local studies such as Blue Ridge Bike Plan, Buncombe Greenways Master Plan and others. MPO staff will work with NCDOT and FTA to “flex” the STP-DA funds to transit (5307 urban) funds if needed for transit capital projects.

Specific funding types eligible under STP-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 <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

Specific project types eligible under TA 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 <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

Funding amounts for 2014 STP-DA and TA call for projects in the French Broad River MPO region are reflected in the table below. Funding amounts are subject to change based on federal allocation.

STP-DA Funding		TA Funding	
FY 2016*	\$2.624 million	FY 2013	\$283,000
FY 2017	\$3.5 million	FY 2014	\$283,000
*less than \$3.5 million because a portion of FY 2016 STP-DA funding is already allocated to Henderson Transit Center, U-5189			

#### IV. Scoring Methodology

The LAPP scoring methodology criteria shown below are based on Prioritization Subcommittee recommendations and will be taken up for adoption by the FBRMPO Board on May 22, 2014. 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 STP-DA (on a 100-point scale):***

- Geographic Equity-40 points to the only transit and/or alternative fuel project submitted per county; 20 points each of only two transit capital and/or alternative fuel projects submitted per county
- Service Connectivity-
  - For transit: 40 points if the transit capital project will support trips taken across county lines; 20 points of 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 STP-DA (on a 100-point scale)**

- Geographic Equity—20 points to the only roadway or the only bike ped project submitted per unit of government (city or county); 10 points each if only two roadway and/or only two bike ped projects submitted per unit of government (city or county)
- Local Priority (up to 10 points)
  - 10 points per agency; all submissions must have at least 1 pt assigned; no more than 10 pts for any project
- 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
- LRTP (10 pots-Roadway)/Plan compliant ( 5 pts-Bike/Ped)
  - Roadway 1st Tier in the LRTP (2015) or identified as a Congestion Management Plan Hot Spot– 10 points
  - Roadway 2nd Tier in the LRTP (2025) – 5 points
  - Roadway 3rd Tier in the LRTP (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 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
- Addresses CMP Strategies (5 pts)
  - 1 CMPS = 1 point
  - 2 CMPS = 2 points
  - 3 CMPS = 3 points
- V/C < .8 = 4 points
- V/C > .8 = 5 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 (TA) (Maximum of 100 points):**

- Local Priority (up to 15 points)
  - 15 points per agency; all submissions must have at least 1 pt assigned
- 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)<sup>1</sup>

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

- Construction Projects – 10 points
- NEPA and/or Design Projects – 5 points
- ROW-3 points
- Prior Funding (up to 10 pts)
- 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

## V. 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 STP-DA and TA 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)

## VI. Update to the LAPP Program

The FBRMPO Prioritization Subcommittee or an appointed LAPP/STP-DA & TA Committee will review the outcome of the 2014 call for STP-DA and TA projects and make updates as necessary. The projected timeline will be to start the review and update in late fall of 2015 in time for spring 2016 call for projects, and every two years or as needed thereafter.

## VII. Obligation Monitoring of STP-DA Funds

Each phase of a project with STP-DA and/or TA funds can apply for two one-year extensions beyond the allocation year. If project funds remain un-obligated 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 STP-DA and/or TA 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 STP-DA or TA 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.

## VIII. STP-DA and TA Frequently Asked Questions

### 1. **Can I fund a planning or feasibility study with STP-DA and TA funds? Is there a local match required?**

Answer: yes, planning and feasibility studies are eligible for STP-DA funding. Planning and feasibility studies are not eligible for TA funding. A 20% local match is required for planning studies funded with STP-DA, similar to other phases of a project. TA funds can be spent on NEPA/design requirements but not on planning/feasibility studies.

### 2. **Do planning and feasibility studies funded with STP-DA need to be added to the TIP/STIP?** Answer: once planning and feasibility studies are selected for funding, FBRMPO staff will compile all the funded planning studies to program the combined planning amount funded with STP-DA in the TIP/STIP. Those studies will then be programmed in the FBRMPO Unified Planning Work Program. There is not a requirement to show individual planning studies in the TIP/STIP.

### 3. **Is a transit project eligible for STP-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 STP-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” STP-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 STP-DA.

### 4. **Is a parking study eligible for STP-DA?** Answer: yes, a parking study is eligible for an STP-DA similar to other planning studies.

### 5. **Do right-of-way, preliminary engineering and construction phases of projects funded with STP-DA and TA 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.

### 6. **Is bicycle wayfinding signage eligible for STP-DA and TA funding?** Answer: yes, local sponsors can apply for both funding sources, STP-DA and TA for bike route signs.

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

8. **Is a bicycle share project eligible for STP-DA and TA funding?** Answer: yes, the capital costs associated with installing and purchasing needed equipment for a bicycle share would be eligible for STP-DA and TA funding. Regular operating costs of a bicycle share are not eligible.
9. **Is a landscaping project eligible for STP-DA or TA 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 TA funds.
10. **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.
11. **Does a roadway project need to be in the Long Range Transportation Plan (LRTP/MTP) prior to application?** A roadway project does not have to be listed in the LRTP prior to applying. Projects listed in the LRTP will receive extra points when scoring. MPO staff will work with the project sponsor, if the project is selected for funding, to draft an LRTP 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.
12. **Are recreational trails eligible for TA funding?** Answer: FBRMPO TA 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)
13. **If my project is funded, when would I receive the funds?** Answer: STP-DA and TA funds are available on a reimbursement basis. After a project is selected for funding, it has to go through additional steps such as 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 2016 funds are available no earlier than October 2015 and FY 2017 funds are available no earlier than October 2016.



## French Broad River MPO TIP Amendment Form

Local sponsors may use this form to request future changes to STP-DA and TA projects, as well as other TIP changes that might be required.

Date: \_\_\_\_\_

Sponsor Name (Division, Municipality, Agency, etc.): \_\_\_\_\_

Person Requesting/Title: \_\_\_\_\_

Check if the person is a member/alternate of the FBRMPO TCC      Yes      No

If not, has the appropriate member/alternate of the FBRMPO TCC been notified?      Yes      No

Telephone Number: \_\_\_\_\_

### PROJECT LOCATION AND DESCRIPTION (If not in current program)

If in current program, TIP/STIP ID#: \_\_\_\_\_

Division: \_\_\_\_\_ County: \_\_\_\_\_

Please describe project location, description and the impetus for this project (if new); or changes to existing project (if existing). Attach site location map and additional pages as needed:

\_\_\_\_\_

\_\_\_\_\_

### 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. STP-DA). If previously shown in TIP/STIP, describe changes to funding amounts and type.

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

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## 2014 STP-DA and TA Application Form

(please submit electronically to [mpo@landofsky.org](mailto:mpo@landofsky.org) by close of business day on Thursday, July 31, 2014)

Date: \_\_\_\_\_

Sponsor Name (Municipality, County, Agency, etc.): \_\_\_\_\_

Person Requesting/Title: \_\_\_\_\_

Email/ Telephone Number: \_\_\_\_\_

**PROJECT LOCATION AND DESCRIPTION**

If in current program, TIP/STIP ID#: \_\_\_\_\_

Please describe the project phase/type, project location, description and the impetus for this project. Indicate if the project is included in the FBRMPO LRTP, CTP, locally-adopted bicycle or pedestrian study or another planning study. Please explain if this project is going to address a FBRMPO Congestion Management Plan “hot spot” or address a known safety issue. For bicycle and pedestrian projects, please indicate how many activity centers it will connect to within a half-mile buffer; whether the project would help overcome an obstacle (stream, railroad or expressway crossing) or close a gap in the system. Please indicate if local, state or federal funds have already been expended to help with this project (and how much). Attach site location map and additional pages as needed:

**LOCAL PRIORITY POINTS ASSIGNMENT**

Is this the only project that your jurisdiction is applying for during this STP-DA and TA round of funding? If not, please list other projects being applied for and how you would like to divide local priority points between multiple projects (10 total local priority points/sponsor for STP-DA projects; 15 total local priority points/sponsor for TA projects)

**FUNDING AMOUNT AND PHASE REQUESTED:**

<b>Funding type</b>		
Which Type of Funding are You Applying For (STP-DA or TA)		
<b>Funding phase and timeline</b>	<b>Amount (federal/local match)</b>	<b>Planned calendar year when this phase would be ready to start</b>
Requested Planning/Feasibility Study Amount: (federal/local match)		
Requested Right of Way Acquisition Amount (federal/local match):		
Requested PE Amount: (federal/local match)		
Requested Construction/Implementation Amount(federal/local match):		

**TIMELINE**

What is the earliest that the local match would be available (please break-down by phase if applying for multiple phases)?	
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If applying for construction, has PE/NEPA process already been completed? If not, do you expect to obtain a Categorical Exclusion or would the project require a longer NEPA process?	
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**HOW WILL THE LOCAL MATCH BE FUNDED?** Please describe whether the local match is held in reserves or will be programmed in the CIP, other funding sources expected to be utilized. ***Please include a resolution signed by the Chair of the Governing Body or the Town/City Manager indicating that the local jurisdiction is committed to providing a local match for the project, if selected for funding.***

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**WHO WILL BE THE PROJECT ADMINISTRATOR?** Administering federally-funded transportation projects carries a high staff time burden. Please indicate who will be the primary project administrator. MPO staff recommend that at least one primary project administrator be assigned, who can coordinated between multiple agencies and departments and provide project history and continuity in case of a federal audit. If the exact person is not known at this time, please indicate which department would be responsible. Please indicate if the local project sponsor intends to hire professional help to assist with administration of this project.

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