

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## French Broad River MPO STP-DA Project Selection Criteria

Draft, April 24, 2014

### Definition

“STP-DA” stands for Surface Transportation Program – Direct Allocation. This is a sub-category of federal funds authorized by the Federal Highway Administration directly to urbanized areas over 200,000 population for programming to address local priority transportation projects. During the 2014 call for projects, French Broad River MPO will have an estimate of \$6.1 million in STP-DA funding to allocate for fiscal years 2016 and 2017.

### French Broad River MPO STP-DA Draft Selection Criteria

#### ***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 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 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 pts-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
    - $V/C < .8$  = 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)

### **Eligible Project Types**

Specific projects 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>