

FAMPO

Fayetteville Area Metropolitan Planning Organization

Transportation Alternatives Grant Application



July 25, 2018

Continuing - Comprehensive - Cooperative - Transportation Planning

Overview

The Transportation Alternatives (TA) Program was authorized by the Federal Transportation Funding Act - the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was signed into law on July 6, 2012. The Transportation Alternatives Program redefines the former Transportation Enhancements (TE) activities and consolidates these eligibilities with the Safe Routes to School Program. The TE program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws TEA-21 and SAFETEA-LU. The Transportation Alternatives Program builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment.

The following is the available funding for the Fayetteville MPO:

Fiscal Year	Transportation Alternatives Funding
2018	\$1,800,000
TOTAL	\$1,800,000

Reimbursable Nature of the Program

The Transportation Alternatives Program is a part of the Federal-Aid Highway Program. Although the program is a “grant” program under Federal regulation, is not an “up-front” grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the State Department of Transportation, the Metropolitan Planning Organization, and the FHWA Division office can costs become eligible for reimbursement. **This means project sponsors must incur the cost of the project prior to being repaid. Costs must be incurred after FHWA division office project approval or they are not eligible for reimbursement.**

FAMPO encourages project sponsors to review federal guidance for these programs before submitting projects, because all projects must conform to the FHWA’s rules. Additional information is included in the eligibility overviews below, and at <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

This Transportation Alternatives Program application is for funds to be used within the Fayetteville MPO Metropolitan Planning Area (MPA). Projects that are entirely or partially outside of the area may be eligible for funding under the same programs from the NCDOT Transportation Alternatives Program. Projects that span both urban and rural areas may be eligible for funding from the MPO’s local funds as well as NCDOT’s statewide funds.

The project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, sponsors will be required to submit appropriate certifications, assurances, and other documentation necessary to meet federal and local administrative requirements.

Program Structure

Funding

The funding for each State's Transportation Alternatives Program includes the 9 TA eligibilities; the Safe Routes to School program; and "planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways". There is \$850,000,000 requested in FY 2018 for the Transportation Alternatives Program. Each State receives a portion of this total equal to the proportion of total FY 2009 TE funds that State received. First, there is a subapportionment for the Recreational Trails Program which is taken off the top of each State's total TA funding. Of the remaining balance, 50% is suballocated to areas based on population, while the other 50% may be obligated to any area of the State. Of the 50% suballocated based on population, the amount attributable to large urbanized areas (over 200,000 people) will be administered by designated Metropolitan Planning Organizations in consultation with the State DOT. The divisions for the population-based suballocation are:

1. In urbanized areas of the State with an urbanized area population of over 200,000, also known as a Transportation Management Area;
2. In areas of the State other than urban areas with a population greater than 5,000; and
3. In areas of the state with a population less than 5,000.

Timeline for 2018

- July 11, 2018: Call for projects published
- **August 31, 2018: Projects submittal deadline**
- October 24, 2018: Approval of projects by MPO TPB

Eligibility Overview for Transportation Alternatives Program

Minimum Eligibility Requirements

The project/program must meet the following minimum eligibility requirements to be considered for funding. Applications not meeting these minimums will not be considered for funding.

Resolution of support from the municipality/applicant indicating an understanding of the obligations related to funding the project/program. Sponsors are required at a minimum to provide cash or donations to fulfill the 20% local match and to maintain the project after completion.

Projects/programs must be consistent with the currently adopted FAMPO Metropolitan Transportation Plan (MTP) or the Bicycle and Pedestrian Connectivity Report. The MTP and Connectivity Report can be found at www.fampo.org.

Eligible Activities

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. 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.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

Safe Routes to School Program under section 1404 of SAFETEA-LU

Infrastructure-Related Projects

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements,
- Traffic calming and speed reduction improvements,
- Pedestrian and bicycle crossing improvements,
- On-street bicycle facilities,
- Off-street bicycle and pedestrian facilities,
- Secure bicycle parking facilities, and
- Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

Non-Infrastructure Related Projects

Activities to encourage walking and bicycling to school, including:

- Public awareness campaigns and outreach to press and community leaders,
- Traffic education and enforcement in the vicinity of schools,
- Student sessions on bicycle and pedestrian safety, health, and environment, and
- Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))

Eligible Applicants

MAP-21 authorizes the following entities to apply for Transportation Alternatives Funding:

- Local governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource or public lands agencies
- School Districts, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).

Safe Routes to Schools Program

- The list of eligible entities for TAP also applies to Safe Routes to School projects.

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives Program. An obligation occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division offices) and the State and/or the MPO. Although considerable time and money may have already been spent developing a project, an obligation marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed are not eligible. After obligation many project specific costs are eligible. Preliminary and final engineering work including project development, environmental work, cost estimates, construction plans, and architectural work are eligible after approval is received by the administering agency. Utility relocations, construction engineering, and construction costs would also be eligible. Right-of-way property rights required for TA projects and the acquisition of this ROW will be an eligible expense. The acquisition of real property is subject to the Uniform Act. Any administrative, maintenance, or general planning studies would not be eligible.

Local Match

The Federal government will pay for up to 80% of eligible project costs for a TAP project. The applicant/sponsor is required to pay for 20% or more of the remaining project costs (local match).

Project Selection Process

Projects will be awarded through a competitive selection process. Staff of the Fayetteville Area MPO will receive applications and verify that they meet the minimum eligibility requirements. If needed, a Selection Committee, made up of members selected from the MPO's Citizen Advisory Committee (CAC) and Technical Coordinating Committee (TCC), will coordinate the process of reviewing and scoring the applications. The CAC and TCC will make recommendations to the MPO's policy board, the Transportation Policy Board (TPB). The TPB will have the final vote to assign funding for the recommended projects. The list of approved projects will be published and submitted to NCDOT and FHWA for funding.

Application Deadline

If your organization has a project that it would like considered for funding under the Transportation Alternatives Program, please complete the following application and submit it to the address below no later than **the close of business on August 31, 2018**. Applications received after that date will not be considered. We will accept printed and/or electronic applications; please call (910) 678-7614 to verify receipt of your application.

Submit applications to:

Eric Vitale
Fayetteville Area Metropolitan Planning Organization (FAMPO)
130 Gillespie Street
Fayetteville, NC 28301
E-mail: evitale@co.cumberland.nc.us

Project Evaluation Criteria

The competitive selection process for the Transportation Alternatives Program is intended to ensure that projects address key gaps and take specific actions towards meeting key objectives. The Transportation Policy Board (TPB) of FAMPO, with recommendation from the CAC and TCC, will select projects for funding. After its formal announcement of the outcome of the competitive selection process, project sponsors will be notified of the results. Before receiving funds, sponsors will need to provide required documentation related to federal rules and details of local match funds expended. All applicants are required to submit a completed application by the set deadline.

The following is the **criteria for evaluation of projects** submitted under this program:

1. **Project Needs/Goals and Objectives (25 points):** The project should directly address priority transportation needs within the Fayetteville Area MPO Planning Area as described in FAMPO's Transportation Plans. Project applications should clearly state the overall program goals and objectives, and demonstrate how the project will benefit the community. The project application should indicate the number of persons expected to be served once the project/program has been constructed/implemented.
2. **Facilitates Multi-Modal Transportation (25 points):** Emphasis will be given to projects that provide safe routes for non-motorized traffic. Projects that provide access to daily needs, such as schools, job centers, health care facilities, municipal downtowns, commercial centers, activity nodes, and transit stops, and multimodal transportation options for children, older adults, and individuals with disabilities will receive maximum points.
3. **Promotes Safety and Security (20 points):** The project improves an existing hazardous condition for non-motorized transportation. To receive full points, project sponsor must provide a complete description with supporting documentation of the hazardous condition.
4. **Documented Project/Program Support (15 points):** Applicants must submit documentation that shows local support for the project/program. Support from affected citizens, local officials such as mayors, board members, sheriffs, neighborhood associations, etc.
5. **Proximity to Existing/Planned Traffic Generators (10 points):** The project is in proximity to bicycle/pedestrian traffic generators such as residential or commercial areas, schools and other institutional uses, parks, libraries, etc. Applicant must describe proximity to and connection with existing transportation system and how it will improve access to the facility(ies).
6. **Innovation (5 points):** The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

PART I – APPLICATION INFORMATION

Applicant Data

Legal Name: City of Fayetteville

Contact Person: Wallace Lee Jernigan Jr., PE

Address: 433 Hay Street

City, State, Zip: Fayetteville, NC 28301

Telephone: 910-433-1153

Fax: _____

E-mail:
ljernigan@ci.fay.nc.us

Project Information

Project Name:	<u>Rosehill Road Sidewalk (Additional Funds)</u>
Project Location:	<u>Rosehill Road From Country Club Drive to Shaw Mill Road (East Side)</u>
MTIP ID:	_____
Total Project Cost:	<u>\$300,000</u>
Requested TAP Funds:	<u>\$240,000</u>

Brief Project Description: U-5528 FA Rosehill Road Sidewalk project is currently funded with a TAP Grant. The project estimate is higher due to required drainage and construction cost. We are requesting additional funds so we can construct the sidewalk.

Attach additional sheets as required for the Project Narrative. **Detailed descriptions of how your project addresses the Criteria for Evaluation of Projects as outlined on page 6 are required.** Project scoring and subsequent ranking by selection committee will be based on how well it meets the evaluation criteria.

1. Project Needs/Goals and Objectives (25 points)

Project Goal:

Coordinate sidewalk improvements with the Transit Department to increase pedestrian safety and accessibility to transit services and local amenities.

Objective:

Provide sidewalk on the east side of Rosehill Road, from Country Club Drive to Shaw Mill Road. Completing this section of sidewalk will connect to sidewalk currently in design on the south side of Country Club Drive and will connect to existing sidewalk on the north side of Shaw Mill Rd.

Project Needs:

The sidewalk will serve approximately 25 students of Warrenwood Elementary based on an initial assessment by Cumberland County Schools transportation staff. Increase ADA compliance and service to transit stops along the route. Approximately 35 Boarding's / Alighting's per day

2. Facilitates Multi-Modal Transportation (25 points):

The project will improve access to existing transit stops and provide students of Warrenwood Elementary access to sidewalk.

3. Promotes Safety and Security (20 points):

There are currently no sidewalks along this section of Rosehill Road.

4. Documented Project/Program Support (15 points):

City Councilman Mitch Colvin inquired about sidewalk along this area of Rosehill Road. As part of his inquiry, we are submitting the TAP Application and will continue to look for ways to leverage our resources to provide sidewalk in this area.

5. Proximity to Existing/Planned Traffic Generators (10 points):

The proposed sidewalk addition would bring pedestrian facilities to (4) bus stops and connect existing sidewalks to many churches, daycare facilities, and schools. There is relatively high population density because of multi-family housing.

6. Innovation (5 points):

The project could provide some of the more innovated curb ramp designs as seen in NCDOT Complete Streets Guidelines. The ramp designs should help to minimize R/W constraints, which could be an issue on this project.

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