*"Most importantly, the Triangle Bikeway should connect to as many jobs as possible."*

- Community Survey Respondent

# APPENDIX A

## FUNDING RESOURCES

Below are several funding sources that can be leveraged to provide the necessary dollars to plan, design, and/or construct active transportation facilities. The following sources of funding have been instrumental in the successful development of bicycle and pedestrian networks in North Carolina communities.

# FEDERAL FUNDING

North Carolina communities have partnered with Federal agencies to develop shared-use paths, greenways, sidewalks, bike lanes, and intersection treatments. Federal funding is primarily distributed to municipalities through state agencies and Metropolitan Planning Organizations (MPO), as well as through discretionary grant programs.

The Fixing America's Surface Transportation (FAST) Act authorizes transportation funding for highway, transit, rail, bicycle and pedestrian, and safety programs and infrastructure. FAST Act funding is administered by the Federal Highways Administration (FHWA). FHWA distributes funding to NCDOT and directly to MPOs through the Locally Administered Projects Program (LAPP). Communities wishing to access Federal funding must submit their candidate projects to their MPO to then be entered into the NCDOT's Strategic Transportation Investment (STI) Mobility Formula. This formula ranks projects and identifies those to be funded in the State Transportation Improvement Program (STIP). These funds require a 20% match from the municipality. Federal transportation funds for bicycle and pedestrian projects are primary distributed through five programs: Transportation Alternatives (TA), Congestion Mitigation & Air Quality (CMAQ), Recreational Trails Program, (RTP), Surface Transportation Block Grant Program (STBG), and Highway Safety Improvement Program (HSIP).

Additional federal funding sources for bicycle and pedestrian projects are administered through several discretionary grant programs administered by the US Department of Transportation (USDOT) and the National Endowment for the Arts (NEA).

## TRANSPORTATION ALTERNATIVES (TA)

Transportation Alternatives provides federal funds for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. In North Carolina, TA funds are administered by NCDOT. Program-eligible projects must be submitted through STI and require a 20 percent local match.

Project types include:

- On and off-road pedestrian and bicycle facilities.
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility.
- Community improvement activities.
- Environmental mitigation
- Safe routes to school projects
- Streetscape improvements
- Refurbishment of historic transportation facilities
- Other investments that enhance communities

NCDOT has created a bicycle and pedestrian scoping guidance document for local governments that have been awarded Transportation Alternatives funding. The Bike/Ped Project Scoping Guidance for Local Governments provides an overview of the four scoping tools used for locally managed, federally funded transportation projects in North Carolina. The document provides guidance on the project delivery process, scoping, identifying project risks, and project cost estimation. The document is available at the link below.

*https://connect.ncdot.gov/projects/BikePed/Documents/BikePed%20Project%20Scoping%20Guidance%20for%20Local%20Governments.pdf*

*https://www.fhwa.dot.gov/environment/transportation_alternatives/*

## CONGESTION MITIGATION & AIR QUALITY (CMAQ)

CMAQ is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality. In North Carolina, NCDOT serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problem. North Carolina's allocation of CMAQ funding is split in three pots available for funding, as follows:

- Statewide CMAQ funds are administered by NCDOT and are awarded to prioritized NCDOT-driven CMAQ eligible projects either on a statewide tier facility or involving a system wide improvement within nonattainment and maintenance areas. Statewide CMAQ funds are not subject to regional or subregional allocations or the allocation formula. This category accounts for 35% of the total North Carolina CMAQ apportionment.

- Regional CMAQ funds are locally administered and awarded to projects spanning more than one air quality region that cannot be considered subregional projects. Air quality regions are Catawba, Great Smoky Mountains National Park, Metrolina, Rocky Mount, the Triad, and the Triangle. The local project sponsor is responsible for providing the required match. This category accounts for 5% of the total North Carolina CMAQ apportionment.

- Subregional CMAQ funds are locally administered and awarded at the MPO/RPO level to projects within eligible counties. The local project sponsor is responsible for providing the required match and meeting federal funding requirements. This category accounts for 60% of the total North Carolina CMAQ apportionment.

*https://www.fhwa.dot.gov/environment/air_quality/cmaq/*



## HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The purpose of the North Carolina Highway Safety Improvement Program (HSIP) is to provide a continuous and systematic procedure that identifies and reviews specific traffic safety concerns throughout the state. The goal of the HSIP process is to reduce the number of traffic crashes, injuries, and fatalities by reducing the potential for these incidents on public roadways. Areas with bicycle and pedestrian safety concerns are primarily analyzed based on bicycle and pedestrian crash data.

*https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx*

## RECREATIONAL TRAILS PROGRAM (RTP)

The Recreational Trails Program provides funds to state agencies to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). In North Carolina, the Recreational Trails Program is a $1.5 million grant program that funds trails and trail-related recreational needs identified by the Statewide Comprehensive Outdoor Recreation Plan. Grant funding is available for trail planning, construction of new trails; maintenance and repair of existing trails; land acquisition; purchase of trail tools; and legal, environmental, and permitting costs. RTP is a reimbursement grant program. Municipalities must provide project funds upfront and are reimbursed upon completion of deliverables. Eligible applicants are state, federal, or local government agencies or qualified nonprofit organizations. Grants range from $10,000 - $100,000 and require a 25% match by the municipality.

*https://www.fhwa.dot.gov/environment/recreational_trails/*

## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The Surface Transportation Block Grant Program is a federal transportation funding program that provides flexible funding to states for highway, bridge, transit capital, intercity mass transportation, bicycle and pedestrian projects, among other project types. States are required to make these funds available to Transportation Management Area MPOs (Urbanized areas with a population greater than 200,000). These "direct attributable" (DA) funds are allocated by MPOs to member jurisdictions.

*https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm*

## REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT

The Infrastructure Investment and Jobs Act appropriated $1.5 billion to be awarded by the Department of Transportation (DOT) for National Infrastructure Investments, formerly known as TIGER and BUILD Grants and now as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants. RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. The FY2022 RAISE Notice reflects the current Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2022 Appropriations Act requirement, the Secretary shall award projects based solely on the selection criteria. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair, and the secondary selection criteria are partnership and innovation. The Federal share of project costs may not exceed 80 percent for a project located in an urban area. The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty.

Project Awards:

- Total Funding: $1.5 billion.
- Minimum Project Awards: Urban Projects: $5 million, Rural Projects: $1 million.
- Planning Grants: $75 million total funding; No project minimum required.
- Maximum Awards: Urban/Rural Projects: $25 million, Per State: $225 million.
- Geographic Distribution: 50% of total funds ($750 million) awarded to both urban and rural projects.

*https://www.transportation.gov/RAISEgrants*

## SAFE STREETS & ROADS FOR ALL GRANT

This new $5 billion competitive grant program at the US Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in May 2022.

*https://www.whitehouse.gov/build/*

## NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA) GRANT

This $5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. Selection criteria for the program will be release by the US Department of Transportation in February 2022.

*https://www.whitehouse.gov/build/*

## NATIONAL ENDOWMENT FOR THE ARTS (NEA) OUR TOWN PROGRAM

Our Town is the National Endowment for the Arts' creative placemaking grants program. Through project-based funding, the NEA supports projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. These projects require a partnership between a local government entity and nonprofit organization, one of which must be a cultural organization; and should engage in partnership with other sectors (such as agriculture and food, economic development, education and youth, environment and energy, health, housing, public safety, transportation, and workforce development). Cost share/matching grants range from $25,000 to $150,000, with a minimum cost share/match equal to the grant amount.

*https://www.arts.gov/grants/our-town*

# STATE FUNDING

North Carolina communities have partnered with state agencies to build bicycle and pedestrian facilities. State agency funding sources for bicycle and pedestrian planning, infrastructure, and programs in urbanized areas are administered primarily through the North Carolina Department of Transportation (NCDOT) and North Carolina Department of Natural and Cultural Resources.

## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT)

### STRATEGIC TRANSPORTATION INVESTMENTS (STI)

The Strategic Transportation Investments law, passed in 2013, establishes the Strategic Mobility Formula, which allocates available funding based on data-driven scoring and local input. The Strategic Mobility Formula is used to develop the State Transportation Improvement Program (STIP), which identifies projects that will receive funding during a 10-year period. The STIP is state and federally mandated and updated by NCDOT every 2 years. The Strategic Mobility Formula groups projects in three categories: Division Needs, Regional Impact, and Statewide Mobility.

Independent bicycle and pedestrian projects are programmed in the Division Needs category. Eligible bicycle and pedestrian projects submitted for prioritization must be included in a locally adopted plan and have a minimum project cost of $100,000. Eligible activities include right-of-way acquisition, design, and construction. Additionally, the STI law prohibits the use of state funding for bicycle and pedestrian projects, requiring municipalities to provide the 20% match for federally funded projects.

| *STI Funding Category* | *Funding Distribution* | *Overview* |
|---|---|---|
| **Division Needs** | 30% | Funding in this category is shared equally between NCDOT's 14 Divisions. Project scores are based on data (50%) and rankings by MPOs and the NCDOT Divisions (50%). |
| **Regional Impact** | 30% | Projects on this level compete within regions made up of two NCDOT Divisions with funding based on population. Project scores are based on data (70%) and rankings by MPOs and the NCDOT Divisions (30%). |
| **Statewide Mobility** | 40% | Projects in this category are of statewide significance and are based solely on data. |

**STI PRIORITIZATION QUALITATIVE SCORING FOR BICYCLE AND PEDESTRIAN PROJECTS (DIVISION NEEDS CATEGORY):**
Local input points represent 50% of the scoring for bicycle and pedestrian projects. 25% of local input points are assigned by MPOs and RPOs, which are determined by municipal and county project priorities and public comment. The remaining 50% of the local input points are assigned by NCDOT Division Engineers.

| *Criteria* | *Measure* | *Division Needs (50%)* |
|---|---|---|
| **Safety** | (# of crashes x 40%) + (crash severity x 20%) + (safety risk x 20%) + (safety benefit x 20%) | 20% |
| **Accessibility Connectivity** | points of interest + connection points + route points | 15% |
| **Demand Density** | # of households and employees per square mile | 10% |
| **Cost Effectiveness** | (Safety + Accessibility-Connectivity + Demand-Density) / Cost to NCDOT | 5% |



**PROJECT BUNDLING:**
Multiple bicycle and pedestrian projects can be bundled to better compete with other projects submitted in the Division Needs category. Bundled projects are allowed across various geographies and project types. Projects do not have to be contiguous or related, and projects can be within a single municipality or across multiple jurisdictions. Bundled projects must be under one project manager, which must be a TAP eligible entity.

*https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx*

### INCIDENTAL BICYCLE AND PEDESTRIAN FACILITIES WITH ROADWAY PROJECTS

The NCDOT Complete Streets Policy Update was adopted by the Board of Transportation in August 2019. This policy requires NCDOT to consider and incorporate multimodal facilities in the design and improvement of all transportation projects in North Carolina. The adopted Comprehensive Transportation Plan (CTP) is considered the controlling plan for the identification of nonmotorized facilities to be evaluated as part of a roadway project. The CTP may include and/or reference locally adopted plans for public transportation, bicycle and pedestrian facilities, and greenways. Bicycle, pedestrian, and public transportation facilities that appear in the CTP directly or by reference will be included as part of the proposed roadway project, and NCDOT is responsible for the full cost of the project. Bicycle, pedestrian, and transit facilities incidental to a roadway project where a need has been identified through the project scoping process but not identified in an adopted plan may be included in the project. Inclusion of these incidental facilities requires the local jurisdiction to share the incremental cost of constructing the improvements based on population thresholds. Projects that have not completed environmental review prior to August 2019 are subject to the Complete Streets Policy.

*https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx*

### STATEWIDE PROJECT FUNDS

**SMALL CONSTRUCTION FUNDS:**
These funds were established in 1985 to fund small projects in and around cities and towns that could not be funded in the Statewide Transportation Improvement Program (STIP). Funds are allocated equally to each of 14 Transportation Divisions. Funds can be used on a variety of transportation projects for municipalities, counties, businesses, schools, and industries throughout the State. Funds projects up to $250,000 per fiscal year, unless otherwise approved by the Secretary of Transportation. Right-of-way and utility relocations should be provided and accomplished at no cost to NCDOT. Funding requests should be submitted to the Division Engineer providing technical information such as location, improvements being requested, and project timeline.

**STATEWIDE CONTINGENCY FUNDS:**
These funds were created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. The President Pro Tempore of the Senate, the Speaker of the House, and the Secretary of Transportation sponsor project requests from this fund. $12 million in funds are administered by the Secretary of Transportation. Requests can be submitted from municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff. Request should include a clear description and justification of the project.

**HIGH IMPACT / LOW-COST FUNDS:**
This program provides funds to complete low-cost projects with high impacts to the transportation system including intersection improvement projects, minor widening projects, and operational improvement projects. Funds are allocated equally to each of 14 Transportation Divisions. Each Division is responsible for selecting their own scoring criteria for determining projects funded in this program. At a minimum, Divisions must consider all of the following in developing

*https://connect.ncdot.gov/projects/planning/Economic%20Development/Small%20Project%20Fund%20Request.docx*

### SPOT SAFETY PROGRAM

The Spot Safety Program is used to develop smaller improvement projects to address safety and potential safety and operational issues. The program is funded with state funds and currently receives approximately $9 million per fiscal year. Other monetary sources (such as Small Construction or Contingency funds) can assist in funding Spot Safety projects, however, the maximum allowable contribution of Spot Safety funds per project is $400,000. A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest.

*https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx*

## NORTH CAROLINA DEPARTMENT OF NATURAL AND CULTURAL RESOURCES

### PARKS AND RECREATION TRUST FUND (PARTF)

PARTF provides dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the public. PARTF is the primary source of funding to build and renovate facilities in the state parks as well as to buy land for new and existing parks.

*https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/parks-and-recreation-trust-fund*

# LOCAL FUNDING

## BONDS

Wake County, City of Raleigh, City of Wilmington, Town of Chapel Hill, Town of Cornelius, and City of Greenville have all passed bonds to protect open space corridors and build greenway networks. Multi-use paths and greenways are also frequently included in municipal transportation bond packages. Successful bond campaigns require a well-defined plan with specific projects supported by the community. Bond campaigns should be well organized with a community's public affairs department and thoroughly coordinated across all internal departments. Public outreach during the campaign is essential to educate residents about the benefits of infrastructure investment and to understand which projects garner the highest community support.

## CAPITAL IMPROVEMENT PROGRAM (CIP)

A Capital Improvement Program (CIP) is one element in a municipality's long-term planning process. It is a bridge between the municipality's Comprehensive Plan and short-term planning for infrastructure and operations. A Capital Improvement Program analyzes major facility and equipment needs, establishes priorities, estimates fiscal resources, and schedules the development of funded projects. The City of Raleigh funds parks, greenways, and active transportation facilities through the city's Capital Improvement Program. The Parks, Recreation and Cultural Resources Department's CIP primary sources of funding come from Parks and Recreation Bonds, Facility Fees, General Fund (Tax Base), grants, and donations.

## DEVELOPER-BUILT TRAILS / IN-LIEU FEES

The Town of Cary built its first greenway 40 years ago and now has more than 80 miles of greenway trails. A significant portion of their network development has been the result of developer-built trails. The Town of Cary requires developers to set aside important open space providing trail connectivity, wildlife habitat corridors, and water quality protection. Per the Cary Land Use Ordinance, developers must dedicate land or make payment in-lieu of public park and/or greenway development to serve the recreational needs of residents. Land dedications for greenways are required for both residential and commercial development for those locations indicated in the Town's greenway master plan.

## IMPACT FEES

Impact fees represent financial payments made to a local government by a developer to fund certain off-site capital improvements needed to accommodate future growth. Many communities impose impact fees for transportation, parks and recreation, and open space facility needs. The City of Durham imposes transportation impact fees to fund for a portion of the costs for new streets and sidewalks, paving, grading, resurfacing, and widening of existing streets, traffic control signals and markings, lighting, and crosswalks. The City's development fees for open space and parks and recreation are used for the acquisition of park land and the provision of facilities, including athletic fields, parks, playgrounds, courts, recreation centers, shelters, stadiums, arenas, swimming pools, lighting, trail construction, and bike paths.

## MUNICIPAL SERVICE DISTRICT (MSD)

Municipal Service Districts provide an equitable method for funding special improvements to public right-of-way areas because property owners share in the cost. The Town of Morrisville uses Municipal Service Districts in several neighborhoods to perform pavement, curb and gutter, and sidewalk enhancements and repairs on the public streets throughout neighborhoods in the MSD.

## PUBLIC/PRIVATE PARTNERSHIPS

The City of Greensboro is leading North Carolina in leveraging public-private partnerships to complete their Downtown Greenway Loop. Through the Action Greensboro Foundation, the project has raised over $10 M in private funds by working with foundations and private givers. This money leverages over $21 M in local and federal funds.

APPENDIX A - FUNDING RESOURCES

# PRIVATE FUNDING

## NORTH CAROLINA COMMUNITY FOUNDATION (NCCF)

The NCCF is the statewide community foundation serving North Carolina and sustains more than 1,200 endowments established to provide long-term support of a broad range of community needs, nonprofit organizations, institutions, and scholarships. The NCCF partners with a network of affiliate foundations to provide local resource allocation and community assistance across the state. NCCF's community grantmaking programs are advised by its network of affiliate foundations. Each affiliate is advised by a local board who help to assemble resources through their unique knowledge and understanding of local needs and opportunities. Organizations must be qualified as tax-exempt public charities under Section 501(c)(3) of the Internal Revenue Code or be classified as a unit of local government or public school.

*https://www.nccommunityfoundation.org/apply/grants*

## THE CONSERVATION FUND

The Conservation Fund works with public, private, and nonprofit partners to protect land and water resources through land acquisition, sustainable community and economic development, and leadership training. The City of Durham partnered with the Conservation Fund to assist with negotiations to purchase the Durham Belt Line rail corridor from Norfolk Southern to convert the rail line into an urban trail.
*https://www.conservationfund.org/where-we-work/north-carolina*

## BLUE CROSS BLUE SHIELD OF NORTH CAROLINA FOUNDATION

The Blue Cross Blue Shield of North Carolina Foundation funds a range of programs from targeted, mini grants to multi-year partnerships. Their grantmaking supports initiatives that focus on early childhood, healthy communities, healthy food, and oral health. The Foundation does not operate regular grant cycles. Instead, the Foundation invites applications based on specific strategic objectives or announces broader opportunities to apply for funding on a periodic basis.

*https://www.bcbsncfoundation.org/grants-programs/grantmaking-overview/*

## DUKE ENERGY FOUNDATION

The Duke Energy Foundation is focused on strengthening and uplifting communities throughout North Carolina with grant funding. Duke Energy Foundation's approach to grantmaking and community engagement opportunities is focused on making an impact to improve the lives of local communities today and for future generations. Under each focus area are examples of the type of grants the Foundation would consider supporting. Grants focus on the following topics: vibrant economies, climate resiliency, and justice, equity and inclusion.

*https://www.duke-energy.com/community/duke-energy-foundation/north-carolina*