POTENTIAL FUNDING SOURCES

Not all projects will be completed with a single funding source

Funding sources can be used for:
- Planning
- Engineering
- Design
- Implementation
- Maintenance
POTENTIAL FUNDING SOURCES

Federal Funding Sources

- Partnership for Sustainable Communities (PSC)
- Federal Land and Water Conservation Fund (LWCF)
- Rivers, Trails, and Conservation Assistance Program (RTCA)
- Federal Lands Transportation Program (FLTP)
- Energy Efficiency and Conservation Block Grants (EECBG)
FEDERAL FUNDING SOURCES

Partnership for Sustainable Communities (PSC)

- Combination of EPA, HUD & USDOT
- Goals of program: Provide more transportation choices
Federal Land and Water Conservation Fund (LWCF)

- Grants for planning and acquiring outdoor recreation areas and facilities, including trails
- Can be used for right-of-way and construction
Rivers, Trails, and Conservation Assistance Program (RTCA)

- National Parks Service program
- Establish and restore greenways, rivers, trails, watersheds and open space
- Provides only for Planning Assistance
FEDERAL FUNDING SOURCES

Federal Land Transportation Program (FLTP)

- Improve access within federal lands on federally owned and maintained transportation facilities
- Includes nation forests, national parks, national wildlife refuges, national recreation areas, other federal public lands
Energy Efficiency and Conservation Block Grants (EECBG)

- Reduce energy consumption and fuel emissions
- Provide opportunity for development and implementation of infrastructure such as bike lanes and pedestrian walkways
State Funding Sources

Strategic Transportation Investments (STI)

* Only eligible at the Division Needs Tier

* Compete against Aviation, Ferry, Highway, Rail, and Transit

* Scored based 50% on Data, 50% on Local Input Points
Purpose: Projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users

Measure: Number of crashes * 40% +
Posted speed limit * 20% +
Crash severity * 20% +
Project safety benefit * 20%

Sources: – Division of Bike and Pedestrian Transportation (DBPT) 2010-2014 geocoded crash data
– NCDOT (Road Characteristics Data or Other)
– Safety benefit score based on lookup table
Purpose: Destinations that draw or generate high volumes of bikes/pedestrians

Measure: Destination Type within 1.5 miles (bicycle) or 0.5 mile (pedestrian) of facility
* 50% + Distance to Prime Destination * 50%

Source: Local input regarding destinations and distances
### DEMAND / DENSITY

#### Funding Category

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Criteria Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Mobility</td>
<td>N/A</td>
</tr>
<tr>
<td>Regional Impact</td>
<td>N/A</td>
</tr>
<tr>
<td>Division Needs</td>
<td>10%</td>
</tr>
</tbody>
</table>

#### Purpose:
Areas with access to multiple destinations

#### Measure:
Population and employees per square mile within 1 ½ mile (bicycle) or ½ mile (pedestrian) of facility
(includes factor for unoccupied housing units (second homes) + group housing, excluding prisons)

#### Sources:
2010 US Census
Purpose: Measure impact of project on reliability and quality of network

Measure: Score per each Specific Improvement Type, based on degree of bike/ped separation from roadway, connectivity to a similar or better project type, part of a national/state/regional bike route, or connection to a national/state/regional bike route

Creates “Community Quality of Service (CQoS)” Index
Formula: \[
\frac{\text{CQoS}_{\text{endA}} + \text{CQoS}_{\text{endB}} + \ldots}{n}
\]

Sources: Local Input – score based on lookup table (updated)

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Criteria Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Mobility</td>
<td>N/A</td>
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<tr>
<td>Regional Impact</td>
<td>N/A</td>
</tr>
<tr>
<td>Division Needs</td>
<td>10%</td>
</tr>
</tbody>
</table>
COST EFFECTIVENESS

### Funding Category

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Criteria Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Mobility</td>
<td>N/A</td>
</tr>
<tr>
<td>Regional Impact</td>
<td>N/A</td>
</tr>
<tr>
<td>Division Needs</td>
<td>5%</td>
</tr>
</tbody>
</table>

**Purpose:** Ratio of calculated user benefit divided by NCDOT project cost

**Measure:** \[(Access + Safety + Demand + Connectivity)/Estimated Project Cost to NCDOT\]
## P5.0 BIKE/PEDESTRIAN CRITERIA

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Measure</th>
<th>Division Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
<td>(Number of crashes x 40%) + (Posted speed limit x 20%) + (Crash severity * 20%) + (Project safety benefit x 20%)</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>(Destination Type within 1.5 miles (bicycle) or 0.5 mile (pedestrian) of facility x 50%) + (Distance to Prime Destination x 50%)</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Demand/Density</strong></td>
<td># of households and employees per square mile within 1.5 mile (bicycle) or 0.5 mile (pedestrian) of facility (includes factor for unoccupied housing units (second homes) + group housing, excluding prisons)</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Connectivity</strong></td>
<td>Score per each Specific Improvement Type, based on degree of bike/ped separation from roadway, connectivity to a similar or better project type, part of a national/state/regional bike route, or connection to a national/state/regional bike route</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Cost Effectiveness</strong></td>
<td>(Safety + Access + Demand + Connectivity) / Estimated Project Cost to NCDOT</td>
<td>5%</td>
</tr>
</tbody>
</table>
POTENTIAL FUNDING SOURCES

Private/Non-Profit Funding Sources

Land for Tomorrow Campaign
Walmart State Giving Program
Rite Aid Foundation Grants
Duke Energy Foundation
PRIVATE/NON-PROFIT FUNDING SOURCES

Land for Tomorrow Campaign

- Goals of ensuring forests, land bordering streams, parks and greenways, land that helps strengthen communities and promotes job growth remain
PRIVATE/NON-ProFIT FUNDING SOURCES

Walmart State Giving Program

- Supports projects that create opportunities for better living
- Both programmatic and infrastructure projects eligible
PRIVATE/NON-PROFIT FUNDING SOURCES

Rite Aid Foundation Grants

- Supports projects that promote health and wellbeing
PRIVATE/NON-PROFIT FUNDING SOURCES

Duke Energy Foundation

- Investment priorities: education, environment, economic and workforce development, community impact, and cultural enrichment
QUESTIONS?