



BICYCLE AND PEDESTRIAN PROJECT FUNDING

March 9, 2017

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 FUNDING SOURCES

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

FEDERAL FUNDING SOURCES

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

FEDERAL FUNDING SOURCES

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

POTENTIAL FUNDING SOURCES

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

SAFETY

Funding Category

Criteria Weight

Statewide Mobility

N/A

Regional Impact

N/A

Division Needs

15%

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

ACCESS

Funding Category

Statewide Mobility

Regional Impact

Division Needs

Criteria Weight

N/A

N/A

10%

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

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	N/A
Regional Impact	N/A
Division Needs	10%

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

CONNECTIVITY

Funding Category

Statewide Mobility

Regional Impact

Division Needs

Criteria Weight

N/A

N/A

10%

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: $(CQOS_{endA} + CQOS_{endB.....})/n$

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

COST EFFECTIVENESS

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	N/A
Regional Impact	N/A
Division Needs	5%

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

<u>Criteria</u>	<u>Measure</u>	<u>Division Weight</u>
Safety	(Number of crashes x 40%) + (Posted speed limit x 20%) + (Crash severity * 20%) + (Project safety benefit x 20%)	15%
Access	(Destination Type within 1.5 miles (bicycle) or 0.5 mile (pedestrian) of facility x 50%) + (Distance to Prime Destination x 50%)	10%
Demand/Density	# 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)	10%
Connectivity	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	10%
Cost Effectiveness	(Safety + Access + Demand + Connectivity) / Estimated Project Cost to NCDOT	5%

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?