



Announcement

2023 Fall Project Selection for Federal Sub-allocation Funds and Transportation Improvement Program

June 26, 2023

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is pleased to announce the beginning of the Fall 2023 project selection process for the suballocated federal funds. The pre-application consultation phase will start on June 27, followed by the acceptance of applications beginning on July 17. We request that all interested parties carefully review the attached project selection guidelines to determine their eligibility as applicants and their project's eligibility.

Background

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is dedicated to improving transportation infrastructure and services in the region. As part of this effort, the MPO is responsible for allocating federal funds sub-allocated to the MMMPO from the Surface Transportation Block Grant Program (STBG) and the Carbon Reduction Program (CRP). In addition to requesting project implementation through the MPO's suballocated Carbon Reduction and Surface Transportation Block grant funds the MPO has the ability to request that the West Virginia Department of Transportation implement major Metropolitan Transportation Plan projects, smaller operational and safety improvement projects and street corridors resurfacing projects through State Transportation Improvement Program.

Key Dates

June 26	Announcement release.
June 27	Pre-application consultation period begins.
July 17	MMMPO starts to accept applications.
September 13	Pre-application consultation period ends.
September 18	Application Deadline
October 10	Transportation Technical Advisory Committee Review.
October 12	Citizens Advisory Committee Review.
October 13-18	Policy Board Project Review Committee Review
October 19	Policy Board Review and Approval
October 23	Announcement of selected projects on the MPO's website

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Attachment

- MMMPO Application for Project Funding
- Project Selection Guidelines & Process for Federal Sub-Allocation Funds and Projects Proposed for the Transportation Improvement Program

MMMPO Application for Project Funding

Agency/Organization Information
Name:
Type of the Agency/Organization (check one): <input type="checkbox"/> A unit of local government. <input type="checkbox"/> An agency that maintains Federal aid eligible facilities or that has coordinated with WV DOH for improvements to a road eligible for federal funds prior to submission of an application. <input type="checkbox"/> A nonprofit entity that is responsible for the administration of federal fund eligible facilities. <input type="checkbox"/> A member of the public (approved by the MPO Policy Board).

Agency/Organization Representative	
First Name:	Last Name:
Email:	Phone Number:
Title:	

Required Project Information Checklist (Please attach narratives)		
Project Name:		
Project Location:		
Narratives:		
<u>Yes</u>	<u>No</u>	<u>Document</u>
<input type="checkbox"/>	<input type="checkbox"/>	Purpose/Need Statement
<input type="checkbox"/>	<input type="checkbox"/>	Summary of Project Benefit and Impact
<input type="checkbox"/>	<input type="checkbox"/>	Scope of Work
<input type="checkbox"/>	<input type="checkbox"/>	Project Map
<input type="checkbox"/>	<input type="checkbox"/>	Additional Pertinent documentation
<input type="checkbox"/>	<input type="checkbox"/>	Letters of Support (optional)

Grant and Funding Information

Type of funding requested (check all that apply):

- Surface Transportation Block Grant (STBG). Grant amount requested: _____
 Carbon Reduction Program (CRP). Grant amount requested: _____

If awarded a grant, when will use of the funds begin? _____

Is the project eligible for 100% Federal fundings?

Yes _____; No _____; Not sure _____;

If the project has not been identified as being eligible for 100% Federal funding or as priority for the State by a representative of the WVDOT/WVDOH, is there a funding source for any required match (20%)?

Yes _____; No _____;

Total project cost (if different from the amount requested) _____.

Provide a budget that outlines the estimated cost of each project activity. Please attach any documentation available. (Use attachment if necessary)

If applicable, describe any additional resources or partnerships that will support the project's implementation. Please attach any documentation.

Supplemental Information (optional)

How the project addresses the goals and objectives outlined in the MPO's Metropolitan Transportation Plan and/or Performance measures? (Use attachment if necessary)

Verification

I hereby certify that all information provided in this grant application is true, accurate, and complete to the best of my knowledge. I understand that any misrepresentation or omission may result in the rejection of this application or the termination of any grant awarded based on this application.

Signature of the Authorized Representative:

Printed Name:

Title:

Date:



Project Selection Guidelines & Process For Federal Sub-Allocation Funds and Projects Proposed for the Transportation Improvement Program

May, 2023

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1. General Guidelines

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is dedicated to improving transportation infrastructure and services in the region. As part of this effort, the MPO is responsible for allocating federal funds sub-allocated to the MMMPO from the Surface Transportation Block Grant Program (STBG) and the Carbon Reduction Program (CRP).

In addition to requesting project implementation through the MPO's suballocated Carbon Reduction and Surface Transportation Block grant funds the MPO has opportunities to request that the West Virginia Department of Transportation implement major Metropolitan Transportation Plan projects, smaller operational and safety improvement projects and street corridors resurfacing projects. The opportunities for this type of project recommendation are outlined in the State's "STIP and TIP Operating Guidelines-May 2023" (To see a full description of for the programs identified by State please see pages 13-14 of the Guidelines)

To ensure a fair and transparent process for selecting projects for funding, the MPO has developed a project selection process. This process is designed to evaluate project proposals based on established criteria and select those that will provide the greatest benefit to the community.

1.1 Applicant Eligibility

Applicants to the STBG and CRP sub-allocation funds must be able to provide any match required for the project unless the project is eligible for 100% funding and be

- A unit of local government or the MPO itself.
- An agency that maintains Federal aid eligible facilities or that has coordinated with WV DOH for improvements to a road eligible for federal funds prior to submission of an application.
- A nonprofit entity that is responsible for the administration of federal fund eligible facilities.

Applications for large MTP Projects, operational and safety improvements, and resurfacing projects should be:

- A unit of local government or the MPO itself.
- An agency that maintains Federal aid eligible facilities or that has coordinated with WV DOH for improvements to a road eligible for federal funds prior to submission of an application.
- A nonprofit entity that is responsible for the administration of federal fund eligible facilities
- In the case of a resurfacing project the project can be recommended by a member of the public but must be approved by the MPO Policy Board.

1.2 Project Selection Criteria and Scoring

Criteria	Points
Contribute to one objective identified in the MPO's Metropolitan Transportation Plan	10
Contribute to more than one objective in the MPO's Metropolitan Transportation Plan	5 × the number of extra related objective
A tier 1 or a part of a tier 1 project	40
A tier 2 or a part of a tier 2 project	30
A tier 3 or a part of a tier 3 project	20
A tier 4 or a part of a tier 4 project	10
The project significantly contributes to achieving a target identified in the MPO's Performance Measures.	30
The project somehow contributes to achieving a target identified in the MPO's Performance Measures.	10
The project is directly related to safety	30
The project is not a safety project but indirectly related to safety	5

When two or more projects received the same score, higher ranking will be given to projects with the following features, as ordered by priority for this ranking purpose: 1) benefitting disadvantaged population; 2) promoting alternative transportation; and 3) preferred by the MPO's board/committee members.

2. Project Selection Process

At the beginning of each fiscal year, the MPO will announce the application deadline on the MPO's website. The information will also be shared with the MPO's advisory committees and Policy Board.

Step 1. Pre-application

MPO staff will hold pre-application meetings as requested with potential applicants to discuss project qualification and selection criteria.

Step 2. Applicant Submitting Application

The applicant should submit an application that identifies the following items.

1. Need for the project. What evidence is there that the project should be implemented quickly. The applicant should be able to provide information such as a summary of crash data, identified congestion, gaps in the network (street or sidewalk) a traffic study or similar information.
2. Project extent-A map of the project location and the extent of the project should be provided
3. Identified funding source for match if the project has not been identified as being eligible for 100% Federal funding or as priority for the State by a representative of the WVDOT/WVDOH.
4. Identified community support for the project

Step 3. Preliminary Review

After receiving an application, MPO staff conduct a preliminary review to determine project eligibility. MPO staff will inform the applicant of the outcome of the preliminary review.

Step 4. Project Scoring

MPO staff will score projects based on the information presented in the application. The MPO will compile all applications, scoring sheets, and any other relevant information.

Step 5. Advisory Committee Review

MPO staff will share the compiled document with the MPO's Transportation Technical Advisory Committee (TTAC) and Citizens Advisory Committee (CAC) for review and comments. If necessary, MPO staff will revise the project scoring and ranking based on the input from TTAC and CAC.

Step 6. Project Review Committee Review

The MPO staff will compile a comprehensive report that summarizes the outcome of the project selection process along with the feedback received from the TTAC and CAC. This report will include all applications, scoring details, recommendations, and any other pertinent information.

To review the report, the MPO Policy Board will form a Project Review Committee comprising representatives from the Board of Education and West Virginia University. The Committee may propose revisions to the recommendations in the report only if a consensus is reached among its members. In the event that no consensus is reached, the recommendations from the report will remain unchanged.

Step 8. Policy Board Review and Approval

MPO staff will submit the report to the Policy Board for approval. Project selection and funding suballocation will be considered final only after the report is approved by the MPO's Policy Board.

3. Project Eligibility

Proposed projects must be located within the MMMPO Planning boundary - Monongalia County and be a project or a portion of a project in the MPO's metropolitan transportation plan (MTP) or be found by MPO Staff and the Policy Board to be consistent with the MPO's MTP. Projects may encompass planning and preliminary design studies that include feasibility assessments, scoping of work, impact evaluations, and cost estimations, provided that these activities are deemed eligible for Federal funding.

Applicants have the option to request the assistance of the MPO in conducting a comprehensive planning and preliminary engineering study for their project. The study may include accessing feasibility assessments, scoping of work, impact evaluations, and cost estimations, provided that these activities are deemed eligible for Federal funding. The MPO will engage its on-call consultant to provide this service.

Applications for suballocated funds must meet the requirements specified in the following subsection.

3.1 Project Eligibility for STBG funding

(1) Location Requirement

STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- A bridge or tunnel project (no new construction);
- A bridge replacement of a low water crossing;
- A project described in 23 USC 133(b)(5)-15 and (b)(23)
 - Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - the safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with ADA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions;
 - Installation of EV charging facilities;
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;
 - Planning programs, research, workforce development, training and education.
- As approved by the Secretary.

(2) Eligible Activities

- Construction of
 - Highways, bridges, tunnels, ferry boats and terminal facilities;
 - Transit capital projects eligible under 49 USC 53 Public Transportation;
 - Capital improvements on infrastructure-based intelligent transportation systems;
 - Truck parking facilities; and

- Wildlife crossing structure.
- Operational improvements (23 USC 101(a)(19)), including
 - Capital improvement for installation of traffic surveillance and control equipment;
 - Computerized signal systems;
 - Motorist information systems;
 - Integrated traffic control systems;
 - Incident management programs, and
 - Transportation demand management facilities, strategies, and programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs (23 USC 101(a)(18)), includes labor costs, administrative costs, costs of utilities and

rent, and other costs associated with the continuous operation of traffic control, such as integrated traffic control systems, incident management programs, and traffic control centers.

- Environmental measures eligible
 - under 23 USC 119(g)
 - Mitigation banking or other third-party mitigation arrangements, such as the purchase of credits from commercial mitigation banks;
 - Statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and
 - Development of statewide and regional environmental protection plans, including natural habitat and wetland conservation and restoration plans.
 - under 23 USC 148(a)(4)(B)(xvii). The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
 - under 23 USC 328. Environmental restoration and pollution abatement to minimize or mitigate the impacts of any transportation project funded under this title (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements
 - under 23 USC 329. Establishment of plants to perform one or more of the following functions:
 - abatement of stormwater runoff;
 - stabilization of soil;
 - provision of habitat, forage, and migratory way stations for Monarch butterflies, other native pollinators, and honey bees, and aesthetic enhancement.
 - Management of plants which impair or impede the establishment, maintenance, or safe use of a transportation system.
- Transportation control measures listed under Clean Air Act (CAA) Section 108(f)(1)(A) / 42 U.S. Code §7408(f)(1)(A), except clause (xvi) of the section.
 - programs for improved public transit;
 - restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOVs);
 - employer-based transportation management plans, including incentives;

- trip-reduction ordinances;
 - traffic flow improvement programs that achieve emissions reductions;
 - fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
 - programs to limit or restrict vehicle use in downtown areas or other areas of emissions concentration, particularly during periods of peak use;
 - programs for the provision of all forms of high-occupancy, shared-ride services;
 - programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
 - programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
 - programs to control extended idling of vehicles;
 - reducing emissions from extreme cold-start conditions;
 - employer-sponsored programs to permit flexible work schedules;
 - programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
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- programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior;
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- Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - Safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with ADA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions;
 - Installation of EV charging facilities;
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;

- Planning programs, research, workforce development, training, and education.
- Deployment of intelligent transportation technologies, including the ability of vehicle to communicate with infrastructure, buildings, and other road users.
- Planning and construction of projects that facilitate intermodal connection between emerging transportation technology, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility. Natural infrastructure, as defined in (23 USC 101 (a)(17)) involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes.
- Projects to enhance travel and tourism.
- Any type of project eligible under 23 USC 133 as in effect on the day before the FAST Act was enacted - December 3, 2015.

3.2 Project Eligibility for Carbon Reduction Program (CRP) funding

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be in the STIP/TIP and be consistent with the MTP.

Eligible activities include:

- A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.
- A public transportation project that is eligible for assistance under 23 U.S.C. 142. Those projects include
 - Construction of exclusive or preferential high-occupancy vehicle lanes.
 - Construction of highway traffic control devices.
 - Construction of bus passenger loading areas and facilities, including shelters.
 - Fringe and corridor parking facilities, which may include electric vehicle charging stations and natural gas vehicle refueling stations (23 U.S. Code § 142 (a) (1)), as well as access roads, buildings, equipment improvements, and interests in lands. (23 U.S. Code § 137)
 - Construction of a bus rapid transit corridor or dedicated bus lanes, including (23 U.S. Code § 142 (3))
 - traffic signaling and prioritization systems;
 - redesigned intersection that are necessary for the establishment of a bus rapid transit corridor;

- on-street stations;
 - Fare collection systems;
 - information and wayfinding systems; and
 - depots.
 - Capital improvement to improve access and coordination between intercity and rural bus services (23 U.S.C 142 (a)(2));
 - Construction of facilities to improve multimode connectivity (23 U.S.C 142 (a)(2));
 - Any capital transit project that is eligible for assistance under 49 U.S.C. 53;
- A transportation alternatives project, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

This includes projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit, including

- separation of motor vehicles from ped/bicycle
 - increasing visibility (lighting), and
 - promoting electric bike (charging facility) and micro-mobility.
- A project for advanced transportation and congestion management technologies (23 U.S.C 503 (c)(4)(E)) including advanced traveler information systems; advanced transportation management technologies; advanced transportation technologies to improve emergency evacuation; infrastructure maintenance, monitoring, and condition assessment, and advanced public transportation system.
 - A project to replace street lighting and traffic control devices with energy-efficient alternatives.
 - Development of a carbon reduction strategy.
 - A transportation management project, such as congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, and otherwise reducing demand for roads.
 - A project to reduce the environmental and community impacts of freight movement.
 - A project to support the deployment of alternative fuel vehicles, including publicly accessible electric vehicle charging facilities, alternative fueling infrastructure; zero-emission vehicles, and required supporting facilities.
 - A project to improve traffic flow that 1) is eligible under the CMAQ program, and 2) does not involve the construction of new capacity.
 - A project for the deployment of infrastructure-based intelligent transportation systems, such as vehicle-to-infrastructure communications and short-range communications.
 - A project that contains sustainable pavements and construction materials. Lifecycle assessment (LCA) demonstrate substantial carbon reductions.

Any project that is eligible under the STBG if the Secretary certifies that the State has demonstrated a reduction in on-road highway CO2 emissions: 1) per capita, and 2) per unit of economic output. No certification for FY2022.

4.Funding (Federal Share)

4.1 Federal Share of STBG Funds

Federal share for STBG-funded project is governed by 23 U.S.C. 120. In general, the share is 80 percent federal funds and 20 percent local funds. An administration fee (approximate 10%) may be associated with the project. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by the DOH.

The 23 U.S.C. provides that:

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high- occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;
 - Rumble strips;
 - Commuter carpooling and van pooling;
 - Rail-highway crossing closure;
 - Traffic lights, guardians, barrier;
 - Vehicle-to-infrastructure communication; and
 - Priority control systems for emergency vehicles or transit vehicles.

States are encouraged to consider the use of STBG funds for such safety improvements that would increase the Federal share to 100 percent.

- Workforce development, training and education activities and activities carried out with STBG funds under 23 USC 504(e)(1)(A) through (H): **100%**, including
 - Tuition and direct educational expenses in connection with the education and training of employees of State and local transportation agencies;
 - Employee professional development;
 - Student internships, apprenticeships, and
 - Education activities to develop interest and promote participation in surface transportation careers.

4.2 Federal Share of CRP Funds

Federal share for CRP-funded project is governed by 23 U.S.C. 120:

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high- occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;
 - Rumble strips;
 - Commuter carpooling and van pooling;
 - Rail-highway crossing closure;
 - Traffic lights, guardians, barrier;
 - Vehicle-to-infrastructure communication; and
 - Priority control systems for emergency vehicles or transit vehicles.