

Surface Transportation Block Grant (STBG) Program

Project Selection and Prioritization Process



CAPITAL REGION METROPOLITAN PLANNING ORGANIZATION
<http://www.crpcla.org>

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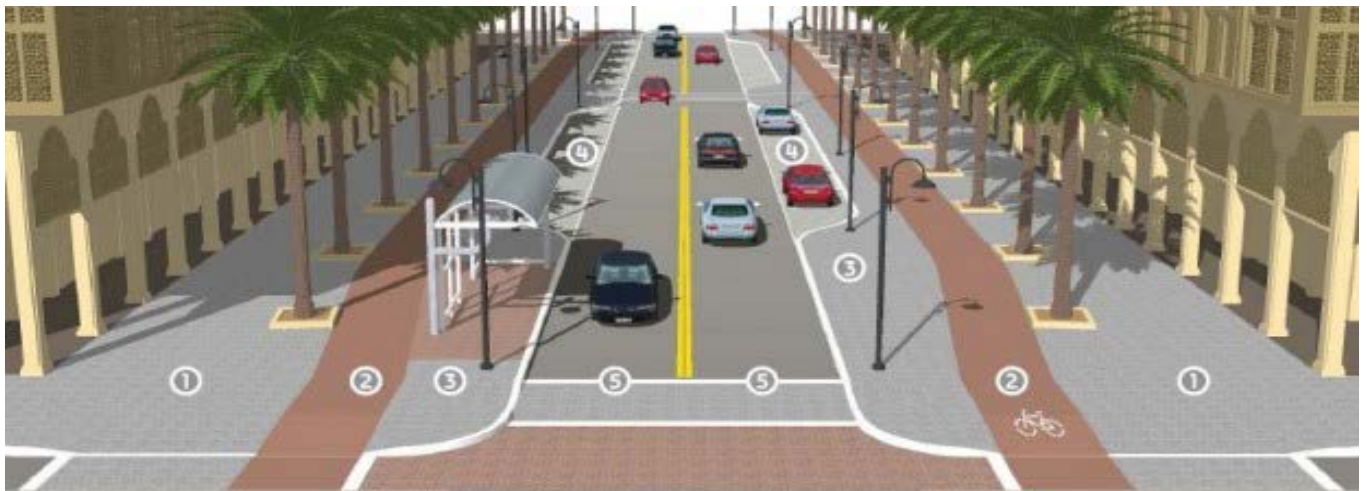


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INTRODUCTION

The Capital Region Urbanized Area - Metropolitan Planning Organization's *Project Selection Process* fulfills several needs in the metropolitan transportation planning process. To spend federal dollars on eligible local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Both documents must be 'financially constrained' and must adhere to the principles laid out in the Fixing America's Surface Transportation (FAST) Act and earlier legislations, and the final rules governing metropolitan planning.

According to the final rules regarding metropolitan planning, published in the Federal Register, a MTP must have, at all times, at least a 20 year planning horizon. A MTP must also be updated at least every four years in areas that are designated as nonattainment for air quality or have an air quality maintenance plan. Since the five Parish Capital Region MPO (BRMPO) area is designated as maintenance for ozone, the MTP will always have a planning horizon of at least 20 years or more and will undergo a full update every four years. The Transportation Improvement Program (TIP) for the Baton Rouge MPO area is a five-year short-range planning document. The projects in the TIP are derived from the MTP. The TIP is updated every two years.

One funding category contained in the MTP and TIP is Surface Transportation Block Grant Program (STBG>200K). The Surface Transportation Block Grant Program (STBG>200K) funding category addresses the mobility or rehabilitation needs in urbanized areas with population greater than 200,000. This program is directly administered by the CRMPO Transportation Policy Committee (TPC). The staff of the Capital Region Planning Commission (CRPC) provides administrative and technical support to the TPC in administering this program. In general projects utilizing these funds require at the least a 20% local match for eligible project costs. Certain safety improvement projects as listed in 23 U.S.C. 120(c)(1) under FHWA STBGP Implementation Guidance (**Appendix C**) may be funded at 100 percent of the cost by STBG>200K federal funds upon joint approval by CRMPO and LADOTD, but this provision is limited to 10 percent of the total STBG funds apportioned to entire state of Louisiana. Such safety improvement projects include traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier, end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections. All state and federal requirements in conjunction with the use of federal funds (i.e., uniform relocation, Davis-Bacon, NEPA, etc.) must also be met.

This document is a guide to how projects funded through the STBG>200K program within the area are selected for inclusion in the MTP and TIP.

PROJECT ELIGIBILITY

All projects applying for STBG>200K funding must be sponsored by one or more of Capital Region MPO member governments, the Louisiana Department of Transportation and Development (LADOTD), the Capital Area Transit System (CATS), or Capital Region Planning Commission (CRPC). In general, it is expected that no single project or entity will be allocated more than 65% of the total STBG>200K funds available per year. And, furthermore, no other single project or entity will be allocated more than 50% of the remaining balance of STBG>200K funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available. The following criteria will determine which STBG>200K projects are eligible to be evaluated for possible inclusion in the 'financially constrained' component of Transportation Improvement Program (TIP).

1. Proposed projects will be consistent with the area's long-range goals.
2. Proposed projects will have a funding source (STBG>200K and local match) and cost estimate with supporting documents.
3. Proposed projects will have project readiness information and other details necessary to complete the 'MPO Stage 0 Process'.
4. Projects will fall within the Metropolitan Planning Area boundaries (Appendix B) and will be functionally classified according to the adopted functional class roadway system. According to the information on eligible activities and specific requirements in FHWA's Surface Transportation Block Grant Program (STBGP) Implementation Guidance and included 23 U.S.C. 133 (c) (Appendix C), funds may be utilized on all public roads except on those functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991. Bridges are exempt from this rule.
5. Projects will not have a negative impact on current conformity determinations or trigger the need for a new regional analysis.

All eligible projects will be reviewed and evaluated based on the criteria detailed later in this document. Once approved by the CRMPO TPC, these projects will be placed in the 'financially constrained component' of the MTP and TIP based on projected available funding levels, the project's evaluation, the project's implementation timeline (readiness), and input from interagency consultation and coordination. The projects that cannot be included in the MTP or TIP will be placed in the 'unconstrained/unmet needs component' and will be considered for review when the next update process begins.

STBG>200K CATEGORIES

The annual STBG>200K funding allocation for the CRMPO Area is divided into various project categories as described below to ensure that needs across the transportation system are met in a uniform manner. Funding within the various STBG>200K project categories shall be based on the percentages mentioned below.

1. Regional Projects, Small Member Government Projects (SMGP) Set Aside (10%):

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10% of the total annual programmable STBG>200K funds are set aside on the top for projects eligible under this category.

1.1 Regional Projects: Some percent of the STBG>200K funds may be set aside through discussion for projects such as corridor safety and congestion analysis, traffic impact study, functional planning/engineering and environmental studies, etc. based upon need of each fiscal year.

1.2 Small Member Government Projects (SMGP): The MPO member governments with census 2010 population of **8,000 or less** are eligible to apply for projects under this category. A table listing the entity and census 2010 population inside the MPO planning area is shown below.

Capital Region MPO - Census 2010 Population		
S.No	Entity	POP_2010
1	Port Vincent Village	741
2	French Settlement Village	1,116
3	Sorrento Town	1,401
4	Livingston Town	1,769
5	White Casgtle Town	1,883
6	Brusly Town	2,589
7	Addis Town	3,593
8	Port Allen City	5,180
9	Walker City	6,138
10	St. Gabriel City	6,677
11	Plaquemine City	7,119
12	Donaldsonville City	7,436
13	Gonzales City	9,781
14	Denham Springs City	10,215
15	Baker City	13,895
16	Zachary City	14,960
17	Central City	26,864
18	Baton Rouge City	229,493
19	Ascension Parish	107,215
20	E. Baton Rouge Parish	440,171
21	Iberville Parish	25,321
22	Livingston Parish	105,843
23	W. Baton Rouge Parish	23,425

The remainder (90%) of the annual programmable STBG>200K funds after the above 10% set aside are categorized as shown below.

- 2 Preventive Maintenance (30%) – Maintenance or preservation (overlay) projects for existing transportation infrastructure. Sample projects include, but are not limited to:
 - Pavement resurfacing, replacement, reconstruction and/or rehabilitation

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- Pavement management system
 - Bridge restoration and/or operational improvements
- 3 Capacity Expansion (40%) – Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:
- Adding lanes to existing streets or highways
 - New Interchanges
 - New Roads
 - Bridge Replacement
 - Bridge Widening and/or Lane Additions
- 4 Safety and Other (30%) – These projects will generally be less than \$1 million. The following type of projects will qualify under this category.

4.1 Arterial Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:

- Railroad crossing improvements
- Signal prioritization, automation, preemption, and/or synchronization
- Intersection lighting, markings, and/or signage
- Pedestrian safety measures

4.2 System Management and Integration – Technology systems for the management of a communication between transportation-related systems. Sample projects include, but are not limited to:

- Highway courtesy patrols
- Congestion/Incident Management Systems
- Advanced Traveler Information Systems (ATIS)
- Intermodal transportation facilities and systems (including CVISN)
- Traffic management center capital and Operations and Management costs
- Data storage and transmission
- Intelligent Transportation System (ITS) roadside hardware

4.3 Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:

- Transit capital, research, safety improvements, and/or management systems costs
- Carpool/vanpool projects
- Sidewalk modifications and/or walkway projects
- Bicycle transportation projects
- Multimodal connections (park & ride lots)

Note: *If an insufficient number of qualified projects have been submitted, the percentage of annual available or programmable STBG>200K funds allocated to each of the above category could be adjusted based on the projects submitted.*

PROJECT SELECTION PROCESS

Since the TIP must be financially constrained, meaning that the cost of all projects and programs selected for inclusion within the planning horizon must reasonably match the expected funding levels, a process for evaluation is necessary. This document provides a methodology for project selecting and evaluating process. The Project Selection Process will allow a yearly evaluation of existing and new projects by the Technical Advisory and Transportation Policy Committees.

The Baton Rouge Urbanized Area – MPO's Project Selection Process consists of six (6) steps:

1. Project Call
2. Project Submission
3. Project Review and Evaluation
4. Technical Advisory Committee Approval and Recommendation
5. Transportation Policy Committee Review and Approval
6. Project Monitoring

Step 1. Project Call

The Executive Director, in consultation with the TPC, will send out a call for projects notice to all member governments in the CRMPO Area January of every even numbered year. The project call will run for approximately 90 days, through the end of March. All projects must be submitted prior to the ending date specified in the project call letter. Exceptions to the above dates are possible when the project call coincides with the Long-Range Plan Update.

Step 2. Project Submission

The Baton Rouge Urbanized Area 'MPO Initiated Project, Stage 0 Preliminary Scope and Budget Checklist' and 'Stage 0 Environmental Checklist' (found in Appendix A) should be used to submit candidate projects to the Executive Director. It is highly recommended to include realistic cost estimates and timelines which filling out the Stage 0 checklist.

In addition to the checklists provided in Appendix A, the Sponsoring Agency should submit a resolution with commitment of local matching funds and any other support documents that will be useful in evaluating a project as outlined in CRPC's STBG project scoring guide.

Projects submitted during this call will be screened for eligibility based on the criteria described earlier in the document. If the project is eligible, then it will be move forward for review and evaluation.

Step 3. Project Review and Evaluation

The eligible projects will be first reviewed, evaluated, and rated by the MPO staff. The evaluation results will be presented to the TAC working group which will include representatives from eligible Sponsor Agencies that submitted the projects. The projects will be based on the following criteria:

1. ***Improve Safety and Security (0 – 15 Points).*** Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel; and Security is defined as protection against intentional harm and relates to both motorized and non-motorized modes of travel. While Safety and Security are considered as two separate and distinct factors in transportation planning, they are considered as a single factor in this document. **Examples** of improved safety and security could be: reduction in the number of automobile crashes, reduction of the risk of individual acts of criminal behavior on a transit line, improvement in the emergency response capacity after an act of terrorism, etc.
2. ***Reduce Congestion (0 – 10 Points).*** Congestion is defined as a roadway system operating at speeds below that for which it was designed. **Examples** of ways in which congestion could be reduced are: the addition of turning lanes; or improvements to signalization.
3. ***Preventive Maintenance (0 – 10 Points).*** Preventive Maintenance is very vital for increasing the life and efficiency of the transportation system. Pavement preservation, bridge rehabilitation, and maintenance of other transportation assets such as ITS devices, signal systems, etc. are some of the project types that improve the efficiency of the transportation system.
4. ***Support Land Use and Economic Development Goals (0 – 10 Points).*** Land Use and Economic Development Goals are inexorably connected, and can be impacted by many factors, one of which is the transportation system. Therefore, the transportation investment decisions must consider the state and local economic and land use goals. **Examples** of ways in which the Land Use and Economic Development Goals of the community could be met: not building new roads into areas prone to flooding; or, providing lanes for non-motorized travel; and providing pedestrian amenities along a business corridor; or improving the efficiency of freight movement to and from a port.
5. ***Increase Connections (0 – 10 Points).*** The connectivity of the streets network and circulation system is measured through the ease by which people and goods can move to their desired destinations. Connectivity relates not only to the ease of movement of people and goods within the community, but also to external destinations – regional, national and international. Examples of ways in which connections could be increased are: adding bridges across water barriers; or adding bike and pedestrian paths from neighborhoods to schools that do not necessitate crossing a major arterial.

6. **Improve Access (0 – 10 Points).** Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Increasing the number of access points does not necessarily improve access. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility. Examples of ways in which access could be improved are: a reduction in the number of driveways that enter a major arterial; or, development of a hierarchical master street plan that designs roads based on use.
7. **Increase Multi-Modal Options and Energy Conservation (0 –10 Points).** The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. Energy conservation has become a national priority in recent years. The transportation sector uses the largest portion of energy consumed in the US. Therefore, increase in multi-modal options and connectivity between them will lead to conservation of energy. **Examples** of ways this could be achieved includes: a reduction in the use of single occupancy vehicles; expansion of the fixed route transit system into previously unserved areas; an increase in the number of streets with sidewalks; and an increase in intermodal freight transfer facilities.
8. **Protect Environment/Improve Quality of Life (0 – 10 Points).** The quality of life of a community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life in a community. **Examples** of ways that a transportation system could have a positive impact on the quality of life are: a reduction in mobility gaps experienced by low-income communities; or, a reduction in the time that families spend commuting to school and work. Examples of ways that the transportation system can have a negative impact on the quality of life in a community are: addition of access points to a neighborhood that encourages through traffic that endangers children at play; or widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials through residential neighborhoods.
9. **Cost Sharing (0-5 Points).** The (STP Urban Mobility/Rehabilitation) funding category requires a mandatory 20% local match with the exception of certain safety projects. A project can be awarded up to 5 points if it has more than 20% local match.
10. **Project Readiness (5 Points).** This criterion determines project readiness and the year in which a project or phase of a project will be programmed in the TIP. The following factors determines the project readiness:
 - Environmental Problems
 - Design Delays
 - Right of Way (ROW) Acquisition
 - Utility Relocation
11. **Project Implementation (5 Points).** This criterion rewards the entity for efficiently implementing projects or project phases in a particular category that

were previously programmed in the TIP. The goal of this criterion is to encourage the entities to submit projects with realistic timelines and costs, and also to help implement the projects in a timely manner. **All the entities will receive 5 points for the first iteration of project call using this new methodology.** After the first iteration, the efficiency in implementation of the projects or project phases that were selected and programmed during all the prior project calls will determine the points an entity earns for this criterion. A project or phase of work that is delayed at no fault of the entity shall not be included in the scoring process.

These criteria are explained in detail in CRPC's STBG>200K Project Scoring Guide which will be provided to the entity at the time of project call.

Step 4. Technical Advisory Committee Prioritization and Recommendation

The results will be presented to the full TAC committee after the TAC working group reviews and approves the results. The TAC will choose to forward a recommendation to the TPC for review and approval.

Step 5. Transportation Policy Committee Review and Approval

The Capital Region Urbanized Area TPC will review the TAC recommendations. If the Transportation Policy Committee chooses to reject the recommendation of the Technical Advisory Committee, the project listing is sent back to the TAC work group for further review and evaluation. If the Technical Advisory Committee's recommendations are adopted, the prioritized list will be included in the MTP and TIP where funding allows.

Step 6. Project Monitoring

The TAC and TPC shall be advised quarterly of the status and progress of the STBG>200K projects by the recipient jurisdiction/LADOTD. If a jurisdiction's project does not make satisfactory progress for an extended duration, then the TPC may cancel the remaining STBG>200K funding for that project and return those funds for inclusion in the next fiscal year's STBG>200K funding allocation for projects or choose to allocate those funds for projects which could be implemented readily. Such action to cancel the project shall be based on the following criteria:

- a) The MPO strongly believes that it is necessary to maintain rapid turnover of funds and implementation of projects so as not to jeopardize the loss of funding.
- b) The MPO strongly encourages jurisdictions/agencies to have at least preliminary project plans completed prior to submitting a project for the MPO's consideration for funding.

The MPO strongly believes that such a stipulation shall cause jurisdictions/agencies to provide better and more accurate cost estimates and detailed traffic and engineering data, enabling both TPC and the MPO to evaluate a project's feasibility in a more detailed manner.

APPENDIX A

MPO STAGE 0 CHECK LIST STAGE 0 ENVIRONMENTAL CHECK LIST

STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program

MPO Area: _____

A. Project Background

Project Name (40 characters max.) _____

District _____ Parish _____

City/Town _____ Local Road Name _____

If project is on a state route: Route: _____ Control Section: _____

Begin Log Mile: _____ End Log Mile: _____

List study team members: _____

Who is the sponsor of the study? _____

Has someone on the sponsor's staff attended the LPA Certification class? _____

Sponsor DUNS#: _____

Date Study Completed: _____

Describe the existing facility:

Functional classification: _____ Number and width of lanes: _____

Shoulder width and type: _____ Mode: _____

Access control: _____ ADT: _____ Posted Speed: _____

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): _____

Describe the adjacent land use: _____

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? _____

Are there recent, current or near future planning studies or projects in the vicinity? _____

If yes, please describe the relationship of this project to those studies/projects. _____

Provide a brief chronology of these planning study activities: _____

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

What transportation agencies were included in the agency coordination effort?

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Stage 0 Preliminary
Scope and Budget Checklist

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.

What steps will need to be taken with each agency during NEPA scoping?

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

Will design exceptions be required? _____

Follow this link to view LADOTD Minimum Design Guidelines:

http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? _____

Does this project cross or is it near a railroad crossing? _____

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotdpolicy.pdf

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. _____

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf

CRMPO STBG>200K Project Selection and Prioritization Process

Stage 0 Preliminary
Scope and Budget Checklist

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) _____

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3 _____

Are there any abnormal crash locations or overrepresented crashes within the project limits? _____

What future traffic analyses are anticipated? _____

Will fiber optics be required? If so, are there existing lines to tie into? _____

Are there any future ITS/traffic considerations? _____

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? _____

- Is this project considered significant as defined in EDSM No. VI.1.1.4? _____
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. _____
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? _____

Was Construction Transportation Management/Property Access taken into consideration? _____

Were alternative construction methods considered to mitigate work zone impacts? _____

Describe screening criteria used to compare alternatives and from what agency the criteria were defined. _____

Give an explanation for any alternative that was eliminated based on the screening criteria. _____

Which alternatives should be brought forward into NEPA and why? _____

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? _____

Describe any unresolved issues with the public, stakeholders and/or agencies. _____

CRMPO STBG>200K Project Selection and Prioritization Process

Stage 0 Preliminary Scope and Budget Checklist

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? _____

What method was used for forecasting traffic volumes? _____

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? _____

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? _____

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)				
Engineering Design				
R/W Acquisition (C of A if applicable)				
Utility Relocations				
Construction				
Construction Engineering & Inspection Services				
TOTAL COST				

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

STAGE 0
Environmental Checklist

Route _____ Parish: _____

C.S. _____ Begin Log mile _____ End Log mile _____

ADJACENT LAND USE: _____

Any property owned by a Native American Tribe?

(Y or N or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?

(Y or N or Unknown) If so, give the location _____

Are there any other known wetlands in the area?

(Y or N) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Cemeteries _____

(Y or N) Churches _____

(Y or N) Schools _____

(Y or N) Public Facilities (i.e., fire station, library, etc.) _____

(Y or N) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Public recreation areas _____

(Y or N) Public parks _____

(Y or N) Wildlife Refuges _____

(Y or N) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?

(Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:

Do you know of any threatened or endangered species in the area? (Y or N)

If so, list species and location. _____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? _____

What year was the existing bridge built? _____

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks _____

(Y or N) CERCLIS _____

(Y or N) ERNS _____

(Y or N) Enforcement and Compliance History _____

STAGE 0
Environmental Checklist

=====

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) _____

If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (Y or N)

How many? _____

Do you know of any sensitive community or cultural issues related to the project? (Y or N)

If so, explain _____

Is the project area population minority or low income? (Y or N) _____

What type of detour/closures could be used on the job? _____

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.

Point of Contact

Phone Number

Date

STAGE 0 Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

STAGE 0
Environmental Checklist

Louisiana Governor's Office of Indian Affairs:

<http://www.indianaffairs.com/tribes.htm>

Louisiana Wetlands Reserve Program:

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

Community Water Well/Supply

<http://sonris.com/default.htm>

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocformaps/Louisiana.html>

U.S. Fish & Wildlife Service – National Wetlands Inventory:

<http://www.fws.gov/wetlands/>

Louisiana State Historic Sites:

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

National Register of Historic Places (Louisiana):

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

National Historic Landmarks Program:

<http://www.nps.gov/history/nhl/>

Threatened and Endangered Species Databases:

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

Louisiana Scenic Rivers:

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Significant Tree Policy (EDSM I.1.1.21)

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):

<http://www.epa.gov/superfund/sites/cursites/>

http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: <http://www.epa.gov/region4/r4data/erns/index.htm>

Enforcement & Compliance History (ECHO)

<http://www.epa-echo.gov/echo/>

DEQ – Underground Storage Tank Program Information:

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

Leaking Underground Storage Tanks:

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

STAGE 0
Environmental Checklist

SONRIS – Oil and Gas Well Information & Water Well Information

<http://sonris.com/default.htm>

Environmental Justice (minority & low income)

<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics

<http://www.census.gov/>

FHWA's Environmental Website

<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:

APPENDIX B
BATON ROUGE URBANIZED AREA MAP

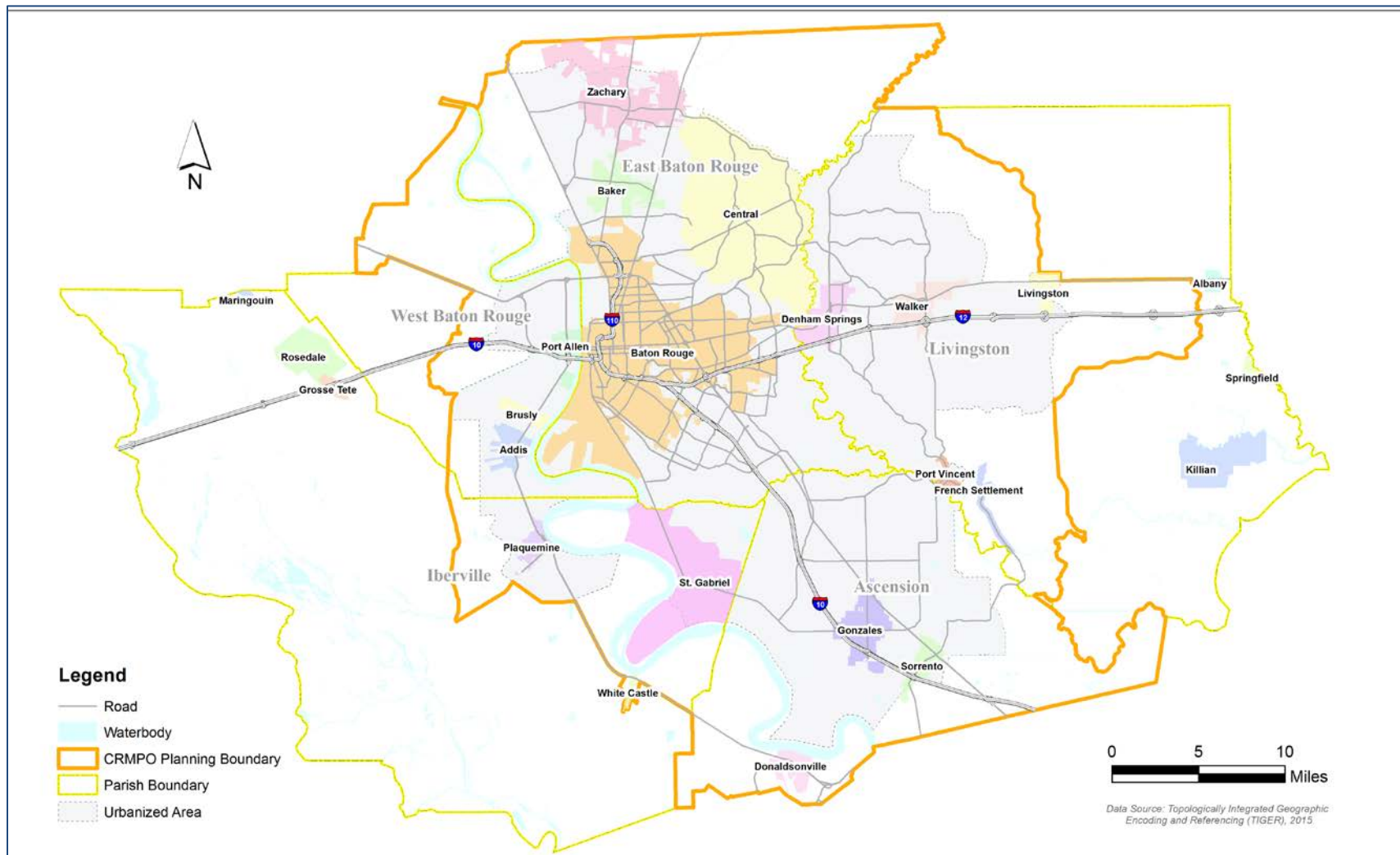


Figure 1: Capital Region Metropolitan Planning Organization Boundary

APPENDIX C

Surface Transportation Block Grant Program (STBG) Implementation Guidance



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION:** Surface Transportation
Block Grant Program (STBG)
Implementation Guidance (Revised by the
FAST Act)

Date: March 7, 2016

/s/ Signed by Pete Stephanos

In Reply Refer To:
HIPA-10

From: Walter C. Waidehlich, Jr.
Associate Administrator for Infrastructure

To: Division Administrators
Directors of Field Services

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (Pub. L. 114-94). The FAST Act amended the Surface Transportation Program (STP) contained in 23 U.S.C. 133, and changed the program name to the Surface Transportation Block Grant Program (STBG). The attached STBG Implementation Guidance provides information on funding, eligible activities, and requirements of the STBG.

This memorandum supersedes the "Revised STP Implementation Guidance," dated July 21, 2014. Separate guidance is being developed for "transportation alternatives" eligibilities contained in 23 U.S.C. 133(h). The effective date of this Implementation Guidance is October 1, 2015. The STBG requirements in effect on October 1, 2015, will apply to all related funding obligated on or after that date, whether funded from new STBG authorizations or STP funds authorized in previous years.

This document will be accessible on the FAST Act Website <http://www.fhwa.dot.gov/fastact/> and through the Federal Highway Administration's Policy and Guidance Center <https://www.fhwa.dot.gov/pgc/>.

For questions about the STBG, except for 23 U.S.C. 133(h), please contact Mr. David Bartz (512-536-5906) or Mr. Peter Kleskovic (202-366-4652) of the Office of Program Administration. For questions about the Transportation Alternatives Set-Aside under 23 U.S.C. 133(h), please contact Mr. Christopher Douwes (202-366-5013) of the Office of Human Environment.

Attachment

Surface Transportation Block Grant Program (STBG) Implementation Guidance March 7, 2016

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A. PROGRAM PURPOSE

The Fixing America's Surface Transportation (FAST) Act converts the long-standing Surface Transportation Block Grant Program (STP) into the Surface Transportation Block Grant Program (STBG) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. (FAST Act § 1109(a))

B. GOVERNING AUTHORITIES

1. Section 1101 of the FAST Act authorizes funds for the STBG.
2. Section 1104 of the FAST Act provides for apportionment of funds under 23 U.S.C. 104.
3. Section 1109 of the FAST Act amends 23 U.S.C. 133.
4. Section 1111 of the FAST Act amends 23 U.S.C. 144 for Bundling of Bridge Projects.
5. Section 1407 of the FAST Act amends 23 U.S.C. 133 for an additional eligibility.
6. Section 1437 of the FAST Act provides for Border State Infrastructure.
7. Section 1446 of the FAST Act amends title 23, United States Code, for technical corrections.

C. FUNDING

1. **Authorization Levels:** Estimated annual STBG funding under the FAST Act is:

Estimated Annual STBG Funding	
FY 2016	\$11.162 B
FY 2017	\$11.424 B
FY 2018	\$11.667 B
FY 2019	\$11.876 B
FY 2020	\$12.136 B

23 U.S.C. 133(h) sets aside funding for projects and activities that were described in 23 U.S.C. 101(a)(29) or 213 before the enactment of the FAST Act. FHWA is calling this set aside the "Transportation Alternatives Set-Aside" or "TA Set-Aside." The TA Set-Aside guidance is accessible on the FAST Act Web site

(<http://www.fhwa.dot.gov/fastact/>) and through the [FHWA Policy and Guidance Center](#).

The FAST Act distributes formula funds annually based on the amounts of formula funds each State received under the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The methodology for making the apportionments under 23 U.S.C. 104 is discussed in [FHWA Notice 4510.802](#).

From the State's STBG apportionment, the following sums are to be set aside:

- a. 2 percent for State Planning and Research (SPR). (23 U.S.C. 505, as amended by the FAST Act)
- b. Bridges not on Federal-aid highways ("off-system bridges"). See [Section G](#) below.
- c. Border State Infrastructure projects. [See Section I](#) below.
- d. TA Set-Aside under 23 U.S.C. 133(h). See separate [TA Set-Aside](#) guidance.

The Fiscal Management Information System Program Codes for these STBG funds are as follows:

Program Code	Program Description	Statutory Reference
Z240	Surface Transportation Block Grant Program	23 U.S.C. 133(d)(1)(B)
Z230	STBG – Urbanized Areas With Population Over 200K	23 U.S.C. 133(d)(1)(A)(i)
Z231	STBG – Areas with Population Over 5K to 200K	23 U.S.C. 133(d)(1)(A)(iii)
Z232	STBG – Areas with Population 5K and Under	23 U.S.C. 133(d)(1)(A)(ii)
Z233	STBG Off-System Bridge	23 U.S.C. 133(f)(2)
Z234	Special Rule for Areas of 5,000 or Less Population	23 U.S.C. 133(g)(2)
Z500	STBG – Border State Infrastructure	FAST 1437(a)
Z300	TA Set-Aside – Flex	23 U.S.C. 133(h)(2)
Z301	TA Set-Aside – Urbanized Areas With Population Over 200K	23 U.S.C. 133(h)(2)
Z302	TA Set-Aside – Areas with Population Over 5K to 200K	23 U.S.C. 133(h)(2)
Z303	TA Set-Aside – Areas with Population 5K and Under	23 U.S.C. 133(h)(2)
Z304	TA Set-Aside – Large Urbanized areas 50% for any STBG purpose	23 U.S.C. 133(h)(6)(B)
Z940	Recreational Trails Program (RTP)	23 U.S.C. 133(h)(5)
Z941	Return of 1% for RTP Administration	23 U.S.C. 133(h)(5)(B)
ZR10	State RTP Administration	23 U.S.C. 206(d)(2)(H)
ZR20	RTP Educational Programs	23 U.S.C. 206(d)(2)(G)

2. **Period of Availability:** STBG funds are contract authority. STBG obligations are reimbursed from the Highway Account of the Highway Trust Fund. STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus funds are available for obligation for up to 4 years. (23 U.S.C. 118)

STP and TAP funds from previous authorizations continue to be available for their original period of availability, but new obligations of STP and TAP funds must follow the requirements and eligibilities of 23 U.S.C. 133, as amended by the FAST Act.

3. **Obligation Limitation:** STBG funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.
4. **Federal Share:** The Federal share is governed by 23 U.S.C. 120. It is generally 80 percent. The Federal share for projects on the Interstate System is 90 percent unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project will revert to the 80 percent level. An upward sliding scale adjustment is available to States having public lands (<http://www.fhwa.dot.gov/legregs/directives/notices/n4540-12.cfm>). States may use a lower Federal share on Federal-aid projects as provided in 23 U.S.C. 120.

Certain types of improvements, predominantly safety improvements, listed in 23 U.S.C. 120(c)(1) may have a Federal share of 100 percent. Use of this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104. See FHWA Memo, “Increased Federal Share under 23 U.S.C. 120(c)(1),” dated November 25, 2014 (<http://www.fhwa.dot.gov/federalaid/141125.cfm>).

23 U.S.C. 120(f) allows funds apportioned under 23 U.S.C. 104 to be used at 100 percent Federal share for Federal-aid highways within Indian reservations, national parks, and monuments.

The Federal share for workforce development, training, and education activities carried out with STBG funds under 23 U.S.C. 504(e)(1)(A)-(F) is 100 percent. Under 23 U.S.C. 504(b)(3)(A)(ii), STBG funds can be used as the non-Federal share to match the 50 percent Federal share for projects funded by the Local Technical Assistance Program.

The Federal share for projects located on toll roads and subject to the provisions of 23 U.S.C. 129 is limited to 80 percent.

Section 1435 of the FAST Act amended Section 1528 of MAP-21 concerning the Federal share for Appalachian Development Highway System (ADHS) projects as provided in 40 U.S.C. 14501. For FY 2012 through 2050, the Federal share for local access roads and ADHS projects that contribute to the completion of the ADHS and are included in the latest approved Cost to Complete Estimate, may be up to 100 percent, as determined by the State. Work on completed segments of the ADHS or a section that was listed as ineligible in the latest approved Cost to Complete Estimate could be eligible for the National Highway

Performance Program (NHPP) or STBG funds but only at a Federal share specified in 23 U.S.C. 120.

Projects incorporating Innovative Project Delivery as described in 23 U.S.C. 120(c)(3) may be increased by up to 5 percent of the total project cost not to exceed a 100 percent Federal share, subject to limitations in 23 U.S.C. 120(c)(3). (FAST Act §1408(a))

5. **Transferability of STBG Funds:** 23 U.S.C. 126 (Transferability of Federal-aid highway funds) provides for and has conditions on the transfer of funds apportioned under 23 U.S.C. 104(b). Transferred funds are to be obligated for the same purposes and to meet the same requirements of the category to which they were transferred. See FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs,” dated August 12, 2013 (<http://www.fhwa.dot.gov/legregs/directives/orders/45511.cfm>).

The following STBG funds have transferability restrictions:

- a. Funds suballocated under 23 U.S.C. 133(d)(1)(A) may not be transferred. See [Section E](#) below.
- b. Funds suballocated under 23 U.S.C. 133(h) have transfer restrictions. See separate [TA Set-Aside](#) guidance.

D. ELIGIBILITY

1. Eligible Projects and Activities:

- a. Location of Projects (23 U.S.C. 133(c)): 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—
 - (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under “Eligible Activities” (b)(4) through (11);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
 - (4) As approved by the Secretary.
- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

- i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (23 U.S.C. 101 note).
- (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
- (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) Projects and strategies designed to support congestion pricing, including

electronic toll collection and travel demand management strategies and programs.

- (13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:
 - i. Replacement of bridges with fill material;
 - ii. Training of bridge and tunnel inspectors;
 - iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
 - iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
 - v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
 - vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
 - vii. [Transportation alternatives](#) previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
 - viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
 - ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
 - x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
 - xi. Advanced truck stop electrification systems. Truck stop electrification

- system is defined in 23 U.S.C. 101(a)(32);
- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
 - xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
 - xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
 - xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
 - xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5)):** Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). When obligating suballocated funding (discussed below), the State must coordinate with relevant metropolitan planning organizations (MPO) or rural planning organizations (23 U.S.C. 133(d)(3)). Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135.

STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program. Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded. (23 CFR 420.119(e))

3. **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes.” However, 23 U.S.C. 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g.,

NHPP, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

E. SUBALLOCATION (23 U.S.C. 133(d))

1. After setting aside funds for SPR and the TA Set-Aside, a percentage of a State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population. This percentage varies from 51 percent in 2016 to 55 percent in 2020, as shown in the table below. The remainder of STBG funds may be used anywhere in the State.

STBG suballocation based on relative share of State population	
Fiscal Year	Percent Suballocated
2016	51%
2017	52%
2018	53%
2019	54%
2020	55%

2. The suballocated funds are divided into three categories:
 - a. Urbanized areas of the State with a population over 200,000. These funds are distributed among the individual areas based on their relative share of the population. The State and the relevant MPOs may jointly apply to the FHWA division office for permission to base the distribution on other factors. These funds may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompasses the urbanized area. (23 U.S.C. 133(d)(2))

Over the period of FYs 2016-2020, each State must provide obligation limitation to the urbanized areas with a population over 200,000 for use with their suballocated STBG funds. Over that period, the amount of obligation limitation provided to each urbanized area must be equal to the amount obtained by multiplying the total amount of contract authority suballocated to the area by the ratio of the total amount of obligation authority distributed to the State for the 5-year period to the total of apportionments to the State for that period (excluding amount exempt from the limitation). Each State, each affected MPO, and the Secretary of transportation must jointly ensure compliance with this requirement. (23 U.S.C. 133(e))

- b. Areas of the State with a population of 5,000 or less. See also [Section F](#) below.

- c. Areas of the State with a population of 5,001 to 200,000. Prior to obligating funds attributed to an area of this type, the State must consult with the regional transportation planning organizations that represent the area, if there are any. (23 U.S.C. 133(d)(3))

F. SPECIAL RULE FOR AREAS OF 5,000 OR LESS POPULATION (23 U.S.C. 133(g))

In each of FYs 2016 through 2020, a State may obligate up to 15 percent of the STBG amounts suballocated for that year for use in areas with a population of 5,000 or less on roads functionally classified as minor collectors. For areas of 5,000 or less, the construction of a new bridge or tunnel at a new location on a rural minor collector is eligible for STBG funding, subject to the overall 15 percent limit. The Secretary may suspend this special rule with respect to a State if the FHWA division office determines that this authority is being used excessively by the State.

G. BRIDGES NOT ON FEDERAL-AID HIGHWAYS (23 U.S.C. 133(f))

1. An off-system bridge is a highway bridge located on a public road that is not a Federal-aid highway. 23 U.S.C. 133(f)(2)(A) sets aside from the STBG an amount equal to 15 percent of Highway Bridge Program funds apportioned to the State for FY 2009 for activities for off-system bridges. Funding pursuant to this provision is provided to the States with a specific program code, as shown in the program code table in this guidance. Eligible activities for the set aside for off-system bridges are replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.¹ A State may choose to expend funds in excess of the off-system set-aside.

The FHWA Administrator may reduce the requirement for expenditures for off-system bridges if the FHWA Administrator, after consultation with State and local officials, determines that the State has inadequate needs to justify the expenditure. See the following memoranda:

- a. Special Rule for Bridges Not on Federal-Aid Highways (Surface Transportation Block Grant Program of MAP-21), dated October 17, 2012 (<http://www.fhwa.dot.gov/bridge/121017.cfm>); and

- b. Highway Bridge Program, Off-System Bridges - Reduction of Expenditures, dated June 11, 2007 (<http://www.fhwa.dot.gov/bridge/070611.cfm>).
2. The credit for bridges not on Federal-aid highways under 23 U.S.C. 133(f)(3) is continued. Up to 80 percent of the construction cost incurred from bridge replacement and rehabilitation projects that are wholly funded from State and local sources and are not on Federal-aid highways may be credited to the non-Federal share of Federal-aid bridge projects. Credits may be earned if the “source” bridge project is:
- a. Non-controversial;
 - b. Certified by the State to have been carried out in accordance with all standards applicable to such projects under 23 U.S.C. 133; and
 - c. Determined by the Secretary upon completion to be no longer a deficient bridge.

The “source” bridge project is not required to satisfy typical Federal-aid requirements, such as National Environmental Policy Act clearance and the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Additionally, the phrase “applicable standards” refers to State laws, regulations, directives, safety standards, and construction standards.

¹ In this case, 23 U.S.C. 133(f) is referring to the list of eligible activities in 23 U.S.C. 133(b)(2) as in effect before enactment of the FAST Act.

H. BUNDLING OF BRIDGE PROJECTS (23 U.S.C. 144(j))

This provision encourages States to save costs and time by bundling multiple eligible bridges into one project using STBG or NHPP funds under one project agreement.

By law, each bridge project to be included in a bundle to be funded from STBG funds must:

1. Have the same financial characteristics, such as the same funding category or subcategory and the same Federal share;
2. Be eligible under 23 U.S.C. 133;
3. Be included as a single bundled project in the applicable TIP or STIP; and
4. Be awarded to a single consultant or contractor pursuant to a contract for engineering and design or construction between the contractor and an eligible entity.

Bundled bridge projects carried out under 23 U.S.C. 144(j) are exempt from the payback provisions of 23 U.S.C. 102(b).

I. BORDER STATE INFRASTRUCTURE (FAST Act § 1437)

Section 1437 of the FAST Act allows the Governor of a State that shares a land border with Canada or Mexico to designate for each fiscal year not more than 5 percent of STBG funds made available for any area of the State under 23 U.S.C. 133(d)(1)(B), for border infrastructure projects eligible under Section 1303 of SAFETEA-LU (Coordinated Border Infrastructure Program). Projects must meet the requirements of Section 1303. Before making such designation, the Governor must certify that the designation is consistent with transportation planning requirements under title 23, United States Code. Funding pursuant to this provision is provided to applicable States with a specific program code, as shown in the program code table in this guidance. Note that border infrastructure projects may be funded with any STBG funds, not just from the set-aside designated by the Governor. See the FAST Act's Questions and Answers on Border State Infrastructure (<http://www.fhwa.dot.gov/hep/guidance/section1437.cfm>).

J. TREATMENT OF PROJECTS (23 U.S.C. 133(i))

Projects funded under 23 U.S.C. 133, including projects carried out under the TA Set-Aside under 23 U.S.C. 133(h), but excluding [Recreational Trails Program](#) (RTP) projects carried out under 23 U.S.C. 133(h)(5), shall be treated as projects on a Federal-aid highway.

CRMPO STBG>200K Project Selection and Prioritization Process

This subjects all STBG projects (excluding the RTP set-aside) to, among other things, [Davis- Bacon Act prevailing wage requirements](#) and other Federal-aid requirements (e.g., [Buy America](#), planning, environmental review, letting, etc.).

However, Section 1524 of MAP-21 remains in effect. It provided exceptions to certain requirements regarding pay rates and contracting requirements for projects using qualified youth service or conservation corps. This provision requires the DOT/FHWA to “encourage the States and regional transportation planning agencies to enter into contracts and cooperative agreements with qualified youth service or conservation corps. . . to perform appropriate projects eligible under Sections 162, 206, [former] 213, and 217 of title 23, United States Code, and under Section 1404 of the SAFETEA-LU.” These projects include scenic byways, recreational trails, transportation alternatives, bicycle and pedestrian, and safe routes to school. Section 1524 of MAP-21 applies to any projects eligible under these sections, including projects developed with other Federal-aid highway program funds. See the MAP-21 Questions and Answers (<http://www.fhwa.dot.gov/map21/qandas/qayscc.cfm>) and Youth Workforce Development Resources. (http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/youth_workforce_edev.cfm)

To the extent the requirements of 23 U.S.C. 133 relating to Treatment of Projects conflicts with the express provisions in Section 1524, the provisions in Section 1524 prevail because they are more specific than the general provision of 23 U.S.C. 133(i).

K. TRANSPORTATION ALTERNATIVES SET-ASIDE (23 U.S.C. 133(h))

See the “Transportation Alternatives Set-Aside” or “TA Set-Aside” guidance on the FAST Act website (<http://www.fhwa.dot.gov/fastact/>) and through the [FHWA Policy and Guidance Center](#).

APPENDIX D

ANNUAL STBG > 200K FUNDING CATEGORIES BREAKDOWN

CRPC Funding Categories	Federal Funds	Local Match	Total Annual
Regional Projects, Small Member Government Projects Set Aside (10%)	\$ 1,200,000	\$ 300,000	\$ 1,500,000
Total funds available after set aside = \$15M - \$1.5M = \$13.5M			
Preventive Maintenance (30%)	\$ 3,240,000	\$ 810,000	\$ 4,050,000
Capacity Expansion (40%)	\$ 4,320,000	\$ 1,080,000	\$ 5,400,000
Safety & Other (30%)	\$ 3,240,000	\$ 810,000	\$ 4,050,000
Total	\$ 12,000,000	\$ 3,000,000	\$ 15,000,000
*Assumption: Total annual programmable STBG>200K funds = \$ 15,000,000			

REFERENCES:

1. *Surface Transportation Block Grant Program (STBG) Implementation Guidance by FHWA*
2. *Surface Transportation Program (STP) Project Prioritization & Selection Process: **Indian Nations Council of Governments (INCOG), a Tulsa, Oklahoma Metropolitan Planning Organization Area.***
3. *Criteria and Process for Evaluation of Surface Transportation Program Urbanized Area (STP-UZA) Projects: **Association of Central Oklahoma Governments (ACOG).***
4. *Surface Transportation Program (STP), Funding Application Packet for Federal Fiscal Year 2018: **Des Moines Area Metropolitan Planning Organization.***
5. *Project Selection Process: **Lake Charles Urbanized Area Metropolitan Planning Organization.***