



**NORTH CAROLINA**  
Department of Transportation



# Paved Trails & Sidewalks Feasibility Study Grant Program

NCDOT Integrated Mobility Division

November 30, 2022

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# AGENDA

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- Program Overview
- Study Development
- Webpage Resources
- Application Process

This presentation is being recorded and will be shared with attendees and posted online.

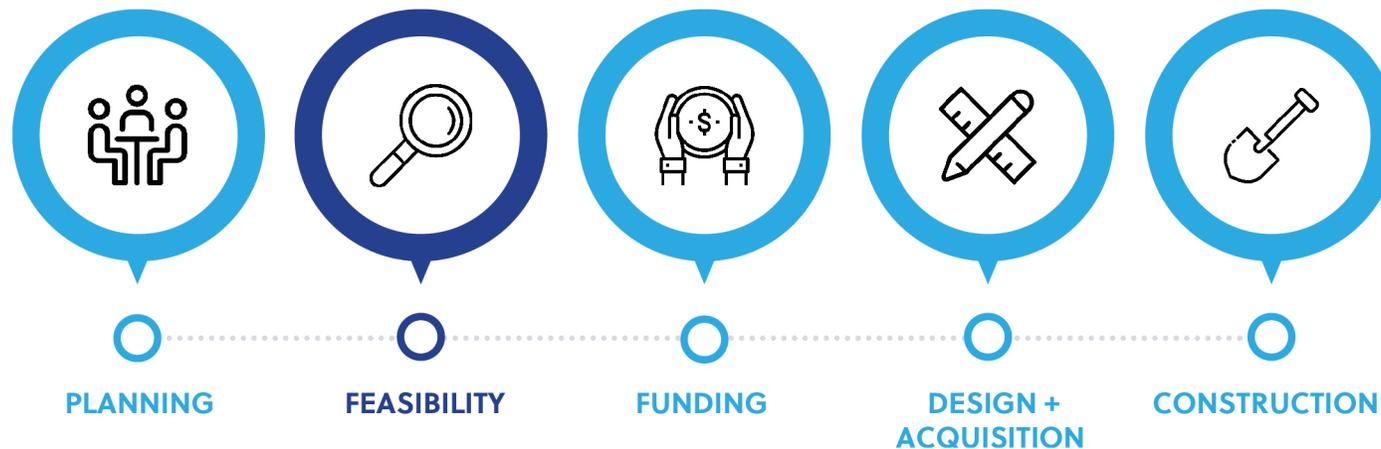
# **PROGRAM OVERVIEW**

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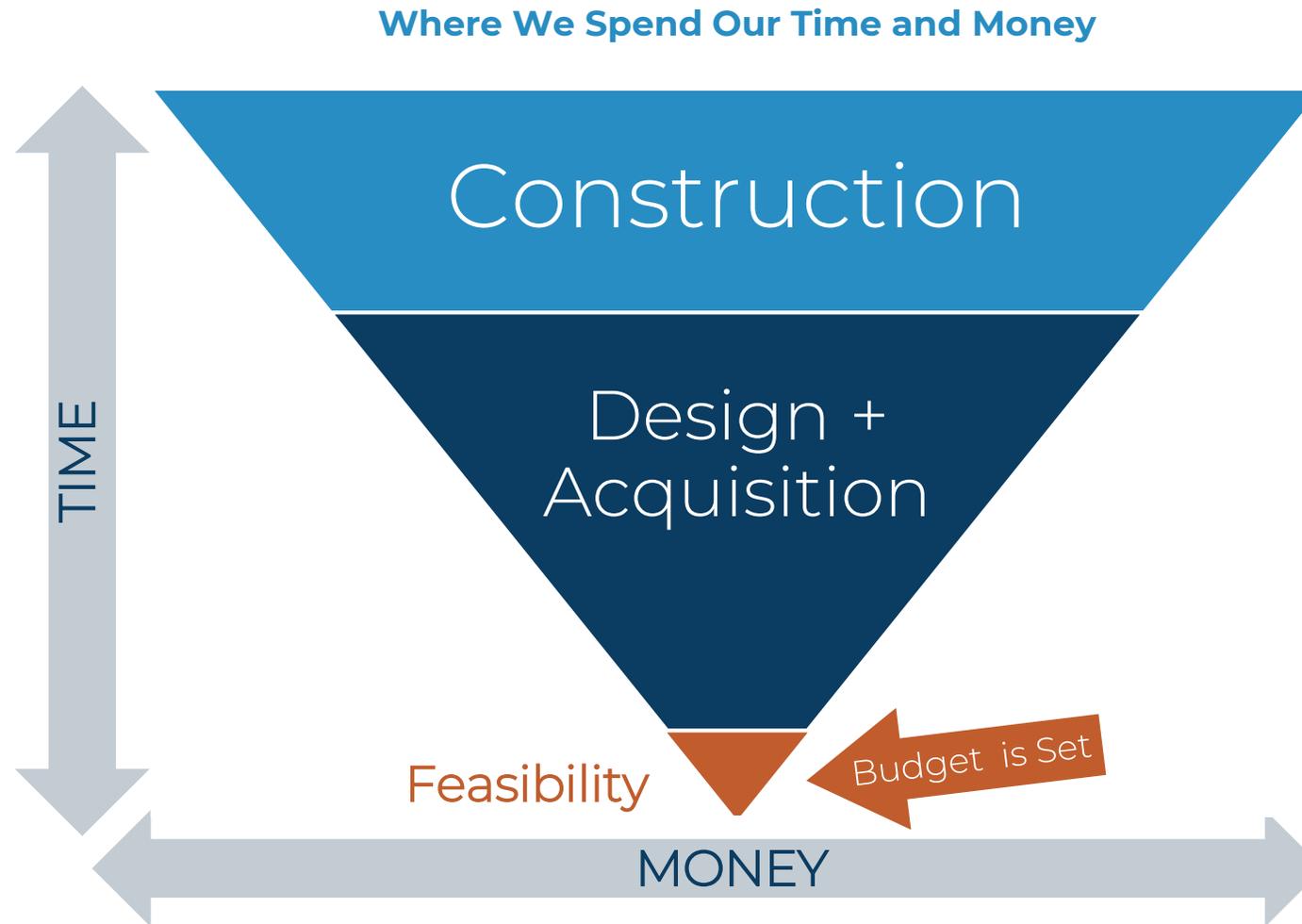
## **PURPOSE**

In 2021, NCDOT was allocated \$2 million in one-time funding from the North Carolina General Assembly to establish a feasibility study program for paved trails. In 2022, the Integrated Mobility Division (IMD) was also awarded \$500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies.

The purpose of the Paved Trails and Sidewalks Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure.



## IMPORTANCE OF FEASIBILITY STUDIES

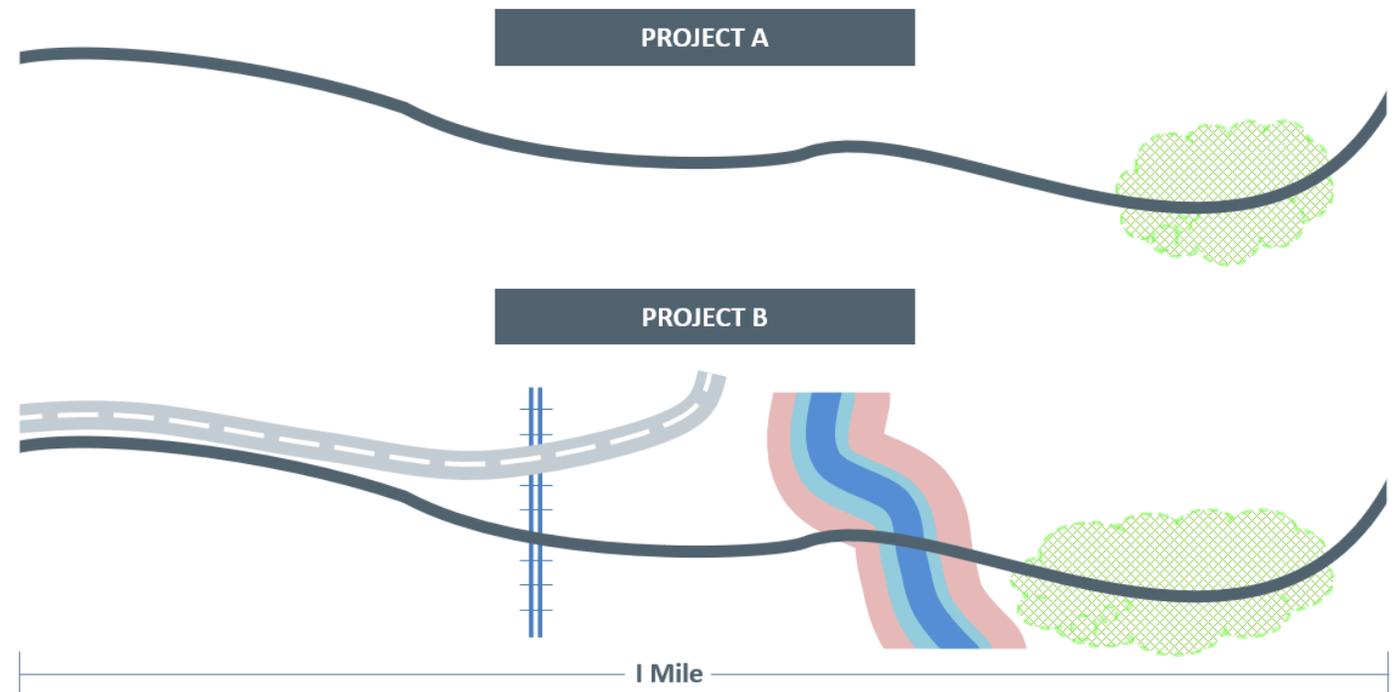


# IMPORTANCE OF FEASIBILITY STUDIES

## Why Do We Need Them?

No two projects are the same, the following may affect your design / construction budgets and schedules.

- Property Impacts (real estate acquisition needs)
- Jurisdictional features (streams, wetlands)
- Threatened and endangered species
- Floodplains (FEMA-studied streams)
- Drainage
- Railroad coordination
- Utilities coordination
- Structures (bridges, boardwalks, walls)
- Road crossings
- Geotechnical investigations
- Construction Access
- Construction cost escalation



# IMPORTANCE OF FEASIBILITY STUDIES

## What Will They Help You Do?

- Develop and comprehensively evaluate preliminary alternative design alternatives
  - Desktop analysis
  - Field observations
- Engage public / landowners / stakeholders early to:
  - Understand concerns
  - Receive feedback on alternatives
  - Build early support for the project
- Better understand potential project costs and avoid underfunding projects
  - Develop quantity-based cost estimates (not just a \$/mile estimate)
  - Escalate costs to anticipated construction year and budget accordingly
- Understand how to implement your project
  - Identify partners and respective roles
  - Understand potential permitting requirements
  - Provide step-by-step action plan
  - Identify potential funding opportunities (local / state / federal funding, private funding)

## ELIGIBLE PROJECTS

### Paved Trails & Sidewalks

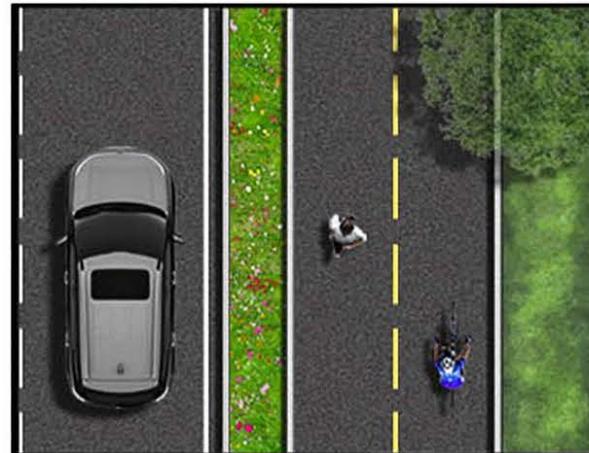
- ✓ Paved Trails
  - ✓ Greenways
  - ✓ Sidepaths
- ✓ Sidewalks



## ELIGIBLE PROJECTS

### Paved Trails

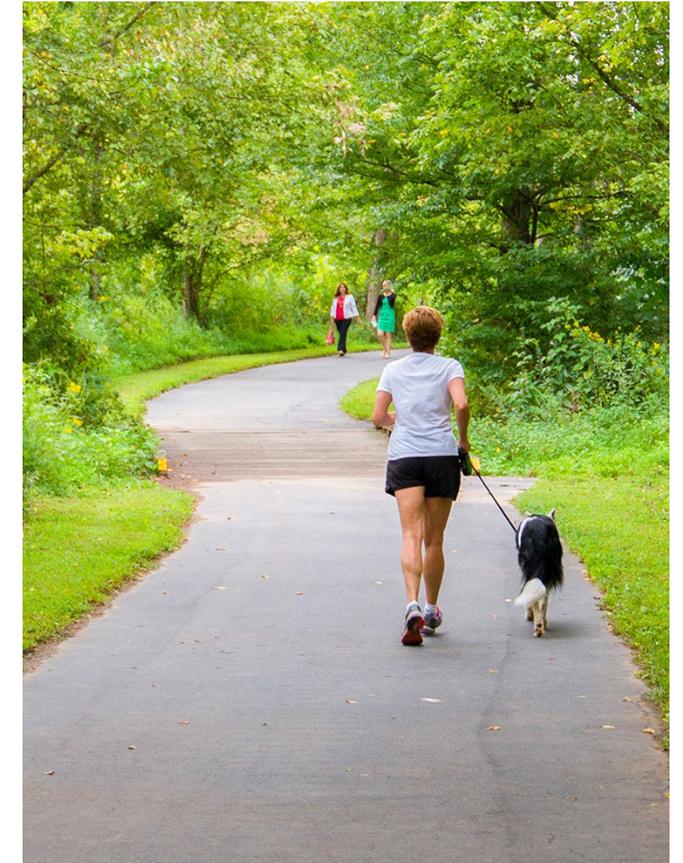
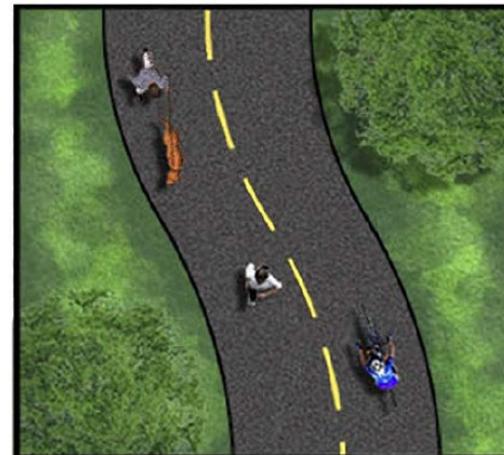
**Sidepath:** A sidepath is a bidirectional shared use path adjacent and parallel to a roadway, typically 10-12 ft wide. Sidepaths offer a low-stress experience for bicycle and pedestrians along network routes with high-speed or high-volume traffic.



## ELIGIBLE PROJECTS

### Paved Trails

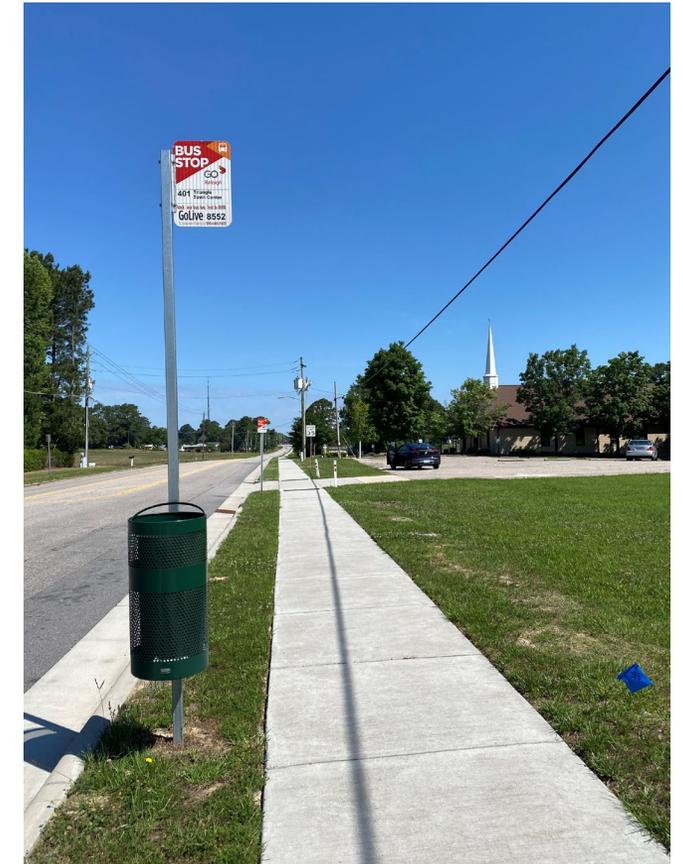
**Greenway:** A greenway, or shared use path, provides a travel area separate from motorized traffic for bicyclists, pedestrians, wheelchair users, skaters, joggers, and other users. Greenways are typically 10-12 ft wide and offer network connectivity opportunities beyond the roadway network, as they are often located along streams, in utility corridors, and parks.



## ELIGIBLE PROJECTS

### Sidewalks

**Sidewalk:** The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks are generally narrower than paved trails and are usually constructed of concrete pavement or pavers.



## **ELIGIBILITY**

The following governmental entities and non-profit organizations can apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Any municipality or county within North Carolina
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in North Carolina
- Bicycle, pedestrian, and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies

Due to limited funding, the following entities are ineligible to apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Colleges or universities
- Other entities such as Business Improvement Districts

## SELECTING THE RIGHT PROGRAM

### Multimodal Planning Grant Program vs. Paved Trails & Sidewalks Feasibility Study Grant Program

The Multimodal Planning Grant Program encourages municipalities to develop comprehensive multimodal, bicycle, and pedestrian plans.

The Paved Trails & Sidewalks Feasibility Study Grant Program encourages applications from jurisdictions seeking to conduct feasibility studies on paved trails or sidewalk projects.

Multimodal Planning Grant Program	Paved Trails & Sidewalks Feasibility Study Grant Program
Comprehensive Plans for:	Feasibility Studies for:
<ul style="list-style-type: none"><li>✓ Multimodal Networks</li><li>✓ Bicycle Networks</li><li>✓ Pedestrian Networks</li></ul>	<ul style="list-style-type: none"><li>✓ Paved Trails<ul style="list-style-type: none"><li>✓ Greenways</li><li>✓ Sidepaths</li></ul></li><li>✓ Sidewalks</li></ul>



# **STUDY DEVELOPMENT**

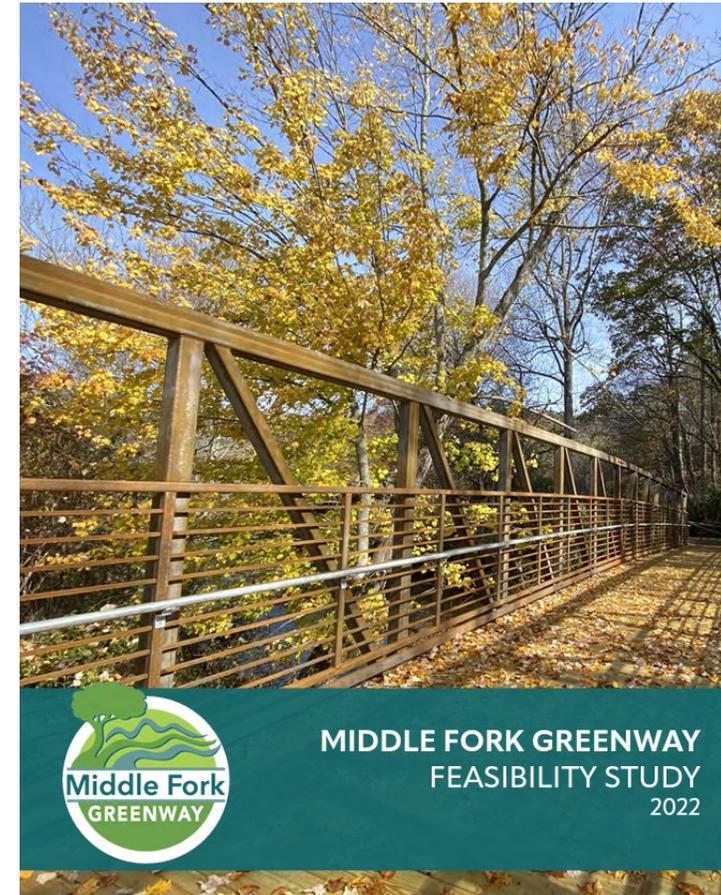
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## FEASIBILITY STUDY SCALE

Project budgets are contingent upon corridor context and complexity. These guidelines are provided to help determine the scale of the project. The development of a small-scale study will differ from that of a large-scale study.

The following should be considered in the development of a study:

- Cost
- Number of route alternatives
- Mileage range
- Jurisdictional range
- Corridor constraints
- Community and stakeholder engagement expectation



## FEASIBILITY STUDY SCALE

	Small-Scale Feasibility Study	Large-Scale Feasibility Study
Cost	\$60,000 - \$80,000	\$80,000 - \$120,000+ Significantly more complex and extensive corridors may result in a higher plan cost
Number of Route Alternatives	Up to 4 alternatives to be evaluated	Greater than 4 alternatives to be evaluated
Mileage Range	¼ mile to 3 miles	3 to 15+ miles
Jurisdictional Range	Up to 2 jurisdictions along the corridor	2+ jurisdictions along the corridor (may require additional jurisdictional meetings/coordination)
Corridor Constraints	Minimal utilities Moderate topography Smaller FEMA studied streams (creeks and streams) Moderate roadway characteristics constraints (minor road crossings, moderate to high traffic volumes, moderate to high-speed limits)	Rail corridors/crossings Significant roadway characteristic constraints (controlled access roadways, major road crossings, high traffic volumes, high speeds) Larger FEMA studied streams (major water bodies – rivers, lakes) Moderate/significant utilities Significant topography
Community + Stakeholder Engagement Expectation	3 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 4 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)	4-5 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 8 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)

## **STUDY CONTENT STANDARDS**

- Cover
- Acknowledgements
- Table of Contents
- Executive Summary
- Introduction
- Study Considerations & Alternatives Development
- Community Involvement
- Evaluation & Recommendations
- Implementation
- Appendices

*See the “Content Standards” pdf on the grant program webpage for more information.*

## STUDY DEVELOPMENT PROCESS

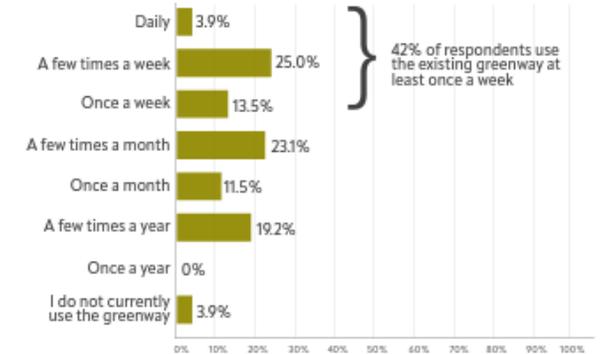


## COMMUNITY ENGAGEMENT

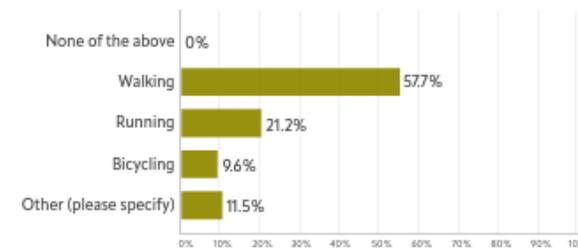
- Summarize any prior engagement activities and results
- Create a Steering Committee or Working Group: 10+ members comprised of agency staff, civic leaders, and local advocates to guide the planning development process.
- Gather input on goals and objectives, existing conditions, priority projects, and implementation strategies.
- Host stakeholder and landowner meetings.
- Utilize survey tools to gather input (consider online and paper copies).
- In-person and/or virtual public meetings/workshops

### Public Survey Summary

How Often Do You Use the Existing Sections of the Middle Fork Greenway?



How Do You Use the Middle Fork Greenway?



*"It will be used for cycling and walking once a long stretch of it is completed. But I currently use the large section of greenway multiple times a week for cycling and walking."*

-Survey Respondent

# STUDY CONSIDERATIONS + ALTERNATIVES DEVELOPMENT

## Study Considerations

- Discuss the following relevant considerations for the study area:
  - Planning level considerations
  - Natural environment considerations
  - Human environment considerations
- Conduct field observations to inventory conditions as a basis for planning. Field observations should include a site review of the transportation context, utilities, topography/terrain, surrounding land use, wetlands, rivers/streams, creeks, and other surface waters, etc.

The following map and photos highlight several of the opportunities and constraints observed on the site visit which may influence alignment alternatives.

Utility Lines Behind the Mustard Seed Near Proposed River Crossing

Aho Rd Underpass (Facing North)

Sleep Entrance Grade on North Side of Aho Rd Underpass

Flat Terrain Between River + Antiques Mall Building (Facing South toward Aho Rd)

US 321 Roadway Embankment + Utility Lines (Facing North Toward Mack Hampton Rd)

Roadway Embankment + Utility Lines + RV Storage Site (Facing West toward Mack Hampton Rd)

Riverbank Erosion Along Jennifer Ln (Facing South Toward US 321)

South End of Existing Greenway at Sterling Creek Park (Facing South Towards Middle Fork River / Dexter Dr)

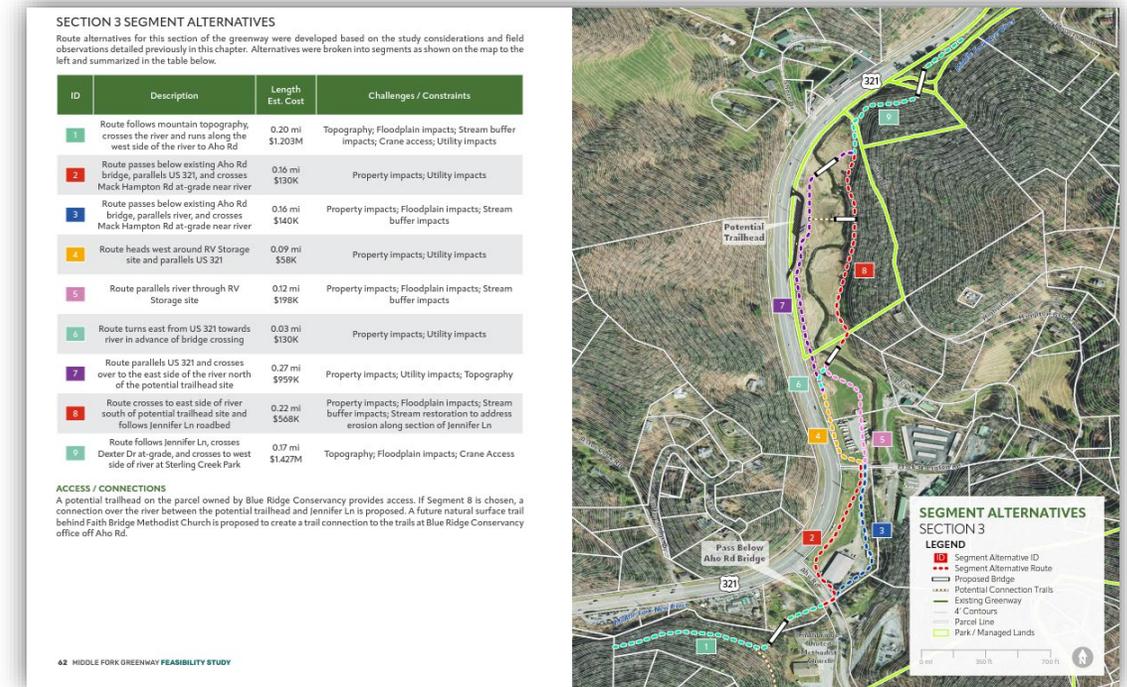
84 MIDDLE FORK GREENWAY FEASIBILITY STUDY

STUDY CONSIDERATIONS + ALTERNATIVES DEVELOPMENT 85

# STUDY CONSIDERATIONS + ALTERNATIVES DEVELOPMENT

## Alternatives Development

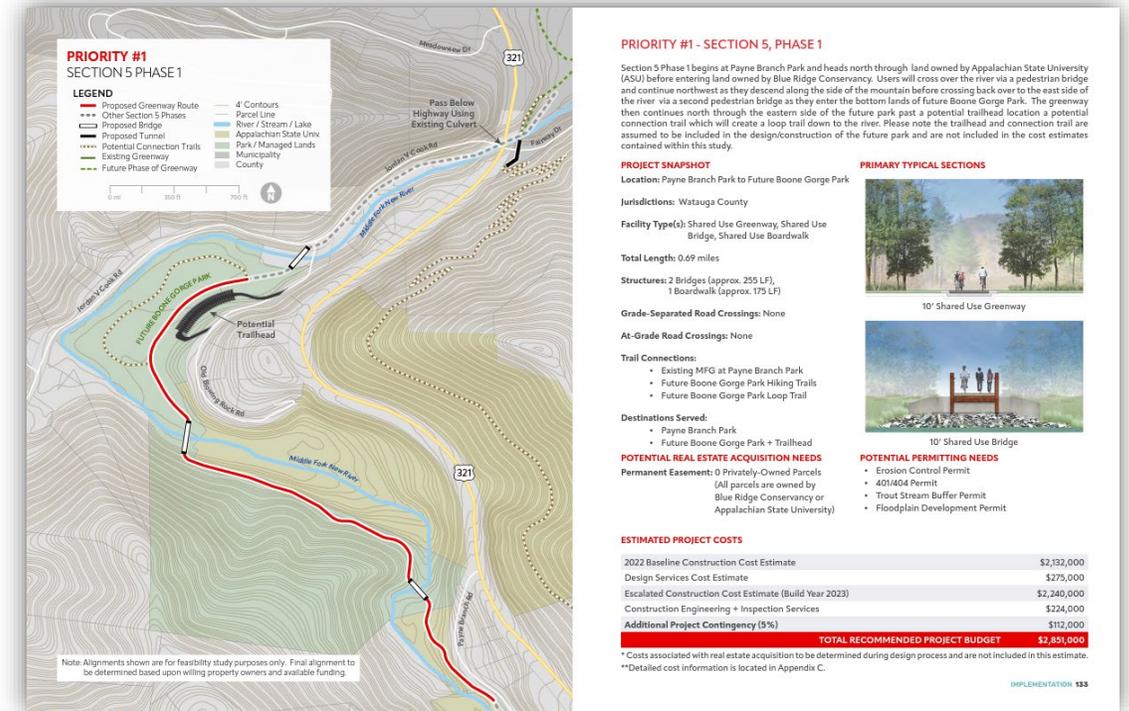
- Provide selected design criteria and desired typical section information to be used when developing alternatives.
- The overall project corridor may be divided into segments or key areas, as necessary. Describe opportunities and constraints associated with each area (including photos/ maps) and develop alignment alternatives within each segment/area.
- Identify and discuss potential connections and access areas (such as trailheads, etc.).
- Summarize results of preliminary modeling that may have been performed.





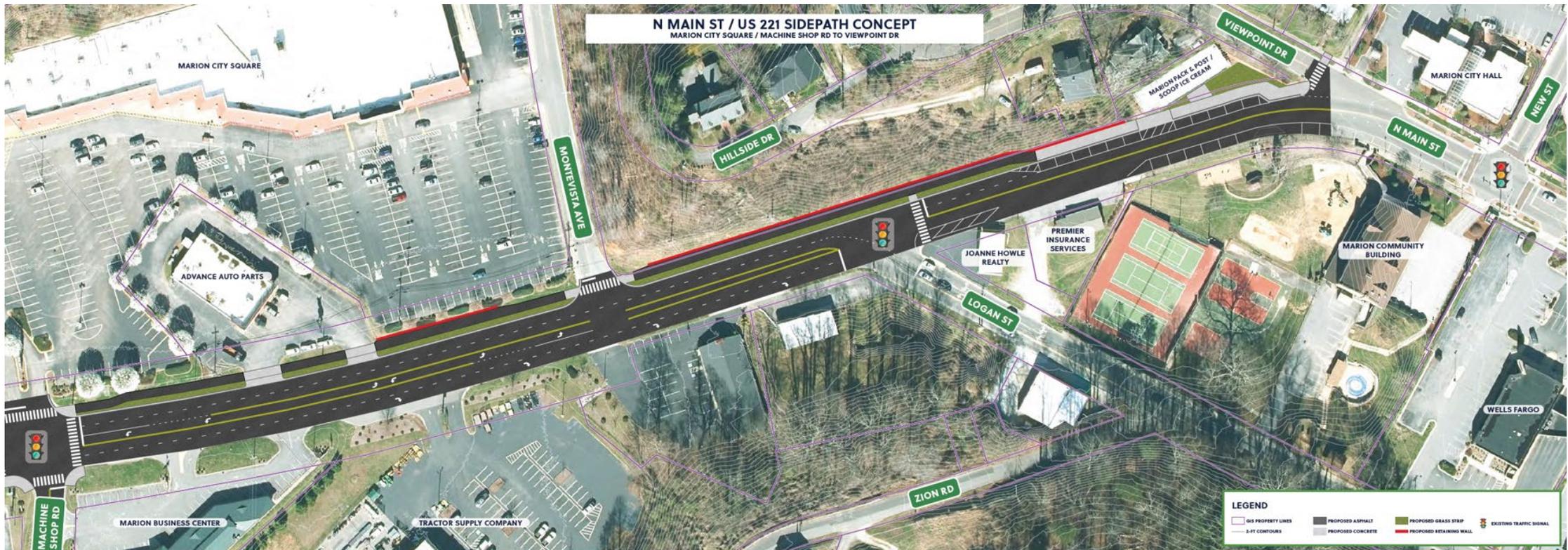
# PROJECT CUT SHEETS

- Provide project cut sheet(s) for recommended alternative (if phasing is recommended, include a cutsheet for each phase).
- Cut sheets may include an alignment map; brief description; typical sections; renderings; accessibility/connectivity; demand/density; potential permitting needs; potential right-of-way/easement acquisition needs; and estimated cost information
- Cut sheets should be suitable for communities to use in the Strategic Prioritization Process (SPOT) prioritization, CIP budgeting and/or pursuit of federal funding.



# PROJECT RENDERINGS & VISUALIZATIONS

- Paved Trails:
  - Greenways
  - Sideways
- Sidewalks
- Locations with crossing improvements



# IMPLEMENTATION GUIDANCE

- Identify partners and their respective responsibilities.
- List key action steps to see the project from planning to construction.
- Establish a committee to oversee implementation of the project.
- Identify funding resources.
- Identify STIP-ready projects.
- Establish a lead agency for construction of projects, implementation of program recommendations, and policy revisions.
- Coordination with local NCDOT Highway Division and IMD.

▶
IMPLEMENTATION
● ● ●

### ACTION PLAN

The following table provides a summary of action steps to implement the North Main Street Sidepath in Marion over a 10-year planning horizon. The previously mentioned partners may act as the responsible parties for various actions associated with the sidepath.

TASK #	ACTION	LEAD	PARTNERS	TIMEFRAME	PERFORMANCE MEASURES
1	Adopt the <i>North Main Street Sidepath Feasibility Study</i> . This action allows the study to become the official planning document for the Fonta Flora State Trail through the City of Marion and demonstrates local intention to support project implementation.	City of Marion: City Council	Foothills RPO, McDowell County, NCDOT Div. 13, NCDOT IMD, NC State Parks, Friends of Fonta Flora State Trail, McDowell County Trails Association	Winter 2022	Plan Adoption, Minutes
2	Amend the McDowell County Comprehensive Transportation Plan (CTP) to include the North Main Street Sidepath alignment and to reference study recommendations into the CTP.	Foothills RPO, NCDOT Transportation Planning Branch	City of Marion, McDowell County, NCDOT Div. 13, NCDOT IMD, NC State Parks, Friends of Fonta Flora State Trail, McDowell County Trails Association	Winter 2022/ Spring 2023	CTP Amendment, Meeting Minutes
3	Coordinate with the Friends of the Fonta Flora State Trail to support inter-agency coordination and assist project development of the North Main Street Sidepath. Consider developing an advisory committee that continues the work of the North Main Street Sidepath steering committee.	City of Marion	Friends of Fonta Flora State Trails, NC State Parks, McDowell County Trails Association, Great Trails State Coalition	Spring 2023	Meeting Agendas and Minutes
4	Consider developing an annual work plan based on opportunities to advance project development. The work plan should include key goals/milestones to make progress on coordination with NCDOT, secure funding, design, permitting, and construction. The work plan should be updated annually.	City of Marion	Foothills RPO, McDowell County, NCDOT Div. 13, NCDOT IMD, NC State Parks, Friends of Fonta Flora State Trail, McDowell County Trails Association	Spring / Summer 2023	Meeting Agendas and Minutes, Work Plan

134
MARION N. MAIN STREET SIDEPATH FEASIBILITY STUDY

# **WEBPAGE RESOURCES**

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## WEBPAGE RESOURCES

- Program Overview
- Frequently Asked Questions (FAQs)
- Content Standards
- Application Questions
- Pilot Feasibility Studies:
  - Watauga County, NC – Greenway
  - City of Marion, NC – Sidepath
- Great Trails State Network

IMD Feasibility Studies Program Webpage:  
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>

The screenshot shows the 'Connect NCDOT BUSINESS PARTNER RESOURCES' website. The navigation bar includes 'Doing Business', 'Bidding & Letting', 'Projects', 'Resources', and 'Local Governments' (which is highlighted). Below this, there are sub-navigation tabs: 'Bridge Reuse', 'Interagency Leadership', 'Local Projects', 'Planning' (highlighted), 'School Transportation', 'State Airport Aid', 'State Street-Aid (Powell Bill)', and 'Utilities'. A search bar is located on the right. The main content area is titled 'IMD Feasibility Studies Program' with the subtitle 'New Feasibility Studies Grant Program'. A breadcrumb trail reads 'Connect NCDOT > Local Governments > Planning > IMD Feasibility Studies Program'. The main heading 'IMD Feasibility Studies Program' has a blue arrow pointing to the 'Documents' section on the right. The 'Documents' section lists several PDFs: 'Feasibility Studies Grant - Application Questions', 'Feasibility Studies Grant - Content Standards', 'Feasibility Studies Grant - FAQs', 'Feasibility Studies Grant - Overview', 'Feasibility Study - Greenway - Watauga County', and 'Feasibility Study - Sidepath - City of Marion'. Below the documents is a 'Links' section. The main text area contains a description of the program, 'Project types' eligible for the studies, and 'Who can apply?' with a list of eligible entities.

**Connect NCDOT**  
BUSINESS PARTNER RESOURCES

Home Help Site Map

Doing Business Bidding & Letting Projects Resources **Local Governments** Search...

Bridge Reuse Interagency Leadership Local Projects **Planning** School Transportation State Airport Aid State Street-Aid (Powell Bill) Utilities

### IMD Feasibility Studies Program

New Feasibility Studies Grant Program

Connect NCDOT > Local Governments > Planning > IMD Feasibility Studies Program

#### IMD Feasibility Studies Program

Feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective.

**Project types** eligible for these studies include paved trails, greenways, shared-use paths, sidepaths, and sidewalks.

**Who can apply?**

- Any municipality or county within North Carolina
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in North Carolina
- Bicycle, pedestrian, and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies

For more info, see the attached documents:

- Program Overview
- FAQs
- Study Content Standards
- Application Questions
- (Plus two example feasibility studies: greenway and sidepath.)

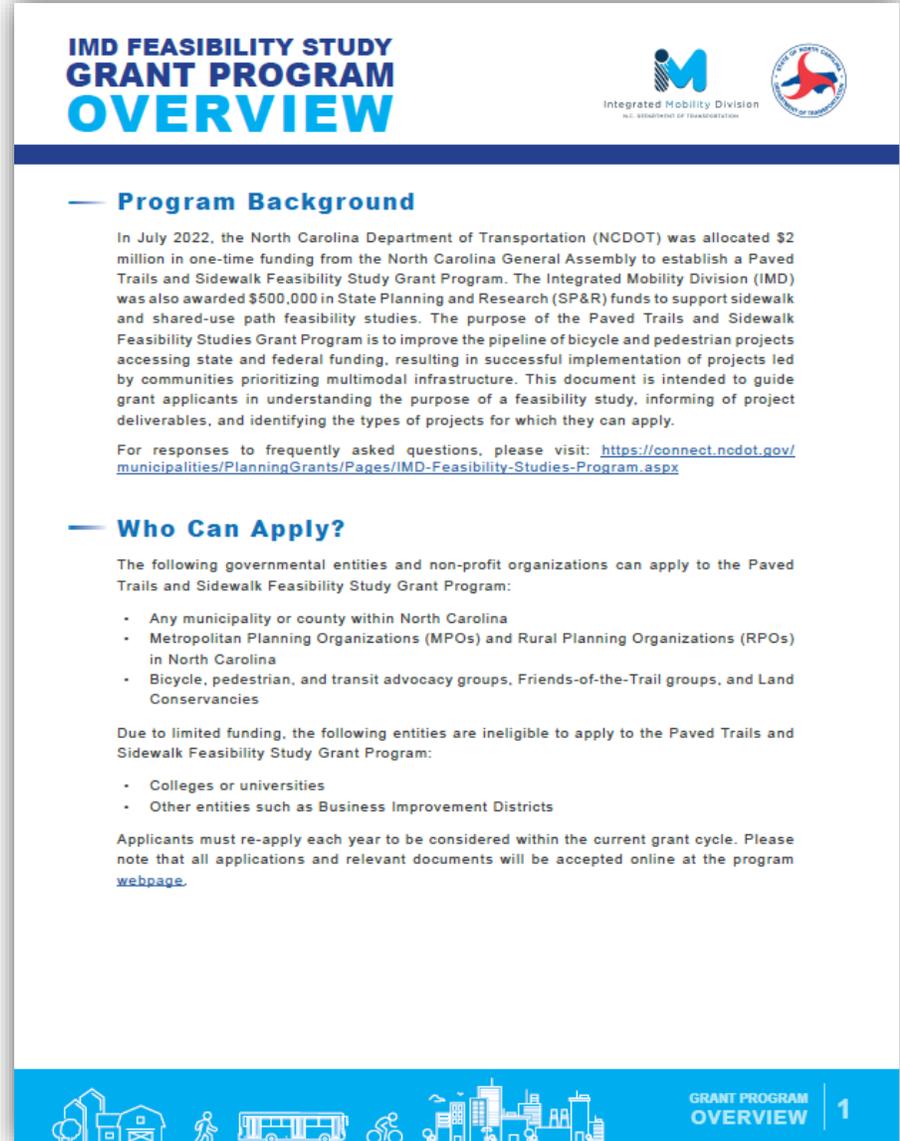
#### Documents

- Feasibility Studies Grant - Application Questions PDF
- Feasibility Studies Grant - Content Standards PDF
- Feasibility Studies Grant - FAQs PDF
- Feasibility Studies Grant - Overview PDF
- Feasibility Study - Greenway - Watauga County PDF
- Feasibility Study - Sidepath - City of Marion PDF

#### Links

## PROGRAM OVERVIEW

- Program background
- Who can apply?
- What is a feasibility study?
- What is the right sized study for the project?
- Selection criteria
- Grant award process
- Eligible projects defined



The image shows a document cover for the 'IMD Feasibility Study Grant Program Overview'. At the top left, it says 'IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW' in blue and black text. To the right are logos for the 'Integrated Mobility Division' and the 'North Carolina Department of Transportation'. Below the title is a blue horizontal line. The main content is divided into two sections: 'Program Background' and 'Who Can Apply?'. The 'Program Background' section describes the funding and purpose of the program. The 'Who Can Apply?' section lists eligible and ineligible entities. At the bottom, there is a blue footer with icons representing various transportation modes (house, person, bus, bicycle, city buildings) and the text 'GRANT PROGRAM OVERVIEW | 1'.

### IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW

Integrated Mobility Division  
N.C. DEPARTMENT OF TRANSPORTATION

#### Program Background

In July 2022, the North Carolina Department of Transportation (NCDOT) was allocated \$2 million in one-time funding from the North Carolina General Assembly to establish a Paved Trails and Sidewalk Feasibility Study Grant Program. The Integrated Mobility Division (IMD) was also awarded \$500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies. The purpose of the Paved Trails and Sidewalk Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure. This document is intended to guide grant applicants in understanding the purpose of a feasibility study, informing of project deliverables, and identifying the types of projects for which they can apply.

For responses to frequently asked questions, please visit: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>

#### Who Can Apply?

The following governmental entities and non-profit organizations can apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Any municipality or county within North Carolina
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in North Carolina
- Bicycle, pedestrian, and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies

Due to limited funding, the following entities are ineligible to apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Colleges or universities
- Other entities such as Business Improvement Districts

Applicants must re-apply each year to be considered within the current grant cycle. Please note that all applications and relevant documents will be accepted online at the program [webpage](#).

GRANT PROGRAM OVERVIEW | 1

# FREQUENTLY ASKED QUESTIONS

## Sample Questions

- What is the difference between the Paved Trails and Sidewalk Feasibility Study Grant Program and the Multimodal Planning Grant Program?
- What facilities are eligible for the Paved Trails and Sidewalk Feasibility Study Grant Program?
- Can counties, regional governments, or nonprofit organizations apply for funding?
- Is a local match required?
- What type of assistance is available to communities preparing an application?
- What does a feasibility study look like?

**IMD FEASIBILITY STUDY  
GRANT PROGRAM  
FREQUENTLY ASKED  
QUESTIONS**




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**— What is the difference between the Paved Trails and Sidewalk Feasibility Study Grant Program and the Multimodal Planning Grant Program?**

***Feasibility Study Grant Program***

Feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective. Input solicited from the local community and stakeholders help guide the development of recommended routes. Project types include paved trails, shared-use paths, sidepaths, greenways, and sidewalks. It is important to note that a feasibility study does not present a final design for construction.

The purpose of the Paved Trails and Sidewalk Feasibility Study Grant Program is to improve the pipeline of multimodal projects to access to state and federal funding. The feasibility study program will produce well-conceived projects with demonstrated community support that will be competitive in the State Transportation Improvement Program (STIP) and for federal investment. Quantity-based preliminary cost estimates will be generated for route alignments to help inform further decision making, identify funding needs, and develop next steps for project implementation.

***Multimodal Planning Grant Program***

The Multimodal Planning Grant Program was created by the Integrated Mobility Division (IMD) and the Transportation Planning Division (TPD) in January 2004. The program encourages municipalities to develop comprehensive multimodal, bicycle, and pedestrian plans. A comprehensive multimodal, bicycle, or pedestrian network plan allows a municipality to set a vision for multimodal transportation in their community, plan for a multimodal network, and identify priority multimodal projects in addition to policy recommendations. Please note that a community can apply for only one type of plan in an individual grant cycle.



FREQUENTLY ASKED  
QUESTIONS | 1

## CONTENT STANDARDS

- Cover
- Acknowledgements
- Table of Contents
- Executive Summary
- Introduction
- Study Considerations & Alternatives Development
- Community Involvement
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**IMD FEASIBILITY STUDY  
GRANT PROGRAM**  
CONTENT STANDARDS




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The following document outlines the expected content for the development of NCDOT-funded feasibility studies for bicycle and pedestrian facilities (such as greenways, shared-use paths, sidewalks, bicycle lanes, separated bicycle lanes, sidepaths, trails, etc.). Each NCDOT-funded feasibility study may vary in size and scope, depending on the various factors of analysis required and the depth of planning work previously completed for the project. As such, not all content items shown below will be applicable to every study.

It is anticipated that projects for feasibility studies will have been previously identified in adopted bicycle and pedestrian plans. It is preferred the study report is developed in a more condensed manner, with appropriate text/information provided in charts/figures where possible.

- **Cover**
- **Acknowledgements**
- **Table of Contents**
- **Executive Summary**

Provide a brief overview of study background, community context, process/methodology, evaluation considerations, and recommendations including implementation/cost information. The summary may include items such as a map of proposed alignment, typical section graphic, photos, renderings, etc. The executive summary should be able to serve as a 1- to 2-page standalone document summarizing key takeaways from the study.
- **Introduction**
  - Provide study background which may include purpose and need, description of project location, limits of study area, etc.
  - Discuss study guiding principles: vision, goals, and/or objectives.
  - Provide study process overview and project schedule.
  - Summarize relevant prior studies and plans and briefly describe what role the project may play in the context of regional connectivity. List prior recommendations specific to this project.
  - Describe benefits of the project specific to the community including mobility/connectivity, safety, health, quality of life, environmental, economic, equity, and accessibility etc.



CONTENT STANDARDS | 1

# APPLICATION QUESTIONS

## Key Questions

- Select type and scale of study:

### Type of Feasibility Study:

- Off-Road Corridor, Greenway
- Off-Road Corridor, Sidepath
- Off-Road Corridor, Sidewalk

### Project Scale of Feasibility Study:

- Smaller Scale Feasibility Study
- Larger Scale Feasibility Study

- Provide a summary of the project and study vision and goals.
- Provide an overview of the study location and study limits.
- What are the reasons the community needs this study?
- Describe key opportunities and constraints of the study corridor.
- Summarize prior plans and studies relevant to the project.
- Describe prior community involvement conducted and proposed community engagement strategies for the project.
- Describe community's project management and project implementation experience.

**North Carolina Department of Transportation - Integrated Mobility Division  
Application for Paved Trails and Sidewalk Feasibility Study Grant  
2022 Application**

**Applicant Information**  
 Name of Jurisdiction (Municipality or County): \_\_\_\_\_  
 Population: \_\_\_\_\_ County: \_\_\_\_\_ NCDOT Division: \_\_\_\_\_  
 MPO / RPO: \_\_\_\_\_  
 Department Applying for Grant: \_\_\_\_\_  
 Primary Contact (Name & Title): \_\_\_\_\_  
 Work Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_

Will the jurisdiction be able to provide any contributing funds? *(Note: A local match is not required for this grant program. However, the contribution of local funds may factor into project selection if there is a need to prioritize application submittals within the existing program budget.)*  
 Yes  
 No

**Study Information**  
 Study Name: \_\_\_\_\_

Type of Feasibility Study:  
 Off-Road Corridor, Greenway  
 Off-Road Corridor, Sidepath  
 Off-Road Corridor, Sidewalk

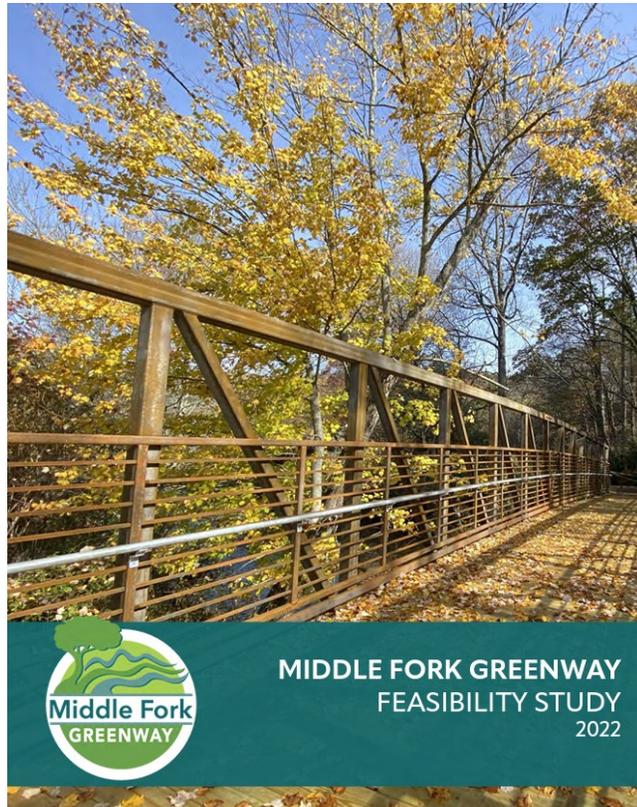
Project Scale of Feasibility Study:  
 Smaller Scale Feasibility Study  
 Larger Scale Feasibility Study

**Feasibility Study Summary**  
 Please provide a summary of the proposed feasibility study. This summary should include a brief description of the study purpose and goals.

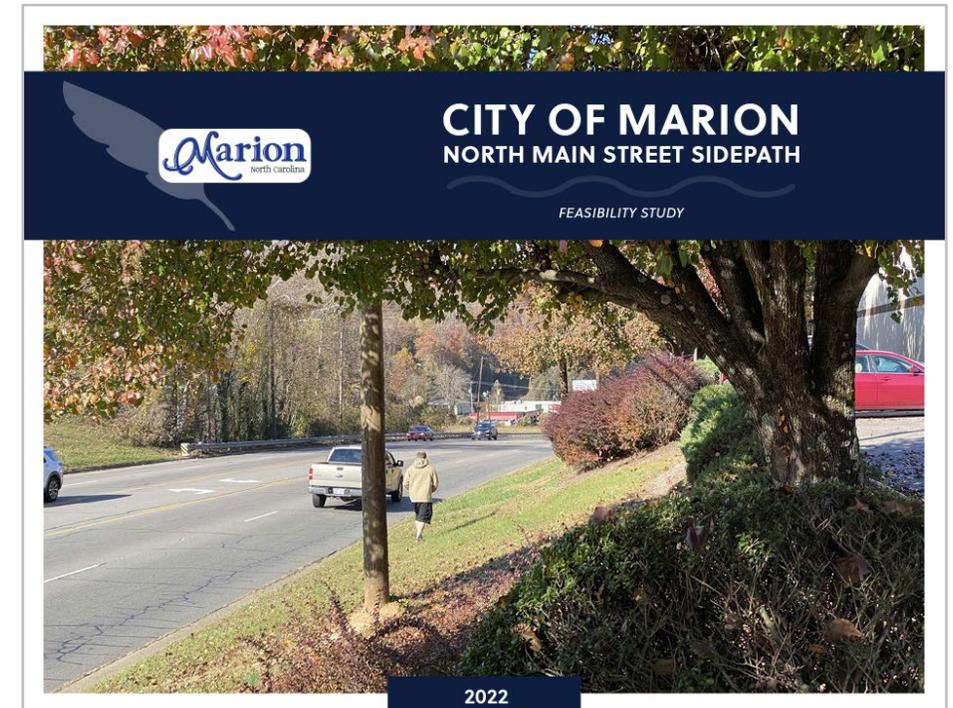
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## PILOT FEASIBILITY STUDIES

*Middle Fork Greenway Feasibility Study*



*City of Marion North Main Street  
Sidepath Feasibility Study*



## **GREAT TRAILS STATE PLAN**

- The Great Trails State Plan draws upon existing plans and new recommendations to identify a network of shared-use paths and trails that connects all 100 counties in North Carolina, with a special focus on connections between population centers and North Carolina State Parks.
- NCDOT IMD encourages jurisdictions to submit a project that has been identified as part of the statewide trails network.
- To determine if your project is part of the Great Trails State network, IMD has created an interactive ArcGIS webpage of the network.

Interactive Map of the Great Trails State Network:

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=daecddb2e6374981b3ed122305d2baf5>

### *Great Trails State Plan*



# GREAT TRAILS STATE NETWORK

**Proposed Shared Use Path**  
*Best route based on existing plans and input to-date*

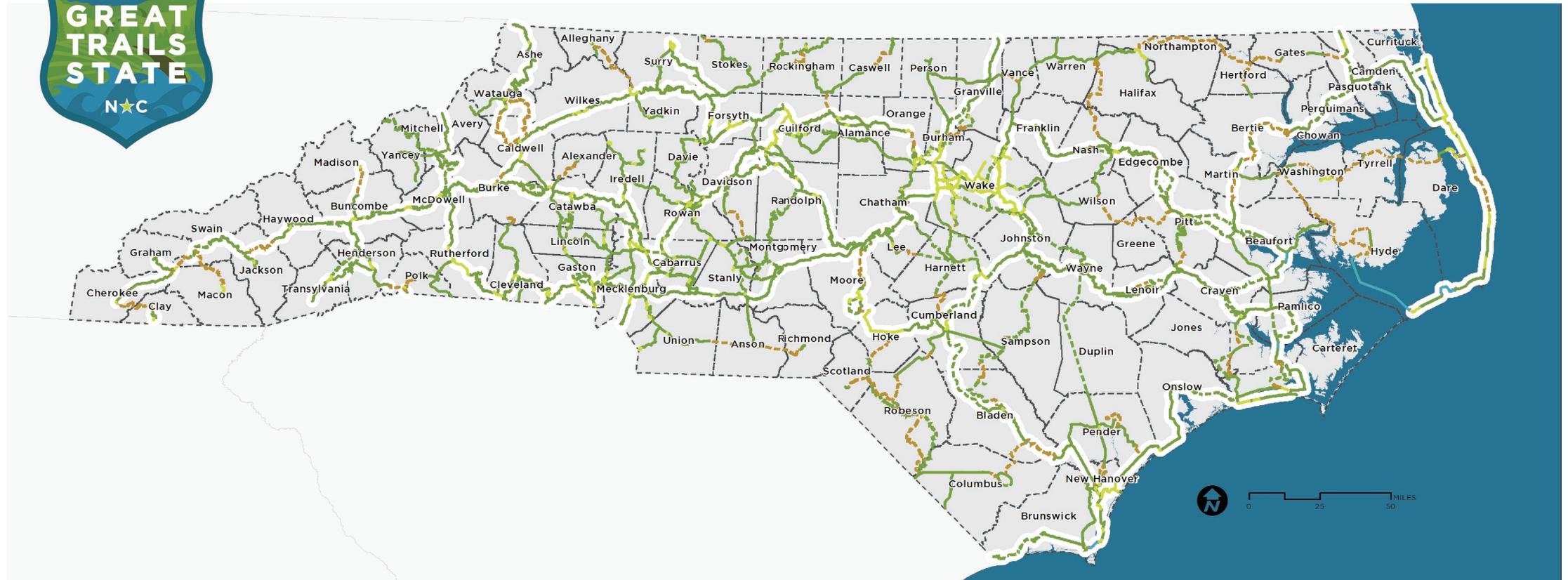
**Existing Shared Use Path**  
*Existing SUPs within the proposed GTS Network*

**Gap**  
*Connection desired, but lacks specific route planning*

**Draft Alternate Route**  
*This or another parallel alternate should be selected*

**Potential Spine Network**  
*Routes with greatest potential for regional connections*

**Ferry**



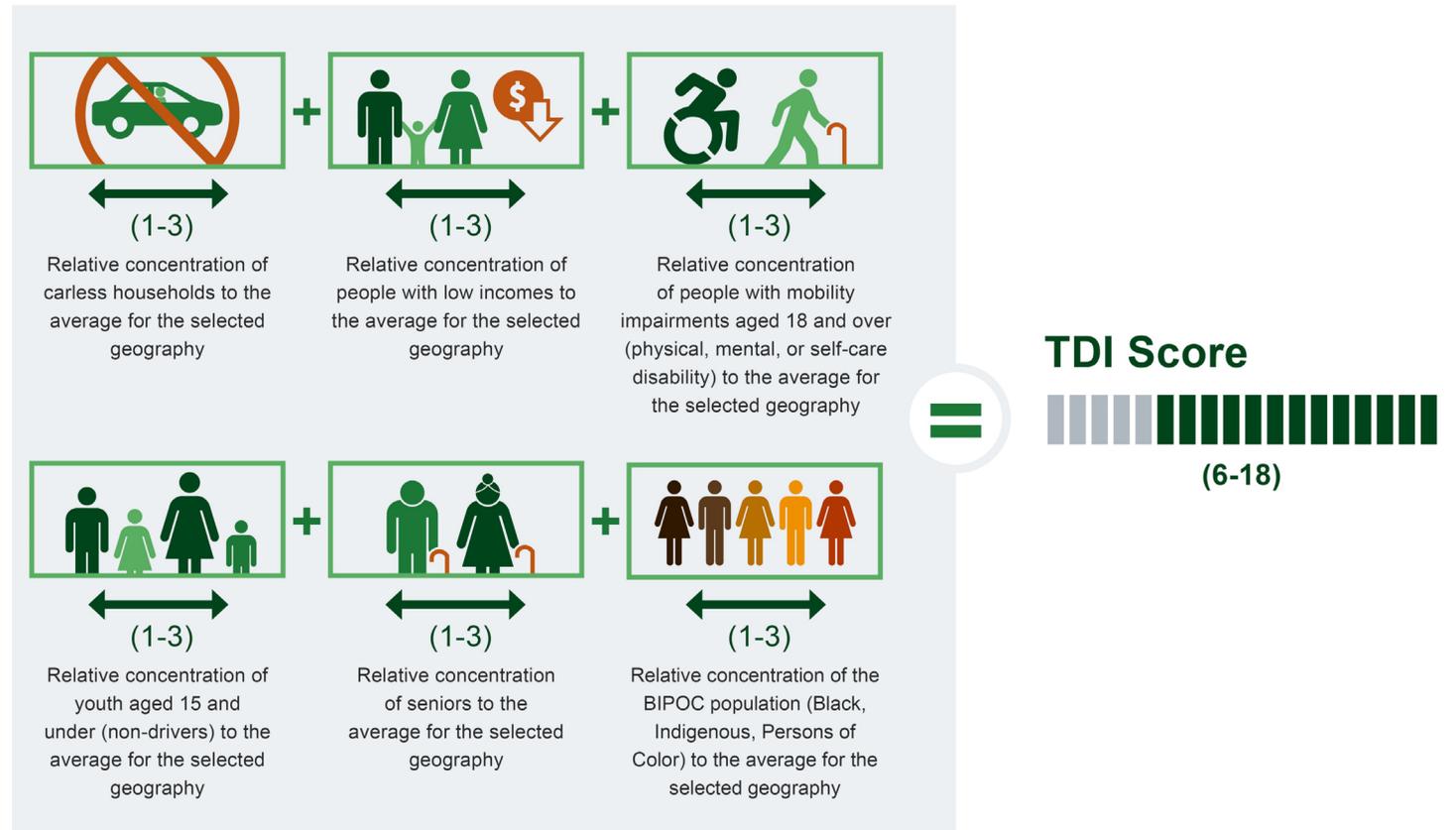
# Transportation Disadvantage Index (TDI)

Six indicators to generate a Block Group score based on variance from the geographic mean.

- Vehicle ownership
- Income
- Disabilities
- Age: Youth
- Age: Seniors
- BIPOC

Higher score = greater level of transportation disadvantage.

<https://connect.ncdot.gov/projects/planning/Pages/EJ-TDI-maps.aspx>



# TDI Dashboard

Population Average for North Carolina

Age 15 and Under:  
**18%**

Age 65 and Over:  
**16%**

Poverty:  
**24%**

BIPOC Population:  
**31%**

Zero-Car Households:  
**6%**

Disability (Adult Population):  
**16%**

## Transportation Disadvantage Factors

Block Group ID: 371819605002

TDI Score, relative to State (max=18)	17
TDI Index Score, relative to County	15
TDI Index Score, relative to Division	17
TDI Index Score, relative to MPO	16
Age 15 and Under	30% (vs NC Average of 18%)
Age 65 and Over	22% (vs NC Average of 16%)
Poverty	67% (vs NC Average of 24%)
BIPOC Population	91% (vs NC Average of 31%)
Zero-Car Households	26% (vs NC Average of 6%)
Disability Prevalence (Adult Population)	35% (vs NC Average of 16%)

## Transportation Disadvantage Index Scores



# APPLICATION PROCESS

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## **APPLICATION PROCESS & KEY DATES**

The **grant application** can be accessed through the NCDOT EBS Portal.

If you have any questions regarding the process or the grant program, please contact IMD:

Joe Furstenberg, [jcfurstenberg@ncdot.gov](mailto:jcfurstenberg@ncdot.gov)

John Vine-Hodge, [javinehodge@ncdot.gov](mailto:javinehodge@ncdot.gov)

ACTIVITY	DATE
Issue Call for Applications	November 10, 2022
Application Submission Deadline	January 9, 2023
Board of Transportation Approval	February/March 2023
Notification of Award	TBD
Notice to Proceed Issued	TBD

## APPLICATION REQUIREMENTS

Read each question carefully. **Answer all questions thoroughly and concisely.** Use only the space provided.

### Required Application Attachments:

- Map of Study Area
- Hyperlinks (or Digital Copies) to Relevant Previous Plans or Studies
- Municipal/County Resolution
- MPO/RPO Resolution
- Resume(s) of Staff Managing Study
- Letters of Support

Applicants may submit resolutions following the application deadline.



## APPLICATION INSTRUCTIONS

The **grant application** can be accessed through the NCDOT EBS Portal. In order to view the application, please see the below instructions.

If you are accessing the EBS Portal for the first time, follow steps 1 and 2 below. If you already have an NCID, please skip to step 2.

- 1) Register as an individual for the NCID. <https://ncid.nc.gov/idmdash/>
- 2) Complete EBS access request form. <https://www.ebs.nc.gov/sap/crmaccess/index.html>

Once the above steps are complete, you will receive instructions for accessing the application.



 **Enterprise  
Business  
Services**

User \*

Password \*

Passwords are case sensitive

[Login Help \\*](#) [Browser Support](#)

## SELECTION CRITERIA

The following selection criteria are proposed for the program and will affect project scoring:

- How well the grant proposal addresses questions and key prompts listed in the application
  - *Study Corridor Considerations*
  - *Community Need*
  - *Proposed Community Engagement Strategies*
  - *Project Management Experience/Project Implementation*
- **Geographic Location** – NCDOT will support the equitable distribution of projects across the state.
  - *Inclusion in the Great Trails State Network*
- The extent to which the project may be able to mitigate transportation disadvantage.
- Inclusion of a local match (optional)

## **GENERAL TIPS**

- Read each question carefully. **Answer all questions thoroughly and concisely.** Use only the space provided.
- Reach out to MPO/RPO for **guidance** and relevant info they maintain (planning documents, etc.).
- Utilize **local staff members** to answer the application questions, where possible.
- Remember to **note online references and materials** where applicable.
- Review Feasibility Study Grant Program Overview for **Eligibility Criteria**.
- **Demonstrate local support** – Application questions and letters of support.
- Fill out the correct application.
- A local match is **NOT** required.
- Please contact us with questions.

# Contact Us

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**Joe Furstenberg**

[jcfurstenberg@ncdot.gov](mailto:jcfurstenberg@ncdot.gov)

**John Vine-Hodge**

[javinehodge@ncdot.gov](mailto:javinehodge@ncdot.gov)



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**Thank you!**

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