



---

Regional Intergovernmental Council  
MPO Project Selection Guidelines for  
Federal Suballocated Funds

---

## Table of Contents

Table of Contents.....	2
1. General Overview.....	3
1.1 Applicant Eligibility.....	3
1.2 Project Selection Criteria and Scoring.....	4
2 Project Selection Criteria.....	5
3 Project Eligibility.....	5
3.1 Surface Transportation Block Grant Project Eligibility.....	5
3.2 Carbon Reduction Program Project Eligibility.....	5
4 Funding (Federal Share).....	6
Appendix A – Full Statutory References.....	7
23 USC 133 Surface Transportation Block Grant (STBG) .....	7
23 USC 175 Carbon Reduction Program (CRP) .....	8
Infrastructure Investment and Jobs Act.....	8

## 1. General Overview

The MPO Project Selection Guidelines for Federal Suballocated Funds for the Regional Intergovernmental Council (RIC) serves as a guide for project eligibility, the application process, and selection of projects using Federal Funds suballocated to the RIC MPO for use in the Charleston Urbanized area of the RIC MPO region. The RIC MPO seeks to use the funds to further our goals of a comprehensive multimodal and safe transportation system in the region.

The Infrastructure Investment and Jobs Act (IIJA) requires MPOs to allocate their portion of the Congestion Reduction Program (CRP) and Surface Transportation Block Grant (STBG) funds that are suballocated from WV DOH. The suballocation process gives the RIC MPO access to three fund types for project selection: CRP funds, STBG 50k–200k POP, and a portion of the STBG TMA funds shared with the KYOVA TMA region. All suballocated funds must be used in the Charleston Urbanized Area (with the TMA funds also eligible for the portion of the Huntington Urbanized Area covered by RIC MPO).

Suballocated projects require coordination with the RIC MPO, WV DOH, and FHWA to ensure project eligibility and conformity with regulations. The Sponsor, RIC MPO, and WV DOH will cooperatively work on project implementation. WV DOH shall have the right to choose to perform the work internally; if WV DOH chooses not to internally perform the project, the Sponsor may enter an agreement with DOH, RIC, and any administrative entity needed for project implementation under oversight from WV DOH.

To ensure a fair and transparent process for selecting projects for funding, a project selection process was developed and is described in this document. This process is designed to evaluate proposals based on established criteria and applicable eligibility requirements.

The RIC MPO reserves the right to directly select non-construction projects that further its core planning mission. All construction projects and responses to a published call for projects will go through the project selection process described below.

### 1.1 Applicant Eligibility

Applicants seeking to utilize the federal suballocated funds for the STBG and/or the CRP funds must be able to provide any match requirement for the project, usually 20%, unless the project is eligible for 100% funding under 23 USC 120, and be:

- A unit of local government or the MPO itself.
- An agency that maintains Federal-Aid eligible facilities or that has coordinated with WVDOT for improvements to a Federal-aid eligible facility prior to the submission of an application.
- A nonprofit organization that is responsible for the administration of federal funds for Federal-aid eligible facilities.
- A transit agency.

## 1.2 Project Selection Criteria and Scoring

The RIC MPO seeks to fund projects that support a safe, multimodal transportation system. The criteria are designed to move known project ideas forward, provide support for safety improvements, multimodal projects including transit or active transportation projects, are ready to be implemented, provide opportunities for alternative fuels, have been identified in prioritization plans prepared by RIC, WVDOT, or a local entity, and provide additional local funding to help maximize the number of projects. Eligible paving projects may be considered under the STBG program if other submissions undersubscribe available funding.

Criteria	Points
The Project has a completed study by RIC or a study approved by appropriate local authority	20
The Project is directly related to safety	15
The Project is directly related to active transportation	15
The Project seeks to use proven low or lower cost solutions to mitigate an identified transportation problem without the need for full construction	10
The Project is included on a RIC MPO, WV DOT, or Municipal plan as a prioritized project	10
The Project is eligible for enhanced federal share for certain safety projects under 23 USC 120 (c) (1)	5
The Project does not require additional Right of Way acquisition as of submission	5
The Project has completed required Environmental reviews and/or Engineering design	5
The Project includes a fixed transit line, station or stop, and provides enhancements to transit experience	5
The Project supports alternative fuel vehicle support (e.g. EV Chargers, Hydrogen, Natural gas, etc.)	5
The Project provides an overmatch of local funding*	5

\*Overmatch may be reduced, up to the project minimum requirement if program is undersubscribed or full overmatch is not required to select additional projects.

^Paving projects may be considered with any remaining undersubscribed STBG funds. Paving submissions should be flexible in scale and prioritized.

## **2. Project Selection Process**

The MPO will periodically announce a deadline for applications on the RIC website. Information will also be shared with the Policy Board, TTAC, and BPAC.

Step 1. Pre-Application – RIC staff will hold pre-application meetings as requested to discuss project qualification and selection criteria.

Step 2. Application Submittals – Applications should include: 1) Demonstration of need; 2) Location and extent map; 3) Identified funding source for match; 4) Letters of support.

Step 3. Preliminary Review – RIC staff review applications for eligibility and notify applicants of results.

Step 4. Project Scoring – RIC staff score projects based on submitted information.

Step 5. Interviews (if necessary) – RIC staff will schedule interviews of Project Sponsors if funding is oversubscribed.

Step 6. Advisory Committee Reviews – TTAC and BPAC review scored projects and provide input; staff may revise scores.

Step 7. Policy Board Review – Policy Board reviews project list and may suggest revisions.

Step 8. Final Approval – Policy Board approves final project list.

## **3. Project Eligibility**

Projects must be within the Kanawha and Putnam County metropolitan planning area and be in the MTP or deemed consistent with it. They must meet STBG or CRP eligibility requirements described below. STBG 50k-200k funds must be used in the Charleston Urbanized area as defined by US Census. STBG-TMA funds must be within the Putnam County portion of the Huntington urbanized area. CRP funds may be used in either urbanized area.

### **3.1 STBG Project Eligibility**

Location Requirement: STBG projects generally may not be on local roads or rural minor collectors unless exceptions apply, such as bridges, tunnels, or specific project types listed under federal law.

Eligible Activities include a wide range of roadway, transit, ITS, environmental, safety, and multimodal improvements as authorized under 23 USC 133. (See Appendix for detailed statutory list.)

### **3.2 CRP Project Eligibility**

CRP funds may be used for projects reducing transportation emissions, including transit, nonmotorized infrastructure, ITS, traffic flow improvements, alternative fuels, and related planning. (See Appendix for detailed statutory list.)

### **4. Funding (Federal Share)**

The federal share is generally 80% (20% local match), except where increased shares (up to 100%) apply for specific safety or workforce development projects under 23 USC 120. Interstate projects are typically 90%.

## Appendix A: Full Statutory References

### 23 USC 133 – Surface Transportation Block Grant Program (STBG)

Full text available at <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section133&num=0&edition=prelim>

This statute defines eligible uses of STBG funds, including construction, reconstruction, rehabilitation, and operational improvements for highways, bridges, transit capital projects, and other transportation-related infrastructure. The law also outlines limitations on use, such as restrictions on local roads and rural minor collectors.

Category	Eligible Activities
Construction / Capital Projects	Highways, bridges, tunnels; transit capital (49 U.S.C. Chapter 53); ITS improvements; truck parking.
Operations & Traffic Management	Traffic operations, surveillance, and integrated control systems.
Environmental & Air Quality	Habitat mitigation (119(g), 328, 329); transportation control measures (Clean Air Act §108).
Safety / Parking / Carpooling	Safety infrastructure, fringe parking facilities (§137), carpool initiatives (§146).
Non-Motorized & Trail Projects	Recreational trails (§206); bike/pedestrian facilities (§217); Safe Routes to School.
Planning & Workforce Development	Asset management plans, performance-based management, R&D, training & education.
Intermodal Infrastructure	Port/terminal access improvements; conversion of former Interstate rights-of-way.
Bridge Preservation	Painting, seismic retrofits, inspections, scour protection.
Pre-FAST Act “Other” Projects	Bridge replacement with fill, inspector training, EV infrastructure, historic bridge preservation, etc.

### 23 USC 175 – Carbon Reduction Program (CRP)

Full text available at: <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section175&num=0&edition=prelim>

This statute governs the Carbon Reduction Program, outlining eligible projects that reduce transportation emissions. These include EV charging infrastructure, public transportation improvements, bicycle and pedestrian facilities, traffic flow enhancements, and other measures supporting decarbonization and multimodal access.

Category	Eligible Activities
Traffic Flow Improvements	Signalization, ITS, ramp metering, roundabouts, and congestion pricing projects.
Transit & Shared Mobility	Zero-emission buses, transit expansion, park-and-ride facilities, vanpool programs.
Bicycle & Pedestrian Infrastructure	Bike lanes, sidewalks, multi-use trails, Safe Routes to School projects.
Alternative Fuel Infrastructure	EV charging stations, hydrogen fueling, natural gas refueling stations.
Public Transportation Electrification	Bus depot charging systems, zero-emission transit maintenance facilities.
Freight Efficiency & Emissions Reduction	Idle reduction systems, freight rail improvements, port electrification.
Transportation Demand Management	Telework promotion, ridesharing, commuter incentive programs.
Smart Growth & Land Use	Projects that reduce VMT through compact development and mixed-use planning.
Other Eligible Carbon Reduction Strategies	Any project consistent with the State's Carbon Reduction Strategy that demonstrably reduces transportation emissions.

### Infrastructure Investment and Jobs Act (IIJA)

Official text available at: <https://www.congress.gov/bill/117th-congress/house-bill/3684>

The IIJA, also known as the Bipartisan Infrastructure Law, authorizes and expands funding for STBG, CRP, and other federal transportation programs. It introduces additional eligible activities, modifies funding formulas, and sets program-specific priorities such as climate resilience, equity, and safety.