

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

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February 8, 2023

TO: DCHC MPO Board
FROM : DCHC MPO Staff
SUBJECT: FY24 Call for Projects Submission Overview, Scoring, and Funding Recommendation

Executive Summary

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) invited member agencies to submit applications for federal funding from the local discretionary and Regional Flexible Funding (RFF) programs in November 2022. Funding applications were due on December 9, 2022.

The RFF pool for FY24 consists of four funding sources that come directly to the DCHC MPO: Surface Transportation Block Grant Direct Attributable (BGDA), Transportation Alternatives Program Direct Attributable (TAPDA), Carbon Reduction Program Direct Attributable (CRPDA), and Congestion Mitigation Air Quality (CMAQ). The call for projects that was conducted by MPO staff is consistent with federal requirements for CMAQ and TAPDA funds, and can be applied to all funding sources.

MPO staff recommend funding ten projects or programs through this call. Five are existing projects that requested additional or continuing funding:

- Alston Avenue Sidewalks (City of Durham)
- Hillandale Road Bike & Pedestrian Improvements (City of Durham)
- Morenne Road Bike Lanes & Sidewalks (City of Durham)
- Bicycle Detector Loops (Town of Carrboro)
- Fordham Boulevard Sidepath (Town of Chapel Hill)
- Triangle TDM Program (TJCOG)

In addition, MPO staff recommend funding five new projects:

- Downtown Chapel Hill Bus Stop Improvements (Chapel Hill Transit)
- Orange County Bus Stop Improvements (GoTriangle)
- 805 Corridor/NC 54 Bus Stop Improvements (GoTriangle)
- Cameron Avenue Protected Bike Lanes/ Cycle Track (Town of Chapel Hill)
- Downtown Hillsborough Parking Study (Town of Hillsborough)

Background

The FY24 Call for Projects serves a dual purpose, calling for non-competitive local discretionary requests as well as competitive project requests for Regional Flexible Funding (RFF). The RFF program was adopted in November 2021 as part of an update to the MPO's Federal Funding Policy. This program was intended to provide a more definitive, data-driven method for evaluating projects and making funding recommendations.

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The RFF program is competitive and is scored based on a number of factors that the MPO has prioritized. There are also several restrictions, such as how many active projects a jurisdiction can have, to ensure all agencies have a chance to receive funding.

The RFF also has a special provision related to the Triangle TDM Program. This program is ongoing and has been identified as a joint policy priority by the DCHC and CAMPO boards. However, it is not scored using the Federal Funding Policy as it is a program rather than a capital project and cannot directly compete.

For the FY24 Call for Projects, eight agencies submitted a total of nineteen projects.

Local Discretionary Requests:

| Agency | Project | STIP# | Federal | Local | Total |
|----------------------|--|----------|-----------|-----------|-----------|
| City of Durham | Morreene Road Bike Lanes & Sidewalks | C-4928 | \$685,046 | \$171,262 | \$856,308 |
| Town of Carrboro | Bicycle Detector Loops | U-4726DF | \$96,000 | \$24,000 | \$120,000 |
| Town of Chapel Hill | Cameron Avenue Protected Bike Lanes/ Cycle Track | N/A | \$718,800 | \$181,200 | \$900,000 |
| Town of Hillsborough | Downtown Hillsborough Parking Study | N/A | \$60,000 | \$15,000 | \$75,000 |

RFF Applications:

| Agency | Funding Request Type | Project | STIP# | Federal | Local | Total | Score |
|---------------------|----------------------|---|----------|-------------|-------------|-------------|-------|
| Chapel Hill Transit | RFF_New | Downtown Chapel Hill Bus Stop Improvements | N/A | \$360,732 | \$90,183 | \$450,915 | 91 |
| City of Durham | RFF_Existing | Alston Avenue Sidewalks | C-5183B | \$871,621 | \$217,905 | \$1,089,526 | 88* |
| City of Durham | RFF_Existing | Hillandale Road Bike & Pedestrian Improvements | U-4726HN | \$1,645,143 | \$411,286 | \$2,056,429 | 86* |
| Town of Chapel Hill | RFF_Existing | Fordham Boulevard Sidepath | EB-5721 | \$594,800 | \$148,700 | \$743,500 | 85* |
| Go Triangle | RFF_New | Orange County Bus Stop Improvements | N/A | \$200,000 | \$50,000 | \$250,000 | 78 |
| City of Durham | RFF_Existing | Morreene Road Bike Lanes & Sidewalks | C-4928 | \$860,398 | \$215,100 | \$1,075,498 | 77* |
| Go Triangle | RFF_New | 805 corridor and NC 54 GoTriangle Bus Stop Improvements | N/A | \$250,400 | \$62,600 | \$313,000 | 71 |
| Chapel Hill Transit | RFF_New | Electric Vehicle Upgrades | N/A | \$2,160,000 | \$1,050,000 | \$3,210,000 | 68 |
| Go Triangle | RFF_New | NC 55 and Meridian Parkway pedestrian improvements | N/A | \$870,000 | \$218,000 | \$1,088,000 | 56 |
| Town of Carrboro | RFF_New | Old NC 86 Sidewalk and Bike Lanes | N/A | \$2,725,367 | \$681,342 | \$3,406,709 | 51 |
| NCDOT | RFF_New | 10' multi-use path along Fenwick Parkway and Rosemont Parkway | N/A | \$602,197 | \$150,549 | \$752,746 | 50 |
| Town of Carrboro | RFF_New | Morgan Creek Greenway Phase 2 | N/A | \$1,478,000 | \$369,500 | \$1,847,500 | 50 |
| Town of Carrboro | RFF_New | Homestead Road Multi-Use Path | N/A | \$2,034,240 | \$508,560 | \$2,542,800 | 37 |
| Chapel Hill Transit | RFF_New | Expansion of Chapel Hill Transit bus yard | N/A | \$120,000 | \$30,000 | \$150,000 | 30 |
| TJCOG | RFF_Existing | Triangle TDM Program | C-5605J | \$585,675 | \$148,309 | \$733,984 | N/A** |

*Existing projects were scored for general reference purposes. To achieve these scores, shortfall funding scores were used in place of local priority points to show how these projects may compete had scope changes existed.

**The Triangle TDM Program is a program and not a project and cannot directly compete in scoring.

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Local Discretionary Funding (Non-Competitive)

Local discretionary funding is comprised of Surface Transportation Block Grant Direct Attributable (BGDA) funds that are directly allocated to the MPO's member agencies. These funds provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects.

Agencies will no longer receive local discretionary funding after FY24. All local discretionary funds must be obligated by September 30, 2026. After this date, unobligated local discretionary funds will be added to the RFF pool.

| Jurisdiction | FY24 Local Discretionary Available | Call for Projects Request | Recommended Funding |
|----------------|------------------------------------|---------------------------|--------------------------|
| Carrboro | \$452,141 | \$96,000 | Fund in Full - \$96,000 |
| Chapel Hill | \$796,802 | \$718,800 | Fund in Full - \$718,000 |
| Chatham County | \$0 | N/A | N/A |
| City of Durham | \$985,155 | \$685,046 | Fund in Full - \$685,046 |
| Durham County | \$45,014 | N/A | N/A |
| Hillsborough | \$202,802 | \$60,000 | Fund in Full - \$60,000 |
| Orange County | \$0 | N/A | N/A |

Local Discretionary Recommendation

Four jurisdictions submitted requests for local discretionary funds: Carrboro, Chapel Hill, City of Durham, and Hillsborough.

The City of Durham and Carrboro have both requested additional funding for existing projects and have provided adequate local matches. As the MPO prioritizes existing projects and both jurisdictions have the available discretionary funds, MPO staff recommend funding these projects in full.

Chapel Hill has requested funding for protected bike lanes and a cycle track on Cameron Avenue. This is a new project but is in the 2050 MTP and Chapel Hill's Mobility and Connectivity Plan. Chapel Hill will provide the local match through their remaining 2015 Streets and Sidewalks bond funding and have the necessary local discretionary funds available, and so MPO staff recommend funding this project in full.

Hillsborough has requested funding for a downtown parking study. This project is listed as a special study in the draft UPWP. As the town has the available funding, and the project aligns with the 2050 MTP goal of *Manage Congestion & System Reliability* and *Stimulate Inclusive Economic Vitality*, and Hillsborough plans to begin the study within the year, MPO staff recommend funding this project in full.

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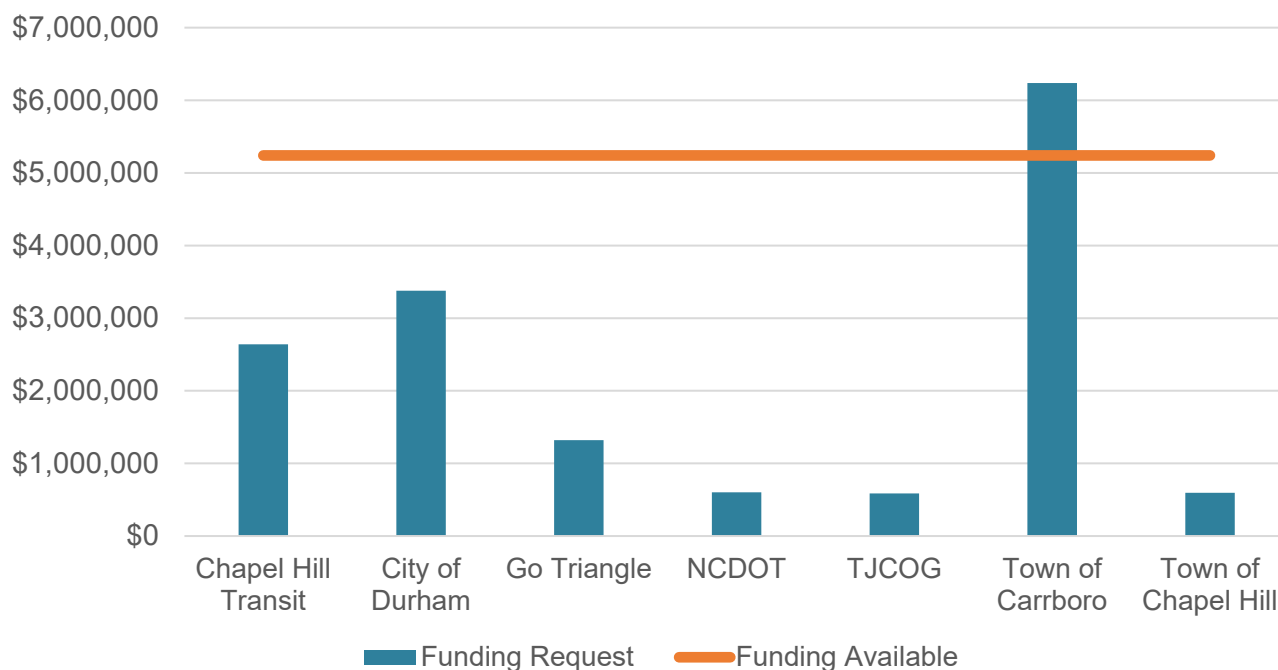
Regional Flexible Funding (Competitive)

The RFF pool consists of Surface Transportation Block Grant Direct Attributable (BGDA), Transportation Alternatives Program Direct Attributable (TAPDA), Carbon Reduction Program Direct Attributable (CRPDA), and Congestion Mitigation Air Quality (CMAQ) funds. The FY24 RFF funding pool is as follows:

| Fund Type | Amount |
|-------------------------|--------------|
| BGDA | \$ 1,197,009 |
| TAPDA | \$403,239 |
| CRPDA | \$1,572,608 |
| CMAQ | \$2,067,643 |
| TOTAL AVAILABLE FUNDING | \$5,240,499 |
| TOTAL REQUESTED FUNDING | \$15,358,573 |

Funding requests were nearly triple the amount of available funding in this year's call for projects.

RFF Funding Requests by Jurisdiction



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Scoring Details

New projects were scored based on the MPO Federal Funding Policy and could receive up to 115 total points based on eight criteria. Agencies who had not received project funding in the past four cycles were eligible to receive an additional ten bonus points that would be split between all submitted projects for that agency.

New projects submitted for the FY24 Call for Projects cycle were scored as follows:

Criteria 1-4: Connectivity, Transit Access, Population/Employment Density, Project Phase

| Agency | Project Name | Connectivity | Transit Access | Pop/Emp Density | Project Phase |
|---------------------|---|--------------|----------------|-----------------|---------------|
| Chapel Hill Transit | Downtown Chapel Hill Bus Stop Improvements | 10 | 10 | 10 | 25 |
| Chapel Hill Transit | Electric Vehicle Upgrades | N/A | N/A | 4 | 30 |
| Chapel Hill Transit | Expansion of Chapel Hill Transit Bus Yard | N/A | N/A | 1 | 20 |
| Go Triangle | Orange County Bus Stop Improvements | 9 | 10 | 8 | 20 |
| Go Triangle | 805 corridor and NC 54 GoTriangle Bus Stop Improvements | 10 | 10 | 4 | 15 |
| Go Triangle | NC 55 and Meridian Parkway Pedestrian Improvements | 6 | 10 | 5 | 15 |
| NCDOT | 10' Multi-Use Path Along Fenwick Parkway and Rosemont Parkway | 10 | 0 | 2 | 15 |
| Town of Carrboro | Old NC 86 Sidewalk and Bike Lanes | 6 | 8 | 1 | 15 |
| Town of Carrboro | Morgan Creek Greenway Phase 2 | 9 | 9 | 5 | 15 |
| Town of Carrboro | Homestead Road Multi-Use Path | 10 | 0 | 2 | 15 |

Criteria 5-8: Local Priority, Environmental Justice, Safety, Emissions. Includes bonus.

| Agency | Project Name | Local Priority | Envir. Just | Safety | Emissions | 4-Year Cycle Bonus |
|---------------------|---|----------------|-------------|--------|-----------|--------------------|
| Chapel Hill Transit | Downtown Chapel Hill Bus Stop Improvements | 2 | 6 | 12 | 13 | 3 |
| Chapel Hill Transit | Electric Vehicle Upgrades | 10 | N/A | 6 | 14 | 4 |
| Chapel Hill Transit | Expansion of Chapel Hill Transit Bus Yard | 3 | 0 | 2 | 1 | 3 |
| Go Triangle | Orange County Bus Stop Improvements | 5 | 12 | 4 | 10 | N/A |
| Go Triangle | 805 corridor and NC 54 GoTriangle Bus Stop Improvements | 5 | 6 | 15 | 6 | N/A |
| Go Triangle | NC 55 and Meridian Parkway Pedestrian Improvements | 5 | 0 | 8 | 7 | N/A |
| NCDOT | 10' Multi-Use Path Along Fenwick Parkway and Rosemont Parkway | 10 | 0 | 2 | 1 | 10 |
| Town of Carrboro | Old NC 86 Sidewalk and Bike Lanes | 5 | 3 | 4 | 9 | N/A |
| Town of Carrboro | Morgan Creek Greenway Phase 2 | 5 | 0 | 2 | 5 | N/A |
| Town of Carrboro | Homestead Road Multi-Use Path | 5 | 0 | 2 | 3 | N/A |

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Existing projects are scored independently from new projects as the MPO wants to prioritize completion of existing projects. Existing projects were scored on three criteria as follows:

| Agency | Project | STIP# | SCORE: % Increase in Request Over Original Budget | SCORE: Highest Phase Completed | SCORE: Previously Received Shortfall Funds | Total Score |
|---------------------|--|----------|---|--------------------------------------|--|----------------|
| City of Durham | Hillandale Road Bike & Pedestrian Improvements | U-4726HN | 3 | 2 | 3 | 8 |
| City of Durham | Alston Avenue Sidewalks | C-5183B | 2 | 2 | 3 | 7 |
| City of Durham | Morreene Road Bike Lanes & Sidewalks | C-4928 | 3 | 2 | 2 | 7 |
| Town of Chapel Hill | Fordham Boulevard Sidepath | EB-5721 | 3 | 2 | 1 | 6 |

Additionally, as an additional reference, existing projects were scored as if they were submitted as new projects to understand how they would score among all applications received for the FY24 RFF. Since existing projects would not have local priority points, this section was swapped with the total scores received in the table above. This scoring appeared to show that these projects would have competed well for available funding.

RFF Funding Recommendation for Existing and New Projects

MPO staff recommends that the following existing and new projects receive RFF funding based on the results of the MPO Federal Funding Policy scoring rubric:

Existing Projects

| Agency | Project | Phase Requested | Phase Year | STIP# | Federal Request | Federal Recommended | Local Match | Total |
|---------------------|--|-----------------|------------|----------|-----------------|---------------------|-------------|-------------|
| City of Durham | Alston Avenue Sidewalks | CON | FY24 | C-5183B | \$871,621 | Fully Fund | \$217,905 | \$1,089,526 |
| City of Durham | Hillandale Road Bike & Pedestrian Improvements | ROW, CON | FY24 | U-4726HN | \$1,645,143 | \$1,572,608** | \$393,152 | \$1,965,760 |
| City of Durham | Morreene Road Bike Lanes & Sidewalks* | ROW, CON | FY24-26 | C-4928 | \$860,398 | Fully Fund | \$215,100 | \$1,075,498 |
| TJCOG | Triangle TDM Program | Program | FY24 | C-5605J | \$585,675 | Fully Fund | \$148,309 | \$733,984 |
| Town of Chapel Hill | Fordham Boulevard Sidepath | CON | FY24 | EB-5721 | \$594,800 | Fully Fund | \$148,700 | \$743,500 |
| TOTALS | | | | | | \$4,485,102 | \$1,123,166 | \$5,608,268 |

*The City of Durham has requested both local discretionary and RFF funds for this project.

**Durham could not receive full funding due to existing funding cap, which states no jurisdiction can receive more than 65% of all available funding. Project that is only partially funded was selected based on availability of funding sources.

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The MPO recommends funding these existing projects as the MPO wishes to encourage existing projects to be completed. These projects also compete well on their own in comparison to all project submissions, and the funding is available to fund all submitted existing projects, with the exception of City of Durham that reached its funding limit. More details on the funding recommendations for the Triangle TDM Program can be found below.

New Projects

| Agency | Project | Phase Requested | Phase Year | STIP# | Federal Request | Federal Recommended | Local Match | Total |
|---------------------|---|-----------------|------------|-------|-----------------|------------------------|------------------|------------------|
| Chapel Hill Transit | Downtown Chapel Hill Bus Stop Improvements | CON | FY24-25 | N/A | \$360,732 | Fully Fund - \$360,732 | \$90,183 | \$450,915 |
| Go Triangle | Orange County Bus Stop Improvements | CON | FY24 | N/A | \$200,000 | Fully Fund | \$50,000 | \$250,000 |
| Go Triangle | 805 Corridor and NC 54 GoTriangle Bus Stop Improvements | PE, CON | FY24-25 | N/A | \$250,400 | \$133,827*** | \$33,457 | \$167,284 |
| TOTALS | | | | | | \$694,559 | \$173,640 | \$868,199 |

***GoTriangle received partial funding due to availability of fund types available over \$100,000.

The MPO recommends funding these new projects based on their scores in the RFF competitive process. The remaining \$60,838 of RFF was not sufficient to partially fund a project within the remaining funding category and will be returned to the RFF pool for FY25.

Triangle Transportation Demand Management Funding Recommendation

The TJCOG TDM program has requested \$585,675 in funding from the RFF program. Since TDM is a program and not a capital project, it is not scored using the rubrics in the Federal Funding Policy (though per NCDOT guidelines the TDM program must be rated against other projects for emissions in order to receive CMAQ funds). Rather, the Federal Funding Policy identifies TDM as a funding priority for RFF, and for CMAQ funding specifically. According to the policy:

TDM offers high air quality benefits and competes favorably for CMAQ funding. TDM has also been identified as a joint policy priority by the DCHC and CAMPO boards. CMAQ funds will be used for DCHC MPO's share of the TDM program.

Given that TJCOG's request is just above three percent of the previous year's request, MPO staff is recommending that the TDM program receive its request of \$585,675 using FY24 CMAQ funds. *However, TJCOG will need to provide a written justification for the increased program costs to the TC and Board for consideration based on our funding policy.* TJCOG will provide a match of \$148,309 non-federal dollars for these funds.

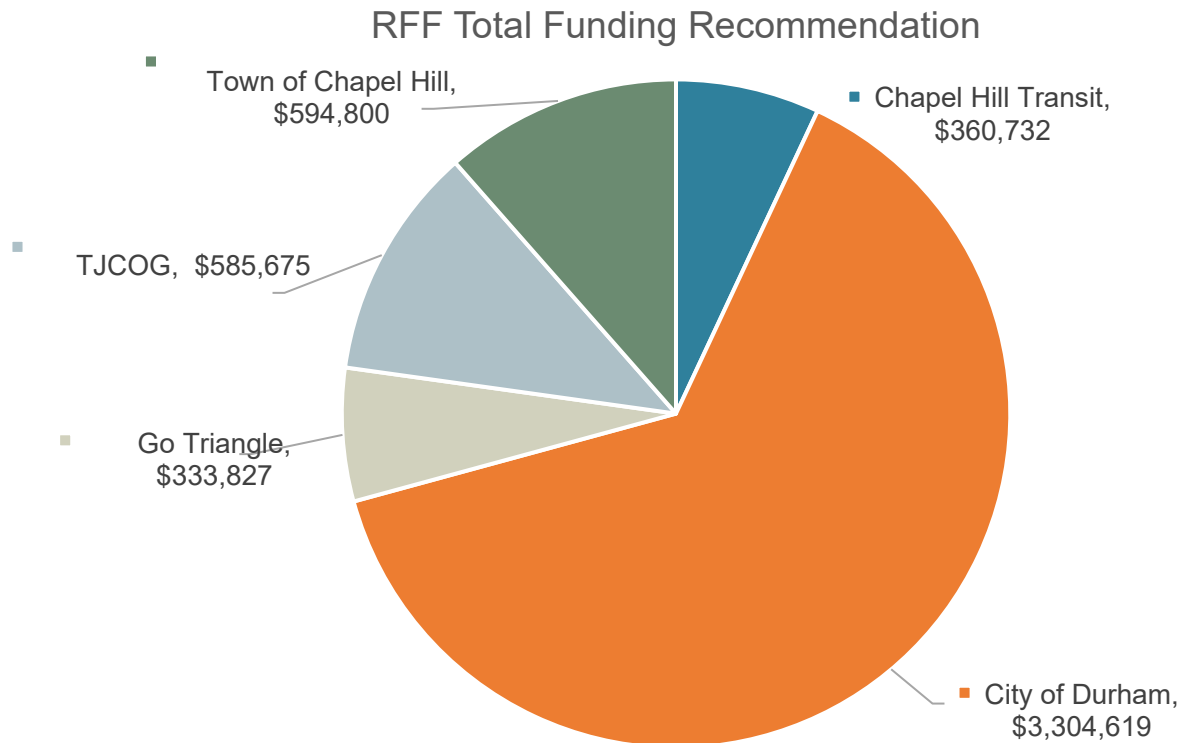
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TJCOG will submit an application to NCDOT for CMAQ funds. The North Carolina Department of Transportation (NCDOT) makes all final funding decision related to CMAQ funding.

Total Funds Recommended for RFF by Jurisdiction



Next Steps

Below is a timeline for MPO Board approval of a FY24 Call for Projects funding recommendation:

Technical Committee Recommends Board Release Recommendation for Public Comment: January 25

Board Releases Scores and Funding Recommendation for Public Comment: February 8

TC Votes on Funding Recommendation: February 22

MPO Board Votes on Funding Recommendation: March 8

CMAQ Applications due to the North Carolina Department of Transportation: March 15

Once the MPO Board votes to approve a funding recommendation, LPA staff will work with funding recipients and NCDOT staff to add projects to the MPO's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).