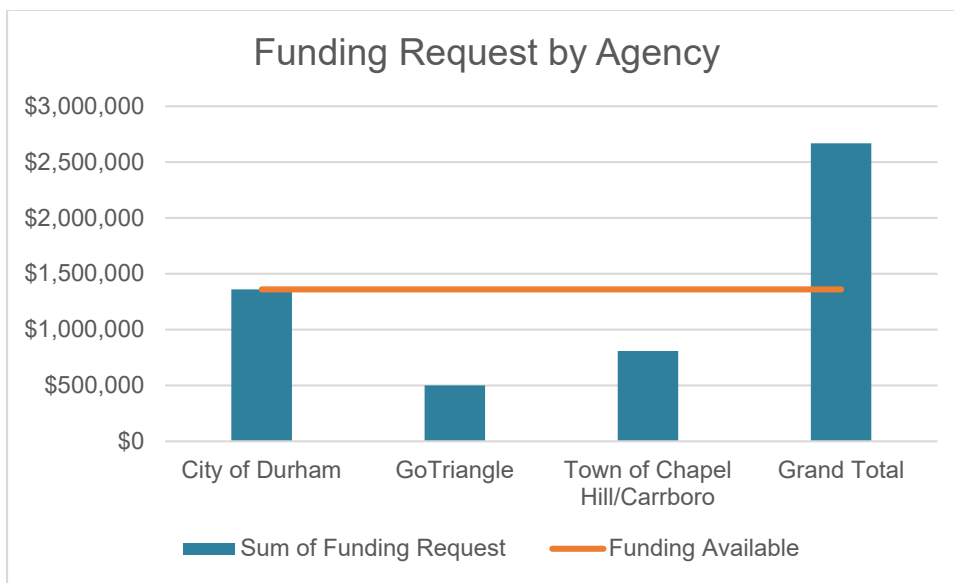


April 19, 2021

TO: DCHC MPO Technical Committee
 FROM : Anne Phillips, Principal Planner, DCHC MPO
 SUBJECT: STBG-Competitive Funding Recommendation

Executive Summary

Three agencies submitted six projects for STBG-Competitive funding consideration. The City of Durham submitted four projects. The Town of Chapel Hill submitted an application for a shared project between Chapel Hill and Carrboro,¹ and GoTriangle submitted one project located in the City of Durham. The total amount requested for all projects was \$2,668,199, nearly two times the available funding of \$1,360,199.



MPO staff is recommending the following projects for funding based on the results of the scoring rubric, policy goals related to Vision Zero and Zero Disparities, and local priorities:

¹ This project was also submitted for STBGDA funds and STBG-COVID funds.

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Agency	Project	Funding Request	Local Match	Total	Project Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON

Background

STBG-Any Area funds are available to any jurisdiction in the DCHC area, and were obtained through a fund swap with NCDOT. Surface Transportation Block Grants provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects. These funds are available for use in FY21.

NCDOT has determined that DCHC MPO has \$607,314 of unobligated STBDA funds from FY20. This funding has been added to the Any Area funding pool for distribution. A 20 percent local match is required for these funds.

STBG-Competitive	Available Funding
STBG-Any Area	\$752,885
FY20 Unobligated STBGDA	\$607,314
Total	\$1,360,199

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The following projects were submitted for STBG-Competitive Funds:

Agency	Project	Funding Request	Local Match	Project Total	Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	Design/CON
City of Durham	Downtown Wayfinding II	\$600,000	\$120,000	\$720,000	CON
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	\$170,725	\$34,145	\$204,870	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON
GoTriangle	NC 54 Transit Safety Improvements	\$500,000	\$915,000	\$1,415,000	Design/CON

Selection Criteria

DCHC MPO’s Federal Funding Policy does not contain a scoring rubric for STBG-Any Area funds. The Technical Committee and MPO Board directed MPO staff to develop a scoring rubric at their February and March meetings, respectively. This rubric will only be applied to STBG-Competitive funding until the DCHC Federal Funding Policy is updated.

The rubric was developed based on existing DCHC policies such as the 2020 Environmental Justice Report and newly adopted goals for the 2050 Metropolitan Transportation Plan; the Capital Area Metropolitan Planning Organization’s bike-ped and transit scoring rubrics; NCDOT SPOT scoring, and DCHC’s Regional Bicycle and Pedestrian scoring rubric. A copy of the rubric is attached. A TC subcommittee met on April 12, 2021, to provide comments which were used to update the rubric developed by MPO staff.

The process for assigning scores to each project is described below.



Connectivity – 10 points possible

All projects met the criteria laid out in the rubric, and scored 10 points in this category.

Access to Transit

All projects improved access to transit. In accordance with the scoring rubric, five out of six projects had a transit stop directly on the project corridor and received 10 points. One project, the Chapel Hill-Carrboro Pedestrian Safety/Transit Access Improvements, was an intersection project that had a transit stop 113 feet away from the project site² and therefore scored 8 out of 10 points following the guidance laid out in the rubric.

Population and Employment Density

MPO modeling staff used the Triangle Regional Model (TRM) to determine the population and employment density within a half mile buffer of each project. Population and employment density scores were divided by population and employment density of the municipality for each project to normalize density scores. Staff used the City of Durham’s population and employment density to normalize scores for the GoTriangle project, as that project is located within the Durham city limits.

Agency	Project	Population Density	Employment Density	Average % of Best	Score
City of Durham	Downtown Wayfinding II	4112	9010	100%	10
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	3698	8481	92%	9
GoTriangle	NC 54 Priority Transit Safety Improvement	1020	3451	32%	3
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	2864	2913	51%	5
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	3240	2517	53%	5
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	3979	1745	45%	5

² This was the closest transit stop to any of the three intersections included in the project.

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Project Phase

Points were assigned based on the rubric:

- Construction with partial funding = 30
- Construction phase with no other funding = 25
- Right-of-Way Phase = 15
- Design Phase = 0

Projects received points based on the earliest project phase requested. The City of Durham received partial points for Foster Street and Chapel Hill Street Bike Lanes because even though design is not complete, they did not request funding for design and design work is fully funded and underway.

Local Priority

The City of Durham assigned 10 local priority points to Foster Street and Chapel Hill Street Bike Lanes and five points to Neighborhood Bike Routes III. No other City of Durham project received local priority points.

GoTriangle only submitted one project which therefore received all 10 of GoTriangle's priority points. The Town of Chapel Hill/Carrboro project was the only project submitted by either agency, and the project therefore received 10 local priority points.

Environmental Justice and Equity

Projects received points based on whether they were located in overlapping communities of concern as identified in the most recent DCHC MPO Environmental Justice Report, and the number of overlaps in each community of concern. At least 60 percent of the project needed to be in a community of concern to these receive points. In cases where the project was in multiple overlapping communities of concern, the overlapping community of concern with the majority of the project was used. Finally, if it was difficult to tell whether the majority of the project was in one of two overlapping communities of concern, staff averaged the overlaps between the two communities of concern and rounded up the number of overlaps. This was done for two projects highlighted in red below.

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Agency	Project	# of Community of Concern Overlaps	Points
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	2	6
City of Durham	Downtown Wayfinding II	2	6
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	4	12
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	2	6
GoTriangle	NC 54 Transit Safety Improvements	1	3
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	4	12

Safety

MPO modeling staff used a quarter mile buffer for each project and looked at 2015-2019 NCDOT Collision to determine the number of bicycle and pedestrian crashes. The City of Durham’s Downtown Wayfinding Project did not receive any points for safety as this project is not likely to have a significant impact on bike-ped safety if constructed. Also, because of the greater area of the project—all of downtown Durham— assigning a safety score to the project would have skewed other scores.

Agency	Project	Bike/Ped Crashes	% of Best	Score
City of Durham	Downtown Wayfinding II	0	0%	0
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	2419	100%	15
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	1416	59%	5
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	1398	58%	5
GoTriangle	NC 54 Transit Safety Improvements	771	32%	3
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	43	2%	2



Total Scores

Agency	Project	Connectivity	Access to Transit	Population and Employment Density	Project Phase	Local Priority	EJ and Equity	Safety	Total Score
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	10	8	5	30	10	12	2	77
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	10	10	9	5	10	6	15	65
City of Durham	Downtown Wayfinding II	10	10	10	25	0	6	0	61
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	10	10	5	25		6	5	61
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	10	10	5	0	5	12	5	47
GoTriangle	NC 54 Transit Safety Improvements	10	10	3	0	10	3	3	39

The joint project between the Town of Chapel Hill and the Town of Carrboro scored best according to the rubric, and MPO staff is recommending that the project receive its full funding request

Two City of Durham projects, Downtown Wayfinding and Bike Lane Vertical Protection, scored better than Neighborhood Bike Routes III. The City of Durham ultimately decided to receive funding for Foster Street and Chapel Hill Street Bike Lanes and Neighborhood Bike Routes III because these projects made the best use of available funding and best met the City of Durham and DCHC MPO's Vision Zero and Zero Disparity goals.

GoTriangle's NC 54 Transit Safety Improvement Project scored the lowest using the rubric, and MPO staff is therefore not recommending funding for this project.

Next Steps

The DCHC MPO Technical Committee will vote on a funding recommendation at their April 28 meeting. The MPO Board will vote on the funding recommendation on May 12, 2021. Once the funding recommendation is approved, the Transportation Improvement Program and State Transportation Improvement Program will be amended to reflect new projects and additional funding for existing projects.

Attachments: STBG-Competitive Scoring Rubric