

**DURHAM • CHAPEL HILL • CARRBORO**  
**METROPOLITAN PLANNING ORGANIZATION**

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmo.org



**May 12, 2021**

TO: DCHC MPO Board  
 FROM : Anne Phillips, Principal Planner, DCHC MPO  
 SUBJECT: Regional Bicycle and Pedestrian Funding Recommendation

**Executive Summary**

Three agencies submitted applications for Regional Bicycle and Pedestrian (Regional Bike-Ped) funding. The three agencies requested \$4,755,501, and a total of \$2,273,501 is available for FY21-22 Regional Bike-Ped funding. The funding requests are summarized in the table below.

Agency	Project	Requested Amount	Local Match	Total	Phase
City of Durham	Belt Line Trail	\$2,273,501	\$568,375	\$2,841,876	Construction
Town of Carrboro	Morgan Creek Greenway	\$1,042,000	\$260,500	\$1,302,500	Design, ROW if needed, Construction
Town of Chapel Hill	Morgan Creek Greenway West	\$1,440,000	\$360,000	\$1,800,000	Construction

MPO staff recommends that the City of Durham's Belt Line Trail receive its full funding request of \$2,273,501 as the project best meets the criteria laid out in the Regional Bike-Ped Scoring rubric contained in 2015 Federal Funding Policy.

**Background**

According to DCHC's Federal funding policy, Regional Bicycle and Pedestrian projects should span multiple jurisdictions or otherwise provide regional benefits through increased connectivity. Per MPO Policy, Transportation Alternative Program (TAP) funds are combined with a set aside of Surface Transportation Block Grant Direct Attributable (STBGDA) funds for the Regional Bike-Ped program. TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. Roadway capacity improvement projects are ineligible for TAP funds.

**Selection Criteria**

The DCHC Federal Funding Policy contains a scoring rubric for Regional Bicycle and Pedestrian Funding. MPO staff used this rubric as the basis for the Regional Bike-Ped funding recommendation. The rubric and scoring criteria are described below.

**DURHAM • CHAPEL HILL • CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmpo.org



### Screening Criteria

- Projects must request a minimum of \$1,000,000 federal funding.
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way are complete).
- Projects must be part of the adopted bicycle and pedestrian Regional Routes as listed in the current Metropolitan Transportation Plan. For a list of regional routes, see Appendix 4 of the 2045 MTP.

### Scoring Criteria

- **40% Project readiness** – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
  - 100 points - Construction funding requested - right-of-way and design complete
  - 50 points - Right-of-way funding requested – design complete
  - 25 points - Planning requested

Agency	Project	Project Phase	Points Awarded
City of Durham	Durham Belt Line	Construction <sup>1</sup>	75
Town of Carrboro	Morgan Creek Greenway	Design, ROW if needed, CON	25
Town of Chapel Hill	Morgan Creek Greenway West	Construction	100

- **30% Safety**

- Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.

MPO modeling staff used a quarter mile buffer for each project and looked at 2015-2019 NCDOT Collision data to determine the number of bicycle and pedestrian crashes.

Agency	Project	Total Bike/Ped Crashes	Points Awarded
City of Durham	Durham Belt Line	1079	100
Town of Carrboro	Morgan Creek Greenway	125	12
Town of Chapel Hill	Morgan Creek Greenway West	107	10

- **15% Spans multiple jurisdictions**

- 100 points – spans more than two local jurisdictions
- 50 points – spans more than one local jurisdiction

<sup>1</sup> Although the City of Durham is requesting construction funding, less than 10% of design for the Belt Line Trail is complete.

**DURHAM • CHAPEL HILL • CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**



101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmo.org

Agency	Project	Jurisdictions	Points Awarded
City of Durham	Durham Belt Line	1	0
Town of Carrboro	Morgan Creek Greenway	2	50
Town of Chapel Hill	Morgan Creek Greenway West	2	50

**Note:** The MPO has broadly defined “regional” in the past. Examples of projects that have qualified as regional include the Hillsborough Riverwalk and those related to the American Tobacco Trail as they are part of a statewide or national trail system. The Durham Belt Line Trail is anticipated to become part of the East Coast Greenway once complete, and therefore meets the definition of a regional project.

**•15% Density**

- Variable score from 0-100 points based on the relative population and employment density of a 0.5-mile buffer of the corridor.

MPO modeling staff used the Triangle Regional Model (TRM) to determine the population and employment density within a half mile buffer of each project.

Agency	Project	Population Density	Employment Density	Points Awarded
City of Durham	Durham Belt Line	4,011	11,433	100
Town of Carrboro	Morgan Creek Greenway	3,181	1,678	47
Town of Chapel Hill	Morgan Creek Greenway West	3,112	1,514	46

The submitted projects received the following overall scores:

Agency	Project	Project Readiness	Safety	Spans Multiple Jurisdictions	Density	Raw Score	Total Score
City of Durham	Durham Belt Line	75	100	0	100	275	<b>75</b>
Town of Carrboro	Morgan Creek Greenway	25	12	50	47	134	<b>28</b>
Town of Chapel Hill	Morgan Creek Greenway West	100	10	50	46	206	<b>57</b>

**DURHAM • CHAPEL HILL • CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • [dchcmpo.org](http://dchcmpo.org)



**Next Steps**

The DCHC MPO Technical Committee endorsed this funding recommendation on April 28. The MPO Board will vote on whether to approve this 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 the additional funding.