

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

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



January 26, 2021

TO: DCHC MPO Technical Committee
FROM : DCHC MPO Lead Planning Agency
SUBJECT: Federal Funding Call for Projects

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) MPO invites member jurisdictions and agencies to submit funding applications for Congestion Mitigation Air Quality Improvement (CMAQ), Surface Transportation Block Grant - Direct Attributable (STBGDA), Surface Transportation Block Grant (STBG), and Regional Bicycle and Pedestrian (STBGDA and Transportation Alternative Program - Direct Attributable or TAPDA) projects.

The application and selection process is guided by the attached Policy Framework for DCHC MPO Federal Funds. **All applications are due on February 10, 2021 by 5 p.m.**

A few things to keep in mind:

- Applicants are also encouraged to seek funding for existing projects to improve project delivery.
- Applicants are encouraged to submit bicycle, pedestrian, and transit projects to support the growth of a multimodal transportation network in our region.
- All funding sources require a 20% local match.
- Intelligent Transportation System (ITS) projects must come from an adopted ITS Plan.

CMAQ

Congestion Mitigation and Air Quality Improvement (CMAQ) funds are available for transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible. The minimum amount that can be requested is \$100,000 per DCHC policy.

Funding Available: \$2,194,011

Funding Note: CMAQ funds are usually used to support the regional Transportation Demand Management (TDM) program. TJCOG has requested \$571,487 to support the program, which leaves **\$1,622,514** available for programming.

Application Procedure: CMAQ Application form (attached)

Other Notes:

- The MPO will perform emissions calculations for all CMAQ project submittals and use the results to prioritize projects for funding.

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STBGDA

Surface Transportation Block Grants – Direct Attributable provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects. This call is for all available funding through FY22.

Funding Available:

<u>Jurisdiction</u>	<u>Total to Program</u>
Carrboro	\$ 412,172
Chapel Hill	\$ 481,269
Chatham County	\$ 17,498
City of Durham	\$ -
Durham County	\$ -
Hillsborough	\$ 237,479
Orange County	\$ 86,600

Application Procedure: STBGDA form (attached)

Other notes:

- The City of Durham and Durham County do not have any funds available. In 2019, the City of Durham programmed the entirety of their STBGDA distribution through FY24 for bike/ped projects. Durham County uses its funds for a county planning position.
- Due to delays in implementation of previously programmed projects, priority will be given to use of funds to further implementation of existing projects, rather than the creation of new projects.

STBG (Any Area)

These STBG funds are available to any jurisdiction in the DCHC area, and were obtained by DCHC 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.

Funding Available: \$752,885

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Funding Note: The total available amount of \$752,885 is contingent on the MPO Board's approval of a swap of \$338,079 of Highway Infrastructure Funds for STBG funds at the February 10, 2021, MPO Board meeting.

Application Procedure: STBGDA form (attached)

Other Notes:

- Due to delays in implementation of previously programmed projects, priority will be given to use of funds to further implementation of existing projects, rather than the creation of new projects.

Regional Bicycle and Pedestrian Projects (STBGDA and TAPDA)

Projects in this category will 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 STBGDA funds for our 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. No roadway capacity improvement projects are eligible for TAP funds.

Funding Available: \$1,812,318 (FY21 & FY22 combined)

Application Procedure: Address the screening and scoring criteria below in a two-page memo. Include a map of the project site as an attachment to the memo.

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

• **30% Safety**

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

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• 15% Spans multiple jurisdictions

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

• 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.

Other Notes:

- The MPO has broadly defined “regional” in the past. Examples of projects that would qualify 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. In addition, projects shown in the 2045 Metropolitan Transportation Plan (MTP) qualify for this funding.
- The federal application for TAPDA funds is quite involved. Please let Anne Phillips know if you are planning to submit an application for Regional Bike-Ped funding in advance of the application deadline.

Schedule and Selection Criteria for Funding Sources

Application and Approval Schedule

- January 26 – Call for Projects issued
- January 27 – Call for projects announced call at TC meeting
- February 3 – Member Jurisdictions will receive a Call for Projects reminder
- February 10 – Final Application Deadline
- February 17 – Recommended projects submitted to TC review
- February 24 – TC review and recommendation
- March 10 – MPO Board approval

Factors that will be considered during the selection process:

- Completeness of application
- Geographic equity – funded projects should be equitably distributed among DCHC jurisdictions
- Emissions savings (CMAQ)
- Does the project improve regional bicycle and pedestrian connectivity? (Regional Bike-Ped projects)