



Call for Projects

FY 2025 - FY 2026 - FY 2027

Application Submissions

UPWP Applications:

Agency	Funding Request Type	Project	STIP#	Federal	Local	Total
Orange County	UPWP	Orange County Bicycle and Pedestrian Plan	N/A	\$200,000	\$50,000	\$250,000
Durham County	UPWP	Durham-to-Roxboro Rail Trail Planning Study	N/A	\$400,000	\$100,000	\$500,000
Chapel Hill Transit	UPWP	Chapel Hill Transit High Capacity Study	N/A	\$240,000	\$60,000	\$300,000

RFF Applications:

Agency	Funding Request Type	Project	STIP#	Federal	Local	Total
Town of Carrboro	RFF_Existing	South Greensboro Street Sidewalk	C-5650	\$165,075	\$41,268	\$206,343
Town of Chapel Hill	RFF_Existing	Estes Drive Bicycle and Pedestrian Improvements	C-5179	\$1,100,000	\$275,000	\$1,375,000
City of Durham	RFF_Existing	Cornwallis Road Bike & Ped Improvements	U-4724	\$11,514,534	\$4,606,883	\$16,121,417
City of Durham	RFF_Existing	Third Fork Creek Trail Extension	EB-5837	\$6,374,133	\$1,807,058	\$8,181,191
City of Durham	RFF_Existing	Durham Rail Trail	EB-5904	\$353,076	\$592,019	\$945,095
City of Durham	RFF_Existing	R. Kelly Bryant Bridge Trail	EB-5720	\$971,256	\$1,487,954	\$2,459,210
GoTriangle	RFF_Existing	805 Corridor Bus Stops	TL-0052	\$491,920	\$122,980	\$614,900
Central Pines Regional Council	RFF_Existing	Triangle TDM Program	C-4924B	\$1,262,548	\$252,510	\$1,515,058
Town of Carrboro	RFF_New	Bicycle Plan Implementation	N/A	\$889,600	\$222,400	\$1,112,000
Town of Carrboro	RFF_New	Bolin Creek Greenway - Phase 2	N/A	\$2,271,412	\$567,853	\$2,839,265
Town of Carrboro	RFF_New	Bolin Creek Greenway - Phase 3 & 4	N/A	\$11,851,089	\$2,963,772	\$14,813,386
Town of Chapel Hill	RFF_New	Sidewalk Gap Project	N/A	\$2,770,000	\$700,000	\$3,470,000
Town of Chapel Hill	RFF_New	Eubanks Multimodal Gap Project	N/A	\$814,000	\$204,000	\$1,018,000
Town of Chapel Hill	RFF_New	Bolinwood Rd Bridge	N/A	\$2,088,000	\$522,000	\$2,610,000
Town of Chapel Hill	RFF_New	Bolin Creek Greenway Extension	N/A	\$1,827,000	\$457,000	\$2,284,000
Town of Chapel Hill	RFF_New	Bartram Bridge	N/A	\$947,200	\$236,800	\$1,184,000
Town of Chapel Hill	RFF_New	Electric Bus Purchase	N/A	\$3,680,000	\$920,000	\$4,600,000
Chatham County	RFF_New	Electric Vehicle Charging Stations	N/A	\$213,278	\$53,320	\$266,598
City of Durham	RFF_New	Cook Road Pedestrian Pathway	N/A	\$1,700,000	\$2,388,000	\$4,088,000
City of Durham	RFF_New	Battery Electric Buses Request	N/A	\$2,594,211	\$952,629	\$3,546,840
GoTriangle	RFF_New	Fordham Blvd Bus Stops and Transit Speed & Reliability Improvements	N/A	\$5,500,000	\$5,000,000	\$10,500,000
GoTriangle	RFF_New	Triangle Mobility Hub	N/A	\$5,500,000	\$27,700,000	\$58,200,000
NCDOT	RFF_New	Durham Roxboro Rail Trail	N/A	\$7,500,000	\$1,875,000	\$16,000,000
Orange County	RFF_New	Transit Access Sidewalk for Orange Grove Rd	N/A	\$200,000	\$50,000	\$250,000
RTP	RFF_New	Hopson Road Path	N/A	\$3,081,648	\$770,412	\$3,852,060
RTP	RFF_New	NC-54 Path from Boxyard to Hub RTP	N/A	\$1,717,404	\$429,351	\$2,146,755
RTP	RFF_New	Davis Drive Path from I-40 to Cornwallis Road	N/A	\$977,184	\$244,296	\$1,221,480
RTP	RFF_New	Laboratory Drive Path from Davis Drive to End	N/A	\$841,464	\$210,366	\$1,051,830



Unified Planning

Work Program

Application Submissions

Orange County Bicycle and Pedestrian Plan

[View results](#)

Respondent

8

Anonymous

00:07

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

BG MPO and DCHC MPO - CTP – bike/pedestrian sections – 2018 Central Pine RPO CTP – 2013 Efland-Buckhorn-Mebane Access Management Plan – 2019 NC 54 Multimodal Corridor Study – 2023 Orange County Transit Plan – Transit Access projects – 2022 Orange County Complete Street and Vision Zero Policy – 2022

3. For Plans/Studies what is the desired study area?

The plan/study will focus on rural and unincorporated Orange County.

4. What is the total cost of the project broken down by federal funds and local funds?

Total cost \$250,000, Federal \$200,000 and Local \$50,000

5. What phase of funding are you applying for? When will this phase begin?

We are in the planning phase and anticipate starting July 01, 2024.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

Total cost \$250,000, Federal \$200,000 and Local \$50,000

7. What is the source and amount of the local match you are providing?

We will use county funds

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Orange County currently has several bike/pedestrian projects throughout the County in various plans and we would like to create a single plan to incorporate all of them into one document. County adopted a Complete Street and Vision Zero policy on October 2022 and is part of two MPO Safety Action Plan (DCHC MPO and BG MPO). Orange County Transportation Services is working with Department of Environment, Agriculture, Parks and Recreation (DEAPR) to improve non-highway infrastructure throughout rural Orange County. The attached memo indicates the importance this County wide bike/pedestrian plan plays in the process. This plan also mirrors Durham City/County Bike/Pedestrian plan currently approved in the UPWP. Together, both Counties would provide the MPO a comprehensive bike/pedestrian planning and programming resources.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

• July 2024: Project Kick-Off • August 2024 – January 2025: Existing Conditions and Market Analysis • February 2025: Stakeholder Interviews • March – April 2025: Public Workshop #1 (Analysis Feedback) • February 2025 – September 2025: Plan Preparation • October 2025 – November 2025: Public Workshop #2 (Plan Feedback) • December 2026: Final Report

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

1. Connect People and Places by Increase mobility options for all communities and achieving zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups. 2. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices by enhancing transit services, amenities and facilities and improving bicycle and pedestrian facilities. 3. Promote Safety, Health and Wellbeing by achieving zero deaths and serious injuries on our transportation system and providing all residents with active transportation choices.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

none

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

See attached FY2025 UPWP

Durham-to-Roxboro Rail Trail Planning Study

[View results](#)

Respondent

1

Anonymous

03:01

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, the Durham Trails and Greenways Master Plan (2011).

3. For Plans/Studies what is the desired study area?

½ mile east and west of corridor centerline (1 mile study area in total).

4. What is the total cost of the project broken down by federal funds and local funds?

\$400,000 (Federal) \$100,000 (Local)

5. What phase of funding are you applying for? When will this phase begin?

Conducting a planning and feasibility study for the corridor. Will begin in FY25.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$400,000 in federal funding

7. What is the source and amount of the local match you are providing?

\$33,334 in Durham County funds, \$33,333 in City of Durham funds, and \$33,333 in funding from the East Coast Greenway Alliance.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The northern portion of the rail corridor within Person County is currently undergoing a feasibility study. Portions of the corridor within the City of Durham have also been studied in previous bike/ped plans and during the Durham Rail Trail acquisition process.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

FEASIBILITY STUDY (FY25), ROW (FY26), DESIGN (FY28), CONSTRUCTION (FY36). We expect to have preliminary design and a human/environmental impact analysis conducted as a part of this planning study so that post acquisition we can move forward into final design and construction. Our goal is that the plan will assist us in creating a trail that effective, equitable, and completed in a way that minimizes costs while delivering on project objectives quickly.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project would address the goal of promoting multimodal and affordable travel choices by creating a regional bicycle and pedestrian facility connecting Person County and Northern Durham to the City of Durham and the subsequent network of greenways that stem from Downtown. It would also support the goal of connecting people as rural residents in unincorporated Durham County would have access to education, job, and business opportunities closer to City limits and residents within a historically disadvantaged portion of the City of Durham would be able to access job opportunities within the Treyburn Corporate Park as well as cultural and recreational resources farther north.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

We submitted this project for Reconnecting Communities and Neighborhoods (RCN) Grant consideration in September 2023. We will continue to explore grant opportunities and local funding options for this planning study.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

N/A

Chapel Hill Transit High Capacity Study

[View results](#)

Respondent

17 Anonymous

02:30

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

The Chapel Hill Transit High Capacity Transit Study project is not in a local plan.

3. For Plans/Studies what is the desired study area?

The desired study area is Chapel Hill Transit's service area of Chapel Hill, UNC, and Carrboro.

4. What is the total cost of the project broken down by federal funds and local funds?

The total cost of the project is \$300,000, with \$240,000 coming from federal funds and \$60,000 as a local match.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for a study, which would begin in July 2024.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are applying for a study, which would begin in July 2024.

7. What is the source and amount of the local match you are providing?

We will provide a local match of \$60,000 from Chapel Hill Transit's existing fund balance.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

This study will assess options and develop an action plan for enhanced, high-capacity transit connections (including but not limited to express bus service, bus rapid transit, bus on shoulder access, transit queue jumps, etc.) between Chapel Hill, Durham, and potentially Alamance County. These connections are a stated priority of all regional stakeholders.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

May-July 2024: Develop scope of work and request project bids. July-August 2024: Contracting, procurement, and project kick off. August 2024-April 2025: Conduct community and stakeholder outreach and engagement, identify and assess potential high-capacity transit corridors, development implementation plan and schedule, produce final report, and present draft study findings and recommended next steps. April-July 2025: Finalize and adopt study and pursue recommended next steps (ex. request entry into FTA CIG project development).

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

By advancing implementation of the robust, regional high-capacity transit network included in the currently adopted MTP, this study directly supports the following MTP goals: • Goal III: Connect People and Places; and • Goal IV: Ensure That All People Have Access to Multimodal and Affordable Transportation Choices These goals will be accomplished by: • Assessing and demonstrating the feasibility of various regional high-capacity transit options. • Providing the evidence needed to pursue federal funding for project implementation.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

This study will be delayed unless funding is identified through alternative sources.

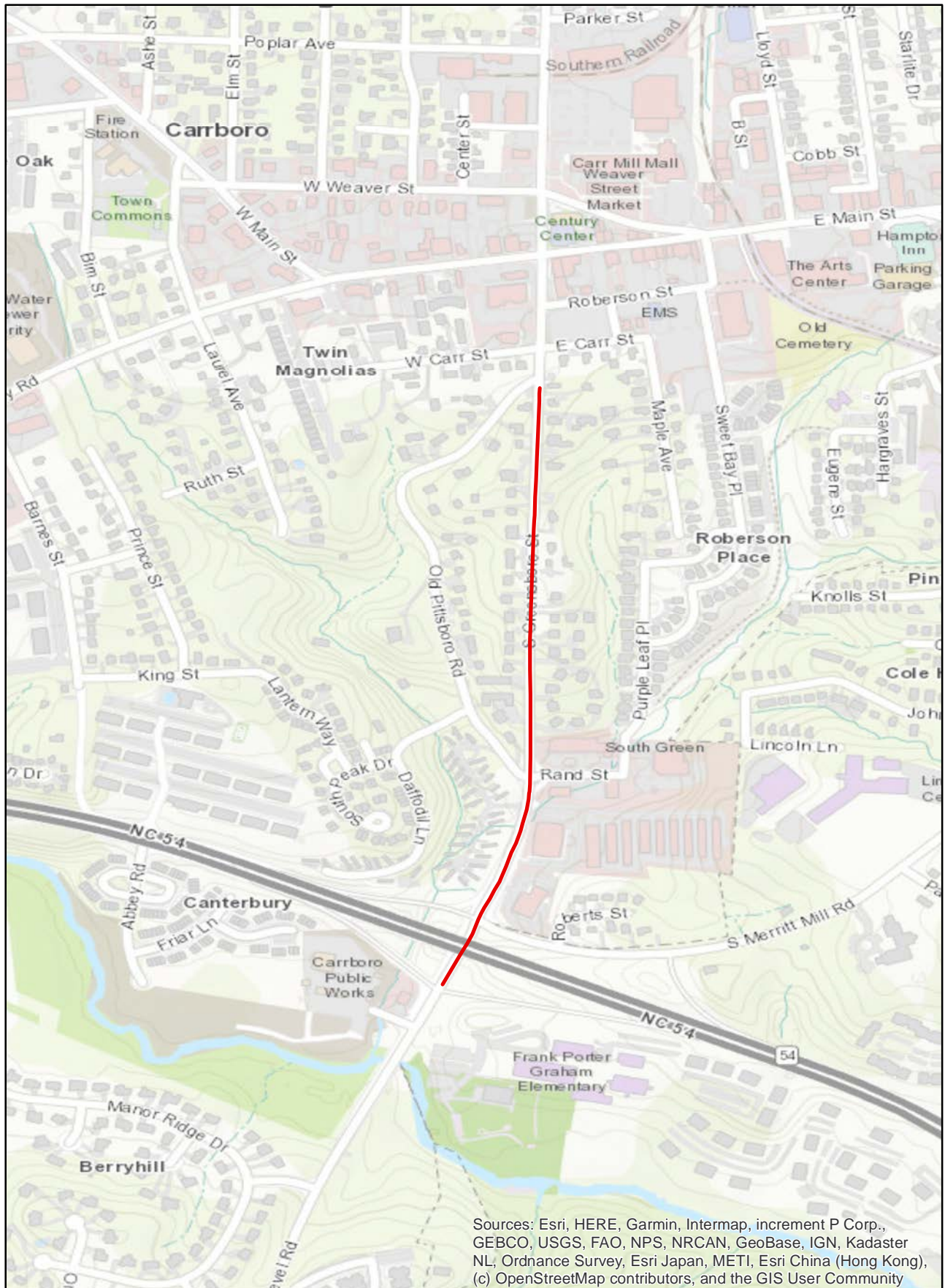
12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

While the Durham-Orange Light Rail Transit (D-O LRT) project has been discontinued, improved multimodal connections between Chapel Hill, Durham, and beyond remain a critical need. Chapel Hill Transit staff remain interested in collaborating with regional transit partners to assess high-capacity transit options on US 15-501, the primary artery between Durham and Chapel Hill, but we are also interested in exploring the feasibility of alternate or additional high-capacity transit corridors in the Chapel Hill Transit service area. This feasibility assessment is a critical first step to advancing viable projects and seeking implementation support and resources from federal partners.

Existing Projects

Application Submissions

South Greensboro Street Sidewalk



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Respondent

7 Anonymous

93:43

Time to complete

1. How much federal funding are you requesting from the MPO?

\$165,075

2. What is the source of the 20% local match?

The Town will submit a request for funding from the Orange County Transit Plan. Other sources for the local match would come from the Town General Fund.

3. How much funding are you requesting from other sources?

The Town anticipates submitting a request for funding from the Orange County Transit Plan for required local match of \$41,268.

4. Describe the work that has been completed on this project.

The project is at 65-percent design. Design for waterline replacement is at 60-percent design. A capacity analysis to consider the additional of bicycle lanes along the southern portion of the corridor has also been prepared.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

The design for the waterline replacement is anticipated to be completed in April 2024; ROW in November 2024; design in December 2024. Construction is anticipated for March 2025 to September 2026. Project close-out by March-June 2027.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

Yes. The Town requested \$700,000 of additional CMAQ funds (\$560,000/\$140,000 match) to apply toward additional utility costs relating to a waterline replacement.

7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

Yes. When the plans were at approximately 65% complete, it was determined that an existing 6-inch AC waterline would need to be replaced for the project to move forward.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The additional work related to the waterline replacement has added time and cost to the project. The Town coordinated a series of discussions with NCDOT and OWASA to determine whether to replace the 6-inch line or a 12-inch AC waterline along the other side of the street line as a betterment. Updates to the Town Council were necessary as well as requests for authorization to seek additional funding. The Town allocated local discretionary (STBG-DA) funds and its allotment of BGDACV (Corona Virus Relief Funds) to the project to address cost increases relating to the waterline and the project delays. The purpose of this request is to replace the federal BGDACV (Corona Virus Relief Funds) that were reallocated to NCDOT to avoid rescission.

View results

Respondent

5 Anonymous

32:12

Time to complete

1. How much federal funding are you requesting from the MPO?

We are requesting \$1.1 million in federal funds

2. What is the source of the 20% local match?

The local match would come from funds remaining from Chapel Hill's 2015 Streets and Sidewalks Bond

3. How much funding are you requesting from other sources?

None. We do not know of other sources for funding

4. Describe the work that has been completed on this project.

The project has completed most aspects of construction and will reach substantial completion this spring.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

The project needs to complete the raised bike lane and sidewalk on the south side of Estes Drive, and complete the southbound left turn lane at the intersection of Martin Luther King Jr. Boulevard and Estes Drive. The work should be complete by April 2024.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

Yes, this project received \$800,000 in FY22 CMAQ funding. This would be the project's second request.

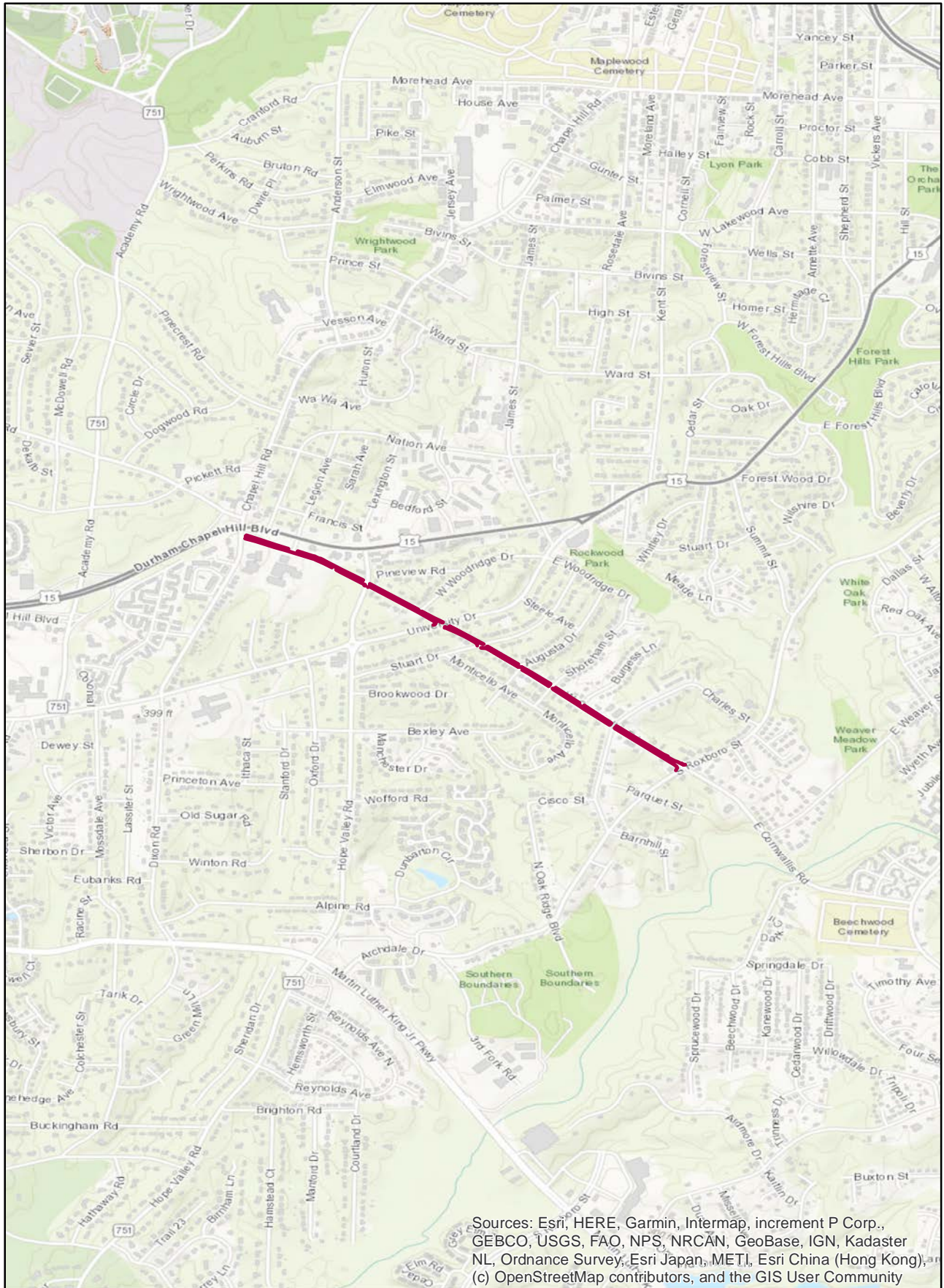
7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

This project has not shifted in scope.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

This funding is necessary to cover supplemental agreements for unforeseen field changes and additions, NCDOT's 10% project management fee at the end of the project, and for claims that the contractor is intending to file when the project is complete. For future projects, we will explore flexing funds through the FTA to eliminate the NCDOT project management charge and reduce overall costs.

Cornwallis Road Bicycle & Pedestrian Improvements



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

1 Anonymous

79:37

Time to complete

1. How much federal funding are you requesting from the MPO?

\$11,514,534

2. What is the source of the 20% local match?

City's CIP

3. How much funding are you requesting from other sources?

None. All funding including additional funding over the required 20% match will be requested through the City's CIP.

4. Describe the work that has been completed on this project.

Project has been scoped, planned, and designed to 100% completion. PE is currently complete and this project is awaiting ROW authorization.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

ROW will need to be acquired (estimated start date of October, 2024), and utilities will need to be relocated (estimated start date of April, 2026). Following that, Construction can be pursued with the estimated start date of October, 2026.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham previously requested shortfall funding once for this project in 2019. Through the 2019 Call For Projects, \$2,233,843 of federal funds were awarded and \$558,460 of local funds were contributed for a total of \$2,792,303. This is documented through a supplemental agreement completed in August of 2019 for the project bringing the project to its current funding totals.

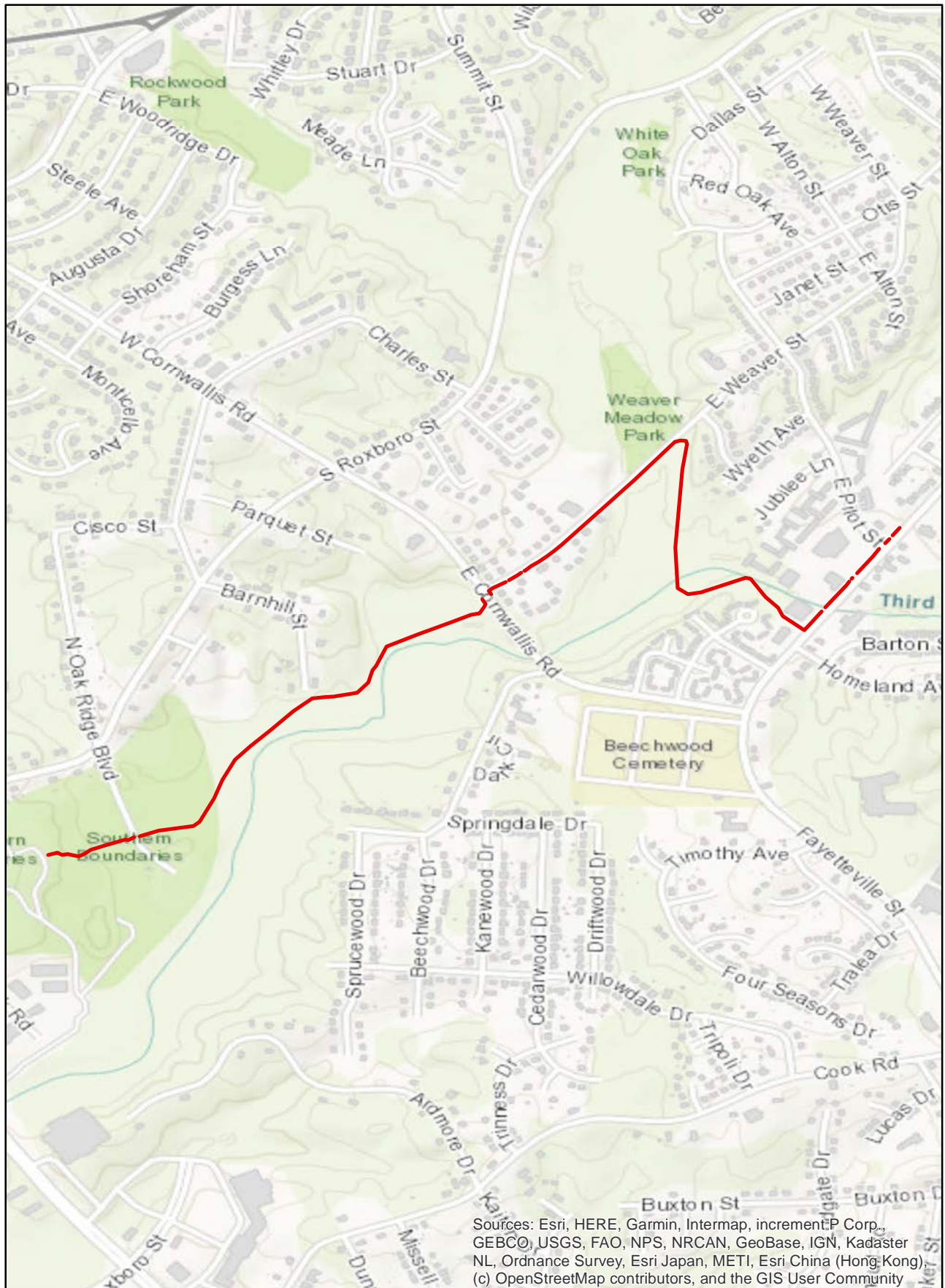
7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

No changes to scope.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Filmon and I looked into the funding history of this project and decided that we can proceed with the best information we have due to poor previous record keeping from both the MPO and the City. With that being said, the documentation that we have for supplemental agreements is correct and in line with the current funding amounts.

Third Fork Creek Trail Extension



Sources: Esri, HERE, Garmin, Intermap, incrementP Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

2 Anonymous

00:07

Time to complete

1. How much federal funding are you requesting from the MPO?

\$6,374,133

2. What is the source of the 20% local match?

City's CIP

3. How much funding are you requesting from other sources?

None. All funding including additional funding over the required 20% match will be requested through the City's CIP.

4. Describe the work that has been completed on this project.

Project has been scoped, planned, and designed to 65% completion.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

Project will need to be designed to 100% and approved (estimated date of April, 2024) , ROW will need to be acquired (estimated start date of May, 2024), and utilities will need to be relocated (estimated start date of March, 2023). Following that, Construction can be pursued. The estimated date for bid advertisement for construction is April, 2025.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project.

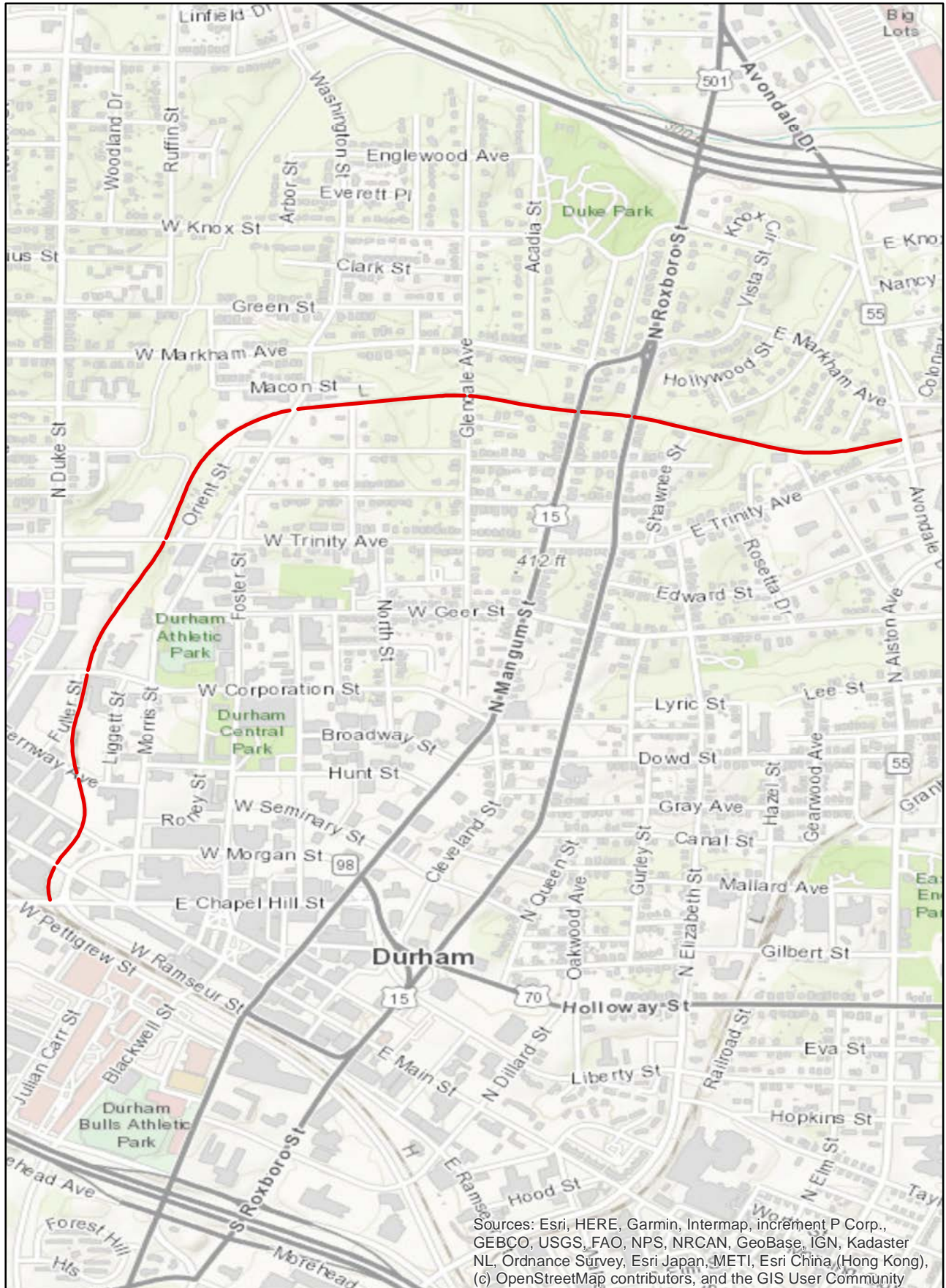
7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

No changes to scope.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

See attached fact sheet sent to the Drive.

Durham Rail Trail



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

4 Anonymous

00:44

Time to complete

1. How much federal funding are you requesting from the MPO?

\$703,126

2. What is the source of the 20% local match?

City's CIP

3. How much funding are you requesting from other sources?

None. All funding including additional funding over the required 20% match will be requested through the City's CIP.

4. Describe the work that has been completed on this project.

Project has been scoped and planned.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

Project will need to be designed to 100% and approved (estimated date of October, 2024). Utilities will need to be relocated during the construction phase. The estimated date for bid advertisement for construction is January, 2025.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project.

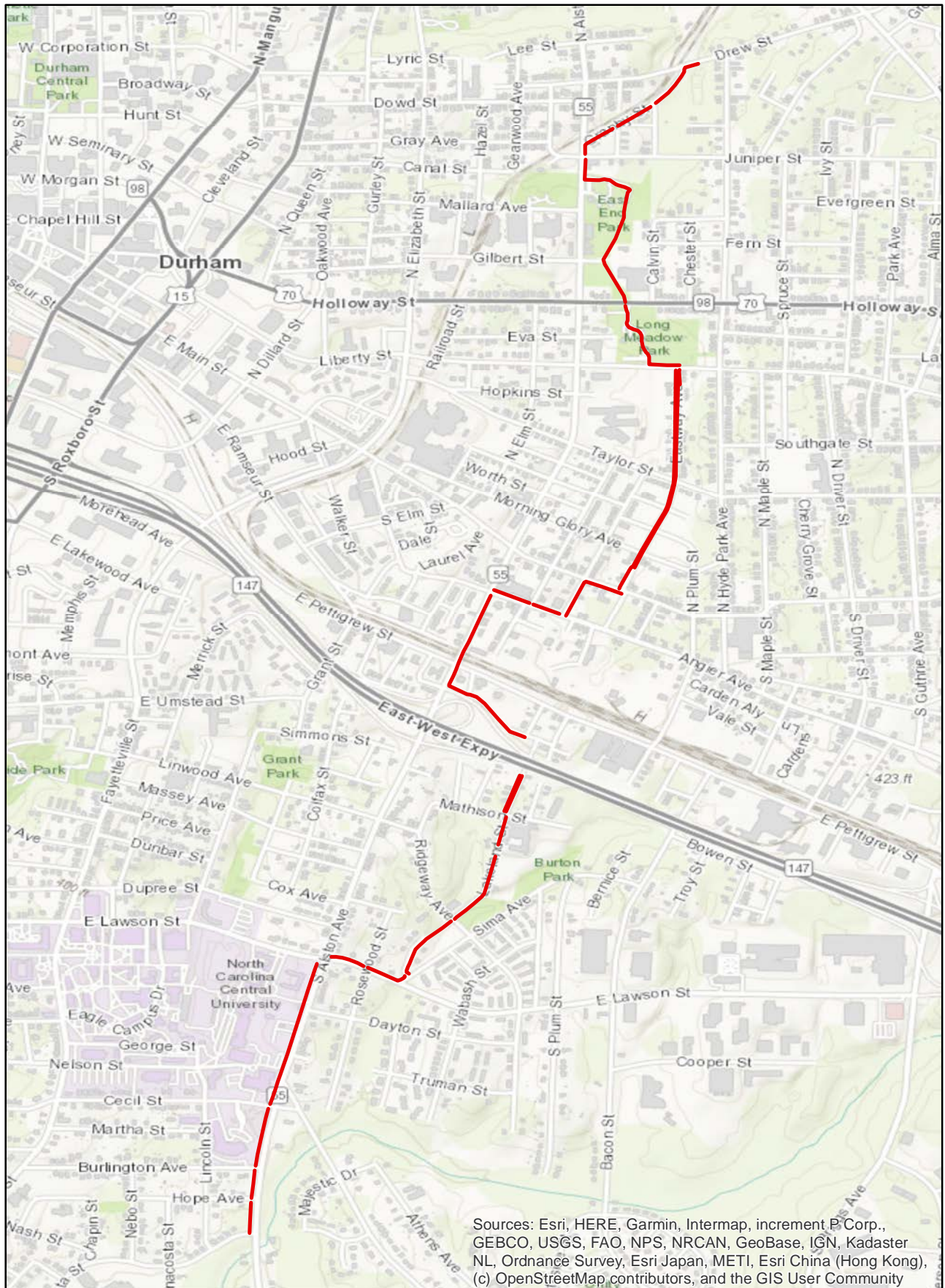
7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

No changes to scope.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

See attached fact sheet sent to the Drive.

R. Kelly Bryant Bridge Trail



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

3 Anonymous

00:39

Time to complete

1. How much federal funding are you requesting from the MPO?

\$971,256

2. What is the source of the 20% local match?

City's CIP

3. How much funding are you requesting from other sources?

None. All funding including additional funding over the required 20% match will be requested through the City's CIP.

4. Describe the work that has been completed on this project.

Project has been scoped, planned, and designed to 65% completion.

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

Project will need to be designed to 100% and approved (estimated date of April, 2024) , ROW will need to be acquired (estimated start date of June, 2024), and utilities will need to be relocated (estimated start date of October, 2025). Following that, Construction can be pursued. The estimated date for bid advertisement for construction is October, 2025.

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project.

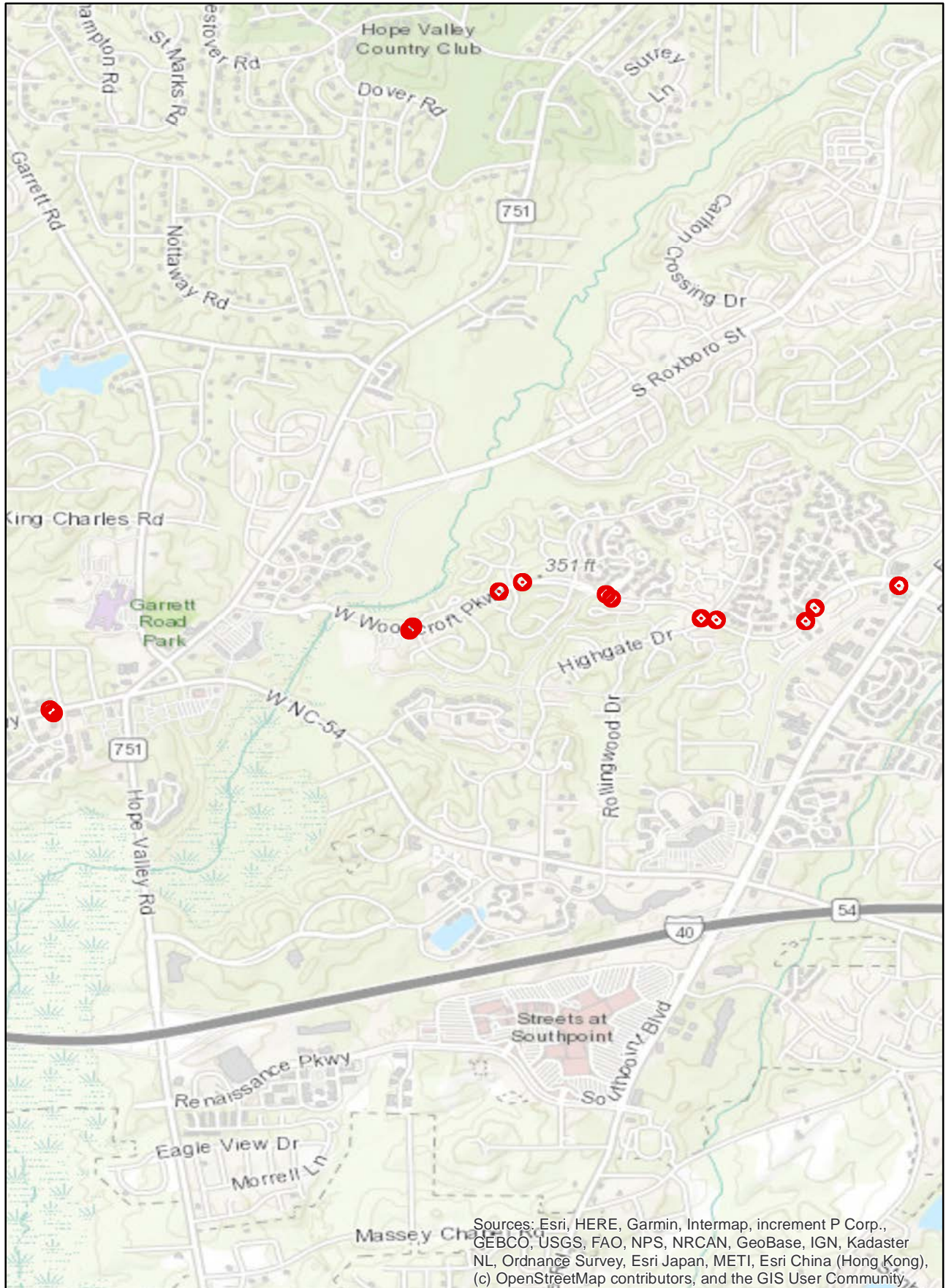
7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

No changes to scope.

8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

See attached fact sheet sent to the Drive.

805 Corridor Bus Stops



View results

Respondent

6 Anonymous

11:59

Time to complete

1. How much federal funding are you requesting from the MPO?

Name: 805 Corridor and NC 54 GoTriangle Bus Stop Improvements. RFF funding: \$359,000.

2. What is the source of the 20% local match?

Durham Transit Plan

3. How much funding are you requesting from other sources?

Con (20%): \$90,000 (Design and ROW 100% locally funded - \$221,000)

4. Describe the work that has been completed on this project.

Scoping and Planning complete. Design Task Order pending

5. Describe the work that still needs to be completed and the schedule for completion of the remaining work including the month and year of updates.

Design, NEPA and Permitting: FY24Q3 - FY25Q2; ROW, where required: FY25Q1-FY25Q4; CON FY25Q2 - FY26Q4

6. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

No

7. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

No Scope Change. Construction cost reflects Fall 2023 Durham County Bus Stop Bids + 30% contingency

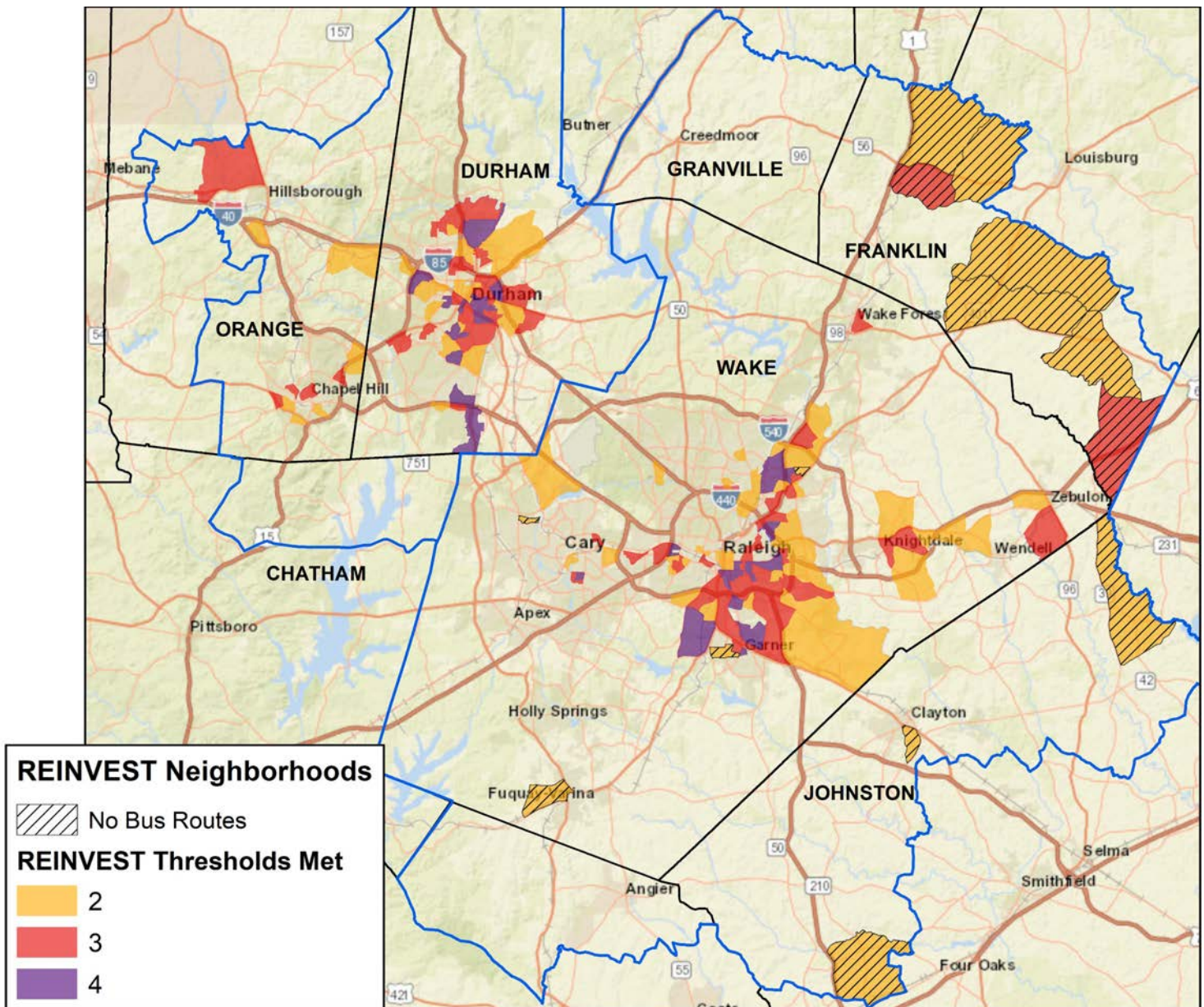
8. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Project was partially funded in FY24 RFF. This request is for additional funding to complete original scope and address construction cost escalation. FY24 request did not include contingency, this request includes 30% contingency. funding requested for CON phase only, design and ROW (where required) is locally funded to allow sufficient time for Flex process and NEPA while design is underway.



Attachment C2. REINVEST Neighborhoods Map

The REINVEST Neighborhoods composite map below displays the total number (2-4) of indicator thresholds met for each REINVEST Neighborhood block group, while individual threshold layers can be viewed in the interactive ArcGIS Online version of the REINVEST Neighborhoods map here: <https://arcg.is/1G5GiD0>.



The table below details each of the four REINVEST indicators, their thresholds, and the sources of the data used to determine those thresholds. Thresholds for the Race/Ethnicity, Income, and Vehicle Availability indicators are the 75th percentile (upper quartile), meaning that 25% of all block groups with data in the DCHC MPO and CAMPO region met each indicator threshold. For the Status indicator, 127 block groups (17%) in the region met the threshold.

Indicator	Threshold	Data Source
RE: Race/Ethnicity	> 56.2% BIPOC population	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table B03002: Hispanic or Latino Origin by Race.
IN: Income	> 28% Population below 150% of poverty level	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table C17002: Ratio of Income to Poverty Level in the Past 12 Months.
VE: Vehicle Availability	> 7.3% Zero-car households	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table B25044: Tenure by Vehicles Available.
ST: Status	> 100 Legally-binding, affordability-restricted (LBAR) housing units OR Federal Opportunity Zone	LBAR: National Housing Preservation Database, 2020. Opportunity Zones: U.S. Economic Development Administration, 2020.

View results

Respondent

9 Anonymous

28:21

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

 Yes No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes- it has been a part of both DCHC and CAMPO plans since 2007. The original 2007 Long Range TDM Plan, which is the basis of establishment of this program, was developed with an active participation and support of both the MPOs. This Plan is being submitted as a supporting document.

3. For Plans/Studies what is the desired study area?

DCHC: Durham county, and CMAQ maintenance areas in Orange and Chatham counties. CAMPO: Wake county, and CMAQ maintenance areas in Franklin, Granville, Johnston, and Chatham counties.

4. What is the total cost of the project broken down by federal funds and local funds?

We are applying for both CAMPO and DCHC CMAQ as a joint application per the advice given by both agencies. The project breakdown is being submitted as a separate supporting document.

5. What phase of funding are you applying for? When will this phase begin?

Not applicable. The grant period will begin on July 01, 2025, and end on June 30, 2027.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

For DCHC we are requesting \$1,260,565 and for CAMPO we are requesting \$1,298,381 across the 2 fiscal years.

7. What is the source and amount of the local match you are providing?

The requested funds will be distributed to local agencies, for promoting alternative commutes, which apply through a competitive RFP process. The applicants will be required to provide the match which cannot be in kind or in federal dollars. In the past these agencies have included local municipalities (city of Durham, Orange County, Town of Carrboro and Chapel Hill) and higher educational institutions (University of Duke, NCCU etc.) for DCHC funds. For CAMPO, the funded agencies have included local municipalities (City of Raleigh, Wake County) and higher educational institutions (North Carolina State University, Wake Tech community College). Hence, the source of matching funds will be the grant applicants.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The latest draft Annual Impact Report for FY23 is being submitted to showcase the work completed under the previous grant cycle of FY23-25. Please note this is a final draft and staff is awaiting feedback and final approval from the grant oversight committee members. The final report is expected to be released by the end of Dec 2023. The work for FY24 funding is under progress and will be completed by June 30, 2024.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

The TDM grant funds local organizations by an annual RFP process. The workplans as submitted by the FY24 grantees, under the previous FY23-25 grant cycle, are being submitted as supporting documentation. This work will be completed by June 30, 2024. The grant is releasing a Pilot 2-year RFP for the first time in its history for FY25 and FY26. This RFP will close in Feb 2024 and the workplans will be available then based on proposals received by CPRC. The RFP for the funding being requested hereby will be either a 1- or a 2-year RFP depending upon the decision of the grant oversight Committee. This decision will be taken in fall of 2025. The overarching goal for all the work in every fiscal year is 25% reduction in annual growth of Vehicle Miles Travelled (VMT). The grant has surpassed this goal since its very first year and is expected to continue to do so. VMT reduction leads to congestion mitigation as well as a reduction in GHG emissions. Projected GHG emission reductions from FY 24 thru FY27 from the work anticipated to be accomplished are being submitted as supporting documentation.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

The program is one the joint policy priorities of both the MPO's TriangleTDM. Joint MPO Policy Priority per the current 2050 MTP. It entails educating residents in the DCHC and CAMPO grant region about the benefits of alternative commute modes and providing incentives/subsidies to encourage them to shift from driving alone to using alternative choices of commuting such as biking, walking, transit, telework etc. Reducing the number of vehicle miles travelled (VMT) leads to a reduction in transportation related emissions (MTP Goal #1, 3 and 7) while encouraging people to adopt active transportation choices (MTP Goal # 2, 3, and 8) . In FY23, the program initiated an equity pilot to provide targeted funding to CBOs and nonprofits working with low income, highly marginalized and historically underserved communities (aka communities of concern) to promote alternative modes. This pilot ensures that all participating communities (otherwise hard to reach) are aware of the alternative transportation choices available to them and are taking advantage of the same (MTP Goal # 1, 2, 3, 5 and 8).

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

Note: This project is applying for funding through the CMAQ program, not the RFF program. The program also applies to the Transportation Demand Management (TDM) grant application request released annually by NCDOT's Integrated Mobility division (IMD) in Feb/March. The program has been funded since its very beginning by the three agencies- DOT, DCHC and CAMPO.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

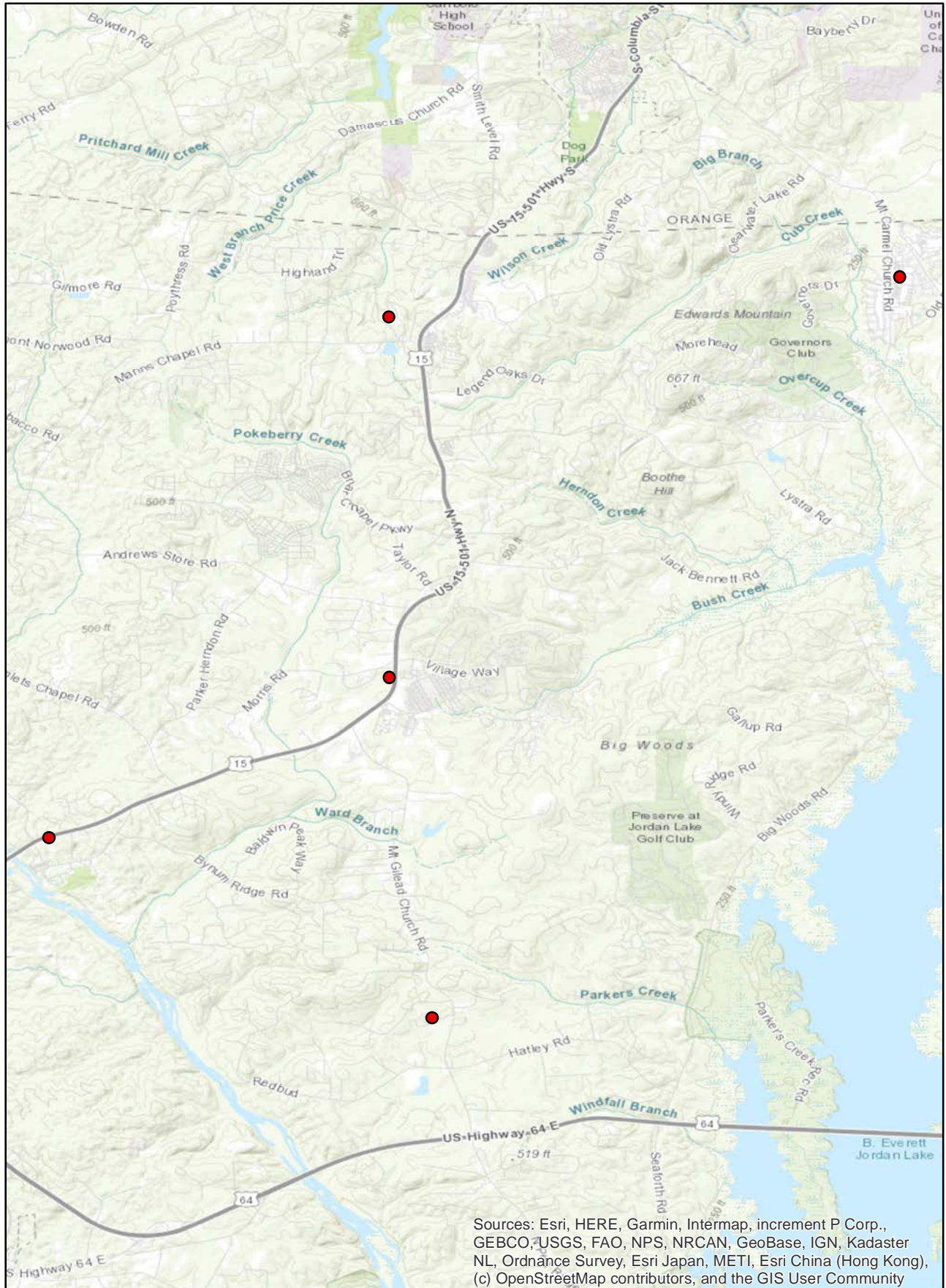
he program was established in 2007 to comply with the requirements of Senate Bill 953 of 1999 and had a 10-year goal of 25% reduction in annual growth of VMT. The senate bill has since expired but the MPO's and NCDOT continue to strongly support the programming given the continued expansion and growth of this region, which if not addressed through TDM program like this, can lead to substantial congestion and poor air quality. Several supporting documents are being submitted to illustrate the competitive RFP process under which the funds secured from this funding are awarded to the local agencies. For FY24, the grant is funding 24 full time equivalents and 46 employees across 15 agencies.



New Projects

Application Submissions

Electric Vehicle Charging Stations



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

20 Anonymous

15:08

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

- Yes
- No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes! The Chatham County Comprehensive Plan, which was adopted in 2017, recommends support for electric vehicles by (1) studying ways to leverage public assets and private development to create a county-wide network of Electric Vehicles (EV) charging stations, and (2) incorporating electric powered vehicles in government owned vehicle fleets. The primary goal of installing EV charging stations is to promote the use of EVs. Also, the installation of charging stations in frequently traveled areas increases EV users' travel range thus attracting more people to work, shop, and play in Chatham County. Another section of our Comprehensive Plan mentions the county's intent to become more resilient by mitigating, responding, and adapting to emerging threats such as climate change. EVs use electric motors instead of an internal combustion engine found in most fossil fuel operated vehicles; meaning EVs produce significantly less carbon emissions compared to the traditional vehicle. Overall, the Chatham County Comprehensive Plan outlines a foundation of support for EV use and infrastructure within our county.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

Total Cost: \$266,597.88 Federal Funds (80%): \$213,278.30 Local Funds (20%): \$53,319.58

5. What phase of funding are you applying for? When will this phase begin?

FY26

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$213,278.30

7. What is the source and amount of the local match you are providing?

Amount: \$53,319.58 Source: Chatham County intends to request the matching funds for this project in the FY26 County Budget. The process for requesting funds in the FY26 budget begins in November of 2024 with initial conversations with the Budget Department staff. This is followed by official request submissions in Spring 2025 and the release of the recommended budget in early Summer 2025. County staff have already been successful in securing matching funds for Carbon Reduction Program funding for EV charging stations through Central Pines Regional Council. With expanding EV infrastructure as an established goal for the county, and with previous success in securing similar matching funds, county staff are confident in the ability to allocate the matching funds required for this project.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

With growth in Chatham County accelerating at a rapid pace, meeting our county's goal of carbon negativity will continue to be a formidable challenge. Through proactive efforts to expand the electric vehicle infrastructure along our roadways, we can be better prepared for the ongoing transition to electric vehicles. From expressed goals to install more EV chargers in the Chatham County Comprehensive Plan and NC Clean Transportation Plan, to the eventual construction of the Vinfast manufacturing facility, Chatham County is dedicated to the expansion of EV infrastructure and recognizes the urgency of this issue. In 2022, county staff began looking for methods to prioritize the efforts and funding for these goals. First, staff found that the mapping tools to track the locations of existing chargers were inconsistent, so we compiled the data from all of the available tools and utilized field surveys to correct the discrepancies and establish one, public-facing map to keep track of the publicly available chargers in the county. Then, Chatham County completed an EV Charging Station Suitability Analysis, which utilized 10 different datasets on info like traffic patterns, demographics, and popular destinations to highlight the best locations for new stations to be constructed. This analysis was used to identify the priority locations outlined in this project proposal.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Summary: A project to install two Level3/DC Fast Charging Electric Vehicle Charging stations in priority areas of Chatham County with the goal of increasing access to EV infrastructure for current and future EV drivers. Summer 2024-December 2024: Contact local businesses. With the EV Suitability Analysis highlighting the priority locations for the installation of new chargers, there exists some flexibility with the exact locations. Chatham County has a history of utilizing public funds for constructing EV chargers in the parking lots of agreeable businesses and would follow the same methods of reaching out to business owners in the priority regions to gauge interest in the project. January 2025: Finalize locations. Chatham County staff will identify a final list of two locations where the chargers will be placed and will begin the process of developing a Memorandum of Understanding between the business owners and the county. January 2025: Submit expansion request in County Budget. Planning Department staff will follow the official process for submitting funding requests in the county budget for FY26 to secure the matching funds needed for this project. March 2025: Finalize MOU with local businesses. Using templates from the previous MOU's for county-owned chargers in parking lots of private businesses, County staff will work with our legal team and the business-owners of the two identified locations to finalize and sign MOU's for these chargers. August 2025: Finalize contract with ChargePoint Similar to previous projects of this scope, Chatham County will contract ChargePoint for the construction and installation of the new chargers. ChargePoint stations allow for public use and include an option to enter county-employee codes for the charging of county vehicles. ChargePoint Level 3 chargers meet the Buy America requirement of these public funds. June 2026: Finish construction and installation. ChargePoint will have a year to install the new chargers and have them operational.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

At least three of the eight MTP goals are relevant to Chatham County's Electric Vehicle (EV) charging station installation project. Through Goal I, the MPO intends to "protect the human and natural environment and minimize climate change" through the reduction of transportation sector emissions and reducing negative impacts on natural environments. EV charging stations directly address the production of greenhouse gases through encouraging the use of EVs in Chatham County, which reduces carbon emissions. Goal VI in the MTP establishes that the MPO intends to "improve infrastructure condition and resilience" through the enhancement of transit services, amenities, and facilities. The installation of EV chargers would not only increase EV infrastructure in the county but would increase accessibility to those interested in using EVs and attract more EV users to the area. Lastly, Goal VIII addresses the MPO's objective to "stimulate inclusive economic vitality" through ensuring equitable distribution of transportation investments, coordinating land use and transportation, and investing in cost-effective solutions to improve travel reliability and safety. Chatham County's EV suitability analysis, which identified the locations submitted in this proposal, prioritized low-income communities and opportunity zones where 20% of households fall below the poverty line.

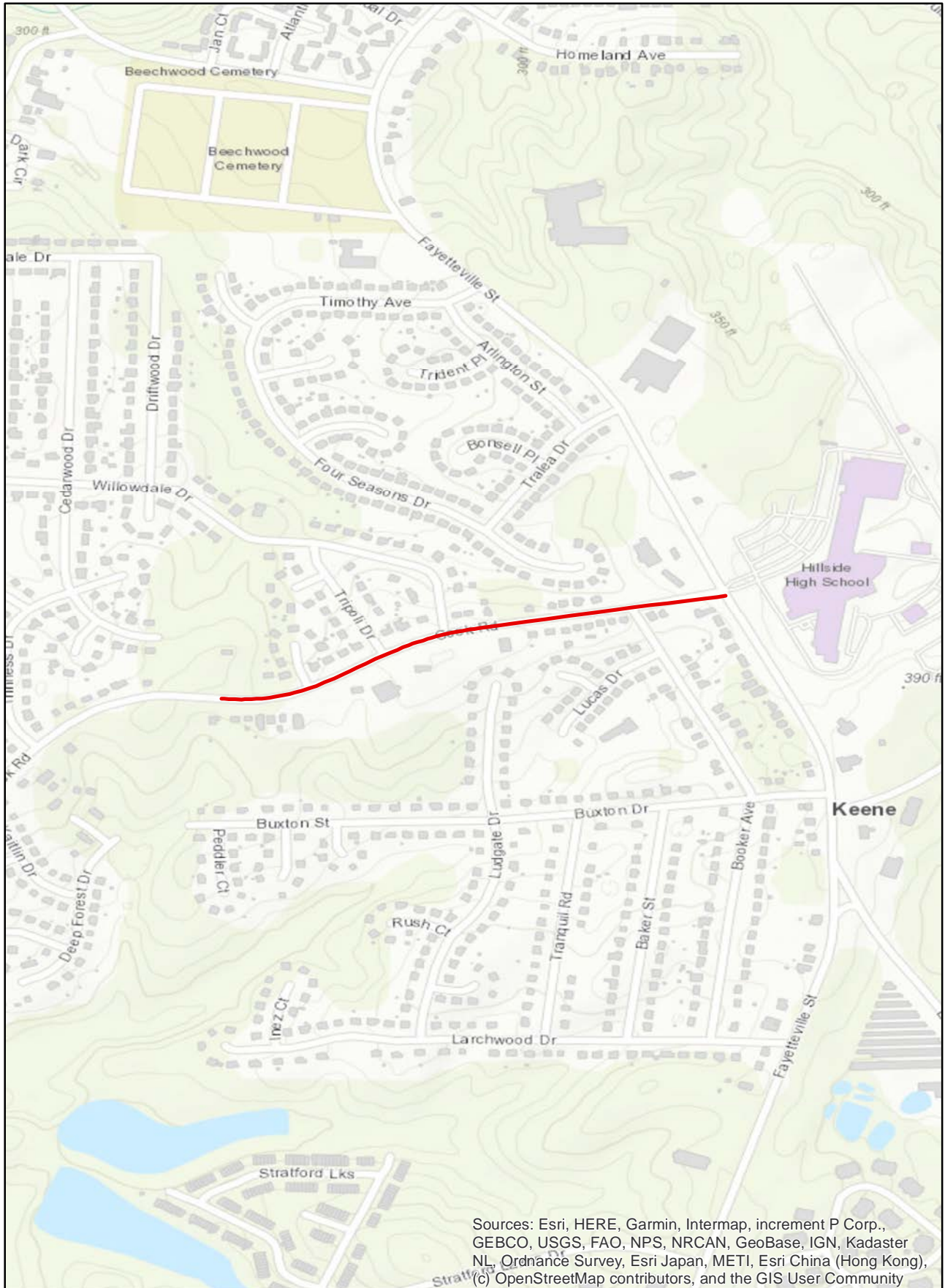
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

Chatham County can look to other state and federal grant programs to install electric vehicle chargers and continue to request matching funds for these grants through the county budget process.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Included in the drive will be a copy of the full EV Suitability Analysis mentioned in this application. While the locations submitted for this application are the highest scoring areas in the MPO region, we felt that it could be helpful to see the analysis in full. Additionally, Chatham County is expected to have the boundaries of its MPO/RPO membership change in the coming year, so the proposed new boundary for DCHC MPO was utilized, as our project request is for FY26, and the new boundaries would be in effect at this time.

Cook Road Pedestrian Pathway



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

12 Anonymous

03:13

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Cook Road Pedestrian Pathway: the Better Bus Project is guided by the Equitable Community Engagement Blueprint, adopted by the City of Durham in 2019, and, the 2006 Durham Walks Pedestrian Plan.

3. For Plans/Studies what is the desired study area?

Access to Transit – along one side of Cook Road from the intersection of Fayetteville Street and Cook Road, heading west approximately one-half mile to the entrance of Cook Road Park. The northern side of the road has been identified as the preferred route.

4. What is the total cost of the project broken down by federal funds and local funds?

\$4,088,000, Fed-\$1,700,000 (maximum allowed) and a Local \$2,388,000

5. What phase of funding are you applying for? When will this phase begin?

Design – January 2024, Real Estate – FY25, Construction – FY26

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

Total Project: \$4,088,000; Federal \$1,700,000 Local-\$2,388,000

7. What is the source and amount of the local match you are providing?

If the City is awarded these funds, the City will request the 20% local match through the City's FY25 CIP process or through the Durham County Transit Plan as part of the Access to Transit project.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

A design consultant has been selected and is prepared to start survey and design early 2024.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

The project schedule forecast is to begin its design phase in January 2024 and conclude in June 2027. During this time, complete and approved design documents will be developed, including drawings, specifications, and cost estimates. The subsequent land acquisition phase, spanning January 2025 to June 2027, will secure all necessary land and easements. Finally, construction will commence in July 2026 and wrap up in June 2028, for a constructed project.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

Goal "IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices" and Goal "V. Promote Safety, Health and Well Being". Based on a comprehensive prioritization process in the GoDurham Better Bus Project. Cook Road is prioritized in the final recommendations. Prioritization factors include Equity, Safety, Most Used Stops, Connections, and focus on Youth, Seniors, and Persons with Disabilities. The recommended study corridors, totaling 12.58 miles, aim to enhance accessibility and safety, aligning with EngageDurham objectives and reflecting community input.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

If the City does not receive this funding, the City will continue to explore other alternatives to this high-priority project, including City CIP, competitive Federal grants, and the Durham County Transit Plan.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The Fayetteville TEC safety analysis includes the identification of Fayetteville and Cook road bus stop where injuries occur to people traveling to, from, and nearby the bus stop. The bus stop at Cook Road and Fayetteville is in the 80th percentile of most used. Cook Road has many driveways, lacks sidewalks, and curb and gutter. The area surrounding Cook Road is characterized by residential housing. The Fayetteville TEC Existing Conditions report included Cook Road in the 80th percentile for equity, where the "analysis combined many of the same demographic indicators described in the Demographics section, in addition to the level of high school education and age, which helped determine bus stops serving neighborhoods with lower wealth and/or Black, Indigenous, and People of Color (BIPOC) residents."

Battery Electric Buses Request (Now Bundled as One Request)

[View results](#)

Respondent

10 Anonymous

02:10

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes – Durham County Transit Plan - 2023

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

\$2,364,740 Total \$1,731,081 Federal (73%) \$633,389 Local (27%)

5. What phase of funding are you applying for? When will this phase begin?

To purchase two Battery Electric Buses for GoDurham

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$1,731,081

7. What is the source and amount of the local match you are providing?

\$633,389 from City of Durham Transit Fund

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

In early 2023, the City collaborated with GoTriangle and the Town of Chapel Hill to jointly procure a new five-year contract to acquire replacement and expansion buses necessary to continue the common mission of providing safe, reliable, and sustainable transit services for their respective populations. The new contract will provide the means to purchase up to thirty-two (32) buses during the term of the contract. The City is currently negotiating with GILLIG, LLC on a purchase contract to order eighteen (18) Battery Electric Buses

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Buses need to be ordered and then manufactured.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

I. Protect the Human and Natural Environment and Minimize Climate Change • Each BEB will eliminate a diesel fueled bus, significantly reduce emissions and the negative impacts within the environments in which they operate. II. Ensure Equity and Participation • The vast majority of the riders of GoDurham (84%) are people of color and have household incomes of less than \$35,000 (87%) III. Connect People and Places • GoDurham continues to expand and improve service to increase access to jobs, education, and other important destinations, including a new cross-town route to connect Durham Technical Community College with Duke Hospital and VA Hospital. IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices • These BEBs enhance transit service by replacing diesel buses with 100% emission free buses to the GoDurham system. V. Promote Safety, Health and WellBeing • All BEBs will be installed with a bike rack to encourage riders to utilize active transportation as a first/last mile option to connect to GoDurham. VI. Improve Infrastructure Condition and Resilience • These 100% electric buses will replace 2008 and 2010 buses that have exceeded their useful lives and will keep the GoDurham fleet modern and in a state of good repair. VII. Manage Congestion & System Reliability • The technology of the BEBs will bring new riders to the GoDurham system and will assist with the promotion of TDM through the city's Way to Go Durham program. VIII. Stimulate Inclusive Economic Vitality • These buses will be distributed throughout the GoDurham system and will be used on all routes, including those that serve East Durham, Fayetteville, Bragtown, NCCU, Southpoint, and other communities of concern.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

The City will continue to pursue other competitive grant sources for these funds.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Battery Electric Buses Request (Now Bundled as One Request)

[View results](#)

Respondent

11 Anonymous

05:32

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes – Durham County Transit Plan - 2023

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

\$1,182,370 Total \$863,130 Federal (73%) \$319,240 Local (27%)

5. What phase of funding are you applying for? When will this phase begin?

To purchase one Battery Electric Bus for GoDurham

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$863,130

7. What is the source and amount of the local match you are providing?

\$319,240 from City of Durham Transit Fund

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

In early 2023, the City collaborated with GoTriangle and the Town of Chapel Hill to jointly procure a new five-year contract to acquire replacement and expansion buses necessary to continue the common mission of providing safe, reliable, and sustainable transit services for their respective populations. The new contract will provide the means to purchase up to thirty-two (32) buses during the term of the contract. The City is currently negotiating with GILLIG, LLC on a purchase contract to order eighteen (18) Battery Electric Buses

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Buses need to be ordered and then manufactured.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

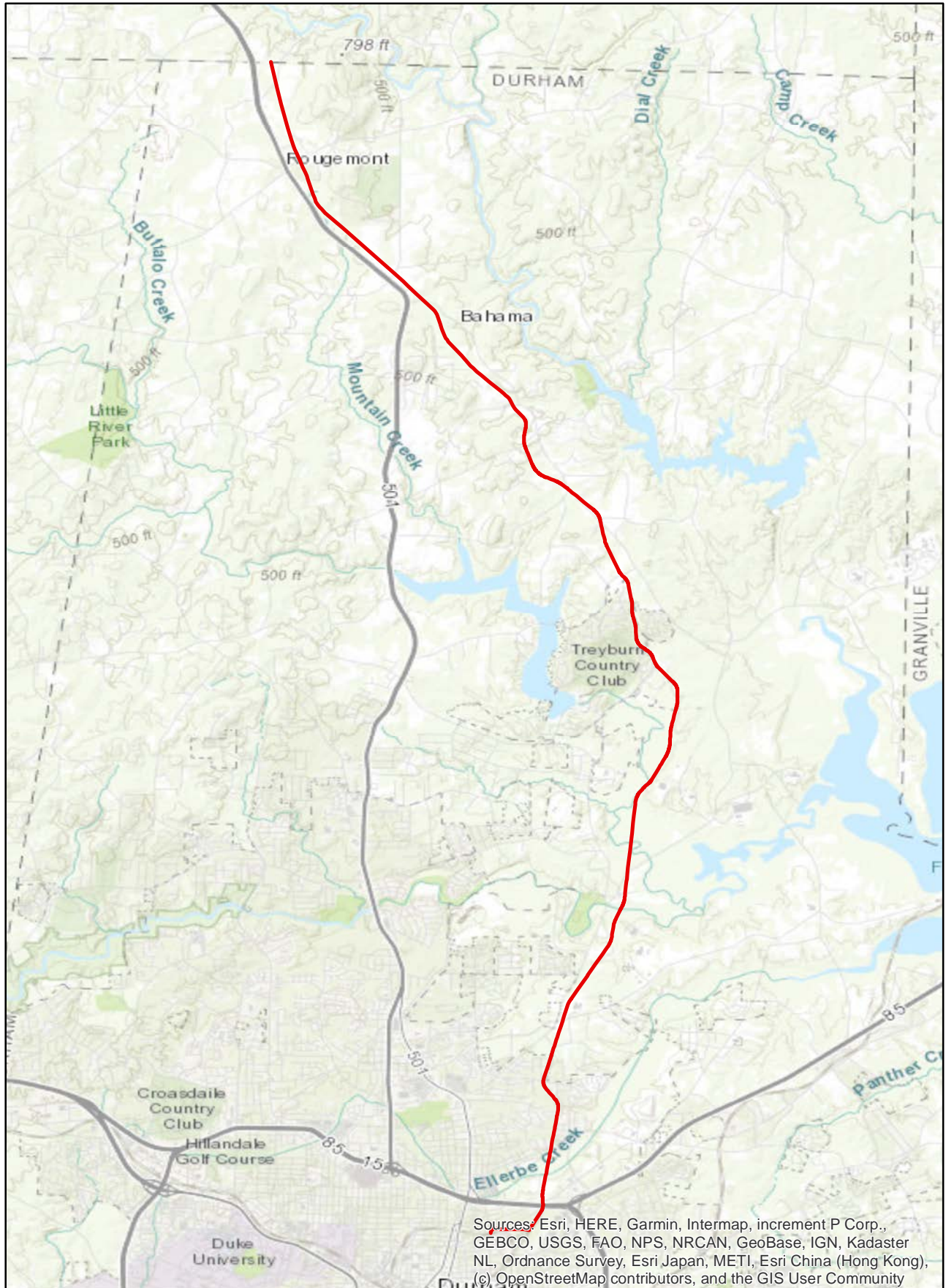
The purchase of Battery Electric Buses (BEB) supports all eight goals of the MTP: I. Protect the Human and Natural Environment and Minimize Climate Change • Each BEB will eliminate a diesel fueled bus, significantly reduce emissions and the negative impacts within the environments in which they operate. II. Ensure Equity and Participation • The vast majority of the riders of GoDurham (84%) are people of color and have household incomes of less than \$35,000 (87%) III. Connect People and Places • GoDurham continues to expand and improve service to increase access to jobs, education, and other importation destinations, including a new cross-town route to connect Durham Technical Community College with Duke Hospital and VA Hospital. IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices • These BEBs enhance transit service by replacing diesel buses with 100% emission free buses to the GoDurham system. V. Promote Safety, Health and WellBeing • All BEBs will be installed with a bike rack to encourage riders to utilize active transportation as a first/last mile option to connect to GoDurham. VI. Improve Infrastructure Condition and Resilience • These 100% electric buses will replace 2008 and 2010 buses that have exceeded their useful lives and will keep the GoDurham fleet modern and in a state of good repair. VII. Manage Congestion & System Reliability • The technology of the BEBs will bring new riders to the GoDurham system and will assist with the promotion of TDM through the city's Way to Go Durham program. VIII. Stimulate Inclusive Economic Vitality • These buses will be distributed throughout the GoDurham system and will be used on all routes, including those that serve East Durham, Fayetteville, Bragtown, NCCU, Southpoint, and other communities of concern.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

The City will continue to pursue other competitive grant sources for these funds.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Durham Roxboro Rail Trail



View results

Respondent

6 Anonymous

07:58

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, the Durham Trails & Greenways Master Plan (2011)

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

\$16,000,000 (Total) \$12,800,000 (Federal) \$3,200,000 (Local). Requesting up to \$10,800,000 (Federal) from DCHC MPO, \$1,920,000 from KTRPO (85%/15% split). Will also be requesting NCDOT Statewide CMAQ funding that would reduce the MPO and RPO costs.

5. What phase of funding are you applying for? When will this phase begin?

ROW acquisition. Will occur and be completed in FY26.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$10,800,000 in Federal funding

7. What is the source and amount of the local match you are providing?

\$3,200,000 (local): \$480,000 (Person County), \$2,720,000 (shared Durham County & City of Durham)

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The northern portion of the rail corridor within Person County is currently undergoing a feasibility study. Portions of the corridor within the City of Durham have also been studied in previous bike/ped plans and during the Durham Rail Trail Acquisition process.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Feasibility study (FY25), ROW (FY26), Design (FY28), Construction (FY36)

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project would address the goal of promoting multimodal and affordable travel choices by creating a regional bicycle and pedestrian facility connecting Person County and Northern Durham to the City of Durham and the subsequent network of greenways that stem from Downtown. It would also support the goal of connecting people as rural residents in unincorporated Durham County would have access to education, job, and business opportunities closer to City limits and residents within a historically disadvantaged portion of the City of Durham would be able to access job opportunities within the Treyburn Corporate Park as well as cultural and recreational resources farther north.

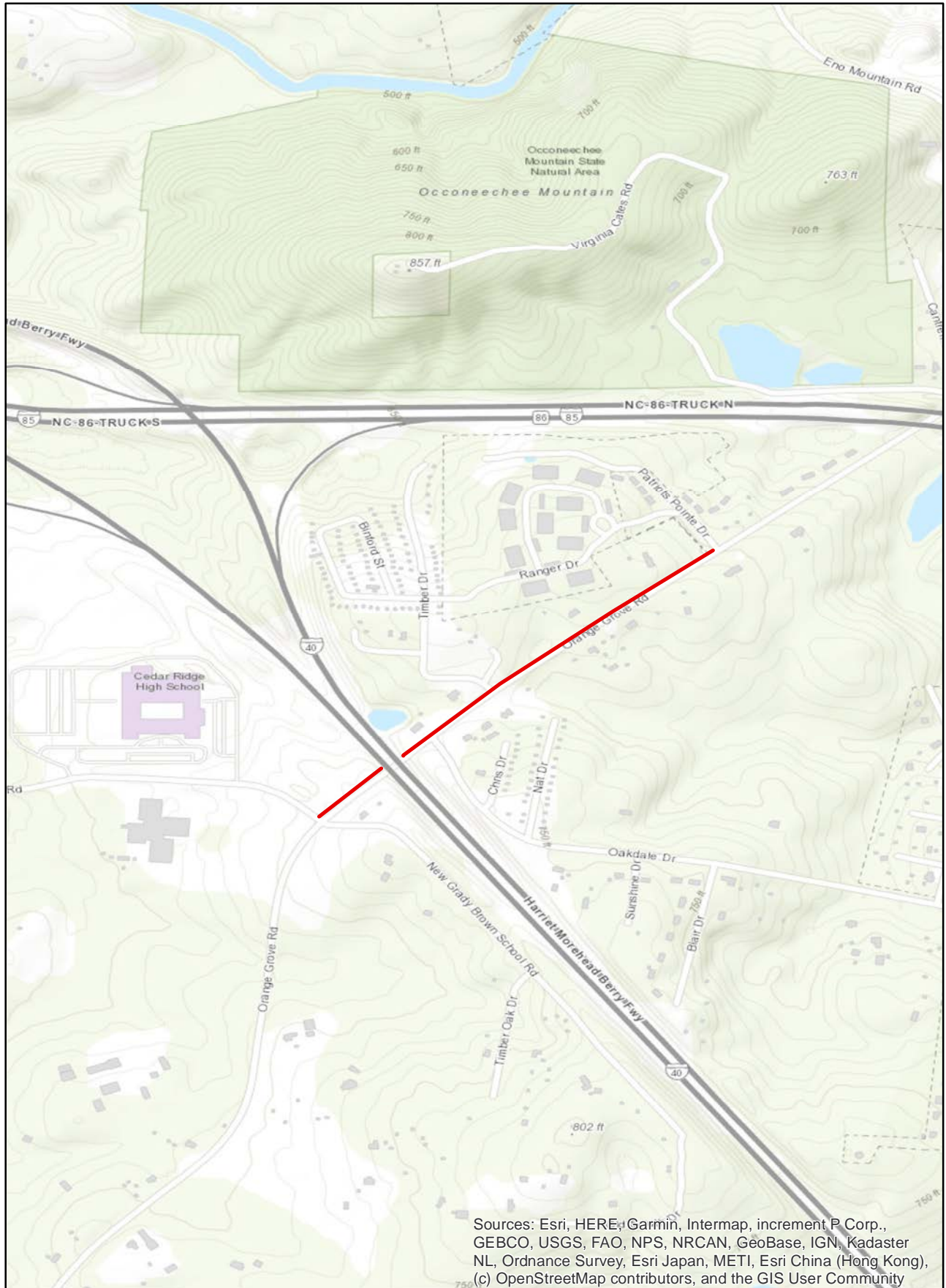
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

Receiving RFF funding is crucial to this project being completed. Without it we would need to attempt to access grant funding for ROW acquisition which would make us less competitive in subsequent rounds when we would need that funding for design, utilities, and construction costs. A piecemeal approach would be needed and that would slow progress on the project considerably.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

NCDOT will be the submitting agency for this project and will receive and approve RFF funds in order to purchase the corridor from the Conservation Fund.

Transit Access Sidewalk for Orange Grove Road



View results

Respondent

7 Anonymous

09:07

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, Orange Grove Access Management Plan – March 2003 and Orange County Safe Routes to School – 2014 (sidewalks)

3. For Plans/Studies what is the desired study area?

Orange Grove Road from Patriots Point Drive to New Grady Grown School Road (sidewalks)

4. What is the total cost of the project broken down by federal funds and local funds?

Total cost \$200,000, \$160,000 federal and \$40,000 local county funds

5. What phase of funding are you applying for? When will this phase begin?

We are in the planning phase and anticipate starting July 01, 2024.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$160,000 federal and \$40,000 local county funds (see attached)

Funding amount has been modified to \$200,000 federal and \$50,000 local to meet the minimum requirements of the Federal Funding Policy. This is a contingency increase from 20% to 25%. Was done in coordination with Orange County at the 3/12/24 Technical Committee meeting.

7. What is the source and amount of the local match you are providing?

We will use county funds

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

1. July 2024: Project Kick-Off 2. August 2024 – October 2024: Design 3. October 2024 – December 2024: Engineering

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

1. Connect People and Places by Increase mobility options for all communities and achieving zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups. 2. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices by enhancing transit services, amenities and facilities and improving bicycle and pedestrian facilities. 3. Promote Safety, Health and WellBeing by achieving zero deaths and serious injuries on our transportation system and providing all residents with active transportation choices.

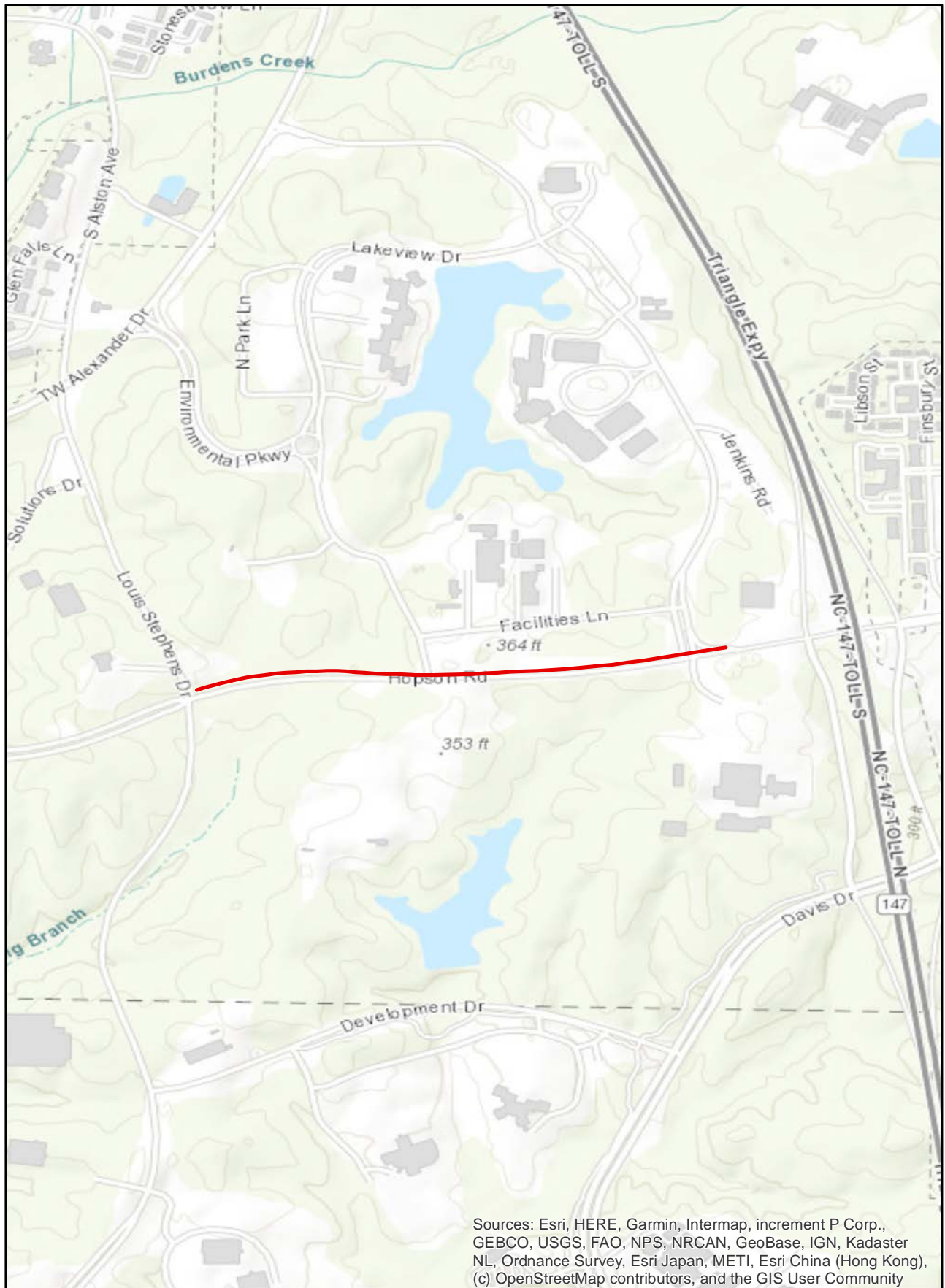
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

none

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

See attached document.

Hopson Road Path



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

2 Anonymous

11:56

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. The Hopson Road multiuse path is identified as a new trail segment needed to fully provide bicycle and pedestrian connectivity along all roadways in RTP in the 2020 RTP Trails Study. Additionally, the Hopson Rd/Louis Stephens Drive intersection is identified for needed bicycle and pedestrian improvements separately in the 2020 RTP Trails Study.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total project cost is \$3,852,060. \$770,412 in local funds will be provided and \$3,081,648 in federal funds are requested.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for design and construction funding. If funded, design will begin in FY25, with construction anticipated to begin in FY26.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$3,081,648 in federal funding.

7. What is the source and amount of the local match you are providing?

The Research Triangle Park (RTP) Special Tax District will provide \$770,412 in local match funding.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

RTP conducted an in-depth trails study in 2020 that identified the Hopson Road segment as a priority for new trail development. The project fills a gap along Hopson Road between the RTP Connector Trail and the existing sidewalks leading over the NC-885 bridge. The 2020 Trails Study also recommended that safe bicycle and pedestrian crossing infrastructure be added to the Hopson Road and Louis Stephens Dr intersection.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

-Funding awarded: July 2024 -PEF selection: November 2024 -Design and permitting: April 2026 -Utilities: May 2026 -Contractor bidding and selection: May 2026 - Construction: June 2027

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

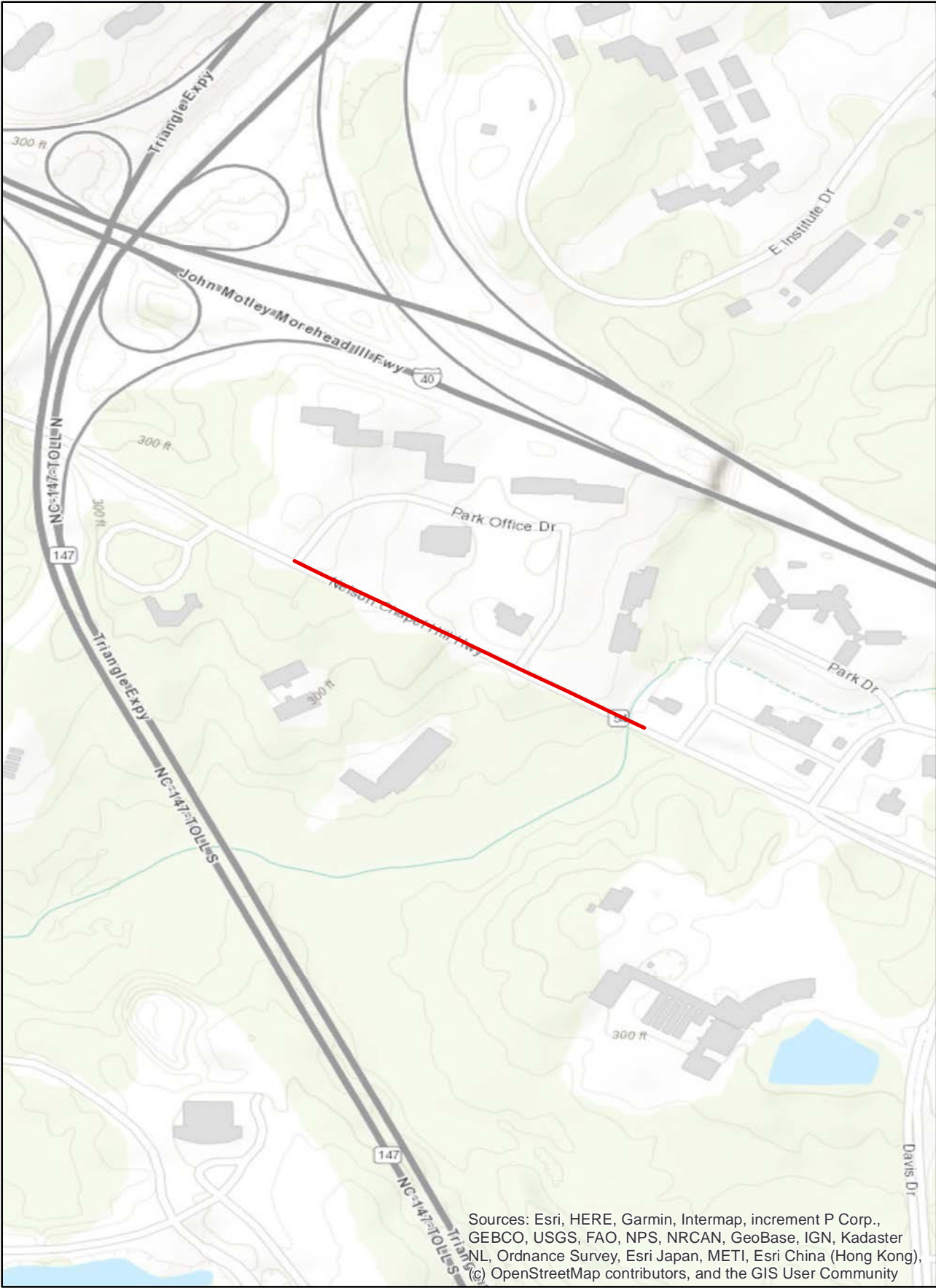
This project supports the "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" and "Improve Infrastructure Condition and Resilience" goals by improving pedestrian facilities. It also supports the "Promote Safety, Health, and Well-Being" goal by enhancing active transportation choices.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding sources identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

NC-54 Path from Boxyard to Hub RTP



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), © OpenStreetMap contributors, and the GIS User Community

View results

Respondent

3 Anonymous

06:42

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. The 2020 RTP Trails Study identifies the need to build new trails along RTP roadways to fully provide bicycle and pedestrian connectivity along all roadways in RTP, including along this section of NC-54.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total project cost is \$2,146,755. \$429,351 in local funds will be provided and \$1,717,404 in federal funds are requested.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for design and construction funding. The design phase will begin in FY25, and construction is anticipated to begin in FY26.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

The Research Triangle Park (RTP) Special Tax District will provide \$429,351 in local match funding.

7. What is the source and amount of the local match you are providing?

The Research Triangle Park (RTP) Special Tax District will provide \$429,351 in local match funding.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

This project is a priority for RTP because it will connect Hub RTP, a major new mixed-use destination, with an existing retail and dining destination, Boxyard RTP, and employment center, Frontier RTP. It will also provide key pedestrian facilities parallel to the planned future rapid bus service on NC-54 to Frontier RTP and Hub RTP.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

-Funding awarded: July 2024 -PEF selection: November 2024 -Design and permitting: April 2026 -Utilities: May 2026 -Contractor bidding and selection: May 2026 - Construction: June 2027

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

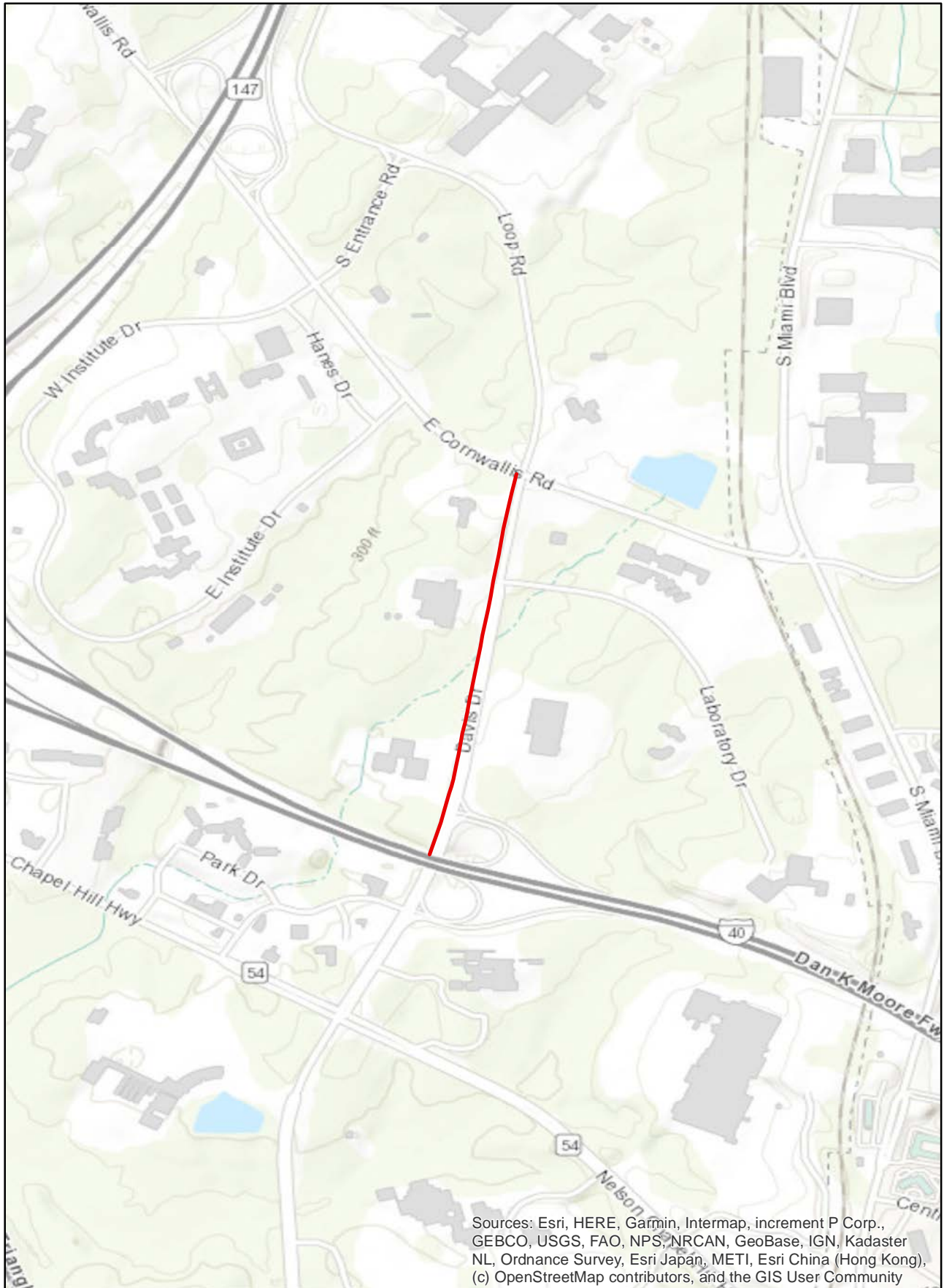
This project supports the "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" and "Improve Infrastructure Condition and Resilience" goals by improving pedestrian facilities adjacent to planned public transportation projects. It also supports the "Promote Safety, Health, and Well-Being" goal by enhancing active transportation choices.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding sources identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Davis Drive Path from I-40 to Cornwallis Road



View results

Respondent

4 Anonymous

03:14

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. Full redesign and reconstruction of the existing RTP trail along Davis Drive is identified as one of the early recommended project investments in the 2020 RTP Trails Study.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total project cost is \$1,221,480. \$244,296 in local funds will be provided \$977,184 in federal funds are requested.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for construction funding only. Design is fully funded and currently underway, with estimated completion in March 2025. If funded, construction will begin in FY26.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$1,221,480 in federal funding.

7. What is the source and amount of the local match you are providing?

The Research Triangle Park (RTP) Special Tax District will provide \$244,296 in local match funding.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Kimley-Horn has been contracted to complete design on this trail segment. Design is fully funded using local funds, with an expected completion date of May 2025.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

-Design and permitting: December 2024 -Utilities: July 2024 -Construction: July 2025

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

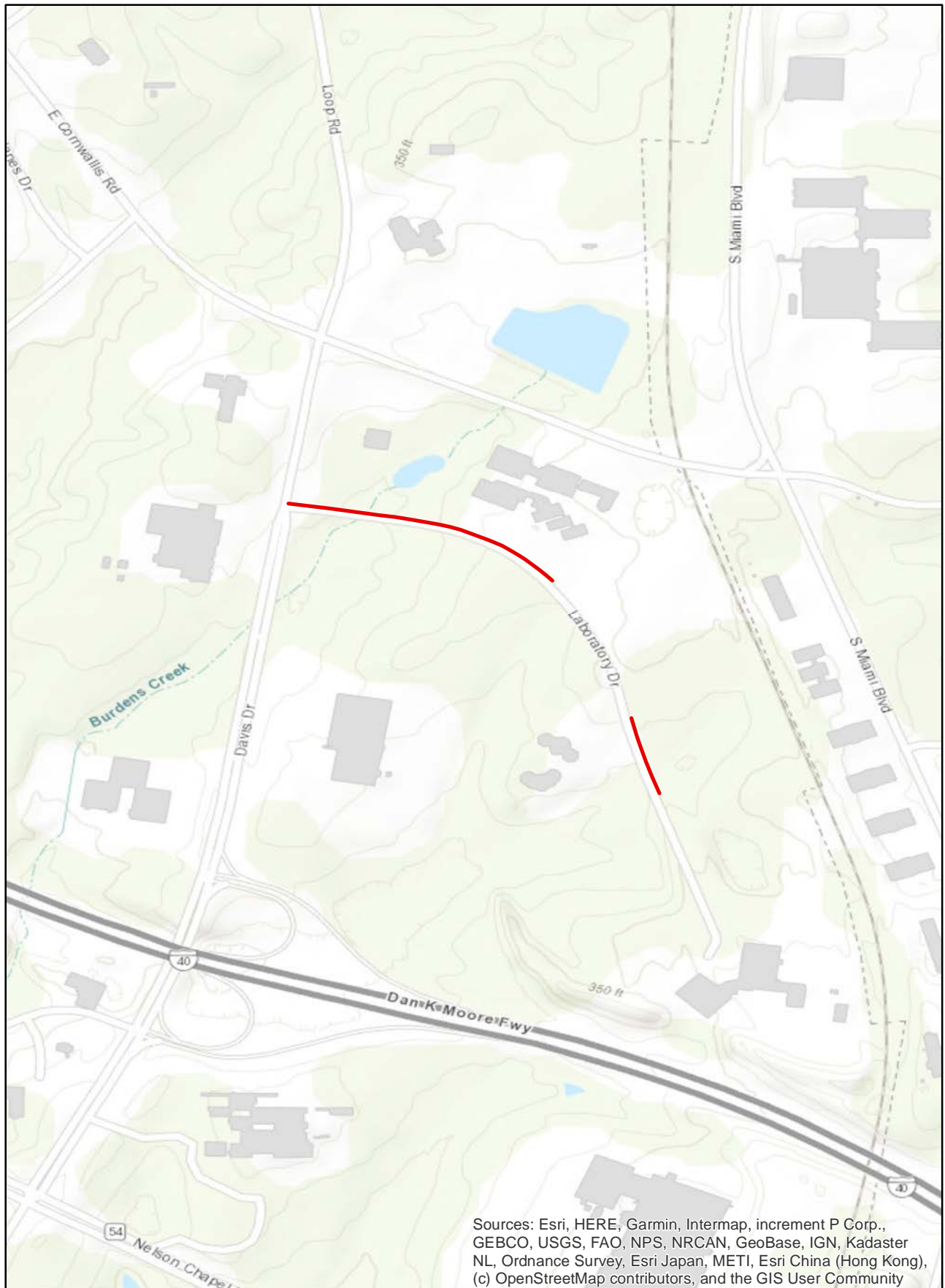
This project supports the "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" and "Improve Infrastructure Condition and Resilience" goals by improving pedestrian and cyclist facilities connecting to the future Triangle Bikeway. It also supports the "Promote Safety, Health, and Well-Being" goal by enhancing active transportation choices.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding sources identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Laboratory Drive Path from Davis Drive to End



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

5 Anonymous

35:18

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. Full redesign and reconstruction of the Laboratory Drive trail segment is identified as a priority project in the 2020 RTP Trails Study, particularly because this segment has the worst pavement condition of any segment of our RTP trails network today.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total project cost is \$1,051,830. \$210,366 in local funds will be provided \$841,464 in federal funds are requested.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for construction funding only. Design is fully funded and currently underway, with estimated completion in May 2025. If funded, construction will begin in FY26.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$841,464 in federal funding.

7. What is the source and amount of the local match you are providing?

The Research Triangle Park (RTP) Special Tax District will provide \$210,366 in local match funding.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Kimley-Horn has been contracted to complete design on this trail segment. Design is fully funded using local funds, with an expected completion date of May 2025.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

-Design and permitting: May 2025 -Utilities: June 2025 -Construction: July 2025

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

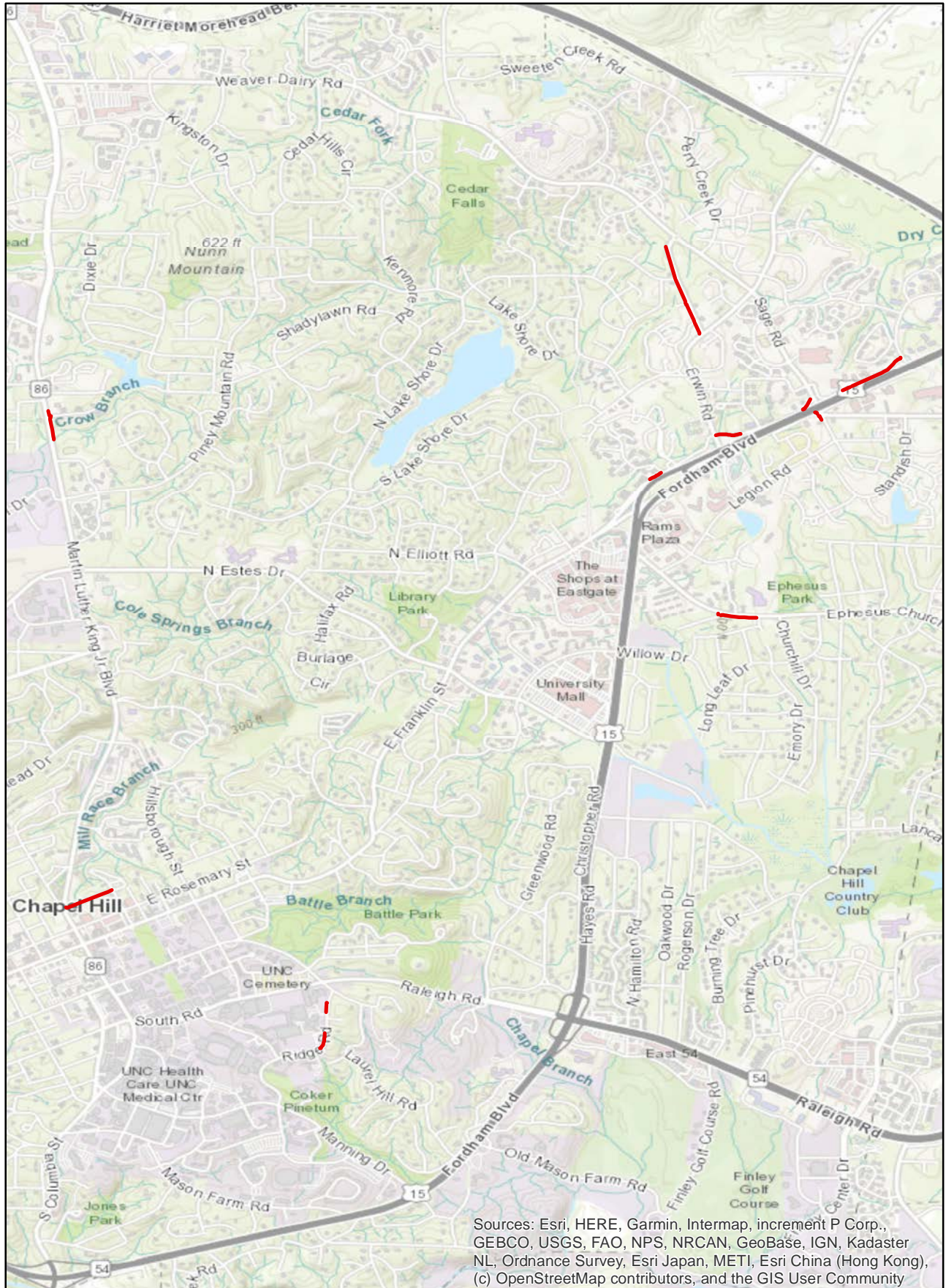
This project supports the "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" and "Improve Infrastructure Condition and Resilience" goals by improving pedestrian and cyclist facilities connecting to the future Triangle Bikeway. It also supports the "Promote Safety, Health, and Well-Being" goal by enhancing active transportation choices.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding sources identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Sidewalk Gap Project



View results

Respondent

19 Anonymous

03:15

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Addressing sidewalk gaps is part of the Town of Chapel Hill's Mobility and Connectivity Plan, adopted in 2020

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total cost is \$3.47 Million including a 45% contingency: \$2.77 million federal and \$700,000 local

5. What phase of funding are you applying for? When will this phase begin?

This application is for design, ROW, and construction funds. Design would begin in FY26, ROW acquisition would begin in FY27, and construction would begin in FY27.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$2.77 million in federal funds, an 80% match.

7. What is the source and amount of the local match you are providing?

We would provide a local match of \$700,000, which would come from the Town's annual budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

These sidewalk gaps were identified as priorities to address in the Town's analysis of its non-existing sidewalk network. Prioritization criteria include equity, proximity to schools and transit, street characteristics, crash history, and connections to nearby facilities.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

3/2026: Initiate design -> 2/2027: Begin ROW acquisition -> 6/2027: Construction authorization -> 6/2028: Complete construction and close out the project

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports multimodal travel choices by filling key sidewalk gaps that limit access and decrease safety for pedestrians. This project also promotes safety and health by providing safe travel options for cyclists and pedestrians on 35 MPH roads.

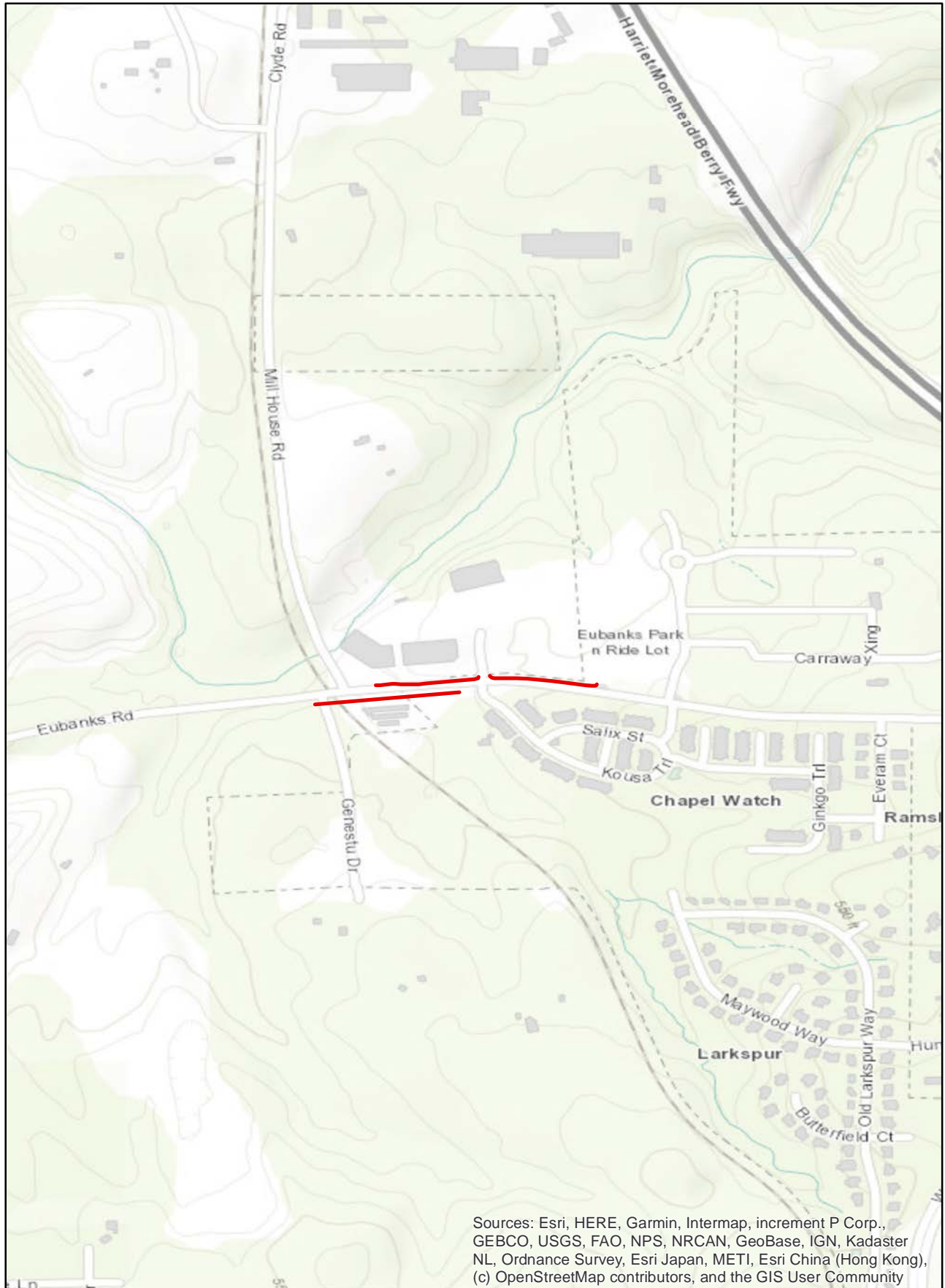
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

The Town has limited funding available to address these sidewalk gaps, and would likely rely on future applications for SPOT or RFF funding.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The Sidewalk Gap Project is a multi-site project, which may complicate scoring - Town staff are available to help clarify any issues that may emerge.

Eubanks Multimodal Gap Project



View results

Respondent

13

Anonymous

00:07

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, the Town's Mobility and Connectivity Plan (2020)

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

Total: \$1,018,000 including a 45% contingency. Federal: \$814,000 Local: \$204,000

5. What phase of funding are you applying for? When will this phase begin?

Design and construction, with design beginning in 2025 and construction beginning in 2027.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$814,000 in federal funds, an 80% match.

7. What is the source and amount of the local match you are providing?

We plan to use \$204,000 in local funds, which would come from the Town's annual budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

This sidewalk gap has been identified as a key barrier to multimodal access for the North-South Bus Rapid Transit (NSBRT) corridor, as part of the NSBRT's Accessibility Analysis.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

January 2025: Hire a design firm to design the project January 2026: Complete design and begin any needed ROW acquisition January 2027: Finish ROW acquisition and bid out for construction December 2027: Complete construction and finish the project

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports multimodal travel choices by filling a sidewalk gap that limits access to a key transit stop. This project also promotes safety and health by providing safe travel options for cyclists and pedestrians on a 35 MPH road.

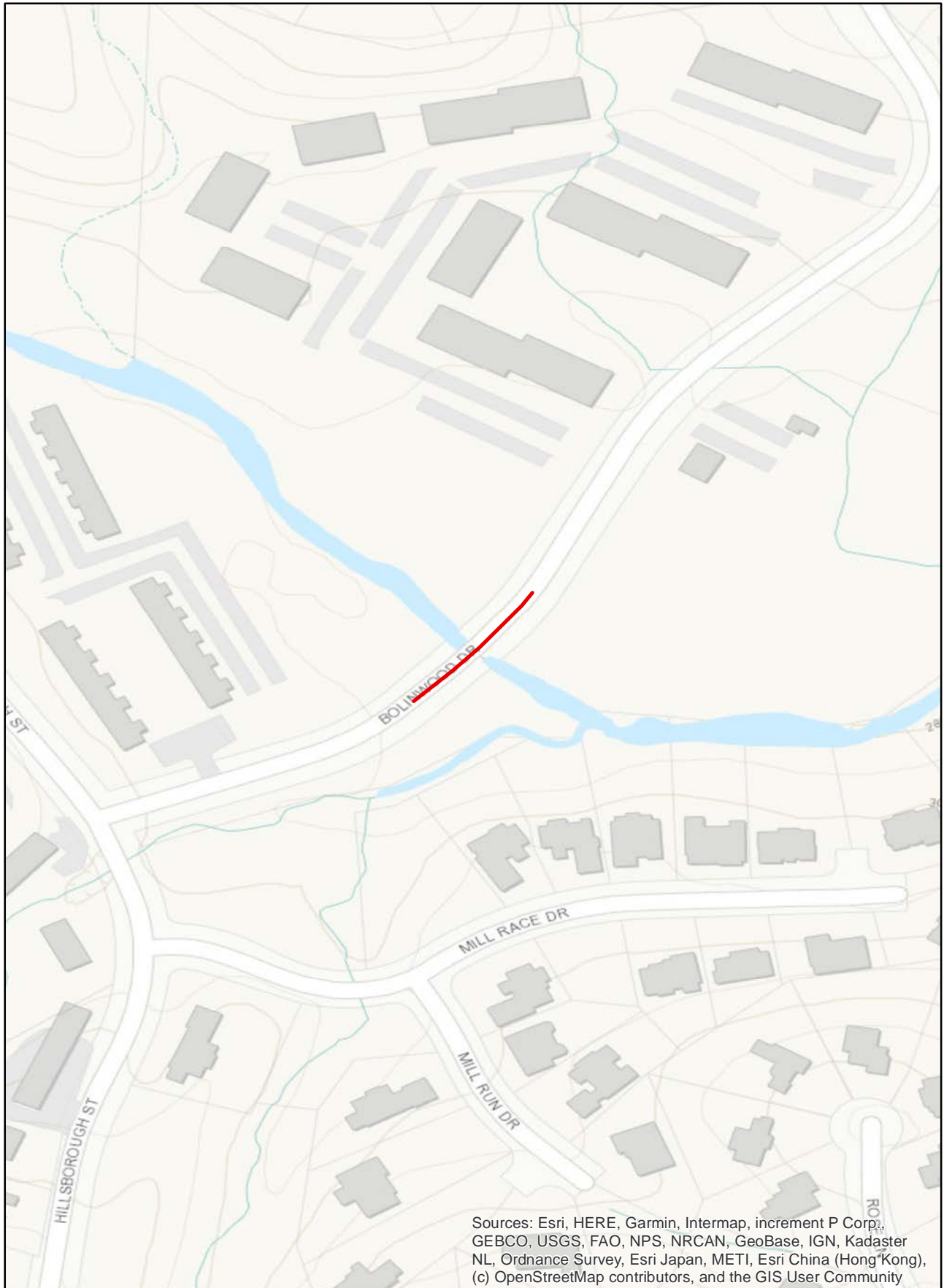
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

This project would likely not be funded, and would likely rely on redevelopment of nearby properties.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

This is the Eubanks Multimodal Gap Project.

Bolinwood Road Bridge



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

15 Anonymous

04:33

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

The Bolinwood Bridge Project was included in the Town of Chapel Hill's 2015 Streets and Sidewalks Bond.

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total cost is estimated at \$2,610,000, with \$2,088,000 in federal funds and \$522,000 in local funds.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for design and construction of the project. Design would begin in December 2024 and construction would begin in August 2026.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$2,088,000 in federal funds, an 80% project match.

7. What is the source and amount of the local match you are providing?

We would provide \$522,000 in local funds from the annual Town budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

This project has been identified as a key road maintenance need. The Town obtained an engineer's estimate in 2013.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

November 2024: Hire a design firm to design the project. -> June 2026: Complete design and begin any needed ROW acquisition. -> July 2026: Finish ROW acquisition and bid out for construction. -> December 2027: Complete construction and finish the project.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports improved infrastructure conditions by replacing a deficient bridge. This project also supports system reliability by maintaining local road access that would otherwise drive trips onto the congested Martin Luther King Junior Blvd. corridor.

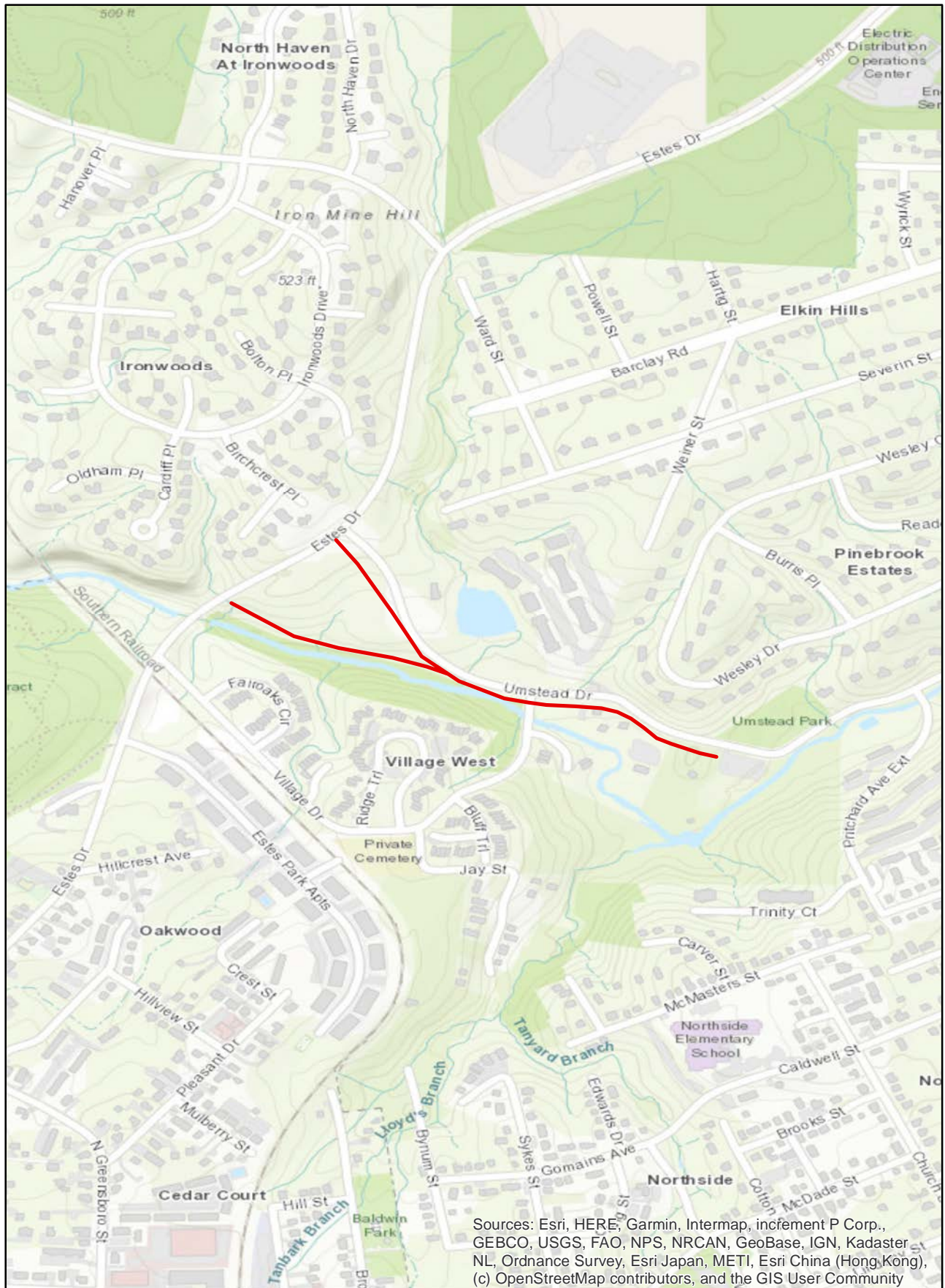
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

The Town would likely delay bridge replacement and does not have another source identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The Bolinwood Bridge Project is not in the MTP because it is primarily repair & maintenance of existing infrastructure and addition of pedestrian facilities. The project is located directly adjacent to the Bolin Creek Greenway, and with the addition of sidewalks on both sides of the new bridge, will support safe multimodal travel for the surrounding community as well as advance the access to the greenway.

Bolin Creek Greenway Extension



Sources: Esri, HERE, Garmin, Intermap, inclement P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

16 Anonymous

02:54

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, the Bolin Creek Greenway Extension project is in the Town of Chapel Hill's Mobility and Connectivity Plan (2020)

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

Total: \$2,261,000 including a 30% contingency Federal: \$1,827,000 Local: \$457,000

5. What phase of funding are you applying for? When will this phase begin?

This application is for right of way and construction only, beginning in FY26. Design is currently underway and funded by the Town.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$1,827,000 in federal funding as an 80% cost share.

7. What is the source and amount of the local match you are providing?

We plan to provide \$457,000 in local match, with funds coming from the annual budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The project is currently undergoing design and engineering in conjunction with the nearby SPOT project on Estes Drive Extension (EB-5886B). Design is expected to be complete by early 2026.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

9/2025: Begin any needed ROW acquisition -> 2/2026: Construction authorization -> 10/2027: Complete construction

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports multimodal travel choices by connecting the existing Bolin Creek Greenway to the funded improvements along Estes Drive, allowing people to travel from Carrboro to the Chapel Hill Community Center and UPlace. This project also promotes safety and health by providing safe travel options for cyclists and pedestrians to travel through Chapel Hill.

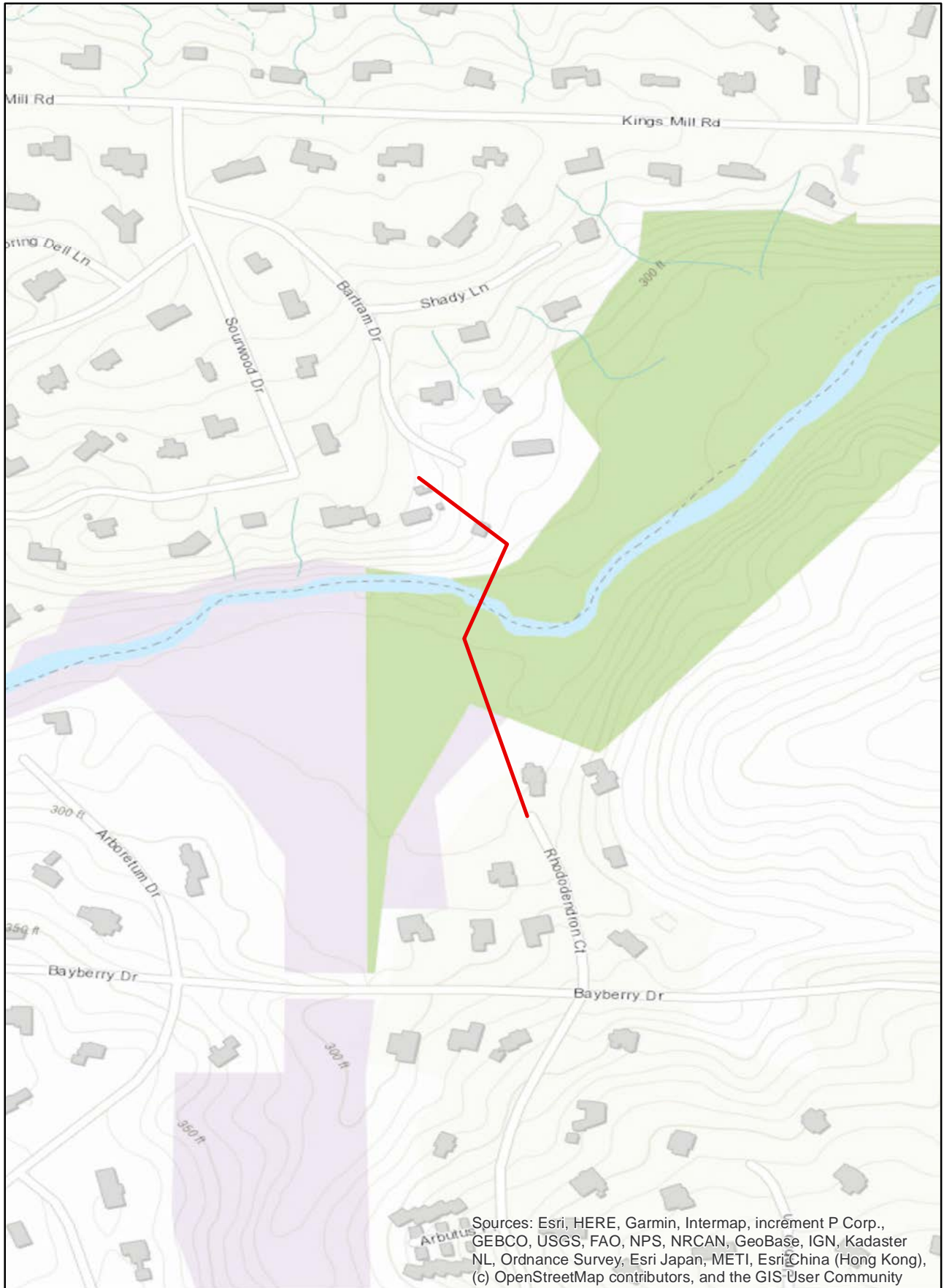
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding has been identified beyond the design phase.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The Bolin Creek Greenway Extension has been a long-standing priority for the Town of Chapel Hill because it fills a key gap in the existing alternative transportation network. This segment of greenway is adjacent to naturally occurring affordable housing, a public park, and connects to Carrboro, the planned North-South BRT corridor, and recreation/shopping opportunities.

Bartram Bridge



View results

Respondent

14 Anonymous

02:26

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, the Town of Chapel Hill's Mobility and Connectivity Plan (2020)

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total cost of the project is \$1,184,000 including the 45% contingency, with \$946,000 paid by federal funds and \$236,000 paid by local funds.

5. What phase of funding are you applying for? When will this phase begin?

Design and construction, with design beginning in the Fall of 2024 and construction beginning in the early Winter of 2026

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$946,000 in federal funding, an 80% match.

7. What is the source and amount of the local match you are providing?

The \$236,000 local match would come from the Town's annual budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

This project underwent a floodplain impact study, which found no adverse impacts on structures from its construction. This project is a key connection between neighborhoods and the University of North Carolina Botanical Garden 700-acre property. The Morgan Creek Greenway is also planned to connect to the west and east, linking the existing 1.6-mile greenway and providing bicycle and pedestrian access to the Carrboro Town line at Smith Level Road.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Spring 2024: Hire a design firm to design the project Summer 2025: Complete design and begin any needed ROW acquisition Winter 2025: Finish ROW acquisition and bid out for construction Winter 2026: Complete construction and finish the project

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports multimodal travel choices by connecting a neighborhood without infrastructure into the Town's sidewalk network. This project also promotes safety and health by providing safe and convenient multimodal travel options to UNC's campus.

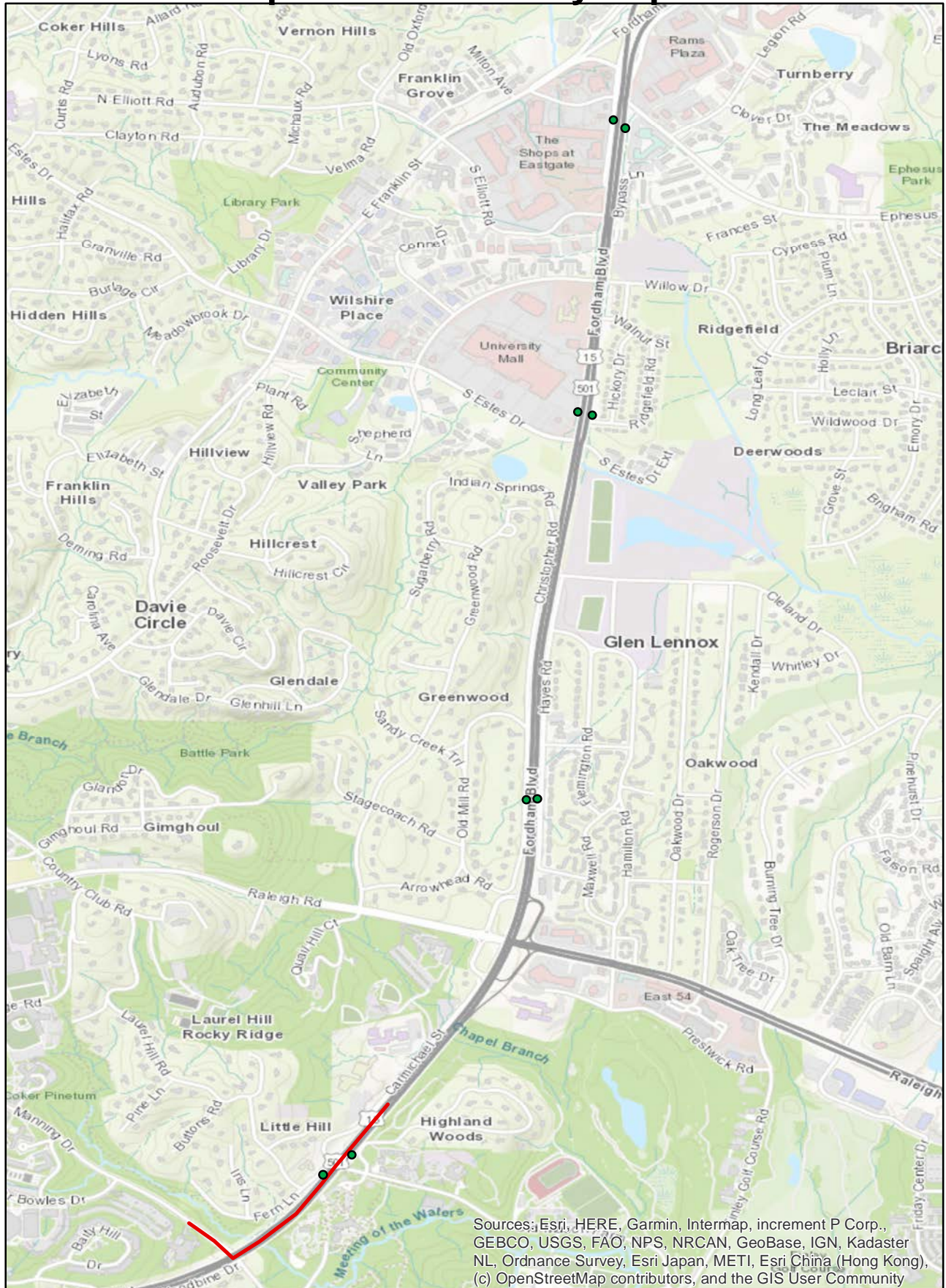
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding source has been identified, and the project would likely not occur.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

This project is the Town of Chapel Hill's Bartram Bridge Project in related materials.

Fordham Boulevard Bus Stops and Transit Speed & Reliability Improvements



View results

Respondent

25 Anonymous

58:01

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes - Orange Transit Plan - March 2023

3. For Plans/Studies what is the desired study area?

name: 15-501 Bus Stop and Transit Speed and Reliability Improvements

4. What is the total cost of the project broken down by federal funds and local funds?

Federal (RFF): \$5,500,000, Local: \$5,000,000

5. What phase of funding are you applying for? When will this phase begin?

Design - FY25, ROW FY26, CON FY27

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$5,500,000

7. What is the source and amount of the local match you are providing?

Orange Transit Plan: \$5,000,000

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

No work completed to date. Project is identified and funded in Orange Transit Plan to support frequent and reliable local and regional service along US 15-501 between Manning Drive and Ephesus Church Road starting in FY29.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Planning and Feasibility: FY25 (local only); Design FY25Q2 - FY26, ROW FY26, CON FY27 - FY28

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project supports Goal III: Connect people and places as well as Goal IV: Ensure that all people have access to multimodal and affordable transportation choices. The project will increase local and regional transit mobility options with new and improved stops serving existing and emerging jobs, shopping, and community destinations along US 15-501. The project will also improve transit speed and reliability, improving affordable transportation access to local and regional destinations and reducing transportation disparities for individuals without access to a car.

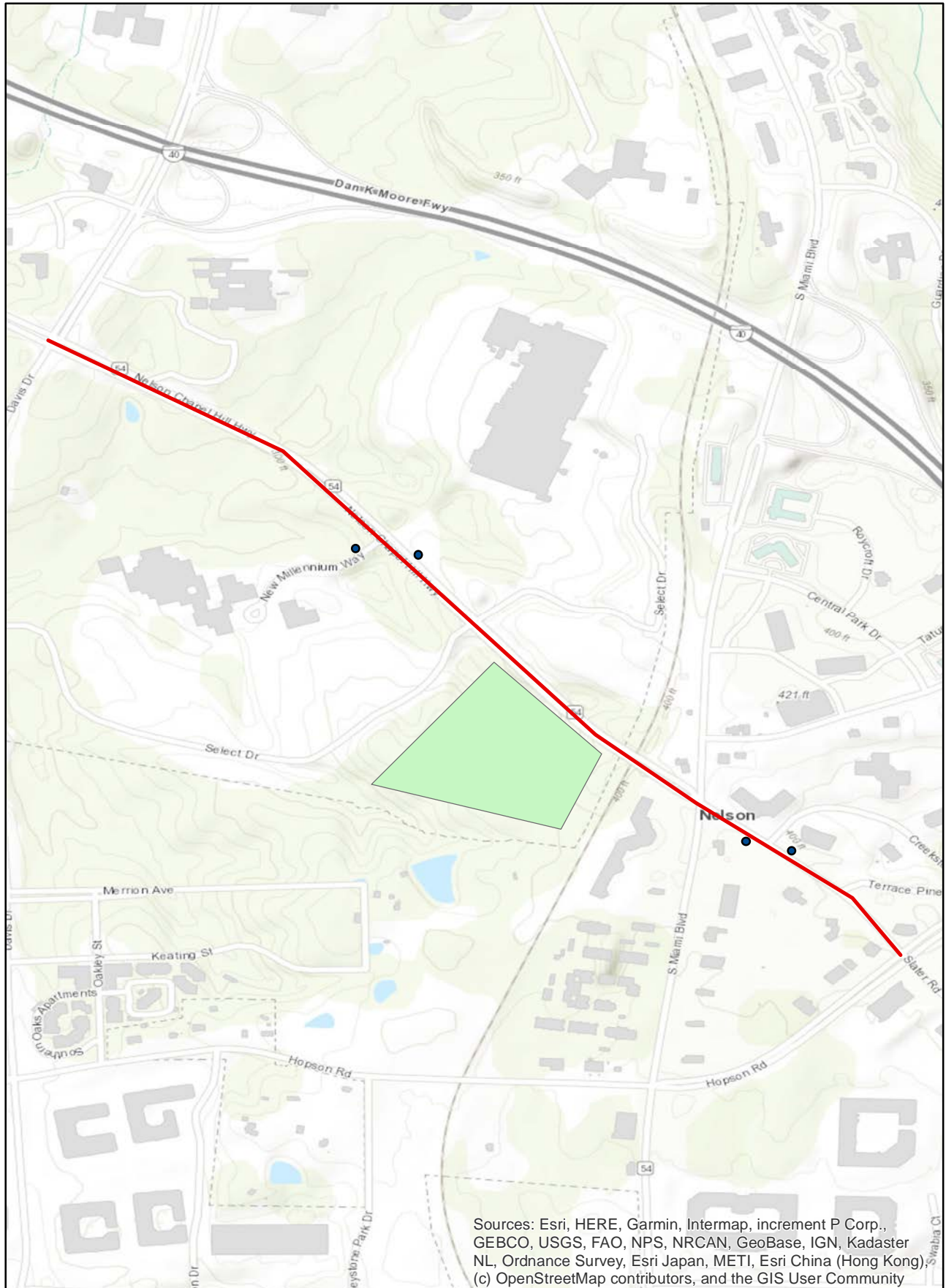
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

\$5,000,000 is available from the Orange Transit Plan, with the assumption that this would serve as a local match for federal funding to support full build out of the project. The project would not be completed as identified in the transit plan if matching funds are not identified and phase 2 of transit plan project O-5 would not be able to be implemented

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

This project is outside of the limits of the 15-501 corridor study and U-5304F, funded STIP project to the north of Ephesus Church Rd along US 15-501. This project is identified and funded in the Orange Transit Plan (projects C-1 and C-2) and will support existing Chapel Hill Transit Routes B, D, F, FCX, HU, G, S and support the FY29 realignment and FY26 and FY26 service expansions of routes 400/405 funded in the plan (project O-5). Project supports increased GoTriangle and Chapel Hill Transit frequency identified in MTP and is an incremental step towards future Bus Rapid Transit on US 15-501 as identified in the MTP.

Triangle Mobility Hub



View results

Respondent

24 Anonymous

40:26

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes, Orange Transit Plan - March 2023; Durham Transit Plan - May 2023

3. For Plans/Studies what is the desired study area?

Project Name: Triangle Mobility Hub (aka Regional Transit Center Relocation)

4. What is the total cost of the project broken down by federal funds and local funds?

Local: \$26,480,000; Fed total: \$25,520,000 (federal discretionary: \$20,000,000, RFF request: \$5,520,000)

5. What phase of funding are you applying for? When will this phase begin?

Construction - FY25 to FY28

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

RFF: \$5,520,000. Other Fed: \$20,000,000 (RAISE and/or 5339)

7. What is the source and amount of the local match you are providing?

Orange, Durham, Wake Transit Plans. Total Local Match: \$26,480,000; Orange: \$1,360,000; Durham: \$2,720,000; Wake: \$22,400,000

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Planning and Feasibility, including conceptual program completed. Schematic Design in progress.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

PE: now - March, 2025; NEPA: Jan 2025 - June 2025; Final Design: April 2025 - March 2026, Construction: 2026 - 2027

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project will address both objectives Goal III - connect people and places. The Triangle Mobility Hub will provide affordable transportation options connecting communities of concern with opportunities for jobs, education, and goods/services in and around RTP as well as connections to regional destinations. It will reduce regional transit travel times and support increases in frequency which will increase access and reduce transportation disparities. The project will also address each objective of Goal IV: Ensure that All People Have Access to Multimodal and Affordable Transportation Choices. The project directly enhances transit service, amenities, and facilities. It also provides multi-modal and last-mile connectivity to the planned Triangle bikeway and existing RTP trail network. A convenient and attractive multi-modal hub will increase use of affordable non-auto travel modes.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

Transit plan funds, competitive federal discretionary grant funding (i.e. RAISE, 5339, RCN). However, these funding sources on their own are insufficient to fund project budget.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

This request is being submitted to supplement \$13.6 million in funding committed from transit plans and also assumes award of federal discretionary grant of \$20M - which is a common award size for a project of this scope based on prior year RAISE and 5339 awards. This request would alleviate the need to increase local shares from the Durham and Orange Plan.

Chapel Hill Transit Electric Bus Purchase

[View results](#)

Respondent

18 Anonymous

02:05

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Chapel Hill Transit Electric Bus Purchases are in the Orange County Transit Plan, 2022

3. For Plans/Studies what is the desired study area?

N/A

4. What is the total cost of the project broken down by federal funds and local funds?

The total cost of one electric bus is \$1,150,000, with \$920,000 coming from federal funds and \$230,000 as a local match. We are seeking funding of one bus per year.

5. What phase of funding are you applying for? When will this phase begin?

We are applying for acquisition, which would begin in 2024, 2025, 2026, and 2027 per bus.

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

We are requesting \$3,680,000 in federal funding, an 80% match.

7. What is the source and amount of the local match you are providing?

We would provide a local match of \$920,000 from Chapel Hill Transit's annual budget.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Electric bus purchases have been identified by Chapel Hill Transit's governance board as a priority and fit into the normal replacement cycle for transit vehicles.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Vehicles already under contract. Upon award, buses are 18-24 months from time of order.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

This project helps provide multimodal transportation options by enhancing transit options and laying the groundwork for fast and reliable service. This project also protects the environment and minimizes climate change by assessing the most impactful corridors for transit investment.

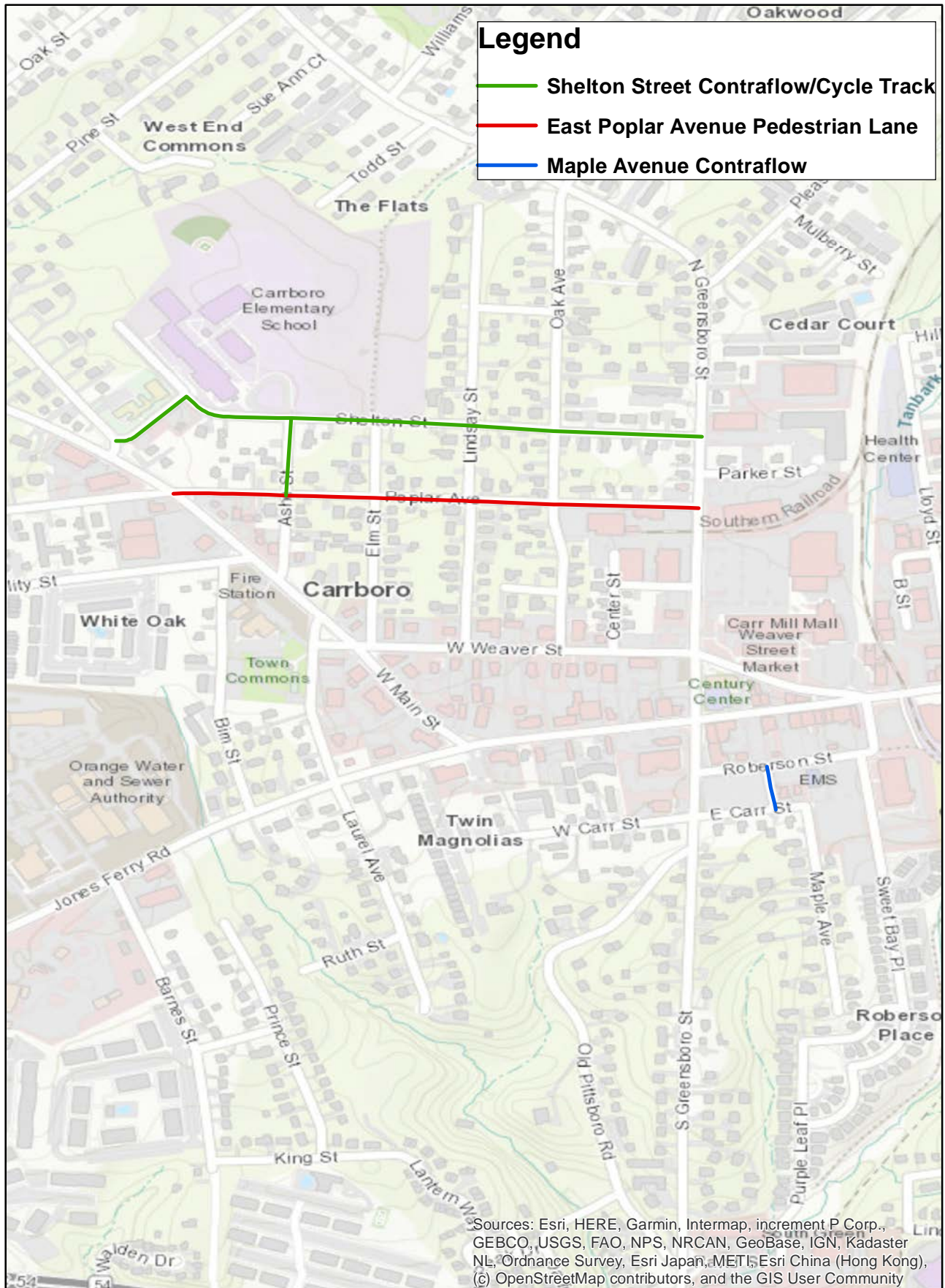
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

No other funding identified.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Funding will ultimately help offset local cost for bus replacement as Chapel Hill moves toward a fully electric fleet and reduces the number of our oldest diesel vehicles on the road, which are already past their useful life.

Bicycle Plan Implementation



View results

Respondent

21 Anonymous

00:13

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes; Carrboro Comprehensive Bicycle Transportation Plan (2009), the Bicycle Plan Update (2020) and the Town of Carrboro 2022-2042 Comprehensive Plan.

3. For Plans/Studies what is the desired study area?

Three projects in the downtown area, which include 198 Feet of Maple Avenue, between Carr St and Roberson Street; 2,284 feet of Shelton Street with an optional 353-foot spur of Ashe St; and 1,947 feet of E Poplar Ave (totaling 4,782 linear feet of local streets). See question 12 for more context.

4. What is the total cost of the project broken down by federal funds and local funds?

\$1,112,000: \$889,600 (federal) + \$222,400 (local)

5. What phase of funding are you applying for? When will this phase begin?

Construction; FY25

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$889,600

7. What is the source and amount of the local match you are providing?

Town General Fund.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Three projects have been identified as near-term priorities: Shelton Street contraflow/cycle track and restriping project, East Poplar Street pedestrian lane and Maple Avenue contra-flow. Conceptual plans have been prepared for all three facilities and used to develop preliminary cost estimates. The Town Engineer's plans for the Shelton Street project have been discussed with neighboring properties, particularly--Carrboro Elementary School and Carrboro United Methodist Church and modifications to the plans are underway based on these discussions.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

Construction-level plans can be completed for the Maple Avenue and East Poplar projects. Additional community input/review will be needed prior to completing the design for the Shelton Street project. All three locations are on Town streets. Staff anticipates that the projects would be ready to be let for construction in FY25 to coincide with the funding cycle.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

The Bike Plan Implementation projects support multiple goals of the DCHC MTP including connecting people and places (Goal 1), promoting and expanding multimodal and affordable travel choices (Goal 2), managing congestion and system reliability (Goal 3), ensuring equity and participation (Goal 5), protecting the human and natural environment and minimizing climate change (Goal 7), and promoting safety, health and well-being (Goal 8). The Shelton Street and Poplar Ave projects improve the safety of families and children and support safe routes to school—reducing vehicle miles traveled to support greenhouse gas reductions and separating families from vehicular traffic to improve safety. The projects connect to qualified census tracts in Carrboro and TDM REINVEST areas, increasing multimodal access for historically marginalized residents. The Maple Avenue contraflow lane is part of a project to improve access to the new municipal building and Orange County Library, nested in the downtown commercial area of the city; all three projects manage congestion and system reliability in the downtown area by reducing the need to drive, thus the number of vehicles on the road, supporting TDM strategies that improve congestion near Carrboro Elementary and along South Greensboro and Roberson street, and connecting residents to local and regional transit routes.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

None have been identified. It is possible that the Town may be able to complete the installation of the pedestrian lane along East Poplar and the Maple Avenue contraflow lane with local funds but the Shelton Street contraflow/cycle track project, estimated to cost more than \$850,000, would not be able to be completed without outside funds. The Town would have to wait for the next Regional Flexible call for projects or the next round of prioritization P8.0.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

Three projects have been identified as near-term priorities: Shelton Street contraflow/cycle track and restriping project, East Poplar Street pedestrian lane and Maple Avenue contra-flow. The Town Engineer has prepared conceptual plans for the Shelton Street project which have been discussed with the affected neighbors--Carrboro Elementary School and Carrboro United Methodist Church; modifications to the plans are underway based on these discussions and a preliminary cost estimate prepared. A conceptual plan has been prepared for the East Poplar project. East Poplar Street is a one-way street that runs parallel to Shelton Street and is therefore a natural pairing with Shelton Street. The Town Engineer has also prepared a conceptual plan for a one-block contraflow lane between East Carr Street and Roberson Street. This short segment which provides a connection for the Libba Cotten Bikeway and the PTA Bikeway will become one-way as part of the construction of the 203 South Green Project, a new County library and Town building under construction.

Bolin Creek Greenway - Phase 2



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

22 Anonymous

00:04

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. The Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. The multiphase greenway was referenced in the Carrboro Comprehensive Bicycle Transportation Plan (2009), the Bicycle Plan Update (2020) and the Town of Carrboro 2022-2042 Comprehensive Plan. The project is part of the Bolin Creek Trail (off-road) included in the 2045 and 2050 MTP as one of the regional bike-ped connections between Chapel Hill and Carrboro.

3. For Plans/Studies what is the desired study area?

There is an existing Conceptual Master Plan (2009) for the Bolin Creek Greenway. The southern end of Bolin Creek Phase 2 will connect to the Lake Hogan Farms paved greenway, south of Turtleback Crossing Drive across Bolin Creek. The 10-foot-wide greenway will roughly follow the path of Jones Creek through the Lake Hogan Farms and Ballentine neighborhoods and connects to the Twin Creeks paved trail that runs north to Morris Grove Elementary. The anticipated length of the greenway is roughly 3,225 feet and is anticipated to cross Bolin Creek once and Jones Creek once.

4. What is the total cost of the project broken down by federal funds and local funds?

\$2,271,412 (federal) + \$567,853 (local) = \$2,839,265

5. What phase of funding are you applying for? When will this phase begin?

Design; FY26

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$320,000 federal funding. Anticipated cost of design - \$400,000.

7. What is the source and amount of the local match you are providing?

Town General Fund.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The five-phase Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. Phases 1A (Wilson Park) and 1B (Homestead Road-Chapel Hill High School Multi-Use Path) have been completed. Phase 2 of the Bolin Creek Greenway will connect to the southern end of the Jones Creek Greenway, currently at 90-percent design, and provide a direct connection north to Morris Grove Elementary School and the future Twin Creeks Park.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

If selected for funding, a municipal agreement would need to be initiated, a RFI advertised, preliminary design and permits prepared, ROW/easements acquired (anticipated to be minimal) and the project Let for construction. It is anticipated that design would begin in FY26, and the Town would seek funding for construction as part of next year's call for RFF funding for FY28. The Town would submit a request for an amendment to the MTP to include the details of the remaining phases of the Bolin Creek Greenway to the list of projects.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

Bolin Creek Greenway phase 2 supports multiple goals of the DCHC MTP including connecting people and places (Goal 1), promoting and expanding multimodal and affordable travel choices (Goal 2), ensuring equity and participation (Goal 5), protecting the human and natural environment and minimizing climate change (Goal 7), and promoting safety, health and well-being (Goal 8). This segment of the Bolin Creek Greenway connects to local and interlocal paved greenways that provide access to residents in the Northern Transition Areas, provide safe routes to school, and encourage Carrboro residents and families to walk or bike as opposed to driving—reducing vehicle miles traveled to support greenhouse gas reductions and separating commuters and recreators from vehicular traffic to improve safety. Phase 2 provides access to the historically Black and African American Rogers Road neighborhood. Design of Phase 2 will align with the goals of Carrboro's Climate Action Plan.

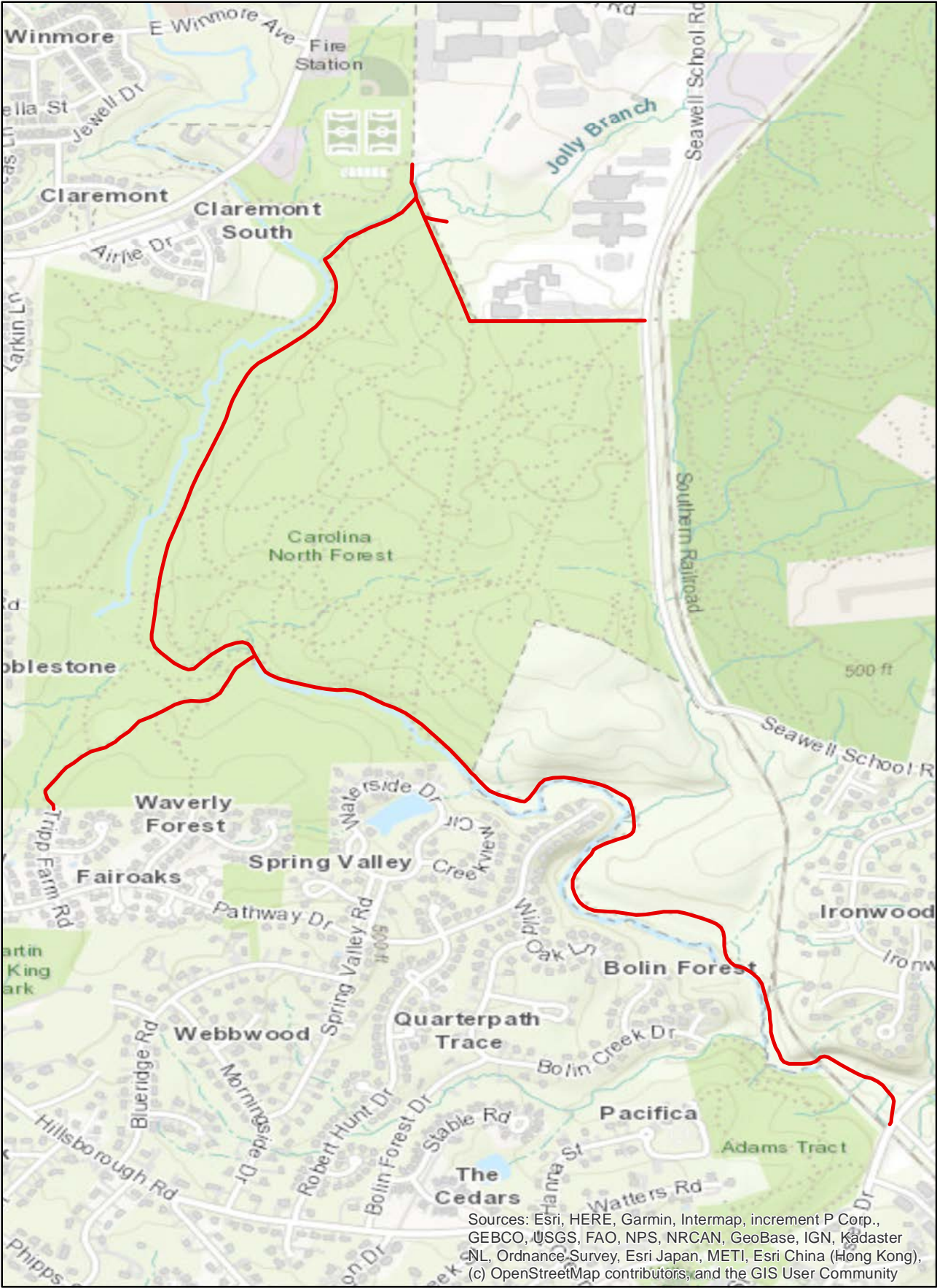
11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

None have been identified. If the project is not selected for funding, the Town would have to wait for the next Regional Flexible call for projects or the next round of prioritization P8.0.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The five-phase Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. Phases 1A (Wilson Park) and 1B (Homestead Road-Chapel Hill High School Multi-Use Path) have been completed. The Jones Creek Greenway is at 90-percent design. Once completed, the Carrboro segment of the Jones Creek Greenway connect to the existing Orange County segment of the Jones Creek Greenway, extending north to Morris Grove Elementary School and connecting to the future Twin Creeks Park. Phase 2 of the Bolin Creek Greenway will connect to the southern end of the Jones Creek Greenway to the existing off-road network in the Lake Hogan Farms neighborhood. This will provide a significant off-road bike-ped facility for residents in the northern transition area of Carrboro, including residents along the historic Rogers Road neighborhood.

Bolin Creek Greenway - Phase 3 & 4



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

View results

Respondent

23 Anonymous

00:02

Time to complete

1. Is your project included in the currently adopted Metropolitan Transportation Plan?

Yes

No

2. Is your project in a local plan? If yes, which plan and when was it adopted?

Yes. The Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. The multiphase greenway was referenced in the Carrboro Comprehensive Bicycle Transportation Plan (2009), the Bicycle Plan Update (2020) and the Town of Carrboro 2022-2042 Comprehensive Plan. The project is part of the Bolin Creek Trail (off-road) included in the 2045 and 2050 MTP as one of the regional bike-ped connections between Chapel Hill and Carrboro.

3. For Plans/Studies what is the desired study area?

There is an existing Conceptual Master Plan (2009) for the Bolin Creek Greenway. The design of Bolin Creek Greenway Phase 3 and 4 connects to completed portions of Bolin Creek Greenway at the northern and southern ends (Phases 1a and 1b). Phases 3 & 4 connect at the northern end to the Homestead Road/Chapel Hill High School Multi-Use path, to the Seawell School paved side path, and to Seawell School Road on the eastern boundary of Carrboro. The greenway will run parallel to Bolin Creek, and design services encompass an anticipated 16,625 linear feet. There are two anticipated southern connections; one at Tripp Farm Road (the Fair Oaks Neighborhood), and to Estes Drive at the eastern boundary of Carrboro and Chapel Hill. Currently the greenway is expected to cross Bolin Creek three (3) times.

4. What is the total cost of the project broken down by federal funds and local funds?

\$11,851,089 (federal) + \$2,963,772 (local) = \$14,813,386

5. What phase of funding are you applying for? When will this phase begin?

Design; FY27

6. How much federal funding are you requesting? For Plans/Studies, what is the anticipated budget?

\$1,100,000 federal funding. Anticipated cost of design - \$1,375,000.

7. What is the source and amount of the local match you are providing?

Town General Fund.

8. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The five-phase Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. Phases 1A (Wilson Park) and 1B (Homestead Road-Chapel Hill High School Multi-Use Path) have been completed. A significant public engagement campaign was completed over the summer and early fall of 2023 to inform the selection of the alignments for phases 3 and 4.

9. Describe all work that needs to be completed on the project as well as the month and year for any milestones towards completing that work. For Plans/Studies, also include the desired outcomes, expected products, and goals/objectives.

If selected for funding, a municipal agreement would need to be initiated, a RFI advertised, preliminary design and permits prepared, ROW/easements acquired (anticipated to be minimal) and the project let for construction. It is anticipated that design would begin in FY27, and the Town would seek funding for construction as part of the call for RFF funding for FY29. (Of note, the project cost includes an annual inflation rate based on this timeline.) The Town would submit a request for an amendment to the MTP to include the details of the remaining phases of the Bolin Creek Greenway to the list of projects.

10. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan (MTP).

Bolin Creek Greenway phases 3 and 4 support multiple goals of the DCHC MTP including connecting people and places (Goal 1), promoting and expanding multimodal and affordable travel choices (Goal 2), ensuring equity and participation (Goal 5), protecting the human and natural environment and minimizing climate change (Goal 7), and promoting safety, health and well-being (Goal 8). This segment of the Bolin Creek Greenway connects to local and interlocal paved greenways that provide access to commercial areas of Carrboro and Chapel Hill, provide safe routes to school, and encourage residents to walk or bike as opposed to driving—reducing vehicle miles traveled to support greenhouse gas reductions and separating commuters and recreators from vehicular traffic to improve safety. Phases 3 and 4 intersect with and provide access to residents in TDM REINVEST neighborhoods and historically Black neighborhoods. The design of phases 3 and 4 will align with the goals of Carrboro's Climate Action Plan.

11. If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

None have been identified. If the project is not selected for funding, the Town would have to wait for the next Regional Flexible call for projects or the next round of prioritization P8.0.

12. This section is for applicants to provide any contextual comments about their submission whether that be intentions/expectations for funding sources or any miscellaneous information about the project.

The five-phase Bolin Creek Greenway Conceptual Master Plan was adopted in 2009. Phases 1A (Wilson Park) and 1B (Homestead Road-Chapel Hill High School Multi-Use Path) have been constructed. Phases 3 & 4 will complete the segments between Phases 1A and 1B, providing an off-road connection from Estes Drive Extension to Homestead Road. This will establish a significant bike-ped facility for residents in a number of Carrboro and Chapel Hill neighborhoods and provide connections to Chapel Hill High School, Smith Middle School and Seawell Elementary School, including apartment complexes at Estes Park and the Oakwood Community.