



## **Technical Committee Meeting Agenda**

Wednesday, September 22, 2021

9:00 AM

Meeting to be held by teleconference.

Watch on Facebook Live at <https://www.facebook.com/MPOforDCHC/>

Any member of the general public who wishes to make public comment should send an email to [aaron.cain@durhamnc.gov](mailto:aaron.cain@durhamnc.gov) and the comment will be read to the Board during the public comment portion of the meeting.

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

### **CONSENT AGENDA**

4. **Approval of the August 25, 2021 TC Meeting Minutes**

[21-172](#)

A copy of the August 25, 2021 TC meeting minutes are enclosed.

**TC Action:** Approve the minutes of the August 25, 2021 TC meeting.

**Attachments:** [2021-09-22 \(21-172\) 8.25 TC Meeting Minutes\\_LPA2](#)

### **ACTION ITEMS**

**5. 2050 MTP -- Alternative Analysis (40 minutes)**[21-155](#)**Andy Henry, LPA Staff**

The DCHC MPO Board conducted a public hearing on the Alternatives Analysis at their September meeting and a lengthy discussion followed the hearing. The Board approved a directive to staff to provide two options for the Preferred Option. One option would reflect the MPO's policy priorities around climate change, environmental impacts, racial equity, safety, and human health and well-being. Another option would reflect the TIP in the first decade and then follow the MPO's policy priorities. Since that time, staff has named the first option the Vision Plan and the second option the Traditional Plan. The Board made additional points, including:

- \* There is little difference among the Alternatives in terms of outcome because all the Alternatives have a majority of highway investments. VMT (vehicle miles traveled) changes very little among the Alternatives because of this highway predominance.
- \* The performance measures are not measuring what is most important to the MPO.
- \* The highway project and cost data is detailed but there is much less information on transit, complete streets, and other non-highway projects.

A presentation is attached that begins the process of identifying the highway and transit projects for the Vision and Traditional plans. Staff will continue to develop those plans, add information to this presentation, and provide an updated presentation at the September Technical Committee (TC) meeting. A summary and compilation of public comments and copies of comments from the MPO Board public hearing are attached. A summary of the survey will be provided at the September TC meeting.

Given the importance of developing the Preferred Option and the fact that there are three weeks between the September TC and October Board meetings, the TC should consider scheduling a subcommittee meeting to continue development of the Preferred Option.

The 2050 MTP Web page is <https://bit.ly/2050MTP-AltsAn>.

**TC Action:** Received a presentation and provided comments on the 2050 MTP Preferred Option.

**Attachments:**      [2021-09-22 \(21-155\) 2050MTP-PreferredOptionPresentation](#)  
                                 [2021-09-22 \(21-155\) 2050MTP-AltsAn-PublicComments](#)  
                                 [2021-09-22 \(21-155\) 2050MTP-AltsAn-PublicHearingComments](#)

**6. Federal Funding Policy Update (20 minutes)**[21-176](#)**Anne Phillips, LPA Staff**

During the FY22 Call for Projects, the MPO Board directed LPA staff to review and update the Policy Framework for DCHC MPO Federal Funds, last updated in 2015. The federal funding policy guides the distribution of federal funds that flow through the MPO such as Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement (CMAQ).

To inform the update, MPO staff had conversations with local agencies and a peer MPO, reviewed other MPO policies from North Carolina and throughout the US, and convened a TC subcommittee to provide feedback on drafts of the updated policy. DCHC MPO's Public Involvement Plan requires that the draft policy be released for a 21-day public period before it is adopted.

**TC Action:** Provide feedback on the draft policy, and recommend that the MPO Board release the draft policy for a 21-day public comment period.

**MPO Board:** Provide feedback on the draft policy, and release the draft policy for a 21-day public comment period.

**Attachments:** [2021-09-22 \(21-176\) Federal Funding Policy Draft \(TC\)](#)

**7. Transportation Improvement Program Amendment #8 (5 minutes)**[21-175](#)**Anne Phillips, LPA Staff**

Transportation Improvement Program (TIP) Amendment #8 primarily consists of projects that have been amended in the State Transportation Improvement Program (STIP) by NCDOT, and therefore need to be amended in the DCHC MPO TIP.

TIP Amendment #8 also includes the CMAQ funding that the Town of Chapel Hill received for Estes Drive (C-5179) during the FY 22 Call for Projects. Because this funding is \$1 million, this amendment must be released for a 21-day public comment period in accordance with DCHC MPO's Public Involvement Policy.

**TC Action:** Recommend that the MPO Board release TIP Amendment #8 for a 21-day public comment period.

**Board Action:** Release TIP Amendment #8 for a 21-day public comment period.

**Attachments:** [2021-09-22 \(21-175\) TIP Amendment #8 Summary Sheet](#)  
[2021-09-22 \(21-175\) TIP Amendment #8 Full Report](#)  
[2021-09-22 \(21-175\) TIP Amendment #8 Resolution](#)



8. **GoDurham Section 5307 and 5339 Proposed Program of Projects (10 minutes)** [21-174](#)

**Pierre Osei-Owusu, GoDurham**

GoDurham will hold a public hearing at the DCHC MPO Board meeting on Wednesday, October 13, 2021, to receive public comments on the Section 5307 and Section 5339 Proposed Program of Projects (POP) identified in the attachment. The 5307 capital activities identified in the Program of Projects are associated with the City of Durham's operation of GoDurham and the purchase of replacement buses. The 5339 capital activities identified in the Program of Projects are associated with the purchase of a GoDurham bus and vans for ACCESS service.

To meet the Federal Transit Administration's requirements for receiving federal funds, GoDurham annually publishes its Program of Projects (POP) to inform the public about the receipt of federal funds and how the transit system plans to use those funds. In addition to placing a notice in a local newspaper, GoDurham holds a hearing to give the public the chance to provide comments related to the POP.

**TC Action:** Recommend that the MPO Board hold a public hearing for GoDurham's 5307 and 5339 Proposed Program of Projects.

**Board Action:** Hold a public hearing for GoDurham's 5307 and 5339 Proposed Program of Projects.

**Attachments:** [2021-09-22 \(21-174\) 5307 and 5339 Proposed Program of Projects](#)

**9. 5310 Grant Program of Projects Amendment (10 minutes)** [21-173](#)**Marisel Klein, LPA Staff**

The DCHC MPO received a CRRSAA (CARES Act) 5310 apportionment in the amount of \$47,435 in early 2021. A call for projects was released on April 14, 2021, and GoDurham ACCESS's proposal to use the funds to support on-demand transportation services to enhance mobility service for seniors and individuals with disabilities in response to decreased transportation options during the COVID-19 pandemic was selected and approved to receive the full funding amount by the DCHC MPO Board on June 9, 2021.

In order to begin expending those funds, staff recommends that the DCHC MPO approve the addition of these funds to the 2021 5310 Program of Projects (POP). By adding this funding to the POP, GoDurham agrees to fulfill CRRSAA 5310 reporting requirements.

**TC Action:** Approve the amended POP to include the awarding of CRRSAA funds to GoDurham ACCESS.

**Board Action:** Adopt the resolution amending the POP to include CRRSAA funds for GoDurham ACCESS.

**Attachments:**      [2021-09-22 \(21-173\) POP 2021 Amended](#)  
                                 [2021-09-22 \(21-173\) GoDurham CARES Act Application 2021](#)  
                                 [2021-09-22 \(21-173\) POP Resolution](#)

**REPORTS FROM STAFF:****10. Report from Staff** [21-107](#)**Felix Nwoko, LPA Staff**

**TC Action:** Receive report from Staff.

**Attachments:**      [2021-09-22 \(21-107\) LPA staff report](#)

**11. Report from the Chair** [21-108](#)**Ellen Beckmann, TC Chair**

**TC Action:** Receive report from the TC Chair.

**12. NCDOT Reports**[21-109](#)

Brandon Jones (David Keilson), Division 5 - NCDOT  
Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT  
Patrick Norman (Bryan Kluchar), Division 8 - NCDOT  
Julie Bogle, Transportation Planning Division - NCDOT  
John Grant, Traffic Operations - NCDOT  
TC Action: Receive reports from NCDOT.

Attachments:      [2021-09-22 \(21-109\) NCDOT Progress Report](#)

**INFORMATIONAL ITEMS:****Adjourn**

**Next meeting: October 27, 9 a.m., meeting to be held via teleconference**

**Dates of Upcoming Transportation-Related Meetings: Joint MPO Board Meeting with  
CAMPO September 29 at 9:00 a.m., meeting to be held via teleconference**

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

**TECHNICAL COMMITTEE**

**August 25, 2021**

**MINUTES OF MEETING**

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on August 25, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

Ellen Beckmann (Chair) Durham County  
Nishith Trivedi (Vice Chair) Orange County  
Evan Tenenbaum (Member) City of Durham Transportation  
Tasha Johnson (Member) City of Durham Public Works  
Pierre Osei-Owusu (Member) City of Durham Transportation/GoDurham  
Brooke Ganser (Member) Durham County  
Scott Whiteman (Member) Durham County  
Tina Moon (Member) Carrboro Planning  
Zach Hallock (Member) Carrboro Planning  
Bergen Watterson (Member) Town of Chapel Hill  
Josh Mayo (Member) Town of Chapel Hill  
Kumar Neppalli (Member) Chapel Hill Engineering  
Margaret Hauth (Member) Town of Hillsborough  
Chance Mullis (Member) Chatham County Planning  
John Hodges-Copple (Member) TJCOG  
Jay Heikes (Member) GoTriangle  
Julie Bogle (Member) NCDOT TPD  
Brandon Jones (Member) NCDOT Division 5  
John Grant (Member) NCDOT Traffic Operations  
Kurt Stolka (Member) The University of North Carolina  
Michael Page (Member) North Carolina Central University  
Tom Altieri (Member) Orange County Planning  
Theo Letman (Member) Orange Public Transportation  
Jay Heikes (Member) GoTriangle  
Travis Crayton (Member) Research Triangle Foundation  
Bill Judge (Alternate) City of Durham  
Brian Taylor (Alternate) City of Durham Transportation  
David Keilson (Alternate) NCDOT Division 5  
Stephen Robinson (Alternate) NCDOT Division 7  
Bryan Kluchar (Alternate) NCDOT Division 8  
Matt Cecil (Alternate) Chapel Hill Transit/Planning  
Meg Scully (Alternate) GoTriangle  
Chassem Anderson (Alternate) The University of North Carolina

Joe Geigle, Federal Highway Administration  
Rachel Stair, Raleigh-Durham Airport Authority

43 Sean Egan, City of Durham  
 44 Evian Patterson, City of Durham  
 45 Tom Devlin, City of Durham Transportation  
 46 Jeron Monroe, NCDOT Division 8  
 47 Nick Tuttle, NCDOT TPD  
 48 Nita Bhawe, North Carolina State University

49 Brian Rhodes, DCHC MPO  
 50 Felix Nwoko, DCHC MPO  
 51 Aaron Cain, DCHC MPO  
 52 Anne Phillips, DCHC MPO  
 53 Andy Henry, DCHC MPO  
 54 Dale McKeel, City of Durham/DCHC MPO  
 55 Yanping Zhang, DCHC MPO  
 56 Kayla Peloquin, DCHC MPO  
 57 Jake Ford, DCHC MPO  
 58 Mariel Klein, DCHC MPO

59 Quorum count: 27 of 31 voting members

60 Chair Ellen Beckmann called the meeting to order at 9:02 a.m.

61 **PRELIMINARIES:**

62 **1. Roll Call**

63 The roll call was completed using the Zoom participant list. Aaron Cain introduced Travis  
 64 Crayton as a new TC voting member representing the Research Triangle Foundation.

65 **2. Adjustments to the Agenda**

66 There were no adjustments to the agenda.

67 **3. Public Comments**

68 There were no public comments.

69 **CONSENT AGENDA:**

70 **4. Approval of the July 28, 2021 TC Meeting Minutes**

71 There was no discussion on the consent agenda. Margaret Hauth made a motion to  
 72 approve the consent agenda. Zach Hallock seconded the motion. The motion passed  
 73 unanimously.

74 **ACTION ITEMS:**

75 **5. 2050 MTP – Alternative Analysis**  
 76 Andy Henry, LPA Staff

77           Andy Henry shared a presentation on the 2050 Metropolitan Transportation Plan (MTP)  
78   Alternative Analysis timeline, public engagement schedule, and a preliminary look at projects for  
79   the Preferred Option. Andy Henry said a public hearing will be conducted at the September 1,  
80   2021 MPO Board meeting and the Preferred Option will be released for public comment in  
81   October 2021. Andy Henry said attendance was high at recent online workshops with the  
82   Capital Area MPO (CAMPO) and focus groups will meet in September 2021. Andy Henry  
83   shared the preliminary findings of investments that received the most support including  
84   bicycle/pedestrian investments, commuter rail, transit, and reduction of carbon emissions. More  
85   information on public feedback will be presented at the September 1, 2021 MPO Board meeting.

86           Andy Henry shared preliminary financial information on expected revenues for the 2050  
87   MTP comparing the three alternatives to the 2045 MTP financial information. Andy Henry stated  
88   that the budget for highway projects won't be as tight as the 2045 MTP, but estimates are not  
89   yet finalized for transit projects. Chair Ellen Beckmann asked about the source of NCDOT's  
90   forecasts and Andy Henry said the figures are based on NCDOT's revenue model. There was a  
91   discussion on revenues for new and expanded transit services that decreased significantly from  
92   the 2045 revenues due to the removal of the 50% federal share for the former Durham-Orange  
93   Light Rail Transit project and federal funding has not yet been added for projects being  
94   considered in the 2050 MTP. Chair Ellen Beckmann pointed out the disproportionate increase in  
95   general State and Federal funding, which is mainly used for highway projects, while the  
96   maintenance and operations as well as transit funding categories are not increasing  
97   proportionately or are even decreasing. John Hodges-Copple added that revenues shown on  
98   the preliminary financial information slide are based on both the current State Transportation  
99   Improvement Program (STIP) revenue spreadsheet and the NC Moves revenue spreadsheet.

100           Andy Henry continued the presentation with a map of preliminary highway and  
101   interchange costs, a table of the top 20 most costly projects from 2045 MTP, and preliminary

transit project possibilities. Andy Henry said bus transit was not listed in the 2045 MTP but it needs to be included in the financial plan and the travel model. Chair Ellen Beckmann suggested including at least the major bus routes in the MTP where bus advantage infrastructure could be incorporated into larger highway projects that would help buses run faster and more reliably. There was a discussion on the difficulty of achieving what the MPO Board would like to achieve, what factors could have an impact on performance metric outputs, and the influence of land use policies on the achievability of the MTP goals.

This item was for informational purposes; no further action was required by the TC.

#### **6. SPOT 6.0 and STIP Reprogramming Update**

**Anne Phillips, LPA Staff**

**Aaron Cain, LPA Staff**

Aaron Cain confirmed that SPOT 6.0 has been discontinued and quantitative project scores will be available in September. Aaron Cain said NCDOT is planning to have a draft STIP in late summer/early fall of 2022. Aaron Cain summarized that overall, there is not enough money to cover committed projects in the STIP, so the SPOT workgroup is providing guidance on how to reprogram the STIP and making sure MPOs' concerns are heard during this process. Evan Tenenbaum asked that the letter emphasize lower cost bike and pedestrian safety projects and provided some examples. Anne Phillips mentioned that the purpose of this letter is to state the desire for MPOs to have a say in the STIP reprogramming process, but specific projects can still be listed to demonstrate the MPO's priorities.

Pierre Osei-Owusu made a motion to recommend that the MPO Board Chair sign the letter to NCDOT with the additional comments provided. Evan Tenenbaum seconded the motion. The motion passed unanimously.

#### **7. Bus on Shoulder Study**

**Anne Phillips, LPA Staff**

Anne Phillips said MPO staff would like to be able to incorporate aspects of the Bus on Shoulder System (BOSS) study into the 2050 MTP, so the Board is being asked to adopt the study. Anne Phillips stated that no public comments were received. Aaron Cain added that adopting the BOSS study does not preclude other options such as Bus Rapid Transit (BRT), but rather that BOSS can be looked into for the appropriate time and facility.

Sean Egan mentioned the cost estimates shown in the BOSS study seem low and suggested further refinement of cost estimates through the county transit plan process. Chair Ellen Beckmann agreed with previous comments that the most cost effective way to accomplish a BOSS project would be in conjunction with an NCDOT maintenance project or a Transportation Improvement Program (TIP) project.

Jay Heikes made a motion to recommend that the MPO Board adopt the BOSS Study. Zach Hallock seconded the motion. The motion passed unanimously.

**8. Transportation Improvement Program Amendment #7**  
**Anne Phillips, LPA Staff**

Anne Phillips said that no public comments have been received so far. Anne Phillips added that if confirmation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding is confirmed soon, CMAQ funded projects will be added to TIP Amendment #7 before the MPO Board votes to approve the amendment.

Evan Tenenbaum made a motion to recommend that the MPO Board approve TIP Amendment #7 with the inclusion of CMAQ projects, if possible. Julie Bogle seconded the motion. The motion passed unanimously.

**9. FY22 UPWP Amendment Schedule**  
**Mariel Klein, LPA Staff**

Mariel Klein reviewed the Unified Planning Work Program (UPWP) proposed FY22 amendment schedule. The first UPWP amendment is planned to go to the MPO Board in December 2021 and the second amendment in April 2022.



This item was for informational purposes; no further action was required by the TC.

## **REPORTS FROM STAFF:**

### **10. Report from Staff** **Aaron Cain, LPA Staff**

Aaron Cain pointed out the attached materials on the NCDOT litter sweep. Dale McKeel provided an update on the bipartisan federal infrastructure bill, which was recently passed by the U.S. Senate and is awaiting action by the U.S. House of Representatives. The proposed bill includes large amounts of funding for highways and rail, and not as much as originally requested for transit. Dale McKeel stated the separate human infrastructure bill is still being worked on as well. Chair Ellen Beckmann mentioned that there may be more opportunities for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants with the passage of the bills.

Andy Henry provided an update on Comprehensive Transportation Plan (CTP) Amendment #3 and said the problem statements have been mostly completed. Andy Henry said Amendment #3 is scheduled to go to the Technical Committee in October 2021 and the MPO Board in November 2021. Aaron Cain raised the question of return to in-person meetings, and Chair Ellen Beckmann said the Technical Committee has agreed to continue remote meetings for the foreseeable future.

### **11. Report from the Chair** **Ellen Beckmann, TC Chair**

Chair Ellen Beckmann brought up NCDOT's Complete Streets Guidelines and stated that a small meeting with NCDOT was held on August 24, 2021 to discuss the implementation of the guidelines and begin planning a larger meeting or presentation for October or November.

### **12. NCDOT Reports** **Brandon Jones (David Keilson), Division 5 – NCDOT**

David Keilson mentioned the Alston Avenue project has reopened a section of Holloway Street that was closed and full project completion is slated for late 2022. The East End Connector project is facing railroad related challenges and completing the project by the end of 2021 would be difficult.

**Wright Archer (Pat Wilson, Stephen Robinson), Division 7 – NCDOT**

Pat Wilson highlighted a few new all-way stops at various intersections. Pat Wilson said the I-3306A (I-40 widening project) has been advertised.

**Patrick Norman (Bryan Kluchar), Division 8 - NCDOT**

Bryan Kluchar had no additional report.

**Julie Bogle, Transportation Planning Division – NCDOT**

Julie Bogle introduced TPD's new transportation planning associate, Nicholas Tuttle, who will be with the TPD for about two months.

**John Grant, Traffic Operations – NCDOT**

John Grant said funding was recently obtained for a signal at Garrett Road and Pickett Road. John Grant mentioned a small safety guardrail protection project along 15-501 Business at the 751 interchange. Chair Ellen Beckmann asked for an update on pedestrian crossings and sidewalk connections to bus stops at the Mineral Springs and NC 98 intersection, and John Grant said he will follow up with more information. Dale McKeel asked if a roundabout was considered at the intersection of Garrett Road and Pickett Road, and John Grant said that is was not considered because roundabouts can become expensive and funding can become more difficult to obtain.

**INFORMATIONAL ITEMS:**

**Adjourn**

There being no further business, the meeting was adjourned by Chair Ellen Beckmann at 10:39 a.m.

**Next meeting: September 22, 9 a.m., meeting to be held via teleconference**

DURHAM • CHAPEL HILL • CARRBORO

**DCHC**

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

# 2050 Metropolitan Transportation Plan Preferred Option

Andy Henry, [andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov), September 22, 2021

# Presentation Outline

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- Board directives
- Revenue projections
- Highways
- Transit
- Bike/Ped/Other
- Land Use

# Board Directives (from 9-1-21 Board meeting)

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- Create two Preferred Options
  - Traditional: follow TIP first, then vision that supports MPO Goals
  - Vision: follow vision that supports MPO Goals, regardless of projects identified in TIP
- VMT and climate change are important, but so are safety, air and water quality, racial equity, and human health and well-being
- Need better performance measures to show project impact
- Be specific about land use expectations

# Preliminary Financial Info -- Revenue



DURHAM-CHAPEL HILL-CARRBORO MPO		2045 MTP	2050 MTP	2050 MTP	2050 MTP
		Adopted	Plans & Trends	Shared Leadership	All Together
<b>General State/Federal Capital Funding*</b>		<b>\$ 2,734</b>	<b>\$ 7,865</b>	<b>\$ 7,865</b>	<b>\$ 7,865</b>
	Statewide Category	\$ 1,676	\$ 4,403	\$ 4,403	\$ 4,403
	Regional Category	\$ 609	\$ 1,953	\$ 1,953	\$ 1,953
	Division Category	\$ 413	\$ 1,509	\$ 1,509	\$ 1,509
<b>Local Funding (non-transit)</b>		<b>\$ 15</b>	<b>\$ 20</b>	<b>\$ 20</b>	<b>\$ 20</b>
<b>Private Funds</b>		<b>\$ 10</b>	<b>\$ 1</b>	<b>\$ 1</b>	<b>\$ 1</b>
<b>CMAQ Funding</b>		<b>\$ 42</b>	<b>\$ 55</b>	<b>\$ 55</b>	<b>\$ 55</b>
<b>Toll Revenue</b>		<b>\$ 199</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Cont. Transit Funding to Support Existing Svs</b>		<b>\$ 1,376</b>	<b>\$ 1,947</b>	<b>\$ 1,947</b>	<b>\$ 1,947</b>
<b>Funding for New/Expanded Transit Svs</b>		<b>\$ 2,995</b>	<b>\$ 1,653</b>	<b>\$ 1,653</b>	<b>\$ 1,653</b>
<b>Maintenance &amp; Operations (Highway Fund)</b>		<b>\$ 2,210</b>	<b>\$ 5,573</b>	<b>\$ 5,573</b>	<b>\$ 5,573</b>
<b>NC First Commission Revenue</b>				<b>\$ 2,200</b>	<b>\$ 2,200</b>
<b>Additional 1/2 Cent Transit Tax Revenue</b>					<b>\$ 1,168</b>
<b>GRAND TOTAL</b>		<b>\$ 9,581</b>	<b>\$ 17,115</b>	<b>\$ 19,315</b>	<b>\$ 20,483</b>
<i>Last updated: August 17, 2021</i>					
<b>Values in 2020 Millions \$</b>		<b>Years ==&gt;</b>	<b>2018-2045</b>	<b>2021-2050</b>	<b>2021-2050</b>
		<b>Total Years ==&gt;</b>	<b>28</b>	<b>30</b>	<b>30</b>

Uses

Hwy, other

Transit, B&amp;P

Transit only

Transit only

Mtce only

Hwy, other

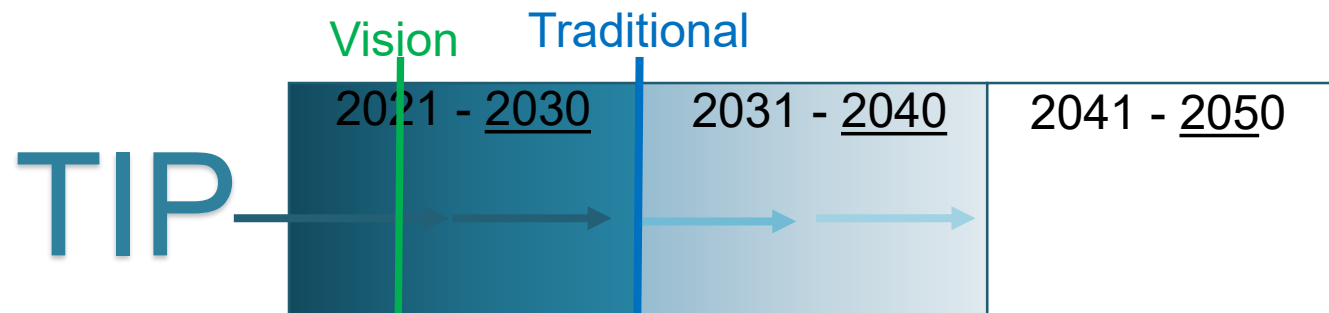
TBD

# Preliminary Financial Info – Revenue (cont.)

Three more key points:

1) MPO must balance costs and revenues inside 3 ten-year horizons.

DURHAM-CHAPEL HILL-CARRBORO MPO	ALL TOGETHER			2050 MTP
	2021-2030**	2031-2040	2041-2050	2021-2050
General State/Federal Capital Funding*	\$ 3,417.41	\$ 2,085.51	\$ 2,362.47	\$ 7,865.39
Local Funding (non-transit)	\$ 19.85	\$ -	\$ -	\$ 19.85
Private Funds	\$ 1.00	\$ -	\$ -	\$ 1.00
CMAQ Funding	\$ 22.19	\$ 18.21	\$ 14.94	\$ 55.33
Toll Revenue	\$ -	\$ -	\$ -	\$ -
RDU Airport Funds	\$ -	\$ -	\$ -	\$ -
Continued Transit Funding to Support Existing Services	\$ 649.05	\$ 649.05	\$ 649.05	\$ 1,947.16
Funding for New/Expanded Transit Services	\$ 455.57	\$ 548.31	\$ 649.39	\$ 1,653.27
Maintenance & Operations (Highway Fund)	\$ 1,425.12	\$ 1,822.57	\$ 2,325.61	\$ 5,573.29
NC First Commission Revenue	\$ -	\$ 1,100.00	\$ 1,100.00	\$ 2,200.00
Additional 1/2 Cent Transit Tax Revenue	\$ -	\$ 530.58	\$ 637.52	\$ 1,168.09
<b>GRAND TOTAL</b>	<b>\$ 5,990.19</b>	<b>\$ 6,754.23</b>	<b>\$ 7,738.98</b>	<b>\$ 20,483.40</b>





# Highway Project Selection

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# Selection of Highway Projects

Vision	Traditional
Projects with funding in first <u>four</u> years of FY 20-29 STIP	Projects with funding in FY 20-29 STIP
Modernization Projects <ul style="list-style-type: none"> <li>Improve operation but do not significantly increase capacity of roadways</li> </ul>	Same as Vision
Provide an advantage for buses, e.g. managed lanes	Same as Vision
“Grid” projects that improve traffic on collector streets <ul style="list-style-type: none"> <li>Improve bicycle, pedestrian and transit access</li> <li>Many of these projects will be built by developers</li> <li>May improve safety</li> <li>Reduce VMT by providing more efficient routes and reduce idling</li> </ul>	Same as Vision
Local or Regional Interest projects <ul style="list-style-type: none"> <li>Projects that do not meet the above criteria but have local and/or regional support (e.g. local elected officials or MPO Board) – Note: These projects are not selected, yet, in this presentation</li> </ul>	Same as Vision

# Highway Projects -- Vision

- **TIP** -- Match first 4 years of Transportation Improvement Program (TIP) (i.e., 2020 through 2023) ... so include these highway projects in Vision

Highway	From	To	Improvement	TIP
Carver St Ext	Armfield St	Old Oxford Rd	New Location	N/A
Brier Creek Pkwy Extension	T.W. Alexander Dr	Andrew's Chapel Rd	New Location	N/A
Fayetteville Rd	Barbee Rd	Cornwallis Rd	Widening	N/A
NC 54	Highgate Dr	Fayetteville Rd	Modernization	U-5774H
East End Connector (EEC)	NC 147	north of NC 98 in Durh	New Location	U-0071
NC 55 (Alston Ave)	NC 147	Main St	Widening	U-3308
NC 55 (Alston Ave)	Main St	NC 98	Modernization	U-3308
I-40	NC 86	I-85	Widening	I-3306A
I-40	Durham County line	NC 86	Widening	I-3306A
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New Location	U-5823

# Highway Projects -- Vision

- **Modernizations** – These projects don't add capacity, but they improve safety and/or bike, ped and bus infrastructure

... so include  
these highway  
projects in  
Vision

Highway	From	To	Improvement	TIP
Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	Modernization	U-5304F
Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	Modernization	U-5304D
Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	Modernization	U-5304B
Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	Modernization	N/A
Homestead Rd	Old NC 86	Rogers Rd	Modernization	N/A
Homestead Rd	Rogers Rd	NC 86	Modernization	N/A
Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point f	Modernization	N/A
Mt Carmel Ch Rd	US 15-501	Bennett Rd	Modernization	N/A
N Duke St (501 N)	I-85	N Roxboro split	Modernization	N/A
NC 147 (operational improvemen	W Chapel Hill St	Briggs Av	Modernization	U-5937
NC 54	Highgate Dr	Fayetteville Rd	Modernization	U-5774H
NC 54	Old Fayetteville Rd	Orange Grove Road	Modernization	R-5821A
NC 54	Fordham Blvd (US 15-5	Barbee Chapel Rd	Modernization	U-5774B
NC 55 (Alston Ave)	Main St	NC 98	Modernization	U-3308
NC 55 (Alston Ave)	Main St	NC 98	Modernization	N/A
Roxboro Rd (501 N)	Duke St	Goodwin Rd	Modernization	N/A
US 15-501	Smith Level Rd	US 64	Synchronized Stre	U-6192

# Highway Projects -- Vision

- **Bus Advantage** – These managed lane projects add roadway capacity, but they also provide travel advantages to transit buses

... so include these highway projects in Vision

Highway	From	To	Improvement	TIP
I-40 Managed Lane	NC 54	US 15-501	Widening	I-5702A
I-40 Managed Lanes	Wake County Line	NC 147	Widening	I-5702B
I-40 Managed Lanes	NC 147	NC 54	Widening	I-5702A
NC 147 (possible managed lanes)	Future I-885	I-40	Widening	U-5934

# Highway Projects -- Vision

- **Grid Streets**—

These projects provide a grid to support bike, ped and transit trips and access, and reduce VMT. They are mostly developer built.


... so include these highway projects in Vision

Highway	From	To	Improvement
Angier Av Ext	US 70	Northern Durham Pkw	New Location
Angier/Glover Connector	Ellis Rd	Glover Rd	New Location
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	New Location
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	New Location
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	New Location
Freeland Memorial Extension	S Churton St	New Collector Rd	New Location
Glover Rd	Angier	US 70	New Location
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	New Location
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	New Location
Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	New Location
Legion Rd Ext	Legion Rd	Fordham Blvd	New Location
Lynn Rd Extension	US 70	Existing Lynn Rd	New Location
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	New Location
Marriott Way	Friday Center Dr	Barbree Chapel Rd	New Location
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	New Location
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons	New Location
Orange Grove Connector	Orange Grove Rd	NC 86	New Location
Patriot Dr Extension	S Miami Blvd	Page Rd	New Location
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	New Location
Roxboro St	Cornwallis Rd	MLK Pkwy	New Location
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	New Location
Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	New Location
Yates Store Rd Extension	Yates Store Rd	Wake Rd	New Location

# Highway From To

# Highway Projects -- Vision

- These projects are not included:

Highway	From	To
Eubanks Rd	MLK Blvd (NC 86)	Rex Rd/Kousa trail
Falconbridge Rd Connector	Falconbridge Rd	Farrington Rd
Falconbridge Rd Extension	Farrington Rd	NC 54
Fayetteville Rd	Woodcroft Pkwy	Barbee Rd
Garrett Rd	NC 751	Old Durham Rd
Garrett Rd	Old Durham Rd	US 15-501
Hope Valley Rd (NC 751)	S Roxboro St	Woodcroft Parkway
Hope Valley Rd (NC 751) 	NC 54	Woodcroft Pkwy
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)
Hopson Rd	Louis Stephens Dr	Davis Dr
I-40 (westbound auxiliary lane)	NC 147	NC 55
I-40/ NC 54 ramp	Farrington Rd.	I-40
I-85	Orange Grove Rd	Sparger Rd
I-85	US 70	Red Mill Rd
NC 54	Fayetteville	Barbee
NC 54	Barbee	NC 55
NC 54	NC 751	Highgate Dr
NC 54	I-40 Interchange	NC 751

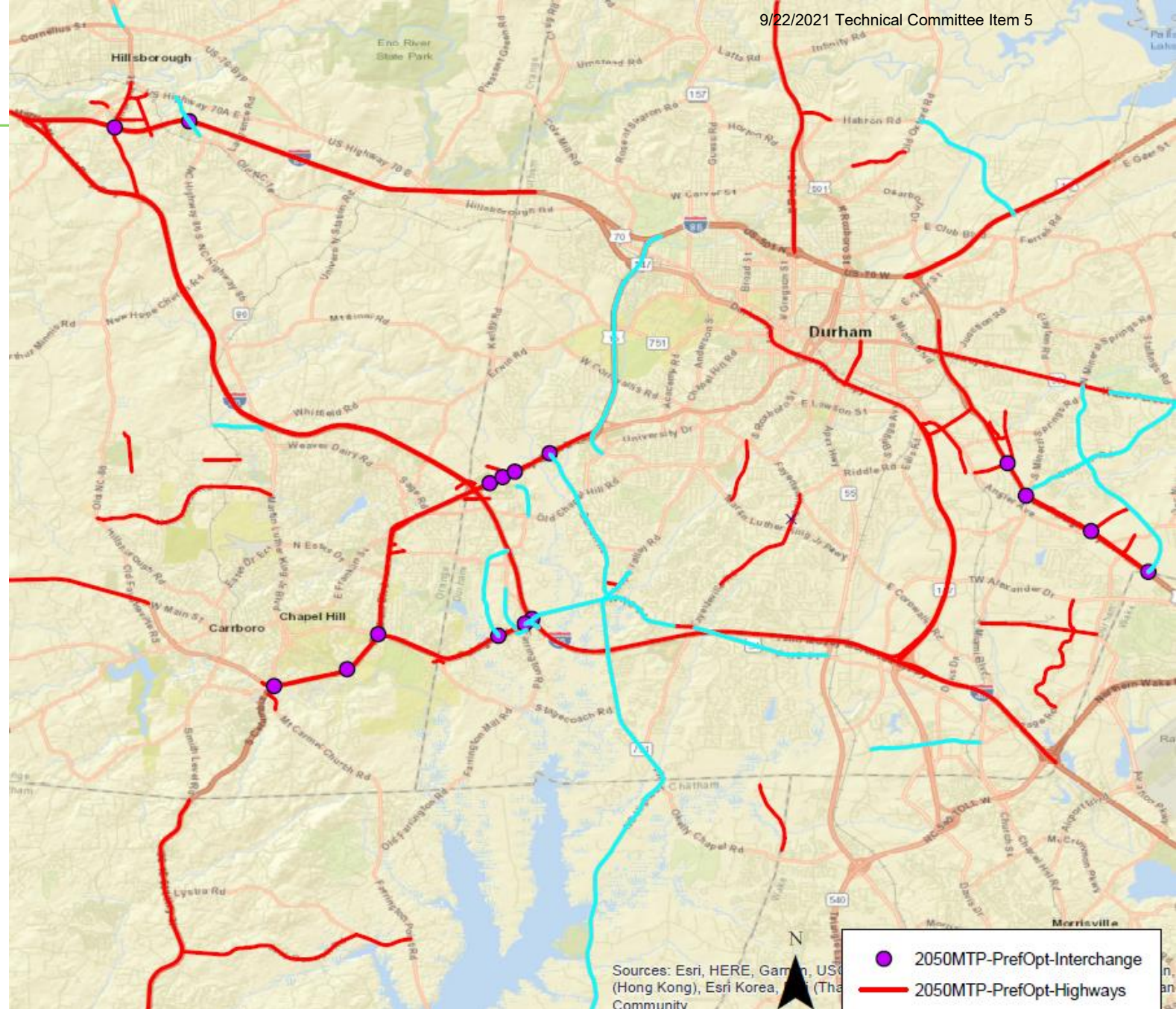
Highway	From	To
NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd
NC 751	Renaissance Pkwy	O'Kelly Chapel Rd
NC 751	Martha's Chapel Rd	O'Kelly Ch. Rd
NC 751	NC 54	Renaissance Pkwy
NC 86	Old NC 10	US 70 Business
NC 86 (and US 70 intersection)	US 70 Bypass	NC 57
Northern Durham Pkwy	US 70 E	Sherron Rd
Northern Durham Pkwy	I 85 North	Old Oxford Hwy
Northern Durham Pkwy	Sherron Rd	NC 98
S Churton St	Eno River in Hillsboro	I-40
Sherron Rd	S Mineral Springs Rd	Stallings Rd
Southwest Durham Dr	NC 54	I-40
Southwest Durham Dr	Sawyer Dr	Old Chapel Hill Rd
US 15-501 (expressway conversion)	US 15-501 Bypass	I-40
US 15-501 Bypass	MLK Parkway	I-85
US 70 (freeway conversion)	S Miami Blvd	MPO Boundary
US 70 (freeway conversion)	Lynn Rd	S Miami Blvd
Wake Forest Hwy (NC 98)	Nichols Farm Dr	Wake County Line



# Highway Projects -- Traditional

	No.	
Traditional projects	74	\$3.2 billion
<u>Not</u> Traditional projects	32	\$0.8 billion

— Traditional projects  
— Not Traditional projects

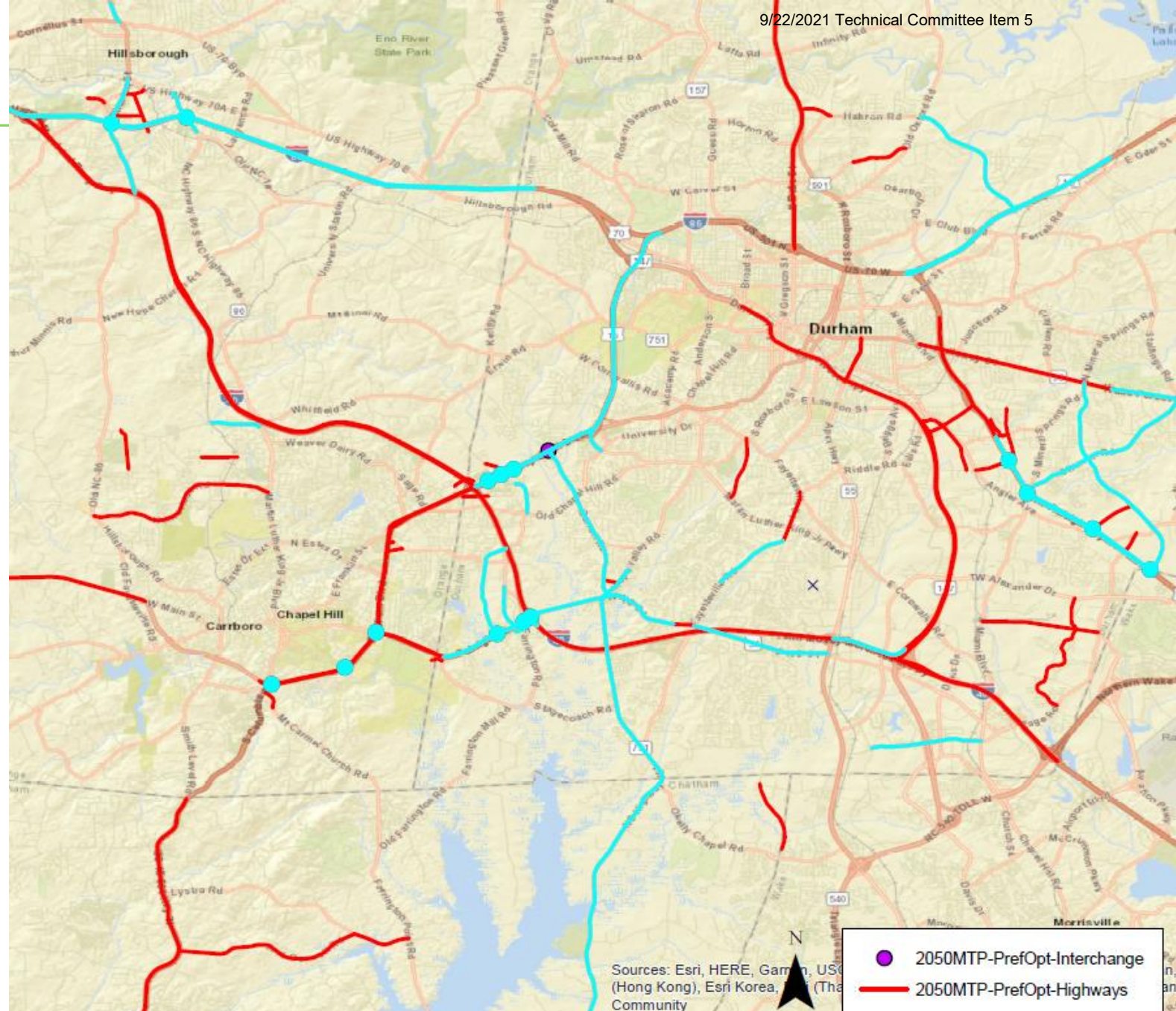




# Highway Projects -- Vision

	No.	
Vision projects	53	\$2 billion
<u>Not</u> Vision projects	53	\$1.9 billion

— Vision projects  
— Not Vision projects





# Transit, Bike-Ped, and Complete Streets

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# Transit

Green font = Vision

Blue font = Traditional

Black font = both

Transit projects are mostly the same for both the **Vision** and **Traditional** options except as noted.

Transit Element	2030	2040	2050
<b>CRT</b> –Triangle Commuter Rail	...	W. Durham to Clayton; 8-2-8-2	Hillsborough to Selma; 12-8-12-8
<b>BRT</b> - Chapel Hill North-South	BRT: Eubanks to Southern Village	no change	no change
<b>BRT</b> - Durham/Chapel Hill (via US 15-501): UNC Healthcare to downtown Durham to NCCU	...	BRT with bus-only lane	no change
<b>BRT</b> - Durham/RTP (via NC 147)	...	BRT using managed lane	BRT using managed lane
<b>BRT</b> - Chapel Hill/RTP (via NC 54)	...	...	BRT with bus-only lane
<b>Bus</b> – frequency, coverage and connection improvements, especially major corridors	Yes	Yes	Yes
<b>Bus</b> - amenity and access improvements	Yes	Yes	Yes
<b>BOSS</b> – bus on shoulder improvements to highways	See highway plan	See highway plan	See highway plan
<b>Express Bus</b> - Durham/Butner (via I-85)	...	Enhanced bus service	Enhanced bus service
<b>Express Bus</b> - White Cross/UNC	...	Enhanced bus service	Enhanced bus service
<b>Express Bus</b> - Chapel Hill/Hillsborough	...	Enhanced bus service	Enhanced bus service
<b>Express Bus</b> - Chapel Hill/Pittsboro	...	Enhanced bus service	Enhanced bus service

# Bicycle and Pedestrian

- Bicycle and pedestrian projects were not listed or mapped in the 2045 MTP
- Report appendix listed regional routes. Keep this list because SPOT awards regional points
- \$292m in costs in 2045 MTP

## Appendix 4. Bicycle and Pedestrian Projects

### Background

The 2045 MTP does not specifically list the bicycle and pedestrian projects. The local jurisdictions and counties have identified, and in many cases prioritized these projects and have coordinated their interaction in the jurisdiction boundary areas through the DCHC MPO. As a result, the 2045 MTP defers to those local governments.

### Exempt Projects

All the bicycle and pedestrian projects are deemed exempt from the air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of a conforming transportation plan or Transportation Improvement Program (TIP).

### Durham-Chapel Hill-Carrboro MPO Regional and Statewide Bicycle Routes

A major objective of the 2045 Long-Range Transportation Plan is to identify regional bicycle routes in the Durham-Chapel Hill-Carrboro MPO region. Regional bicycle routes have several characteristics, as follows:

- Provide links between major destinations and between urban centers.
- Facilitate primarily utilitarian bicycle trips, though the routes can also serve recreational cycling.
- Serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

The regional bicycle route map identifies a variety of corridors in need of improved bicycle facilities. The map primarily identifies on-road routes, but off-road routes are also identified. The regional routes will be evaluated from time-to-time, including future updates of the long-range transportation plan.

### DCHC MPO Regional Routes

In planning the regional bicycle routes, twelve specific zones of connections were targeted. The following listing shows the identified regional routes within each zone of connection:

#### Connections between Carrboro and Chapel Hill

- Homestead Road
- Homestead Road / Weaver Dairy Road
- Morgan Creek Trail (off-road) / Columbia Street
- Bolin Creek Trail (off-road)
- The Campus to Campus Connector (on and off-road connecting UNC-CH main campus to Carolina North)

#### Connections between Carrboro-Chapel Hill and Hillsborough

- Columbia Street / NC 86
- Old NC 86/Churton Street between Hillsborough Rd. (Carrboro) and Orange Grove Rd. (Hillsborough)

#### Connections between Carrboro-Chapel Hill and Chatham County

- Smith Level Road / US 15-501
- US 15-501

# Complete Streets Investments, and others

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## Complete Streets

- Modernizations in highway list provide some complete streets.
- Add additional units (e.g., x miles) and funding?

## Electric Charging Stations

- Identified often in comments and supports MPO Goals
- Add units (e.g., x stations or facilities) and funding?

## Bus on Shoulder System (BOSS)

- Add to highway section?



# Performance Measures

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# Measuring VMT Reduction

- Factors that make VMT reduction difficult:
  - Land Use -- Current and future land-use that is not dense or mixed-use enough to stimulate bicycle, walking and transit trips.
  - Price – Price of gasoline and parking are relatively low, and roadways and parking are subsidized.
  - Exogenous trips -- A significant percentage of trips go through the region (i.e. through trips on I-40 or I-85)
- Indicators of Sustainable Mobility help show how investments increase equitable and sustainable access to jobs

# Measuring VMT Reduction

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- Performance measure update will be presented at the September TC meeting.



# Land Use

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# Land Use

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- Use Opportunity Places, which includes:
  - Aspirational development at anchors (universities, medical centers, RTP)
  - Increased density and land use mix at key hubs along major corridors
  - Increased legally binding affordable housing along transit corridors
- TJCOG can provide more details on local changes needed get to Opportunity Places. Board has asked for more detailed, prominent information.

## 2050 MTP – Alternatives Analysis

### Public Comments from Public Hearing and Email

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### Background

This document summarized and compiles the email comments received on the 2050 Metropolitan Transportation Plan (MTP) Alternatives Analysis by emails during the public comment period, July 29 through September 15.

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### Summary

The public comments received about the 2050 Metropolitan Transportation Plan (MTP) Alternatives Analysis reflect concerns about climate change and continued support for safe pedestrian infrastructure and an enhanced public transportation system. Residents who commented on the need for an enhanced public transportation system also expressed support for:

- Light rail
  - Transit service for purposes other than work and school travel, e.g. shopping
  - Bus service and better bike facilities in Northern Durham
  - Park and ride lots, employment growth, and affordable housing development concentrated along transit routes
  - Commuter rail stops that serve historically Black communities in Durham
- 

### Email Comments

7/31/21

Build a light rail!

(from Jesse Bikman)

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8/4/21

Mr. Henry-

The first flaw I find in your survey is that you only ask about people going to work or school. This ignores the number of retired people in the area who volunteer, shop and which are not taken into consideration--as well as other purposes for which people use transportation, and would have provided you with a much fuller picture

You first question should have been:

Which form(s) and percentage of transportation do you use to get to :

work

school

shopping

RDU

Other activities

Your second question should have been:

How many people, in addition to yourself, do you transport to

work

school

shopping

RDU

Other activities

Your third question should have been:

How frequently, in addition to yourself, do you transport others to

work

school

shopping

RDU

Other activities

We all know that climate change and traffic are linked. EVs may not reduce the impact on congestion or climate change as long as electricity for EVs is fueled by Duke's dirty energy. (Electric busses MUST be used in the Triangle AND powered by solar chargers that only use other forms of energy as a backup.)

When I moved here in 2018 I was appalled to discover the lack of a convenient, comprehensive transportation system. That must be your priority--and it is the **only** way to get people out of their cars; people will not use public transportation otherwise.

How do you do this?

First, create a regional plan for rush hour commuting workers with adequate park and ride lots. (See the routes that I suggest must be a priority.) Along with this encouraging employers to get their employees to use the bus. Some employers provide free monthly commuter bus passes to employees.

Second, concentrate the growth of employment and affordable housing along these routes. (Please more homes for sale--not more apartments that leave people, after years of working, with nothing of their own.)

Third, consider creating weekender's or shopper's special busses to downtown Raleigh, Durham Chapel Hill, Cary, and Hillsborough on

This combines the most important features of your scenarios 2 and 3.

**BUT** before you start creating biking facilities--please begin with walking facilities: safe SHADED permeable sidewalks with an occasional bench here and there for people who may, for various reasons, need to stop to catch their breath. There are too many places in the Triangle where walking means sharing space with cars.

Also please consider creating week-ender or shoppers special bus transportation so that residents can visit other towns in the Triangle (Raleigh, Durham, Chapel Hill, Hillsborough, Cary) for an outing without worrying about parking or traffic congestion. Such buses might run 3 or 4 times during the day and early evening just long enough to shop and have a meal/ and or see a film, play, or concert of some kind, and

Another priority--with climate change and wildlife in mind--must be to work with local, state and federal governments to **STOP** mowing green space along major roads and instead to plant native grasses, plants and trees whenever possible and create wildlife corridors that eliminate the need for wildlife to cross major highways and bridges. (The Dutch have been doing that latter for over 20 years and, in areas that have to be mowed, they even use goats, sheep and (in parks Scottish Highland cattle. No fertilizer needed.)

And this might be silly but one of the most important parts of any transportation system are the bus drivers. Please make sure to let them know how important they are and how much they are appreciated. You may not realize it but the bus driver is often the first person riders see during the day. A friendly and familiar face with a smile can make all of the difference for the individual rider and every other person they meet. For daily commuters seeing the same passengers and driver each day is even reassuring.

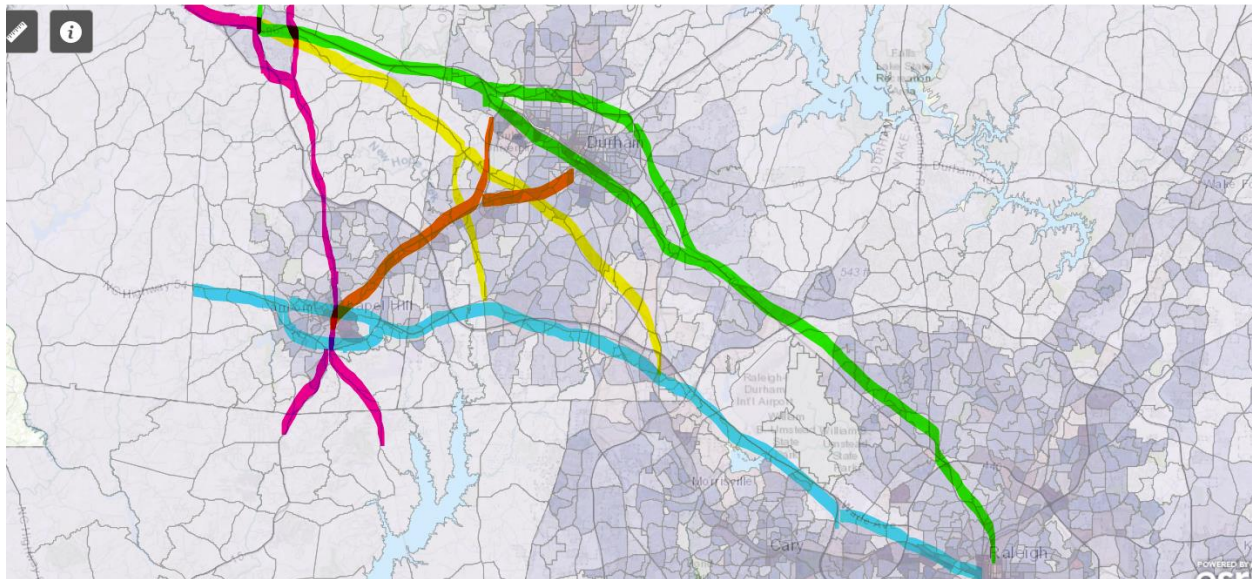
I have many fond memories of riding the bus to school, and I know bus drivers made the difference for many kids in choosing between remaining on the corner or getting on the bus. I

remember the bus drivers that joked with and teased passengers brightening even the dreariest, coldest, wet winter mornings--including one whose name was (according to his nametag) Harvey. He wore cowboy boots and we all nicknamed him Boots. Riding the bus can be fun.

Thanks for reading my rant.

[LKBROWN9478392@GMAIL.COM](mailto:LKBROWN9478392@GMAIL.COM)

(Ms. Brown provided the map below)



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8/19/21

Hello,

I wanted to mention that community design considerations and increase in pedestrian traffic (more people working from home go for more walks during breaks) are also very important when planning on expanding a road - example, we have a road that divides our community that not only has a high speed limit for its location (45 MPH), but is also slated to be expanded to four lanes, thus making it even more difficult for the residents to safely cross to access the various amenities available on either side.

Best regards,  
Irina Cole

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8/31/21

Subject: 2050 MTP Comment

We will need more public transportation.

More Buses and subway - like most major cities

[frankjc50@verizon.net](mailto:frankjc50@verizon.net)

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8/27/21

Is going to come down to just increasing bus routes and creating one or two new routes but I hope one of those new routes either extends further out into Northern Durham County. The present route that extends to Northern High School could be extended to at least Orange Factory Road. Even if it isn't every hour let it be at least twice a day 7 am to get county and city workers that stay out this way into work by 8 am or 9 am and another run at 3 pm or 4 pm to bring them home. Also bike lanes further out onto Old Oxford Highway out to Bahama and Rougemont. Bike groups love to bike out to Rougemont taking the back roads pass Merck onto Stagville Road and onto Quail Roost Road.

Wayland Burton

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09/01/21

Good Morning Mr. Henry,

I appreciate you keeping the public informed about the transportation needs of the area. I don't know if you are involved with the decision making of the Commuter Rail proposal but if you are I would like to suggest one thing for them to consider. In looking at the stops proposed for the commuter rail none stop at or close to Durham's Historically Black communities. I understand that the rail will use existing track but NO stop has been fashioned at Alston Ave or in East Durham where a number of black businesses or inhabitants live. The absence will be noted and taken offense too. I want to see the commuter rail like I wanted to see light rail but to overlook a large tax paying base in Durham is not going to look upon fondly.

I just thought I would bring it up long before plans got to far along.

Wayland Burton

Good morning, my name is Geoff Green and I'm a resident of Chapel Hill. I'm speaking on my own behalf. I am urging the MPO Board to ensure that the 2050 Metropolitan Transportation Plan reflects the values professed by the local jurisdictions that make up this organization, that multimodal investment is critical and that climate change is a threat. For example, the Town of Chapel Hill has passed a resolution declaring a "climate emergency" which requires action "at emergency speed." Every elected official sitting here believes, I think, that climate change is real, and that business-as-usual is no longer acceptable.

The Canadian city planner Brent Toderian has said that city leaders need to "start budgeting & approving things that support your vision. Stop budgeting & approving things that don't." It's not enough to do the right things; we also need to stop doing the wrong things. Each alternative being presented for the 2050 MTP includes a lot of wrong things. Each alternative includes billions of dollars of highway widening and new highway construction. In each alternative, Interstate 40 is widened and an additional set of managed lanes are constructed. In each alternative, a quarter of a billion dollars is spent adding new lanes to NC 147. In each alternative, about \$200 million is spent turning 15-501 into a freeway. I appreciate that the Shared Leadership alternative does eliminate some highway projects that would induce sprawl, and also removes the freeway through downtown Durham, but it includes massive spending on highway projects like the ones I just listed. And these all are the wrong things. Take the Interstate 40 and NC 147 managed lane projects as an example. These projects cut the legs out from the commuter rail project, the region's major non-highway investment. The primary goal of the commuter rail project is to provide a fast and reliable trip between Durham, RTP, and Raleigh that isn't subject to traffic delays. The primary goal of managed lanes is exactly the same – to provide a fast and reliable trip between Durham, RTP and Raleigh by putting a price on highway capacity to manage its use. Commuter rail may be the right thing, but we shouldn't do the wrong thing by funneling a billion dollars into its competitor.

If this highway expansion plans come to fruition, it is hard to imagine how the local jurisdictions will accomplish any of their goals related to climate change.

Let me be clear, as a former member of regional planning staff who worked on the 2045 MTP, I have no qualms with anything that staff has done. Staff works for a board that approved two prior MTPs which featured massive highway

investments. Moreover, developing alternatives that modify these climate-busting projects would be in direct conflict with NCDOT's own plans and perhaps with our CAMPO neighbors who are partners in the development of the MTP. I fully realize that widening core highways like I-40 is a state priority. This preference is written into the STI law. Any call for change won't be well received by some powerful people. It falls to each of you, the officials elected to public office and appointed by your elected colleagues to this board, to make these hard calls and provide this leadership.

The 2050 MTP should rethink the wisdom of these big-ticket highway investments. Beyond that, it should identify, list, and price out critical investments in regional transportation mobility such as the triangle bikeway and transit investments, the same way that is done with highway projects, and not simply assume a bucket of money that will be spent somehow. Moreover, because we can see the effects of climate change every day, the 2050 MTP should not assume that in 30 years we will still be governed by the current STI rubric that funnels most money into highway projects. Instead, we should create a positive plan that reflects our vision and assumes our actions beginning in 10 and 20 years, after the end of the current STIP, will meet the demands of the time.

Given the deadline, it may be tough to get this all done. But we have to start so this MTP or, if necessary, the 2055 MTP really incorporates the MPO's goals and does not simply pair massive expansion in our roadway network with what are, by comparison, marginal transit and bicycle investments.

It's time to meet the moment. Each jurisdiction sitting here that has adopted a climate action plan recognizes that each jurisdiction is limited in what it can do alone. But on the regional level, you can do so much more. You are not just a rubber stamp for policies developed by others. You serve on a body established under federal law that is given the responsibility to manage the planning and development of our region's transportation system. Most of you, perhaps each of you, campaigned on climate change and the need for a transportation system that better reflects the values we share in Durham, Chapel Hill, Hillsborough, and throughout Durham, Orange, and Chatham counties. An MTP that fully aligns with our values is an important step that can make a difference.

Thank you.





Comments made at the DCHC Public Hearing on Alternatives Analysis, Sep 1, 2021

Thank you for the opportunity to comment. I'm John Tallmadge, Executive Director of Bike Durham. After the Board adopted goals that included zero deaths and serious injuries, zero disparity of access, and zero carbon emissions, we were optimistic that the 2050 Plan would chart a new course toward a safe, affordable, and sustainable transportation system for everyone, regardless of who they are or where they live. That's Bike Durham's vision for the future.

We were hopeful that the bold vision that the MPO adopted would drive the development of bold alternatives that would illustrate the likely difficult choices needed to achieve these goals. We grew concerned when the deficiency analysis largely addressed the issues of driver delay, driver commute time, and highway capacity - the same variables that are typically used - and measures of safety, carbon emissions, and disparity of access. Vehicle miles traveled (VMT) was presented, but not in the context of carbon emissions.

We were disappointed to see the alternative scenarios presented for comment. The staff has not attempted to develop a scenario that could achieve the goals. The All Together alternative is the best of the bunch, but it does not rise to the occasion required.

We understand why this is the case, but we do not accept it. When urging you to adopt bold goals, we said that it takes a long time to turn a big ship onto a different course, and that's why it's important to turn the wheel hard now. It appears that in attempting to turn the wheel hard through bold goals, other problems have been revealed.

First, the navigation tools that the staff uses don't provide any visibility into impacts on safety, carbon emissions, or racial disparity of access. All we can see are delay, travel time, capacity, and mode share. What we don't measure, we don't manage. The answer is not to rely on changes to the travel demand model. The staff needs to develop new analytical approaches.

Second, the steering mechanisms are stuck. The alternatives accept the next 10 years as fixed, and the staff has found the model to be largely unresponsive to changes in the projects. The projects selected are all through technical staff, there is very little community engagement in the development of projects.

Third, the engine of transportation funding keeps chugging away, driving us in the same disastrous direction. When we limit our alternatives to what we can fund with existing laws and rules, then we cannot even see what it would take to achieve our goals. The final recommended plan needs to be fiscally constrained, that's required. But if alternatives were developed that achieved our goals, or even approached them, then we could all see what changes are going to be needed from the local, state, and federal levels.

The All Together alternative is the best of the bunch, but we'd like to point out a few ways in which it falls short.

- 1) There is no indication that the alternative is increasing funding to make our streets safer.
- 2) There is no indication that there is an increased investment in transportation demand management. We have just seen that the capacity for telework is much greater than we ever imagined.
- 3) There is no indication of investments in the infrastructure or incentives for electrification of our transportation system.
- 4) There is no indication of whether neighborhoods that are currently the heaviest users of public transportation will be closing the gap with neighborhoods that don't use public transportation in terms of access to jobs or other destinations within 45 minutes.
- 5) While the alternative includes the conversion of a portion of the Durham Freeway to a boulevard, which may be a good idea if we could make sure that the benefits accrue to the Black residents whose community was destroyed in the first place, but at the same time we assume that we'll push ahead with converting US70 and US15-501 into freeways.

It's time for the DCHC MPO Board to direct the staff to develop a bold scenario that gets us on the path to our goals. You need to find levers that will result in the creation of new navigation tools, that will unstick the steering wheel, and cut the engines to create time to fix those other problems. We ask that you start by directing the staff to develop another alternative that would address all three goals and reduce the drive alone mode share by 25% by 2050. Thank you.

### Questions for the Alternatives Analysis

Equity: Can we move forward with alternatives analysis without having established the performance measures “based on race/ethnicity, income, and automobile ownership”? When will these be established and how will analyses retroactively account for them?

Safety: States that crash data “will be considered during the development of the 2050 MTP Preferred Option” with the goal to reduce these totals by 50% by 2035. How do these three alternatives, which account for negligible reduction in use of SOV, help reach that goal?

TCN: This is our only predictor for non-auto mode-shifting. Are these mapped? Do the Communities of Concern overlap with the TCNs? If not, how do these alternatives address non-auto safety for these communities?

### Unaddressed from Bike Durham’s deficiency analysis comments:

- Employment growth is outpacing population growth in all MPO counties. This places further strain on the transportation network and has implications for increased travel times, especially for those who cannot afford to live in close proximity to “mode-rich” areas.
  - How does the correlation of population growth to employment growth impact Goal 3.B (zero disparity of access to jobs, etc)?
  - How can the data better address demand and travel of employees using non-vehicular modes, specifically in support of Goal 8.A?
  - We are predicting a 20% increase in non-motorized commuting between 2016 and 2050. Which communities are benefiting from this?
  - We are predicting a 19% decrease in transit commuting. Which communities are harmed by this?
- The data measures in the Deficiency Analysis are vehicle-centric and do not address Goal 4.C (increase in non-auto travel modes). In addition, the results point decidedly against Goal 7.B (more efficient transportation through TDM). There is minimal data showing the potential travel deficiencies across non-driving transportation modes, such as public transit. Vehicle-centric data metrics often fail to consider how changes in mode choice can increase capacity and improve travel times. Here we want to reiterate a previous concern of ours-- improvements for decreasing VHT generally point toward the need for measures to speed up traffic (i.e. capacity and speed). These vehicle-centric outcomes to decrease VHT are counter to Goals 1 and 4 of the 2050 MTP. We ask for similar measures in the Deficiency Analysis to be considered for other mode options, including bus, rail, and biking.
  - For example, what are the 15-minute and 30-minute travel isochrones for bus service?
  - What percentage of the projected population will be within ¼ mile of frequent transit or ½ mile of frequent fixed-route transit?

- How do the vehicle measures for VMT and congestion account for shifts in transportation mode choice away from driving in single-occupancy vehicles?
- Please consider using ITDP's *Indicators of Sustainable Mobility*. Two measures - block density and weighted population density - are good proxies for whether land use policies are resulting in outcomes that encourage walking, biking and using transit. This is especially important given the population projections for the region.



Regional Flexible Funding Draft Policy

Draft Policy	Justification/Notes
<p><b>Statement of Values</b></p> <p>This updated policy aligns with the goals that the MPO Board approved for the <a href="#">2050 Metropolitan Transportation Plan</a>.</p> <p>These goals include:</p> <ul style="list-style-type: none"><li>I. Protect the Human and Natural Environment and Minimize Climate Change</li><li>II. Ensure Equity and Participation</li><li>III. Connect People and Places</li><li>IV. Ensure that All People Have Access to Multimodal and Affordable Transportation Choices</li><li>V. Promote Safety, Health, and Well-Being</li><li>VI. Improve Infrastructure Condition and Resilience</li><li>VII. Manage Congestion and System Reliability</li><li>VIII. Stimulate Inclusive Economic Vitality</li></ul> <p>As part of the application procedure, each applicant will explain how their project submittals support the goals of the 2050 MTP.</p>	<p>The 2050 MTP goals are intended to drive the MPO’s policies and decision making for the lifespan of the plan.</p>
<p><b>Regional Flexible Funding</b></p> <p>Federal funding that flows through the MPO, including Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives, Congestion Mitigation Air Quality Improvement funding (CMAQ), STBG-Any Area funding received through INFRA swaps, and any federal funding identified during NCDOT’s August closeout, will be combined to form a single funding pool known as <b>Regional Flexible Funding (RFF)</b>.</p> <p>Once all projects are submitted, MPO staff will determine which projects will receive which type of federal funding based on the project type and funding available.</p> <p>Applicants may also indicate preferred funding types for their projects.</p> <p><u>Effect on Local Discretionary Funding</u></p> <p>The RFF pool does not include STBGDA funding used to support LPA and non-LPA staff activities in the UPWP.</p> <p>Currently, Durham County uses STBGDA funding that is suballocated to jurisdictions based on population — known as local discretionary funding — for a staff position. Durham County will be asked to submit its funding request for this position through the UPWP process. No other staff positions are affected by the creation of the RFF pool.</p> <p>Jurisdictions will have a five-year transition period to use up any banked local discretionary funding. Funding not used in this period will be added to the RFF pool.</p>	<p>LPA Staff is making the recommendation to create a single funding pool for the following reasons:</p> <ul style="list-style-type: none"><li>• DCHC MPO is the only MPO in the state that suballocates STBGDA funding based on population. This practice is a disadvantage to smaller jurisdictions who must bank funding for many years to fund projects given that the cost of many transportation projects are relatively similar across jurisdictions, regardless of population. This means that funding that could be used to deliver projects is not being put to good use as it is sitting in the “bank” for future use.</li><li>• Creating a single funding pool means that funding will be available to all jurisdictions as it is needed. Larger jurisdictions will have access to more funding in a given year as no funding will be banked. Smaller jurisdictions will be able to apply for funding when they have a project in mind instead of waiting to bank enough funds.</li><li>• Many MPOs combine all federal funding into one pool, including CAMPO. A publication from Transportation for America, “The Innovative MPO,” recommended combining federal funding pools in order to use federal funding more efficiently. For instance, by treating funds as separate pool (e.g. CMAQ), staff must select projects that most efficiently meet the funding available in each individual pot. Having funding in a single pool allows more flexibility in allowing MPO staff to identify the best projects submitted and making the available funding fit those projects. In other words, it will be easier to combine funding types to fund projects.</li><li>• This recommendation does not include the STBGDA funding that is given to transit agencies based on population. Given the impact of</li></ul>

	COVID-19, transit agencies may be counting on this funding more so than in past years.
<p><b>Eligible Applicants, Projects, and Phases</b></p> <p><u>Eligible Applicants</u> Any MPO member agency, including transit agencies, cities, towns, counties, and planning organizations such as the Triangle J Council of Governments and Research Triangle Foundation, may apply for funding through the Regional Flexible Funding Program.</p> <p><u>Project and Phase Eligibility</u> During the SPOT process that North Carolina uses to prioritize projects for funding throughout the state, NCDOT uses a normalization process to allocate funds between highway and non-highway modes. The normalization procedure allocates at least 90% of funds that come through the state to highway projects.</p> <p>In keeping with the MPO’s goals, funding priority will be given to projects in the adopted DCHC Metropolitan Transportation Plan in the following categories and <u>not for roadway projects</u>:</p> <ul style="list-style-type: none"><li>• Public transit</li><li>• Bicycle and pedestrian facilities</li><li>• Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems</li><li>• Scenic and environmental enhancements</li><li>• Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs</li></ul> <p><u>Local versus Regional Plans and Projects</u></p> <p>Regional planning studies should be requested through the UPWP process. Agencies may apply for funding for local area and feasibility studies through the RFF program.</p> <p>The 2045 MTP’s defines “<u>regionally significant</u>” projects as those that:</p> <p>Provide access to and from the region, or to major destinations in the region. The FHWA functional classifications serve a different purpose than the local functional classification used by the MPOs, so the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant.</p> <p>A list of regionally significant bicycle and pedestrian routes is included in the 2045 MTP.</p> <p><u>Infrastructure Projects versus Local Area Planning and Feasibility Studies</u> All phases of a project need to follow the federal process if federal funding is used for even one phase or part of a project. The federal process often leads to increased project costs. The RFF program therefore prioritizes design, ROW, and construction of infrastructure projects over local area planning studies and feasibility studies to most efficiently use federal funds.</p> <p>Agencies may apply for local area planning and feasibility studies through the RFF program. The rubric and various provisions in this policy, such as the maximum funding request cap, are designed to allow smaller jurisdictions to receive funding for these projects, as these jurisdictions may lack other sources of funding for such projects.</p>	Meets federal funding requirements; project eligibility based on previous policy.



<p>Projects must meet the following five requirements to apply for RFF:</p> <p>1) <u>Federal-Aid Eligible Projects</u></p> <p>There are eligibility requirements associated with all types of state and federal funding sources. Regional Flexible Funding may consist of funds from Surface Transportation Block Grant Program Direct Attributable (STBGP-DA); Congestion Mitigation for Air Quality (CMAQ); Transportation Alternatives Program (TAP); and other funds passed through the MPO for programming. Bicycle and pedestrian projects that serve a transportation purpose (as opposed to a recreational purpose) are eligible. A bicycle or pedestrian project must transport members of the public from one place to another to demonstrate its transportation purpose. Transit projects that encourage the development, improvement, and use of public mass transportation systems are eligible.</p> <p>2) <u>Locally Administered</u></p> <p>By applying for a project through RFF, the applicant is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project. DCHC MPO will also require reporting from successful applicants to keep the MPO Board up-to-date on the progress of all funded projects until the project is complete. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule as local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.</p> <p>Transit agencies typically flex funds to the Federal Transit Administration, which requires less coordination with NCDOT.</p> <p>3) Metropolitan Transportation Plan or local plan compliant The project must be identified in the currently adopted MTP or another local plan that has been adopted by a governing body or board.</p> <p>4) <u>Eligible Project Phase</u></p> <ul style="list-style-type: none"><li>• NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation</li><li>• Land or Right-of-Way Acquisition</li><li>• Construction (including environmental mitigation and utility relocation)</li><li>• Transit Capital</li><li>• Travel Demand Management (TDM) Projects, coordinated through the Triangle Transportation Choices TDM Program administered by TJCOG.</li></ul> <p>5) <u>Minimum Match Committed</u></p> <p>Applicants must provide a local match as required by the federal funding source assigned to their project. Typically, the requested local match is 20 percent. Applicants must identify the source of their local matching funds as part of the application procedure. The local match should be clearly identified in the project budget.</p>	
<p><b>Number of New Project Submittals</b></p> <p>Although there will be one call for projects each year, there will be separate procedures for submitting new and existing project funding requests.</p> <p>Shortfall funding requests will be prioritized as the MPO wishes to encourage the completion of projects before starting new projects to avoid overextending staff and funding resources.</p> <p>If you are submitting a request for funding for an existing project, you must confirm that there are no substantial changes in scope to your project that led to the increase in the project cost. If there are substantial changes in the</p>	<p>Some MPOs limit the number of new project submittals in order to avoid reviewing too many applications. DCHC MPO has a relatively small number of jurisdictions and agencies. MPO staff would like to introduce a cap not to limit the overall number of applicants, but to incentivize completion of projects and to avoid overextending staff and funding resources to start new projects while others are incomplete.</p>

<p>scope of your project, the project must be submitted and scored as a new project.</p> <p>Due to delays in implementation of previously programmed projects,DCHC will cap new project submittals based on each agencies number of active projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>below</u> the cap may submit their desired number of new projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>above</u> the cap may only apply for funding for existing projects.</p> <p>The active project cap is based on local match cost sharing<sup>1</sup> for the MPO:</p> <table><tr><th>Local Match Cost Share</th><th>Active Project Cap</th></tr><tr><td>Less than \$50,000</td><td>3</td></tr><tr><td>\$50,001-\$200,000</td><td>6</td></tr><tr><td>Above \$200,000</td><td>9</td></tr></table>	Local Match Cost Share	Active Project Cap	Less than \$50,000	3	\$50,001-\$200,000	6	Above \$200,000	9	
Local Match Cost Share	Active Project Cap								
Less than \$50,000	3								
\$50,001-\$200,000	6								
Above \$200,000	9								
<p><b>Funding Request Minimums and Maximum</b></p> <p><u>Minimum</u> Due to the high administrative burden associated with RFF projects, the total project cost is required to be at least \$100,000.</p> <p>Agencies may bundle smaller projects to meet this threshold (e.g.,Durham’s Bicycle Facilities projects during the FY22 Call for Projects).</p> <p>Exceptions to this requirement must be approved by the MPO Manager prior to project submittal.</p> <p><u>Maximum</u> As a regional planning organization, DCHC MPO would like to ensure that all of its jurisdictions and agencies have a chance to receive funding though the RFF program. Further, given the limited availability of RFF, MPO staff would like jurisdictions to submit their strongest projects and projects that meet pressing transportation needs. For these reasons, the following funding caps exist:</p> <p><b>Individual projects</b> – 40% of federal funding available <b>All projects submitted by an agency</b> – 60% of federal funding available Exceptions to this requirement must be approved by the MPOManager prior to project submittal.</p>	<p>Fair geographic distribution of projects. MPO staff will be using ascoring rubric to score allproject submittals. The highest scoring projects will receive their funding requests. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding.</p>								

<sup>1</sup> We are using the local match cost share instead of population to accommodate regional organizations. The FY22 UPWP local match cost share is as follows:

- Durham City \$233,781
- Durham County \$40,225
- Chapel Hill \$58,599
- Carrboro \$20,050
- Hillsborough \$6,232
- Orange County \$35,019
- Chatham County \$14,498
- GoTriangle \$29,871

Mutli-year Funding

The RFF program should be flexible and this means funding more expensive projects over several years when needed. Therefore,

- Agencies may apply for up to three years of funding. This will count against the agency’s 60% overall funding request for each of the years that the project has received funding.
- Agencies will receive funding when it is needed to avoid having to inefficiently phase projects. NCDOT banks funding for the MPO, so providing the funding up front should not be a problem.

Four-Year Funding Review and Provisions for Agencies that Have Not Received Funding

- Before each call for projects, MPO staff will review funding received by all agencies over the previous four years.
- Beginning in FY24, if an agency has not received funding in the previous four years, they will receive an extra 10 points on the rubric for projects they submit in that cycle. These points may be added to a single project or divided for multiple projects.

Inability to Use Funds

In cases where an agency cannot secure a local match after two years of receiving RFF or there are egregious delays to using RFF, MPO staff will ask the MPO Board to make a recommendation about whether RFF should be withdrawn from a project and returned to the RFF pool.

**Application Procedure**

MPO staff will provide a schedule for the Call for Projects at the beginning of each fiscal year. All due dates for application materials will be finalized at least one month before the first application materials are due.

**Agencies should only apply for funding for projects that have a phase that begins in or within one year of the Call for Projects cycle.** For example, you should only apply for funding in FY 23 if the project or project phase that you are applying for begins in FY 23 or 24.

Applicants will receive links to two types of applications: 1) new projects and 2) existing projects. Applicants will fill out the appropriate application by project type and send an email to MPO staff once all their applications are complete with the following information:

- 1) A list of all submitted projects
- 2) Shapefiles for each project submitted
- 3) A designated point of contact for the submissions

Pre-submittal Meeting

At least two weeks before applications are due, MPO staff will hold a presubmittal meeting for local agencies and jurisdictions. Each agency submitting an application should have a representative present at the meeting. If that is not possible, the agency should let MPO staff know and set up a one-on-one meeting to discuss their questions. Responses to all questions raised at the presubmittal meeting will be posted on the MPO’s website.

Cost Estimates

- Applicants should share the method they used to prepare their cost estimate. For instance, did they use a cost estimator tool? Which one?
- Cost estimates should be no more than a year old.

Contingencies

To reduce the need for shortfall funding and to account for the difficulty of developing accurate cost estimates, all RFF project submittals must include a contingency of at least 25%. Contingencies will be based on project completion.

Cost Estimates

Beginning in FY24, the MPO would like to use an on-call consultant to provide cost estimates for new projects. We will work to find room in our budget to make this possible. Until then, jurisdictions should use the best cost estimation tool they have available.

Applicants who have not completed the Preliminary Engineering phase for their project should apply a 45% contingency to all phases included in their RFF cost estimate.

Applicants who have completed Preliminary Engineering and are pursuing Right of Way funding and beyond should apply a 30% contingency.

Applicants who have completed Preliminary Engineering and Right of Way should apply a 25% minimum contingency when applying for construction funding.

Project Phase Completed			Contingency
PE	ROW	CON	45%
PE x	ROW	CON	30%
PE x	ROW x	CON	25%

The contingency should be clearly identified in your project budget.

**Project Scoring and Selection**

MPO staff will score new projects using the scoring rubric provided in Appendix A.

MPO modeling staff will provide all quantitative data required to complete the rubric including crash, emissions, environmental justice, and congestion data. This ensures consistency in data collection across jurisdictions and agencies and reduce local staff time needed to prepare applications.

Board Presentation of Selected Projects  
MPO staff will prepare a list of projects that are recommended for funding based on the rubrics found in the appendices and present this list to the MPO Board for approval. Each agency will select a representative to present projects that have received a funding recommendation to the MPO Board.

MPO staff will provide a template for presenting these projects to the MPO Board. Presentations will be no more than 5 minutes per agency or jurisdiction. Time per agency will depend on the number of projects that receive a funding recommendation.

**Project Reporting**

Recipients of Regional Flexible Funding will be required to provide a brief report to the MPO Board twice a year.

MPO staff will provide a reporting template to funding recipients. The MPO Board will receive the compiled progress reports as an attachment to the agenda and will have an opportunity to ask questions about projects to local staff.

To encourage compliance with this reporting requirement, past reporting will be considered on the scoring rubric for future funding cycles.

**Public Involvement**

This update of the federal funding policy process aims to increase transparency for DCHC MPO’s funding processes. As such, once projects are scored, they will be released for a 21-day public comment period before the MPO Board votes to approve a funding recommendations. In order to avoid excessive delays to the process, MPO staff will release the scores for public comment without a recommendation from the TC and MPO Board. A public hearing will be held at an MPO Board meeting to allow members of the public to share their thoughts about the proposed projects with the MPO Board.

The rubric will be updated for the FY24 Call for Projects to take reporting compliance into account.

Increase transparency for DCHC MPO’s funding processes. Currently, the only public involvement for funded projects is related to the TIP procedure for any projects that receive more than \$1 million.

Projects that receive more than \$1 million in funding will not be released for a second public comment period through the Transportation Improvement Program (TIP) amendment procedure. The 2020 Public Involvement Policy will be amended to reflect these changes.	
<p><b>TIP Procedure</b></p> <p>Applicants cannot access federal funding until their projects are reflected in the State Transportation Improvement Program (STIP) and the MPO's Transportation Improvement Program (TIP).</p> <p>MPO staff will present the MPO Board with a TIP amendment to reflect newly funded project at the same Board meeting where funding for new projects is approved.</p> <p>New projects cannot be added to the STIP without a STIP number. Once funding for a new project is approved by the MPO Board, MPO staff will work with local agencies and the NCDOT STIP Unit, or the Integrated Mobility Division in the case of transit projects, to assign STIP numbers to new projects. This process typically takes about <u>three weeks</u>.</p> <p>Projects that receive less than \$2 million can be added to the STIP an administrative modification, which does not require approval from the Board of Transportation. Adding such projects to the STIP usually takes about one month.</p> <p>Projects that receive more than \$2 million in funding require a STIP amendment, which requires Board of Transportation approval. Adding such projects to the STIP may take approximately two months.</p>	
<p><b>Evaluation and Revision of Policy</b></p> <p>This policy should be updated every time a new MTP is adopted to ensure that the policy reflects the MPO's current policy priorities. To update this policy, MPO staff will:</p> <ol style="list-style-type: none"><li>1) Collect data on funded projects and their progress each year</li><li>2) Collect qualitative data through interviews and surveys with past RFF applicants and recipients to identify issues with the implementation of the program</li><li>3) Review updated federal funding policies from MPOs in and outside of North Carolina</li></ol> <p>Policy amendments may occur as needed to resolve issues or problems with implementation of the RFF program. Amendments to this policy must be approved by the MPO Board.</p>	

**Contact**

For questions and comments about this policy, contact:

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Appendix A: Scoring Rubric

Category	Description		Scoring Method	Justification	Max
Connectivity	<b>Bicycle and Pedestrian:</b> The project should connect to an existing bicycle or pedestrian facility in order to qualify for these points. To qualify for points, other facilities should be existing on the ground, under construction at time of application, or obligated for federal or state construction funding at the time of application. Scoring allows flexibility for new connections.	<b>Transit:</b> Directly connects the transit user with other modes, routes, systems, or destinations. The project directly serves riders and provides new connections between the transit system and other modes, routes, systems or destinations. To qualify for these points, the other modes, routes, systems, or destinations must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time	For projects with less than three existing connections, one point for each planned connection up to three points maximum; 1 connection = 4 points, 2 connections = 7 points, 3 or more connections = 10 points	SPOT	10
Access to Transit	If the project improves access to transit services by being within ¼-mile of fixed-route transit stop.		Closest = 10; others relative ranked based on distance; 8 = next closest, etc. It is possible for multiple projects to get 10 points if they provide direct access	Supports equity, mode shift, and a multimodal transportation network.	10
Population and Employment Density	Variable score from 0-10 points based on the relative population and employment density within a 0.5 mile buffer of the corridor. For multi-jurisdictional agencies, the municipality where the project is located will be used to normalize scores.		Relative Score	Similar to a category in the Regional Bicycle and Pedestrian scoring rubric. MPO staff will perform this analysis using the regional model.	10
Project Phase	This category is intended to ensure that the MPO is leveraging federal funds for constructing projects in a timely manner.		Construction with partial funding = 30; Construction phase with no funding = 25, Right-of-Way = 20; Design = 15, Area Planning or Feasibility Study = 10	Keeps with precedent of prioritizing Construction/ROW	30



Local Priority	Each submitting agency will receive 15 points to apply to their projects.			Allows agencies to demonstrate their priorities. Giving all agencies that submit projects the same number of points supports fair geographic distribution of projects. No project can receive more than 10 local priority points.	15
Environmental Justice and Equity	Projects will receive points if located in communities of concern identified in DCHC MPO's 2020 Environmental Justice Report. <b>Sixty</b> percent of a project needs to be located in a community of concern or overlapping communities of concern to receive these points.	Transit Projects will receive a relative score based on demographic data from on-board surveys. Transit agencies will provide this data.	0 or 1 Overlap CoC = 3; 2 Overlapping CoC=6; 3 Overlapping CoC = 9; 4 Overlapping CoC = 12; 5 Overlapping CoC = 15	Aligns with Zero Disparity goal of 2050 MTP	15
Safety	Projects will receive a variable score from 0-15 points based on the relative number of bike/ped crashes in previous 5 years within a 1/4 mile buffer of the project, or an alternate corridor if the project is on a new location.		Relative Score	Aligns with Zero Fatalities and Serious Injury Goal of 2050 MTP	15
Emission/VMT Reduction	Modeling staff will calculate the emissions reduction benefit for each project using the methods we use for CMAQ calculations. Projects will receive a variable score from 0-15 based on these emissions calculations. The highest scoring projects will be prioritized for CMAQ funding.		Relative Score	Aligns with Zero Emissions Goal of 2050 MTP	15
Total					120

**Appendix B: New Project Application**

DCHC MPO modeling staff will provide crash, emissions, equity, and access to transit data for all project submittals to ensure fairness and consistency in project scoring. Applicants must provide shapefiles for each project submittals for this analysis.

- 1) Is your project included in the currently adopted Metropolitan Transportation Plan? Y/N
- 2) Is your project in a local plan? Y/N If yes, which plan and when was it adopted?
- 3) What is the total cost of the project?
- 3) What phase of funding are you applying for? When will this phase begin?
- 4) How much federal funding are you requesting?\*
- 5) What is the source and amount of the local match you are providing.
- 6) 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.
- 7) Describe all work that needs to be completed on the project and a schedule for completing that work.
- 8) In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.
- 9) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

\*Attach a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by this policy.

Appendix C: Application for Shortfall Funding

Requests for funding for new and existing projects will be scored separately.

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

- What is the source of the 20% local match?

- How much funding are you requesting from other sources?
- 2) Describe the work that has been completed on this project.
- 3) Describe the work that still needs to be completed and the schedule for completion of the remaining work.
- 4) 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?
- 5) 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.

Criteria		Points		Points		Points
Percent Increase in Request Over Original Budget	Up to 50%	3	51-99%	2	100% or more	1
Highest Phase Complete	Less than Planning	1	ROW	2	CON	3
Previously Received Shortfall Funds	1 time	3	2 times	2	3 or more times	1



## Transportation Improvement Program Amendment #8 Summary Sheet

- **C-5179 Estes Drive Bicycle and Pedestrian:** Add \$800,000 in FY22 CMAQ funds and \$200,000 local match.
- **C-5181 Jones Creek Greenway:** Delay CON from FY 21 to FY 22 to allow additional time for planning.
- **C-5702D North Carolina Clean Energy Technology Center, conduct a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties:** Add new project break at the request of the Transportation Planning Division (TPD).
- **C-5702E North Carolina Clean Energy Technology Center Emissions-reducing subawards in all CMAQ-eligible counties:** Add new project break at the request of TPD.
- **HI-0001 I-85/US 15 Pavement Rehabilitation:** Delay CON from FY 21 to FY 22 to allow additional time for CAMPO TIP amendment approval.
- **HO-0005 Install Statewide ITS Device Operations:** Add new project at the request of TPD.
- **HO-0009 North Carolina Department of Environment and Natural Resources, NC Air Awareness Outreach Program to Provide Education and Produce Daily Air Quality Forecast:** Project added at the request of the Transportation Planning Branch.
- **HS-2005D Pickett Rd, Garrett Road/Luna Lane Intersection Traffic Signal Installation:** Add new project break at request of the Transportation Mobility and Safety Division.
- **HS-2005E Academy Road Interchange Guardrail:** Add new project break at the request of the Transportation Mobility and Safety Division.
- **HS-2008C Install Long Life Pavement Markings at various locations in Chatham, Lee, Hoke, Randolph and Scotland Counties:** Project break added at request of Transportation Mobility and Safety Division.
- **P-5719C NCRR Acquire and refurbish 8 rail cars:** Delay CON from FY21 to FY 22 to allow additional time for planning and design.
- **TM-0036 Statewide 5310 Administrative Funds:** New project developed for federal funding award; add project in FY22 at the request of Integrated Mobility Division (IMD).
- **TO-0003 Statewide Human Trafficking Awareness and Public Safety Initiative Discretionary Grant Awarded by FTA:** Modify funding in FY 21 at the request of IMD.
- **TU-0008 NCSU (ITRE) Technical Assistance to IMD and Subrecipients:** New project developed for federal funding award; add project in FY22 at the request of IMD.
- **TU-0009 NCSU (ITRE) Training/Professional Development Related to Delivery of ADA Training to Transit Professionals:** New project developed for federal funding award; add project in FY22 at the request of IMD.

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

* BL-0028 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	WEST CLUB BOULEVARD, WASHINGTON STREET TO SR 1322 (BROAD STREET); BLACKWELL STREET / CORCORAN STREET / FOSTER STREET, ATT TRAILHEAD TO WASHINGTON STREET; SR 1127 (CHAPEL HILL STREET), RAMSEUR STREET TO SWIFT AVENUE IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	ENGINEERING	FY 2022 - \$47,524 (CMAQ) FY 2022 - \$75,000 (BGDA) FY 2022 - \$52,476 (L) CONSTRUCTION FY 2023 - \$375,000 (CMAQ) FY 2023 - \$354,426 (BGDA) FY 2023 - \$307,369 (L) \$1,211,795
Added to TIP with Amendment #6. Bike Facilities II		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>		
* BL-0029 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	EXCHANGE PARK LANE, SOUTH CHURTON STREET TO FARIBAULT LANE IN HILLSBOROUGH. REPAIR BRIDGE 670241 OVER ENO RIVER.	CONSTRUCTION	FY 2021 - \$126,447 (BGDA) FY 2021 - \$27,353 (L) \$153,800
Added to TIP with Amendment #6. Exchange Park Lane Bridge Repair. Now HL-0045		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>		
* BL-0030 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 2295 (SOUTH ROXBORO ROAD), SR 1158 (CORNWALLIS ROAD) TO SUMMIT STREET; SOUTH ROXBORO STREET, SHADY CREEK DRIVE TO MARTIN LUTHER KING JR. PARKWAY; SR 1322 (BROAD STREET), US 70 BUSINESS (MAIN STREET) TO GUESS ROAD; US 15 BUSINESS / US 501 BUSINESS (DURHAM- CHAPEL HILL BOULEVARD), NATION AVENUE TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	ENGINEERING  CONSTRUCTION	FY 2022 - \$13,500 (BGDA) FY 2022 - \$15,000 (BGDACV) FY 2022 - \$7,000 (L) FY 2022 - \$91,225 (BGDA) FY 2022 - \$52,310 (BGDACV) FY 2022 - \$18,681 (L) \$197,716
Added to the TIP with Amendment #6. Bike Lane Vertical Protection.		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>		

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

## STIP ADDITIONS

Added to the TIP with Amendment #6.  
Neighborhood Bike Routes II.

23



## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

* HO-0005	- ROCKY MOUNT METROPOLITAN PLANNING ORGANIZATION	VARIOUS, NCDOT TRAFFIC SYSTEMS OPERATIONS. INSTALL STATEWIDE ITS DEVICE OPERATIONS.	CONSTRUCTION	FY 2022 -	\$5,360,000	(CMAQ)
CABARRUS				FY 2022 -	\$1,340,000	(S(M))
CATAWBA	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	<b><u>ADD NEW PROJECT AT THE REQUEST OF THE</u></b>			\$6,700,000	
DAVIDSON		<b><u>TRANSPORTATION PLANNING DIVISION.</u></b>				
DAVIE	- GASTON CLEVELAND LINCOLN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
DURHAM						
EDGEcombe	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
FORSYTH						
GASTON	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
GRANVILLE						
GUILFORD	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
HAYWOOD						
IREDELL	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
JOHNSTON						
MECKLENBURG	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION					
NASH						
ORANGE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION					
ROWAN						
UNION	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION					
WAKE						
<b>PROJ.CATEGORY</b>	- UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION					
<b>EXEMPT</b>	- LAND OF SKY RURAL PLANNING ORGANIZATION					
	- KERR TAR RURAL PLANNING ORGANIZATION					

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

### STIP MODIFICATIONS

- ROCKY RIVER RURAL PLANNING ORGANIZATION
- KERR TAR RURAL PLANNING ORGANIZATION

C-5181 ORANGE PROJ.CATEGORY EXEMPT	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	JONES CREEK GREENWAY, CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.  <u>TO ALLOW ADDITIONAL TIME FOR PLANNING. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$523,000	(CMAQ)
				FY 2022 -	\$131,000	(L)
			IMPLEMENTATION	FY 2022 -	\$10,000	(CMAQ)
				FY 2022 -	\$2,000	(L)
					\$666,000	
HI-0001 DURHAM GRANVILLE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  - KERR TAR RURAL PLANNING ORGANIZATION	I-85 / US 15, NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.  <u>TO ALLOW ADDITIONAL TIME FOR CAMPO TIP AMENDMENT APPROVAL. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$2,600,000	(NHPIM)
					\$2,600,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

* HS-2008C CHATHAM HOKE LEE RANDOLPH SCOTLAND	<ul style="list-style-type: none"> <li>- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION</li> <li>- FAYETTEVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION</li> <li>- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION</li> <li>- PIEDMONT TRIAD RURAL PLANNING ORGANIZATION</li> <li>- LUMBER RIVER RURAL PLANNING ORGANIZATION</li> <li>- TRIANGLE AREA RURAL PLANNING ORGANIZATION</li> </ul>	<p>VARIOUS, VARIOUS SECONDARY ROUTES IN CHATHAM, LEE, HOKE, RANDOLPH AND SCOTLAND COUNTIES. INSTALL LONG LIFE PAVEMENT MARKINGS.</p> <p><b><u>PROJECT BREAK ADDED AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b></p>	CONSTRUCTION	FY 2022 -	<u>\$1,580,000</u> \$1,580,000	(HSIP)
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\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

P-5719C	- CABARRUS-ROWAN URBAN AREA	NCRR, ACQUIRE AND REFURBISH 8 RAIL CARS.	CONSTRUCTION	FY 2022 - \$156,888,000	(O)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2024 - \$27,820,000	(T)
CABARRUS	- BURLINGTON-GRAHAM URBAN AREA	<u>DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>		FY 2025 - \$27,820,000	(T)
DAVIDSON	METROPOLITAN PLANNING ORGANIZATION			\$212,528,000	
DURHAM	- DURHAM-CHAPEL HILL-CARRBORO				
GUILFORD	METROPOLITAN PLANNING ORGANIZATION				
MECKLENBURG	- CHARLOTTE REGIONAL TRANSPORTATION				
ORANGE	PLANNING ORGANIZATION				
ROWAN	- GREENSBORO URBAN AREA				
WAKE	METROPOLITAN PLANNING ORGANIZATION				
<b>PROJ.CATEGORY</b>	- HIGH POINT URBAN AREA METROPOLITAN				
REGIONAL	PLANNING ORGANIZATION				
	- CAPITAL AREA METROPOLITAN PLANNING				
	ORGANIZATION				

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### STATEWIDE PROJECT

#### STIP ADDITIONS

\* TM-0036 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
PUBLIC TRANS

STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS.  
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE  
INTEGRATED MOBILITY DIVISION. NEW PROJECT  
DEVELOPED FOR FEDERAL FUNDING AWARD.**

ADMINISTRATIVE FY 2022 - \$567,000 (5310)  
\$567,000

\* TU-0008 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
PUBLIC TRANS

NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL  
ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION  
AND SUBRECIPIENTS.  
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE  
INTEGRATED MOBILITY DIVISION. NEW PROJECT  
DEVELOPED FOR FEDERAL FUNDING AWARD.**

PLANNING FY 2022 - \$118,000 (S)  
FY 2022 - \$470,000 (5311)  
\$588,000

\* TU-0009 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
PUBLIC TRANS

NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO  
PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT  
RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT  
PROFESSIONALS.  
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE  
INTEGRATED MOBILITY DIVISION. NEW PROJECT  
DEVELOPED FOR FEDERAL FUNDING AWARD.**

PLANNING FY 2022 - \$765,000 (RTAP)  
\$765,000

#### STIP MODIFICATIONS

\* C-5702D - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
EXEMPT

VARIOUS, NORTH CAROLINA CLEAN ENERGY  
TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL  
ADVANCED TECHNOLOGY OUTREACH AND  
AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE  
COUNTIES.  
**ADD NEW PROJECT BREAK AT THE REQUEST OF THE  
TRANSPORTATION PLANNING DIVISION.**

IMPLEMENTATION FY 2022 - \$1,210,000 (CMAQ)  
FY 2022 - \$303,000 (L)  
\$1,513,000

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

* C-5702E STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. <b><u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u></b>	IMPLEMENTATION	FY 2022 - \$1,222,000 (CMAQ) FY 2022 - <u>\$306,000</u> (L) \$1,528,000
* TO-0003 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS. <b><u>MODIFY FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u></b>	ADMINISTRATIVE	FY 2021 - \$120,000 (5312) FY 2021 - <u>\$30,000</u> (5307) \$150,000

\* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021



## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

* HO-0009	- BURLINGTON-GRAHAM URBAN AREA	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT	IMPLEMENTATION FY 2022 -	\$578,000	(CMAQ)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	AND NATURAL RESOURCES, NORTH CAROLINA AIR	FY 2022 -	\$282,000	(S)
CATAWBA	- ROCKY MOUNT METROPOLITAN	AWARENESS OUTREACH PROGRAM TO PROVIDE		\$860,000	
CHATHAM	PLANNING ORGANIZATION	EDUCATION AND PRODUCE DAILY AIR QUALITY			
DAVIDSON	- GREATER HICKORY METROPOLITAN	FORECAST.			
DAVIE	PLANNING ORGANIZATION	<b><u>PROJECT ADDED AT THE REQUEST OF THE</u></b>			
DURHAM	- HIGH POINT URBAN AREA METROPOLITAN	<b><u>TRANSPORTATION PLANNING BRANCH.</u></b>			
EDGEcombe	PLANNING ORGANIZATION				
FORSYTH	- GREENSBORO URBAN AREA				
FRANKLIN	METROPOLITAN PLANNING ORGANIZATION				
GASTON	- GASTON CLEVELAND LINCOLN URBAN				
GRANVILLE	AREA METROPOLITAN PLANNING				
GUILFORD	ORGANIZATION				
HAYWOOD	- WINSTON-SALEM URBAN AREA				
IREDELL	METROPOLITAN PLANNING ORGANIZATION				
JOHNSTON	- CABARRUS-ROWAN URBAN AREA				
LINCOLN	METROPOLITAN PLANNING ORGANIZATION				
MECKLENBURG	- DURHAM-CHAPEL HILL-CARRBORO				
NASH	METROPOLITAN PLANNING ORGANIZATION				
ORANGE	- CAPITAL AREA METROPOLITAN PLANNING				
PERSON	ORGANIZATION				
ROWAN	- CHARLOTTE REGIONAL TRANSPORTATION				
SWAIN	PLANNING ORGANIZATION				
UNION	- LAND OF SKY RURAL PLANNING				
WAKE	ORGANIZATION				
<b>PROJ.CATEGORY</b>	- NORTHWEST PIEDMONT RURAL				
<b>EXEMPT</b>	PLANNING ORGANIZATION				
	- SOUTHWESTERN RURAL PLANNING				
	ORGANIZATION				
	- UPPER COASTAL PLAIN RURAL PLANNING				
	ORGANIZATION				
	- TRIANGLE AREA RURAL PLANNING				
	ORGANIZATION				

\* INDICATES FEDERAL AMENDMENT

Thursday, September 2, 2021

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

### DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

- ROCKY RIVER RURAL PLANNING ORGANIZATION
- KERR TAR RURAL PLANNING ORGANIZATION

#### STIP MODIFICATIONS

* HS-2005D DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1303 (PICKETT ROAD), SR 1116 (GARRETT ROAD) / LUNA LANE INTERSECTION IN DURHAM. INSTALL TRAFFIC SIGNAL.  <u><b>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</b></u>	RIGHT-OF-WAY CONSTRUCTION	FY 2023 -	\$2,000	(HSIP)
				FY 2023 -	<u>\$100,000</u>	(HSIP)
					\$102,000	
* HS-2005E DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 751 (ACADEMY ROAD) INTERCHANGE IN DURHAM. INSTALL GUARDRAIL.  <u><b>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</b></u>	RIGHT-OF-WAY CONSTRUCTION	FY 2023 -	\$5,000	(HSIP)
				FY 2023 -	<u>\$155,000</u>	(HSIP)
					\$160,000	
* TA-4923 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	DURHAM AREA TRANSIT AUTHORITY, REPLACEMENT BUS.  <u><b>FUNDING ADDED TO FY 21 AT THE REQUEST OF MPO.</b></u>	CAPITAL	FY 2021 -	\$880,000	(L)
				FY 2021 -	\$1,834,000	(5307)
				FY 2021 -	<u>\$1,686,000</u>	(5339)
					\$4,400,000	

Added to the TIP with Amendment #2.

\* INDICATES FEDERAL AMENDMENT

Thursday, September 2, 2021

August 31, 2021

## MEMORANDUM

**To:** Anne Philips, PhD  
Principal Transportation Planner  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

**From:** Jamal Alavi, PE, CPM *Jamal Alavi*  
Director, Transportation Planning Division

**Subject:** CMAQ Project Award for FY 2022

Thank you for submitting a project proposal for funding through the North Carolina CMAQ Program. The Transportation Planning Division is pleased to inform you that the following project has been approved for CMAQ funding in the amount shown below:

STIP Number	Description	Phase	CMAQ Funding	Local Match	Total Funding	FY
C-5179	Estes Drive bicycle and pedestrian improvements	CON	\$800,000	\$200,000	\$1,000,000	FY22
		<b>TOTAL</b>	<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>	

The awardee is responsible for all funding that is above the approved award amount.

Please note there is an additional small amount of funds above and beyond the project award that is included in the WBS. This is not for use by the project or project manager. These funds are placed there to pay for estimated BSIP/SAP charges that will occur as the project is invoiced and paid out.

By agreeing to use the CMAQ funds, the project manager's business unit or entity (awardee) agrees that any charges that cause the WBS to become negative and require repayment, (whether BSIP/SAP charges or costs incurred by the project) WILL be covered and paid for by the unit/entity receiving these funds.

Please note that projects that are not implemented according to the approved schedule may be subject to cancellation.

If you have any questions about the CMAQ Program or the project that has been awarded funding, please contact Jamal Alavi, PE, CPM by telephone at 919-707-0901 or by email at [jalavi@ncdot.gov](mailto:jalavi@ncdot.gov).

cc: Travis Marshall, PE, Transportation Planning Division  
Heather Hildebrandt, Transportation Planning Division  
Mike Stanley, PE, STIP Unit  
Tracy Parrot, PE, Division 5  
Marta Matthews, Local Programs

## Requesting Local Agreements for CMAQ Projects

The Local Programs Management Office (LPMO) has a web-based system for requesting agreements for locally-administered projects. As a Local Government Agency (LGA) with an upcoming CMAQ project to administer with NCDOT, you will be responsible for requesting an agreement through the Enterprise Business Portal (EBS). In order to access the EBS, you will need a **user id** and **password**, issued by NCDOT.

Please visit the LPMO website at <https://connect.ncdot.gov/municipalities/Funding/Pages/default.aspx> and download the LPMO Security Form, complete, sign and email to the contact address in the form. Once you have a user id and password assigned, you may log into the EBS at <https://www.ebs.nc.gov/irj/portal>, from there, submit a request for a new agreement.

If you have any questions, please contact the LPMO office at [LPMO@ncdot.gov](mailto:LPMO@ncdot.gov). You can also access Help Guidance for the EBS at [EBS Helpful Hints](#).

Please note the following:

- At this time the EBS can only be used to manage new projects that do not currently have an executed municipal agreement. If you have been approved for additional funding on an existing CMAQ project that is managed outside the EBS portal, please coordinate with Phyllis Jones to request a local agreement.
- CMAQ transit projects that are being flexed to Federal Transit Administration do not require a local agreement. Please contact Phyllis Jones to determine the steps for implementing these projects.
- Contact Information:  
Phyllis Jones  
CMAQ Program Engineer  
Telephone: 919-707-0970  
Email: [pdjones@ncdot.gov](mailto:pdjones@ncdot.gov)

**RESOLUTION TO MODIFY THE 2020-2029 TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING AREA**

**AMENDMENT #8  
November 10, 2021**

A motion was made by MPO Board Member \_\_\_\_\_ and seconded by MPO Board Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

**WHEREAS**, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

**WHEREAS**, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2020-2029 Transportation Improvement Program as described in the attached sheets; and

**WHEREAS**, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; and

**WHEREAS**, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2045 Metropolitan Transportation Plan (MTP); and

**WHEREAS**, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #8 to the FY 2020-2029 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on December 11, 2019, and as described in the “FY 2020-2029 TIP Amendment #8 Summary Sheet” on this, the 10th day of November, 2021.

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Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: November 10, 2021

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Kayla Peloquin, Notary Public  
My commission expires: May 9, 2026



**CITY OF DURHAM  
NORTH CAROLINA  
GODURHAM**

**VIRTUAL PUBLIC HEARING ON PROPOSED FFY2021 FTA PROGRAM OF PROJECTS  
ON WEDNESDAY, OCTOBER 13, 2021, 9:00AM-6:00PM**

GoDurham will hold a public hearing on Wednesday, October 13, 2021, from 9am to 11am via Zoom to receive public comments on the Section 5307 and Section 5339 Proposed Program of Projects identified below. The capital activities identified in the Program of Projects related to 5307 are associated with the City's operation of GoDurham and the purchase of replacement buses, while the capital activities identified in the Program of Projects related to 5339 are associated with the purchase of a GoDurham bus and vans for ACCESS service. For more information, call Pierre Osei-Owusu, Transit Administrator, GoDurham at (919)560-1535 x36214 from 8am to 5pm or pierre.osei-owusu@durhamnc.gov.

The proposed Program of Projects will also be the Final Program of Projects unless amended. **Said of Projects (once becomes final), can be viewed at any time between 8 am to 5 pm by calling the person and phone # listed above.**

**SECTION 5307  
PROGRAM OF PROJECTS**

Urbanized Area :	Durham, N.C.
Designated Recipient:	City of Durham
Grantee:	City of Durham
<b>Total Federal Funds Available (FFY 2021):</b>	<b>\$4,391,016</b>

**FUNDING**

Project Description	Local	Federal	Total
Capital	\$604,213	\$2,416,850	\$3,021,063
Preventive Maintenance	\$493,541	\$1,974,166	\$2,467,707
<b>Total</b>	<b>\$1,097,754</b>	<b>\$4,391,016</b>	<b>\$5,488,770</b>

**SECTION 5339  
PROGRAM OF PROJECTS**

Urbanized Area :	Durham, N.C.
Designated Recipient:	City of Durham
Grantee:	City of Durham
<b>Total Federal Funds Available (FY21):</b>	<b>\$530,177</b>

**FUNDING**

Project Description	Local	Federal	Total
Capital	\$132,544	\$530,177	\$662,721
<b>Total</b>	<b>\$132,544</b>	<b>\$530,177</b>	<b>\$662,721</b>

**CITY OF DURHAM  
NORTH CAROLINA**



**In FFY21, the City of Durham was appropriated \$4,921,193 (5307 & 5339) in Federal funding. These funds will be used to purchase replacement buses replacement ACCESS vans, and bus repowers. These funds will also be used for GoDurham preventative maintenance.**

Electric Bus



Access Vans



Charging Stations



Maintenance and Operations



## 2021 Program of Projects (FFY19/20 funds) - Section 5310 Grant

Program of Projects: Section 5310 FTA Grant Program

FTA/TrAMS Project ID: NC-2021-045-00

MPO Approval Date	Subrecipient / Type of Agency	Project Name	Description of the Service / Location of Service	Project Type	Total Cost	Local Share	Federal Share	% Federal	Point of Contact
<b>Total Federal Share Non-Traditional Project: \$152,035 (35% of Apportioned Federal Share)</b>									
9.9.20	Chapel Hill Transit Public Transit	ADA Bus Stop Review and Design	The project will review existing busstops in Chapel Hill and Carrboro for compliance with ADA and provide all necessary design work to make stops more accessible for seniors and persons with disabilities. <b>Location:</b> Orange County	Operating	\$ 40,550	\$ 20,275	\$20,275	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
9.9.20	Chapel Hill Transit Public Transit	EZ Rider Senior Shuttle	Chapel Hill Transit (CHT) will provide feeder service to the elderly and disabled population in the Chapel Hill/Carrboro area with the CHT EZ Rider Senior Shuttle service. <b>Location:</b> Orange County	Operating	\$ 263,520	\$ 131,760	\$131,760	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
<b>Total Federal Share Traditional Projects: \$424,550 (65% of Apportioned Federal Share)</b>									
9.9.20	GoDurham Public Transit	GoDurham ACCESS ADA trips beyond 3/4 mile	The project will purchase service for passengers who are eligible for ADA services but reside outside the 3/4 mile ADA service area of GoDurham. <b>Location:</b> Durham County	Capital	\$ 125,000	\$25,000	\$100,000	80%	Pierre Osei-Owusu, 919-560-1535, 101 City Hall Plaza, Durham NC, 27701
9.20.20	Durham County Access Public Transit	GoDurham County Access	The project will purchase demand-response service for residents of Durham County to destinations for health and health-related, work and personal needs. <b>Location:</b> Durham County	Capital	\$ 125,000	\$25,000	\$100,000	80%	Pierre Osei-Owusu, 919-560-1535, 101 City Hall Plaza Durham, NC 27701
9.9.20	Orange County Dept. on Aging Local Government Agency	Orange County STEAMM	The project will support an aging-related mobility manager responsible for educating older adults about public transportation systems, expand and manage a volunteer driver program, and purchase service from transportation operators to provide better access to community services. <b>Location:</b> Orange County	Capital	\$ 167,750	\$33,550	\$134,200	80%	Alison Smith 919-245-4275, 2551 Homestead Rd., Chapel Hill, NC 27516
9.9.20	DURHAM MPO Government	DCHC MPO-wide Admin.	Administration of the 5310 program <b>Location:</b> Orange, Durham, & Chatham Counties	Admin.	\$ 42,915	N/A	\$42,915	100%	Felix Nwoko, 919-560-4366, 101 City Hall Plaza, Durham, NC, 27701
6.9.21	GoDurham Public Transit	GoDurham ACCESS	The project's goals are to improve overall transportation service provided by the ACCESS system for persons with dialysis and employment needs who rely on the service. The need for this service has become evident during the COVID-19 pandemic, and this service will be a COVID related service effort. This will be funded with CRRSSA 5310 grant funds and will fulfill 5310 reporting requirements	COVID response	\$ 47,435	N/A	\$47,435	100%	Pierre Osei-Owusu, 919-560-1535, 101 City Hall Plaza, Durham NC, 27701

## 2021 Program of Projects (FFY19/20 funds) - Section 5310 Grant

			Location: Durham County						
				Totals: \$ 812,170 \$275,978 \$ 576,585					

# CITY OF DURHAM

## FY21-5310 CARES-ACT GRANT APPLICATION



PREPARED 5/11/2021

## PART I- Applicant Data

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*Legal Name:* GoDurham Transit (City of Durham)

*Contact Person:* Pierre Osei-Owusu (Transit Administrator)

*Address:* 1907 Fay Street

*City, State, Zip:* Durham, North Carolina, 27704

*Telephone:* 919-560-1535 ex. 36214

*Fax:* 919-560-1534

*Email:* [pierre.osei-owusu@durhamnc.gov](mailto:pierre.osei-owusu@durhamnc.gov)

*Agency Type:*

Operator of Public Transit

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### *Project Description*

***Title:* On-Demand Transportation Service: Enhanced Mobility Service for Seniors and Individuals with Disabilities by the City and County of Durham (ACCESS)**

***Brief Description:*** GoDurham Transit is pleased to submit this application to the MPO for funding consideration to undertake a pilot program that seeks to improve accessibility for certified patrons of our Demand Response (County and City ACCESS) service. The proposed program would offer our clients alternative transportation option to non-emergency medical and work trips in and around the City and County of Durham. The pilot program would primarily involve the use of purchased transportation service from a third party provider that would operate expedited On-Demand service dedicated mainly to our dialysis clients for their return trip home after their dialysis appointments, and clients traveling from remote areas of Durham County. The service would be available Monday-Friday only during peak hours as a way to reduce demand on the core paratransit system during peak hours. These vehicles would operate similar to most TNC or Microtransit systems to take patients home immediately after their dialysis appointments hence significantly reducing post-dialysis wait times at the hospitals and clinics which will contribute to improving their overall wellness. The program would track and measure accessibility improvements attained by this category of ADA patrons during the piloting phase and compare the outcome with known accessibility indicators of the trips in the entire cohort prior to the inception of the program. The thrust of this program therefore is to offer improved transportation as well as cost effective travel option to our patrons and in so doing positively impact their individual health outcomes.



The grant funds would cover payments for approved On-Demand trips provided by a third party provider through text or app-based client interface; similar to what Uber and Lyft are currently doing. The vehicles used may be strategically located within 2-miles radius of the highly visited health care destinations in Durham including Duke University Hospital, Durham Regional Hospital and four other dialysis centers (Fresenius Kidney Care Freedom Lake, DaVita Durham Regional Dialysis, Fresenius Kidney Care West Pettigrew and DaVita Bull City Dialysis).

***Funding Program:*** 5310 CARES-ACT GRANT

***Project Type:*** Operating

***New or continuing project?*** New

***Duration of project:*** 1 year

***Service (days/hours):*** Monday through Friday (Peak Hours only)

***Estimated operating cost per one-way trip:*** \$33.78

***Estimated daily riders:*** 10 trips each day

## PART II- Narrative

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### *Project Need/Goals and Objectives*

Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how the project will mitigate the transportation need.

Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

### ***What are the project's goals and objectives?***

The project's goals and objectives are to purchase On-Demand transportation service from our current service provider to transport eligible ACCESS clients living in the City and County of Durham. The service looks to improve overall transportation service provided by the ACCESS system for persons with dialysis and employment needs who rely on the service. The service is anticipated to reduce the wait time for our dialysis clients and hence improve their health and economic outcome. Currently, our Demand Response system experiences very high demand during peak hours resulting in longer wait times for some of our customers, including our dialysis patrons who have always complained about the longer wait time for their return service during those peak hours.



## *Implementation Plan*

### **1. Describe key personnel assigned to this project, and your agency's ability to manage the project.**

The Transit Administrator, Pierre Osei-Owusu, will serve as the Project Manager for this project. GoTriangle and Tara Caldwell (General Manager of ACCESS) will serve as Project Supervisors.

### **2. Provide an operational plan for delivering service. Include route or service map area, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.**

The timeline for the implementation of the project will depend on the award of the funds, but this will be a 12-month program. Immediately following the award of the grant, an implementation date will be planned. GoDurham will use the funds to expand ACCESS' current service, targeting those eligible riders.

### **Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.**

This project will simply serve as part of the current service that GoDurham ACCESS provide. The service provider already has the vehicles, while ACCESS has the software program as well as the setup to accommodate the proposed service.

## *Partnerships, Collaboration, and Outreach*

### **1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations, seniors, and individuals with disabilities. Is the project co-sponsored with other partners?**

The operation of this program will involve GoDurham ACCESS which is now merged with the County

Demand Response service. We will conduct outreach in partnership with the County in order to determine the number Durham residents who may benefit from the program. We intend to coordinate the operation service with the highly visited health care and dialysis destinations including the possibility of placing the vehicles within 2-miles radius of the highly visited health care destinations in Durham. In addition, the service will provide more expedient service for County residents who live in remote areas and are traveling to work or health appointments.

### **2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.**

This program will be advertised in community centers around the city, as well as in the offices and healthcare facilities that ACCESS clients regularly have appointments.

## *Program Effectiveness and Performance Indicators*

**Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For**

**capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.**

On a monthly basis we will determine the number of trips provided for all riders participating in the program. That number would serve as our performance indicator.

## PART III- Project Budget

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**Total Project Budget:** \$85,332 (10 trips/day x 5 days' x 52 weeks' x \$33.78/trip). Based on the total amount of grant funds currently available for the program, GoDurham is asking for approximately 54% of the total grant fund in the amount of \$47,435 for this project.

MPO (Grant funds) approx.35%	\$47,435
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Local Match (City & County) approx.65%	\$40,393
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Total	\$87,828
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**A. *Duration of Project:*** 1 Year

**B. *Will there be a commitment of funds beyond the grant period?***

Yes. Funding would be provided for this service as part of the system's annual budget allocation for the entire transit program.

## PART IV- Required Certifications & Policies: Attachments 1- 5

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1. Local Match Certification letter
2. Title VI Non- Discrimination Policy Statement
3. Equal Employment Opportunity Certification
4. Map of service area
5. Durham County Letter of Support

ATTACHMENT 1



**CITY OF DURHAM**

*Transportation Department*

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 [www.durhamnc.gov](http://www.durhamnc.gov)

**Local Match Certification Letter**

Monday, May 10, 2021

Felix Nwoko

DCHC MPO

101 City Hall Plaza

Transportation Department

Durham, NC 27701

Re: FY 2021- 5310 CARES-ACT Grant Application

Dear Felix:

GoDurham ACCESS is submitting an application for the Enhanced Mobility for Seniors and Individuals with Disabilities funds for On-Demand (Purchased) Transportation Service for GoDurham Dialysis clients.

The purpose of this letter is to serve as the official assurance of the 50 percent local match required for the application will be available through the City Transit Fund budget should the grant be approved. This letter serves to certify the total project cost of \$87,828 (\$47,435) and required local match funds in the amount of \$40,393.

Sincerely,

*Sean C. Egan*

Date 5/14/21

Sean Egan, Director of Transportation,

Transportation Department

City of Durham, 101 City Hall Plaza

ATTACHMENT 2



**CITY OF DURHAM**

*Transportation Department*

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 [www.durhamnc.gov](http://www.durhamnc.gov)

Title VI Non-Discrimination Policy Statement

It is the policy of GoDurham ACCESS to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program of activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

*Sean C. Egan*

Date 5/14/21

Sean Egan, Director of Transportation,  
Transportation Department, City of Durham  
1010 City Hall Plaza, Durham, NC 27701

## ATTACHMENT 3

**CITY OF DURHAM***Transportation Department*

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 [www.durhamnc.gov](http://www.durhamnc.gov)**Equal Employment Opportunity Certification**

GoDurham ACCESS provides equal employment opportunities (EEO) to all employees and applicants for employment without regard to race, color, religion, sex, national origin, age, disability or genetics. In addition to federal law requirements, GoDurham ACCESS complies with applicable state and local laws governing nondiscrimination in employment in every location in which the company has facilities. This policy applies to all terms and conditions of employment, including recruiting, hiring, placement, promotion, termination, layoff, recall, and transfer, leaves of absence, compensation and training.

GoDurham ACCESS expressly prohibits any form of workplace harassment based on race, color, religion, gender, sexual orientation, gender identity or expression, national origin, age, genetic information, disability, or veteran status. Improper interference with the ability of GoDurham ACCESS employees to perform their job duties may result in discipline up to and including discharge.

Signed Sean C. Egan

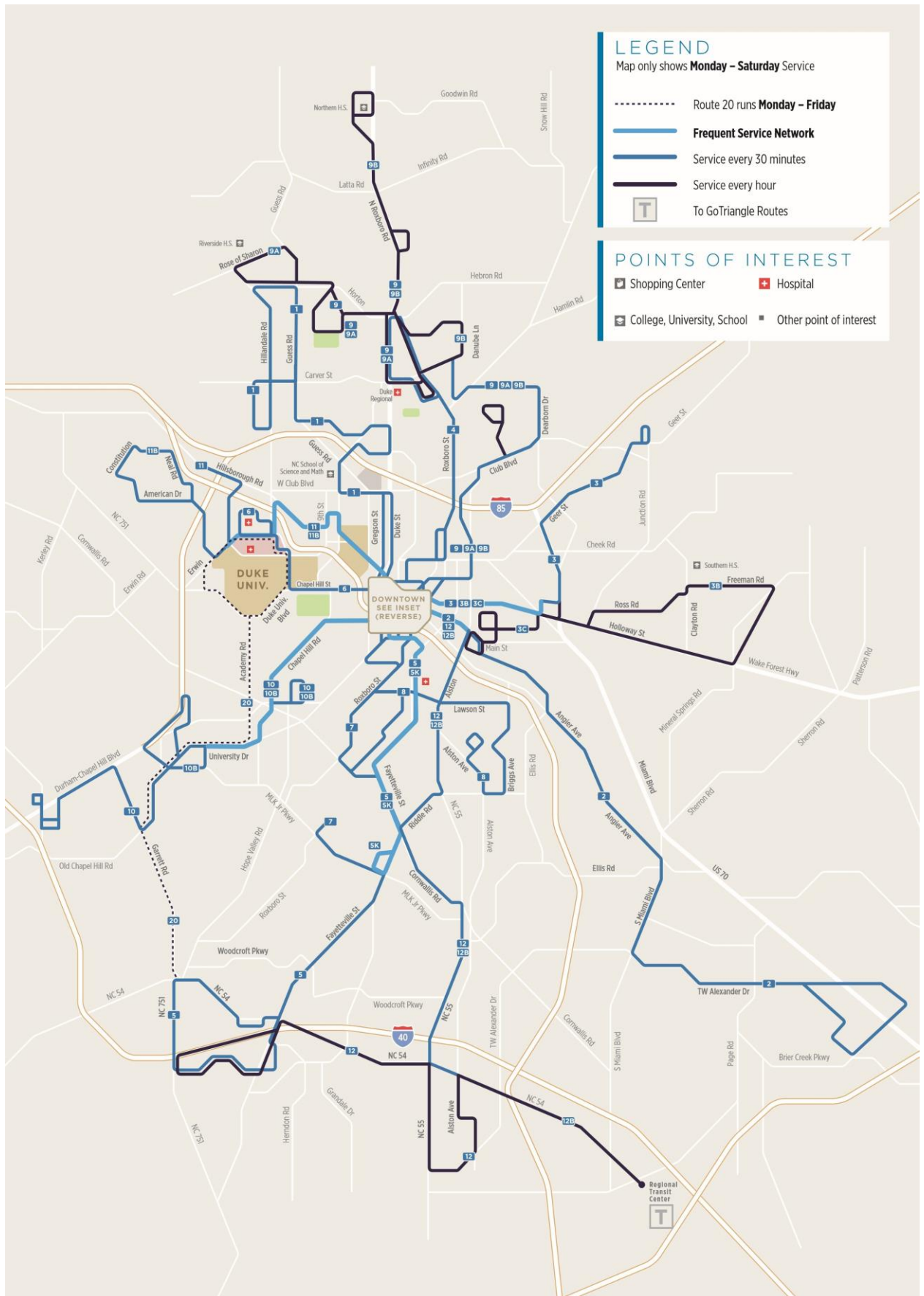
Date 5/14/21

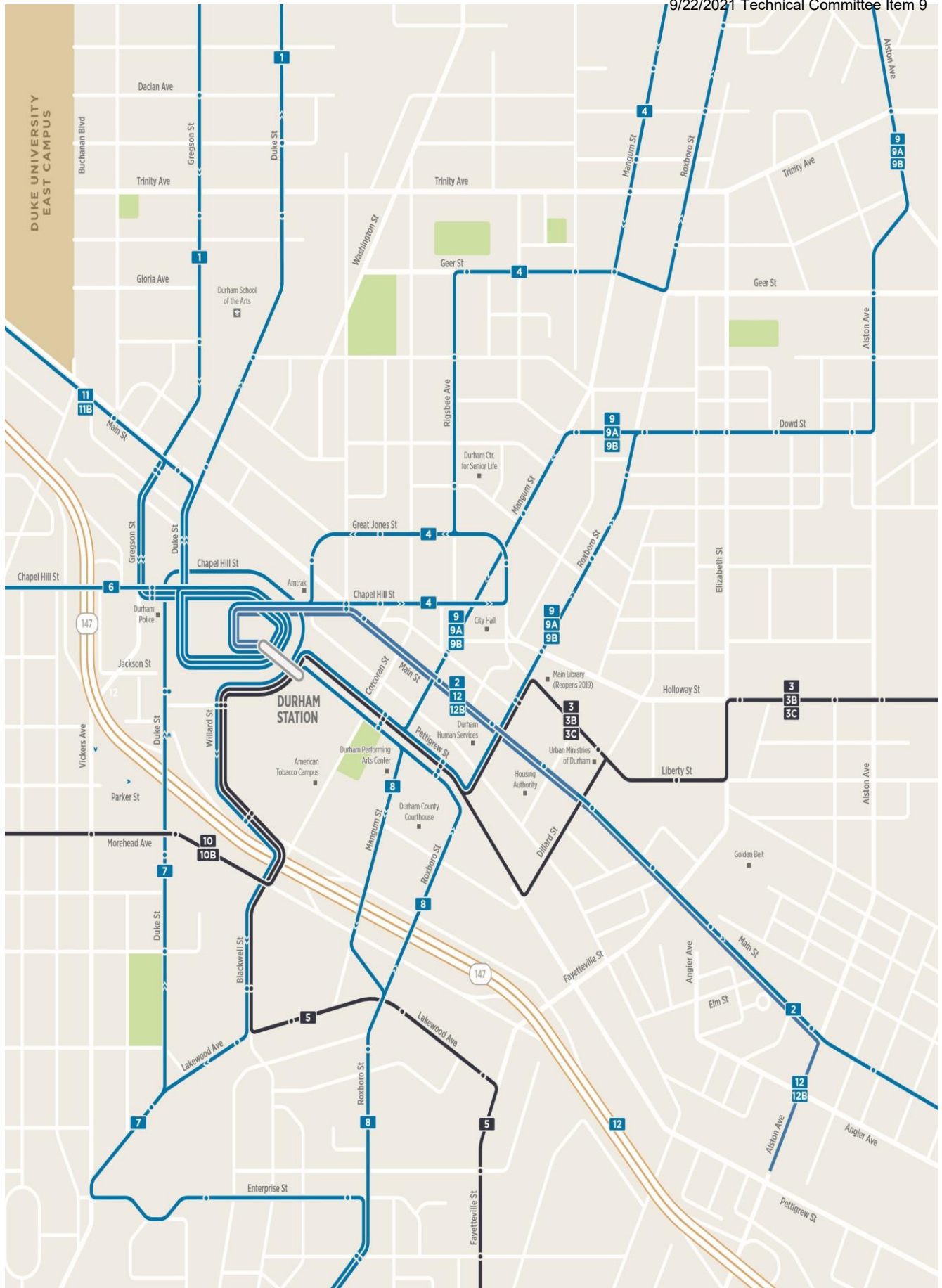
Sean Egan, Director of Transportation,

Transportation Department, City of Durham

1010 City Hall Plaza, Durham, NC 27701

# ATTACHMENT 4







ATTACHMENT 5



## Transportation

May 13, 2021

Felix Nwoko

DCHC MPO

101 City Hall Plaza

Transportation Department

Durham, NC 27701

Dear Felix,

Durham County is pleased to support the City of Durham's application for FY21 Section 5310

CARES Act funding from the Durham-Chapel Hill-Carrboro Metropolitan Planning

Organization (DCHC MPO) for GoDurham ACCESS services. GoDurham ACCESS provides critical demand response transit services to residents in the City and County of Durham. This application will support transportation services for our residents accessing dialysis medical appointments. The grant funds will help ensure that these residents receive better quality transportation services, improve health outcomes for these residents, and reduce wait times in the GoDurham ACCESS system during peak hours.

We appreciate your consideration of the City of Durham's grant application.

Sincerely,

Ellen Beckmann

Transportation Manager

**RESOLUTION TO APPROVE PROGRAM OF PROJECTS FOR CRRSAA  
5310 FUNDS FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING AREA**

**OCTOBER 13, 2021**

A motion was made by MPO Board Member \_\_\_\_\_ and seconded by MPO Board Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

**WHEREAS**, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

**WHEREAS**, the DCHC MPO Board approves the distribution of federal funds through the MPO; and

**WHEREAS**, the Congress adopted the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and

**WHEREAS**, the CRRSAA provided additional funds through the United States Department of Transportation 5310 program to be distributed by MPOs for use to support enhanced mobility through services for seniors and those with disabilities; and

**WHEREAS**, those funds, in the amount of \$47,435 have been awarded to GoDurham ACCESS to support on-demand transportation services to enhance mobility service for seniors and individuals with disabilities

**WHEREAS** GoDurham will fulfill CRRSAA 5310 reporting requirements by providing to the MPO on a quarterly basis, a reimbursement request certifying costs and requesting 54% reimbursement for eligible grant activities. Quarterly reports will include a brief status and summary of grant activities and employee timesheets documenting hours dedicated to grant activities.

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves the revised 5310 Program of Projects to include this additional awarded CRRSAA funding to GoDurham on this Wednesday, October 13, 2021.

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Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: October 13, 2021

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Kayla Peloquin, Notary Public  
My commission expires: May 9, 2026

## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** October 13, 2021

**Subject:** **Lead Planning Agency (LPA) Synopsis of Staff Report**

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

### **Major UPWP – Projects**

#### **Comprehensive Transportation Plan (CTP) – Amendment #3**

- ✓ Release Amendment #3 for public comment – April 2021
- ✓ Public hearing for Amendment #3 – May 2021
- Adopt Amendment #3 – December 2021

#### **2050 Metropolitan Transportation Plan (MTP)**

- ✓ Approve Public Engagement Plan – September 2020
- ✓ Approve Goals and Objectives – September 2020
- ✓ Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- ✓ Release Deficiency Analysis – May 2021
- Release Alternatives Analysis for public comment – August 2021
- Release Preferred Option for public comments – October 2021
- Adopt Preferred Option – December 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – January 2022

#### **Triangle Regional Model Update**

- ✓ Completed
- Rolling Household Survey – nearing completion

#### **Prioritization 6.0/FY 2024-2033 TIP Development**

- ✓ LPA Staff develops initial project list – March-April 2019
- ✓ TC reviews initial project list – May 2019
- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- ✓ SPOT On!ne opens for entering/amending projects – October 2019
- ✓ MPO submits carryover project deletions and modifications – December 2019
- ✓ Board releases draft SPOT 6 project list for public comment – February 2020
- ✓ Board holds public hearing on new projects for SPOT 6 – March 2020
- ✓ Board approves new projects to be submitted for SPOT 6 – March 2020
- ✓ MPO submits projects to NCDOT – July 2020

- ✓ LPA staff conducts data review – Spring 2021
- ✓ LPA updates local ranking methodology – May 2021
- ✓ Board approves local ranking methodology – June 2021
- ✓ NCDOT announces cancellation of SPOT 6 – August 2021
- NCDOT Releases Quantitative Scores for SPOT 6 – September 2021
- SPOT Workgroup Releases Methodology for FY2024-2033 STIP – January 2022
- Draft STIP Released – September 2022
- Board of Transportation adopts FY2024-2033 STIP – June 2023
- MPO Board adopts FY2024-2033 MTIP – September 2023

### **US 15-501 Corridor Study**

- ✓ 3<sup>rd</sup> public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- ✓ Release RFI for second phase of study – March 2021
- ✓ Develop RFQ for second phase of study – May 2021
- Update Board on second phase of study – December 2021

### **Regional Intelligent Transportation System**

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- ✓ Analysis of existing conditions
- ✓ Assessment of need and gaps
- ✓ Review existing deployments and evaluate technologies
- ✓ Identification of ITS strategies
- ✓ Update Triangle Regional Architecture
- ✓ Develop Regional Architecture Use and maintenance
- ✓ Develop project prioritization methodology
- ✓ Prepare Regional ITS Deployment Plan and Recommendation

### **Project Development/NEPA**

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction and Widening
- I-85
- I-40

### **Safety Performance Measures Target Setting**

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures

### **MPO Website Update and Maintenance**

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

### **Upcoming Projects**

- Congestion Management Process (CMP)
- State of Systems Report

<b>Contract Number:</b> C202581 <b>Division:</b> 5 <b>TIP Number:</b> EB-4707A <b>Length:</b> 0.96 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. <b>Contractor Name:</b> S T WOOTEN CORPORATION <b>Contract Amount:</b> \$4,614,460.00 <b>Work Began:</b> 05/28/2019 <b>Original Completion Date:</b> 02/15/2021 <b>Latest Payment Thru:</b> 08/07/2021 <b>Latest Payment Date:</b> 08/20/2021		<b>Route:</b> SR-1838 <b>County:</b> Durham <b>Federal Aid Number:</b> STPDA-0537(2) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> 06/12/2022 <b>Construction Progress:</b> 60.54%
<b>Contract Number:</b> C203394 <b>Division:</b> 5 <b>TIP Number:</b> U-0071 <b>Length:</b> 4.009 miles <b>NCDOT Contact:</b> Liam W. Shannon <b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. <b>Contractor Name:</b> DRAGADOS USA INC <b>Contract Amount:</b> \$141,949,500.00 <b>Work Began:</b> 02/26/2015 <b>Original Completion Date:</b> 05/10/2020 <b>Latest Payment Thru:</b> 08/22/2021 <b>Latest Payment Date:</b> 08/30/2021		<b>Route:</b> I-885, NC-147, NC-98 <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> <b>NCDOT Contact No:</b> (919)835-8200 <b>Letting Date:</b> 11/18/2014 <b>Revised Completion Date:</b> 02/22/2021 <b>Construction Progress:</b> 93.92%
<b>Contract Number:</b> C203567 <b>Division:</b> 5 <b>TIP Number:</b> U-3308 <b>Length:</b> 1.134 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). <b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION <b>Contract Amount:</b> \$39,756,916.81 <b>Work Began:</b> 10/05/2016 <b>Original Completion Date:</b> 03/30/2020 <b>Latest Payment Thru:</b> 07/15/2021 <b>Latest Payment Date:</b> 07/27/2021		<b>Route:</b> NC-55 <b>County:</b> Durham <b>Federal Aid Number:</b> STP-55(20) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 07/19/2016 <b>Revised Completion Date:</b> 11/30/2022 <b>Construction Progress:</b> 78.11%
<b>Contract Number:</b> C204211 <b>Division:</b> 5 <b>TIP Number:</b> U-5968 <b>Length:</b> 0.163 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> CITY OF DURHAM. <b>Contractor Name:</b> BROOKS BERRY HAYNIE & ASSOCIATES, INC. <b>Contract Amount:</b> \$19,062,229.77 <b>Work Began:</b> 02/18/2020 <b>Original Completion Date:</b> 08/01/2024 <b>Latest Payment Thru:</b> 08/31/2021 <b>Latest Payment Date:</b> 09/14/2021		<b>Route:</b> I-40, I-85, NC-55 <b>NC-98, US-15, US-501</b> <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> STBG-0505(084) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> 04/09/2025 <b>Construction Progress:</b> 47.75%
<b>Contract Number:</b> C204520 <b>Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 17.68 miles		<b>Route:</b> US-501 <b>County:</b> Durham <b>Federal Aid Number:</b> STATE FUNDED



<b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. <b>Contractor Name:</b> CAROLINA SUNROCK LLC <b>Contract Amount:</b> \$3,513,381.26 <b>Work Began:</b> 03/02/2021 <b>Original Completion Date:</b> 07/01/2022 <b>Latest Payment Thru:</b> 08/15/2021 <b>Latest Payment Date:</b> 08/24/2021		<b>NCDOT Contact No:</b> (919)220-4680  <b>Letting Date:</b> 10/20/2020 <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 21.32%
<b>Contract Number:</b> C204630  <b>Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 25.324 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> 44 SECTIONS OF SECONDARY ROADS. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$5,523,385.60 <b>Work Began:</b> 06/02/2021 <b>Original Completion Date:</b> 11/15/2022 <b>Latest Payment Thru:</b> 08/31/2021 <b>Latest Payment Date:</b> 09/09/2021		<b>Route:</b> SR-1110, SR-1158, SR-1308 SR-1454, SR-1457, SR-1458 SR-1521, SR-1550, SR-1558 SR-1559, SR-1566, SR-1578 SR-1582, SR-1593, SR-1640 SR-1669, SR-1675, SR-1709 SR-1753, SR-1754, SR-1775 SR-1778, SR-1779, SR-1791 SR-1792, SR-1814, SR-1825 SR-1827, SR-1926, SR-1945 SR-2334, SR-2335, SR-2336 SR-2354, SR-2355, SR-2356 SR-2357, SR-2385, SR-2386 SR-2443, SR-2444, SR-2619  <b>County:</b> Durham  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (919)220-4680  <b>Letting Date:</b> 04/20/2021 <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 18.45%
<b>Contract Number:</b> DE00301 <b>Division:</b> 5 <b>TIP Number:</b> B5512 <b>Length:</b> 0.238 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> BRIDGE 89 OVER LICK CREEK ON SR 1902 KEMP RD <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$987,000.00 <b>Work Began:</b> 04/26/2021 <b>Original Completion Date:</b> 11/08/2021 <b>Latest Payment Thru:</b> 08/22/2021 <b>Latest Payment Date:</b> 08/27/2021		<b>Route:</b> SR-1902 <b>County:</b> Durham  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (919)220-4680  <b>Letting Date:</b> 03/10/2021 <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 64.11%
<b>Contract Number:</b> DE00304  <b>Division:</b> 5 <b>TIP Number:</b> SM-5705AA, SM-5705B, SM-5705I, SM-5705X, W-5705 <b>Length:</b> 0.432 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> MULTIPLE LOCATIONS ON US 15 501 <b>Contractor Name:</b> JSMITH CIVIL LLC <b>Contract Amount:</b> \$1,258,791.50 <b>Work Began:</b> 04/19/2021 <b>Original Completion Date:</b> 11/19/2021 <b>Latest Payment Thru:</b> 08/31/2021 <b>Latest Payment Date:</b> 09/09/2021		<b>Route:</b> SR-1317, US-15, US-501 US-70 <b>County:</b> Durham  <b>Federal Aid Number:</b> HSIP-0015(057) <b>NCDOT Contact No:</b> (919)220-4680  <b>Letting Date:</b> 03/10/2021 <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 71.81%

<b>Contract Number:</b> DE00310	<b>Route:</b> I-885
<b>Division:</b> 5	<b>County:</b> Durham
<b>TIP Number:</b> U-0071	
<b>Length:</b> 20 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Liam W. Shannon	<b>NCDOT Contact No:</b> (919)835-8200
<b>Location Description:</b> NC540 NC885 I885	
<b>Contractor Name:</b> TRAFFIC CONTROL SAFETY SERVICES, INC.	
<b>Contract Amount:</b> \$580,657.50	
<b>Work Began:</b> 04/26/2021	<b>Letting Date:</b> 01/13/2021
<b>Original Completion Date:</b> 11/12/2021	<b>Revised Completion Date:</b> 05/11/2022
<b>Latest Payment Thru:</b> 09/07/2021	
<b>Latest Payment Date:</b> 09/13/2021	<b>Construction Progress:</b> 71.41%

**NCDOT DIVISION 5  
Durham Project List \_ 5-Year Program  
September 2021**

**Data as of : 08/17/2021**

Project ID	Responsible Group	Description	R/W Plans Complete	R/W Acq. Begins	Letting Type	P Let Date	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	DIVISION	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/16/2029	2/16/2029	Division Design Raleigh Let (DDRL)		1/1/2040	BENJAMIN J. UPSHAW	\$4,158,000	\$379,000	\$15,200,000	Project is suspended due to funding but remains committed in STIP.
U-6118	DIVISION	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	1/16/2026	7/16/2027	Division Design Raleigh Let (DDRL)		1/1/2040	ZAHID BALOCH	\$300,000	\$200,000	\$4,800,000	Post-year project
U-6120	DIVISION	NC 98 (HOLLOWAY STREET) FROM SR 1938 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	12/29/2025	7/21/2028	Division Design Raleigh Let (DDRL)		1/1/2040	ZAHID BALOCH	\$7,000,000	\$1,200,000	\$10,000,000	Post-year project
I-5942	DIVISION	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	3/19/2027		Division Design Raleigh Let (DDRL)		12/21/2027	CHRISTOPHER A. HOFFMAN			\$9,187,000	No Change in Status
U-5516	DIVISION	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/2024	10/18/2024	Division Design Raleigh Let (DDRL)		10/20/2026	JOHN W. BRAXTON JR	\$9,290,500	\$2,075,000	\$12,400,000	Project is suspended due to funding but remains committed in STIP.
U-5717	DIVISION	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	4/23/2019	Division Design Raleigh Let (DDRL)		10/21/2025	JOHN W. BRAXTON JR	\$20,413,786		\$32,000,000	ROW acquisition is suspended due to funding. Project remains committed.
I-5998	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.	10/18/2024		Division POC Let (DPOC)		1/22/2025	CHRISTOPHER A. HOFFMAN			\$15,000,000	No Change in Status
I-5995	DIVISION	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	8/15/2024		Division Design Raleigh Let (DDRL)		1/21/2025	CHRISTOPHER A. HOFFMAN			\$14,900,000	No Change in Status
I-6000	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.	10/18/2024		Division POC Let (DPOC)		1/21/2025	CHRISTOPHER A. HOFFMAN			\$7,600,000	No Change in Status
I-5941	DIVISION	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (DDRL)	12/19/2023	12/17/2024	CHRISTOPHER A. HOFFMAN			\$10,600,000	No Change in Status
I-5993	DIVISION	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).			Division Design Raleigh Let (DDRL)		12/17/2024	CHRISTOPHER A. HOFFMAN			\$24,333,000	No Change in Status
I-5994	DIVISION	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).			Division Design Raleigh Let (DDRL)		12/17/2024	CHRISTOPHER A. HOFFMAN			\$12,167,000	No Change in Status
SM-5705A	DIVISION	NC 98 at SR 1815 (Mineral Springs Road),,,Construct right turn lanes on both approaches of SR 1815 (Mineral Springs Road).	2/3/2023	2/10/2023	Division POC Let (DPOC)		4/10/2024	Stephen Davidson				Project is suspended due to funding.
W-5705AM	DIVISION	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS			Division POC Let (DPOC)		12/7/2022	JEREMY WARREN			\$62,000	
W-5705AI	DIVISION	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	11/23/2021	11/23/2021	Division POC Let (DPOC)		11/9/2022	STEPHEN REID DAVIDSON	\$210,000		\$630,000	Preliminary design underway
W-5705T	DIVISION	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/30/2021	9/30/2021	Division POC Let (DPOC)		9/28/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	65% plans in development
HS-2005C	DIVISION	NC 54 AT NC 55	1/24/2022		Division POC Let (DPOC)		3/23/2022	JEREMY WARREN			\$75,000	No Change
48937	DIVISION	Widen NC 54 Eastbound from Falconbridge Road to FarringtonRoad to provide a continuous right turn lane from west of Falconbridge road to I-40.			Division POC Let (DPOC)		2/16/2022	Stephen Davidson				65% plans in development
W-5705V	DIVISION	NC 54 AT HUNTINGRIDGE ROAD			On Call Contract (OCC)		11/1/2021	JEREMY WARREN			\$80,000	No Change
HI-0001	DIVISION	I-85/US 15 FROM NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.			Division POC Let (DPOC)		10/13/2021	TRACY NEAL PARROTT			\$2,600,000	Preliminary design underway
W-5705M	DIVISION	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)			On Call Contract (OCC)		10/6/2021	JEREMY WARREN			\$80,000	No Change
W-5705U	DIVISION	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)		9/7/2021	JEREMY WARREN			\$20,000	Durham is planning.

## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in <b>Hillsborough</b>	6/30/2022 10/19/2021	FY2024 FY2023	\$7,200,000	PE funding scheduled 7/1/2020	Matthew Simmons
I-3306A 34178.1.3 34178.1.4 34178.1.5 34178.2.2 34178.3.GV3	I-40 widening from I-85 to Durham Co. line (US 15/501 Interchange) in <b>Chapel Hill</b>	8/17/2021	FY2024	\$175,600,000	<b>Let on 8/17/2021, Contract Execution Paperwork underway</b>	Laura Sutton
SS-6007V 49706.3.1	Intersection improvements (all-way stop) on SR 1567 (Pleasant Green Road) at SR 1569 (Cole Mill Road); on SR 1548 (Schley Road) at SR 1538 (New Sharon Church Road); on SR 1507 (Wilkerson Road) at SR 1545 (Sawmill Road); and on SR 1114 (Buckhorn Road) at SR 1120 (Mt. Willing Road).	7/14/2021 1/3/2022	6/30/2022	\$90,000	Construction underway	Dawn McPherson
SS-6007R 49557.1.1 49557.3.1	Traffic signal revisions and high visibility crosswalk installation on SR 1010 (East Franklin Street) at Henderson Street.	Mar. 2022	Jun. 2022	\$12,600	Plans Complete - Construction Pending	Dawn McPherson
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski
SS-6007E 49115.1.1 49115.3.1	All Way Stop installation and flashing beacon revisions at the intersection of SR 1005 (Old Greensboro Road) and SR 1956 (Crawford Dairy Road/Orange Chapel Clover Garden Road)	Jun. 2022	Sept. 2022	\$28,800	Planning and design activities underway	Dawn McPherson
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/17/2026	FY2028	\$8,690,000	PE funding approved 10/10/17	Chad Reimakoski

## NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in <b>Hillsborough</b>	10/19/2027	FY2030	\$16,900,000	PE funding approved 9/8/17, Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/16/2027	FY2029	\$11,156,000	PE funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chad Reimakoski
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/20/2028	FY2031	\$7,000,000	PE funding approved 10/10/17, Planning activities underway, Coordinating with NC54 West Corridor Study	Rob Weisz
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in <b>Hillsborough</b>	7/18/2028	FY2031	\$49,238,000	PE funding approved 5/14/15, Planning and Design activities underway, Coordinate with I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in <b>Hillsborough</b>	11/21/2028	FY2031	\$20,900,000	PE funding approved 10/10/17, Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2040	FY2044	\$132,000,000	PE funding approved 6/5/18, Planning and design activities underway, Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

## North Carolina Department of Transportation

9/9/2021

## Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. DIVISION 5	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	6/12/2022	94.65	60.54
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	84.31	98
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020				
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
DG00484		AST RETREATMENT OF 3 SECONDARY ROADS IN DURHAM COUNTY AND VARIOUS ROUTES IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$339,150.43	4/1/2021	10/30/2021				
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022	7/29/2019	6/10/2022	96	99.96
DG00503		MILL AND RESURACE US 70 FROM ALAMANCE COUNTY LINE TO NC 86 & NC 86 FROM PAVEMENT JOINT NORTH OF W. CORBIN TO US 70	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$1,601,700.79	7/1/2021	11/1/2021	6/23/2021	11/1/2021	79	99.23
DG00504		RESURFACING OF 1 SECTION OF SECONDARY ROAD IN DURHAM COUNTY AND 24 SECTIONS OF SECONDARY ROADS IN ORANGE COUNTY	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$2,203,659.65	7/1/2021	11/1/2021	7/22/2021	11/1/2021	25	21.27
DG00507		AST RETREATMENT OF 48 SECONDARY ROADS IN ALAMANCE COUNTY AND ONE SECONDARY ROAD IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Hayes, PE, Meredith D	\$1,042,639.12	7/1/2021	6/30/2022	7/6/2021	6/30/2022	72	67.5
DG00510		AST RETREATMENT ON 26 SECONDARY ROADS IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$900,585.16	7/1/2021	6/30/2022	7/29/2021			
DG00517		SR 1146 (WEST TEN ROAD) FROM JOINT WEST OF SR 1114 (BUCKHORN ROAD) TO SR 1120 (MT. WILLING ROAD)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$659,647.14	4/1/2021	10/30/2021	7/6/2021			

**Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--September 2021**

<b>Contract # or WBS # or TIP #</b>	<b>Route</b>	<b>Description</b>	<b>Let Date</b>	<b>Completion Date</b>	<b>Contractor</b>	<b>Project Admin.</b>	<b>STIP Project Cost</b>	<b>Notes</b>
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	After 2031	TBD	TBD	Greg Davis (910) 773-8022	\$117,700,000	Right of Way 1/2026
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$1,121,000	