



DCHC MPO Board Meeting Agenda

Wednesday, October 13, 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 and the comment will be read to the Board during the public comment portion of the meeting.

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[21-100](#)

Attachments: [2021-10-13 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. Approval of the September 1, 2021 Board Meeting Minutes**[21-177](#)

A copy of the September 1, 2021 meeting minutes is enclosed.

Board Action: Approve the minutes of the September 1, 2021 Board meeting.

Attachments: [2021-10-13 \(21-177\) 9.1 MPO Board Meeting Minutes_LPA2](#)

7. Transportation Improvement Program Amendment #8[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: Recommended 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: [2021-10-13 \(21-175\) TIP Amendment #8 Summary Sheet](#)
[2021-10-13 \(21-175\) TIP Amendment #8 Resolution](#)
[2021-10-13 \(21-175\) TIP Amendment #8 Full Report](#)

8. 5310 Grant Program of Projects Amendment[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: Approved 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:[2021-10-13 \(21-173\) POP 2021 Amended](#)[2021-10-13 \(21-173\) GoDurham CARES Act Application 2021](#)[2021-10-13 \(21-173\) POP Resolution](#)

ACTION ITEMS**9. 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: Recommended 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: [2021-10-13 \(21-174\) 5307 and 5339 Proposed Program of Projects](#)

10. 2050 MTP -- Preferred Option (45 minutes)[21-155](#)**Andy Henry, LPA Staff****Anne Phillips, LPA Staff**

At the September meeting, the DCHC MPO Board conducted a public hearing on the Alternatives Analysis and 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. Staff has named the first option the Vision Plan and the second option the Traditional Plan for the purpose of distinguishing between them.

Two presentations are attached: an outline of the components of the Preferred Option highways, transit, financial plan, and land use; a summary of the Alternatives Analysis public engagement activities. Staff continue developing the Preferred Option, especially the transit and financial plan, and any updates will be provided at the board meeting today. A document is attached that contains a table and map of the highways that will be included in the Vision Plan and Traditional Plan. As the various components of the Preferred Option are completed, they will be detailed and presented in a similar document. Copies of the public comments and public hearing comments for the Alternatives Analysis are attached, as well.

The schedule for completing the 2050 MTP includes:

- * Release Preferred Option -- by October 27
- * Conduct public hearing on Preferred Option -- November 10
- * Approve Preferred Option for 2045 MTP; release full 2050 MTP report, including SE Data and Triangle Regional Model -TRM; release Air Quality Conformity Determination report -- December 8
- * Adopt by resolution the 2050 MTP (adoption includes SE Data and TRM), and Air Quality Conformity Determination -- January 12 or February 9, 2022

The DCHC MPO Public Involvement Plan requires a minimum 42-day public comment period for key MTP decision points such as the Preferred Option. The Air Quality Conformity Determination is a 21-day minimum comment period.

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

TC Action: Recommend that the Board authorize the TC subcommittee to release the 2050 MTP Preferred Option for public comment.

Board Action: Provide comments and authorize the TC subcommittee to release the 2050 MTP Preferred Option for public comment.

Attachments: [2021-10-13 \(21-155\) 2050MTP-PrefOpt-Presentation](#)
[2021-10-13 \(21-155\) AltAnalysisSurveyandFocusGroup](#)
[2021-10-13 \(21-155\) 2050MTP-AltsAn-PublicComments](#)
[2021-10-13 \(21-155\) 2050MTP-AltsAn-PublicHearingComments](#)
[2021-10-13 \(21-155\) 2050MTP-PrefOpt-Roadways](#)

11. 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: Recommended that the MPO Board release the draft policy for a 21-day public comment period.

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

Attachments: [2021-10-13 \(21-176\) Federal Funding Policy Overview](#)
[2021-10-13 \(21-176\) Federal Funding Policy Compiled Comments](#)
[2021-10-13 \(21-176\) Federal Funding Policy Draft](#)
[2021-10-13 \(21-176\) The Innovative MPO Focus Area 3 \(Funding\)](#)

12. Durham County Transit Plan Update (30 minutes)

[20-154](#)

Ellen Beckmann, Durham County Transportation Manager

Aaron Cain, LPA Staff

The Board will receive a presentation with an update on the Durham County Transit Plan.

Board Action: No action is necessary on this item; it is for informational purposes only.

Attachments: [2021-10-13 \(20-154\) Durham County Transit Plan Update Memo](#)
[2021-10-13 \(20-154\) FULL Phase II Outreach Summary](#)
[2021-10-13 \(20-154\) SHORT Phase II Outreach Summary](#)

REPORTS:

13. **Report from the Board Chair** [21-101](#)

Wendy Jacobs, Board Chair

Board Action: Receive the report from the Board Chair

14. **Report from the Technical Committee Chair** [21-102](#)

Ellen Beckmann, TC Chair

Board Action: Receive the report from the TC Chair.

15. **Report from LPA Staff** [21-103](#)

Board Action: Receive the report from LPA Staff.

Attachments: [2021-10-13 \(21-103\) LPA staff report](#)
 [2021-10-13 \(21-103\) Response to SPOT 6 + STIP Reprogramming Letter](#)

16. **NCDOT Report** [21-104](#)

Lisa Mathis, NC Board of Transportation

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 Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-10-13 \(21-104\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS

17. **Recent News Articles and Updates** [21-105](#)

Attachments: [2021-10-13 \(21-105\) News Articles](#)

Adjourn

Next meeting: November 10, 9 a.m., Meeting location to be determined

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/Underway)

Meeting Date	Directive	Status
11-13-19	Chair Seils set up a committee, including MPO staff, to address MPO resources and governance.	<p><u>Underway.</u> The Governance Committee was formed in September 2020:</p> <ul style="list-style-type: none"> • Damon Seils • Karen Howard • Nishith Trivedi • Ellen Beckmann • Sean Egan • Felix Nwoko <p>A draft report has been developed and is under review by the Governance Committee.</p>
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<u>Underway.</u> Staff update the MPO Board at the December 2021 meeting.
9-1-21	Develop two alternatives for the 2050 MTP: one that is consistent with the “all together” scenario developed by staff, and one that better reflects the MPO’s policy priorities around climate change, environmental impacts, racial equity, safety, and human health and well-being. This second alternative is not to assume that highway projects currently in the TIP should remain.	<u>Pending.</u> Staff will present the two alternatives to the TC on September 22 for review and to the Board for its consideration on October 13.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

1 September 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on September 1, 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Jamezetta Bedford (Member)	Orange County
Pierce Freelon (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Michael Parker (Member)	GoTriangle
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Javiera Caballero (Alternate)	City of Durham
Lydia Lavelle (Alternate)	Town of Carrboro
Amy Ryan (Alternate)	Town of Chapel Hill
Lisa Mathis (Alternate)	NC Board of Transportation
Ellen Beckmann	Durham County
Nishith Trivedi	Orange County
Bergen Watterson	Chapel Hill Planning
Matt Cecil	Chapel Hill Transit/Planning
Sean Egan	City of Durham
Evan Tenenbaum	City of Durham
Lynwood Best	City of Durham
Tom Devlin	City of Durham Transportation
John Hodges-Copple	Triangle J Council of Governments
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
David Keilson	NCDOT Division 5
Brandon Jones	NCDOT Division 5
Pat Wilson	NCDOT Division 7
Stephen Robinson	NCDOT Division 7
Kathryn Vollert	NCDOT Division 8
Nick Tuttle	NCDOT TPD
Scott Walston	NCDOT TPD
Andy Henry	DCHC MPO
Anne Phillips	DCHC MPO
Aaron Cain	DCHC MPO
Dale McKeel	DCHC MPO

41	Yanping Zhang	DCHC MPO
42	Kayla Peloquin	DCHC MPO
43	Mariel Klein	DCHC MPO
44	Geoff Green	Resident
45	John Tallmadge	Bike Durham
46	Heidi Perov	Resident

47 Quorum Count: 9 of 10 Voting Members

48 **1. Roll Call**

49 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
 50 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
 51 above. Michael Parker made a motion to excuse the absence of Board Member Karen Howard. Pam
 52 Hemminger seconded the motion. The motion passed unanimously.

53 **PRELIMINARIES:**

54 **2. Ethics Reminder**

55 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of
 56 interest with respect to matters coming before the MPO Board and requested that if there were any
 57 identified during the meeting for them to be announced. There were no known conflicts identified by
 58 MPO Board Members.

59 **3. Adjustments to the Agenda**

60 Aaron Cain said the time allotment for item #9 2050 MTP – Alternative Analysis should be
 61 increased from 20 minutes to 60 minutes due to additional input from the Technical Committee
 62 included in an updated presentation as well as two speakers signed up to speak at the public hearing.

63 **4. Public Comments**

64 There were no public comments.

65 **5. Directives to Staff**

Chair Wendy Jacobs mentioned the directive to staff given at the August 11, 2021 MPO Board meeting for MPO staff to draft a letter to NCDOT about the cancellation of Strategic Transportation Prioritization (SPOT) 6.0 is included in the agenda.

CONSENT AGENDA:

6. August 11, 2021 Board Meeting Minutes

Chair Wendy Jacobs made two minor changes to the NCDOT report section of the August 11, 2021 Board meeting minutes.

7. Bus on Shoulder System (BOSS) Study

Anne Phillips, LPA Staff

8. Transportation Improvement Program Amendment #7

Anne Phillips, LPA Staff

Damon Seils made a motion to approve the Consent Agenda with the changes requested by Chair Wendy Jacobs. Pam Hemminger seconded the motion. The motion passed unanimously.

ACTION ITEMS:

9. 2050 MTP – Alternative Analysis

Andy Henry, LPA Staff

Andy Henry shared a presentation on the Alternative Analysis schedule and public engagement process, a survey update, a metrics update, a preliminary outlook for 2050 Metropolitan Transportation Plan (MTP) revenue, preliminary projects, and land use. Andy Henry said the discussion should surround priorities for development of the Preferred Option, which would become the draft 2050 MTP. Andy Henry shared the schedule for the remainder of the MTP development. Andy Henry summarized previous and upcoming public engagement events for the MTP Alternative Analysis public comment period from July 29 to September 15, 2021. Andy Henry reviewed the priorities of the 734 survey respondents demonstrating strong support for Commuter Rail Transit (CRT) and bicycle and pedestrian infrastructure. Andy Henry presented metrics for travel choice neighborhoods, such as bicycle and

91 pedestrian safety for the whole DCHC MPO, zero-car households, low-income households, and
92 minorities.

93 Andy Henry reviewed the preliminary financial revenue projections for each alternative
94 compared to the 2045 MTP revenue projections. Andy Henry pointed out the following trends: the
95 general State and Federal capital funding increases, continued transit funding to support existing
96 services increases, funding for new and expanded transit services decreases, and maintenance and
97 operations funding increases. Andy Henry emphasized three key points: 1) the MPO must balance costs
98 and revenues inside three ten-year horizons, 2) costs and revenues for nearly all of the 2030 horizon and
99 part of the 2040 horizon will be based on the most recent Transportation Improvement Program (TIP),
100 and 3) DCHC MPO has always flexed funding from roadway to non-roadway projects in the last two
101 horizon years as 90% of funds go to highway projects through the Strategic Transportation Investments
102 (STI) process. Andy Henry shared the highway projects that were included in the 2045 MTP and said
103 revenue projections for the 2050 MTP is healthy and it is unlikely that any project will have to be
104 removed due to lack of funding.

105 Andy Henry mentioned bus transit and bicycle/pedestrian projects were not listed in the 2045
106 MTP, but need to be included in the financial plan, travel model, and the MPO's list of roadway related
107 capital improvements. Andy Henry stated that Vehicle Miles Traveled (VMT) is a stubborn output metric,
108 difficult to see movement on in the Triangle Regional Model (TRM). VMT is projected to increase around
109 75% from 2020 to 2050, according to the TRM. Andy Henry described how the Opportunity Places land
110 use development foundation included in the Shared Leadership and All Together alternatives require
111 changes to current land use plans and policies such as higher density developments at anchor
112 institutions, increased density and land use mix at key hubs, and increased affordable housing along
113 transit corridors. As public engagement is concluding, MPO staff will be working on modeling, financial,
114 and other technical work to produce the Preferred Option while coordinating project selection with local

115 planners and working in tandem with the Durham and Orange County Transit Plan development
116 processes.

117 Chair Wendy Jacobs thanked Andy Henry and the MPO staff for their work on the MTP
118 Alternatives and highlighted the fact that the MTP is a fiscally constrained plan heavily dependent on
119 state funding. Damon Seils asked several procedural questions regarding the MTP development process
120 and the February deadline. Andy Henry said the current 2045 MTP will lapse after February 21, 2022 and
121 it would prohibit federal action on projects until the new MTP is adopted, with the exception of certain
122 transit, bicycle, and pedestrian projects that are exempt. Damon Seils asked about the process for
123 amending the MTP after adoption. Andy Henry said the MTP can be amended through a two-month
124 process. Damon Seils discussed the purpose of Alternative Analysis and questioned how it is intended to
125 relate to the Preferred Option. Andy Henry responded that the most important component of the
126 Alternative Analysis is for constituents to see what projects are included and provide feedback. Damon
127 Seils said the Shared Leadership and All Together scenarios don't differ much in terms of revenue
128 because they both include additional revenue from the NC First Commission and the All Together
129 Scenario includes an additional ½ cent transit tax revenue. Damon Seils pointed out that while the All
130 Together Scenario is the most aspirational the revenue does not differ from other scenarios and the
131 presentation did not list what projects that revenue will be spent on. Andy Henry and Damon Seils
132 discussed how costs are developed for highway and non-highway projects.

133 Damon Seils questioned the meaning of "fiscal constraint" within projections of revenue in
134 coming decades, especially when NCDOT recently ran into a major revenue problem and is
135 reprogramming the ten-year State Transportation Improvement Program (STIP). Andy Henry said the
136 first decade and part of the second decade of the MTP revenue are based on revenue projections
137 already established in the TIP, and the revenue projections are based on the NC Moves revenue model.

Damon Seils expressed concern with constraining the MTP projects to revenue projections on the basis of models that have no bearing on reality.

Michael Parker brought up the notion of fiscal constraint and pointed out the revenue projections include an additional half cent on the sales tax, so the revenue projections could be altered within reason. Michael Parker added that even with all of the projects and spending in the MTP, VMT will increase by 75%. Michael Parker suggested using the models to demonstrate what projects, land use policies, and resources it would take to reduce the projected VMT increases. Andy Henry agreed and mentioned the Existing + Committed Scenario is a no-build scenario to show a baseline for Measures of Effectiveness (MOEs) that continue to demonstrate a large increase in VMT. Michael Parker said the DCHC MPO Board Members aspire to be leaders in climate action and improving transit, so using the MTP is a great way to establish that advocacy and leadership position because the entire MTP includes about \$19 billion in spending that has minimal impact on the MOEs. Andy Henry said that expectations of revenue and project implementation need to be reasonable in the long-range plans.

Chair Wendy Jacobs opened the public hearing and asked speakers to stay within a three-minute timeframe. Geoff Green, a resident of Chapel Hill, urged the MPO Board to ensure the 2050 MTP reflects the values of the local jurisdictions that multimodal investment is critical and that climate change is a threat. Geoff Green said it is not enough to do the right things, we also need to stop doing the wrong things, and each alternative includes wrong things of billions of dollars allocated for highway widening and new highway construction. Geoff Green said he understands that developing alternatives that modify or remove large climate change inducing projects would be in direct conflict with NCDOT and perhaps the Capital Area MPO (CAMPO). Geoff Green elaborated that because it is written into the STI law to favor widening highways, the responsibility falls to those elected to public office to provide leadership. Geoff Green concluded that an MTP that fully aligns with the values of member jurisdictions is an important, albeit difficult, step that can make a difference.

John Tallmadge, Executive Director of Bike Durham, said the organization was optimistic that the 2050 MTP would chart a new course to a safe, affordable transportation system for everyone after the MPO Board adopted goals last summer including zero deaths and serious injuries, zero disparity of access, and zero carbon emissions. John Tallmadge said Bike Durham was concerned that the Deficiency Analysis largely addressed issues of highway capacity and driver delay, and he was disappointed to see there was no alternative that would actually meet the adopted goals. John Tallmadge said that although the All Together scenario is the best option presented, it is still insufficient, and the use of the model only provides insight into auto-centric MOEs and mode share, so staff needs new analytical approaches. All alternatives accept the next ten years are fixed and the model is unresponsive. John Tallmadge said that little community engagement is focused on the development of projects. John Tallmadge said because the alternatives have been limited what can be funded under existing laws and rules, we cannot even see what it would take to achieve the goals. John Tallmadge asked for alternatives that demonstrate how we would reach our goals, even if they would require changes to local, state, and federal funding processes.

John Tallmadge pointed out ways in which the All Together scenario falls short – there is no funding for safety, no funding for Transportation Demand Management (TDM), and no indication of investment for infrastructure or incentives for electrifying the transportation system. Overall, Bike Durham wants to see the MPO Board direct staff to develop a bold scenario that gets us on the path to meet our goals and reduce the drive alone mode share by 25% by 2050. Chair Wendy Jacobs thanked the public commenters and asked the speakers to send written copies of their comments to MPO staff to distribute to the Board.

Lisa Mathis said that excellent questions have been raised and she will look into revenue and spending information at the state level. Lisa Mathis echoed previous points about leadership and aligning the MPO's plans with our values is incredibly important. Damon Seils emphasized that the MPO

needs a plan that reflects our priorities and pointed out that most, if not all, MPO jurisdictions have adopted climate and sustainability plans to publicly accept the climate crisis. Damon Seils brought up the presentation slide titled “Stubborn VMT” that portrays VMT as an entity that has no relation to the decisions and behaviors in the plan. Damon Seils said that in reality, the plan itself impacts the VMT output, so the plan is creating the problem that we say we are trying to avoid. Damon Seils added that transit becomes an effective tool for helping us achieve our goals when implemented in conjunction with decreased funding for highway projects. Damon Seils asked for staff to create an alternative that reflects the priorities of the MPO Board, even if that means utilizing different tools.

Chair Wendy Jacobs asked for a response from staff on the proposal of creating two alternatives, one that abides by current funding models, tools, and restrictions being imposed on the MPO by current state structures and funding streams, and another bold alternative that would require fundamental change. Chair Wendy Jacobs reminded members that even if the MPO turns down money for highways, it does not mean that money can be used for any transit, bicycle, or pedestrian project the MPO more fully supports. Chair Wendy Jacobs said this points to the need for transformative change at the state level. Andy Henry said two alternatives can be created for the Preferred Option, although the tools we have may not reflect the types of changes requested. Andy Henry said the bold alternative can be aspirational and become a tool to highlight the changes we would need from all stakeholders at various levels. Michael Parker said the MTP is typically viewed as an additive process (what projects can be added), but it needs to also be a subtractive process (what car-oriented projects can be omitted).

Vice Chair Jenn Weaver mentioned that Hillsborough recently approved a two cent property tax increase to fund the implementation of the Comprehensive Sustainability Plan, which demonstrates that Hillsborough is taking the climate crisis seriously. Vice Chair Jenn Weaver stated that having a visionary plan that aligns with our values and addresses the urgency of climate change is essential to ever being able to achieve the goals. Vice Chair Jenn Weaver said the MPO Board members have to defend their

choices to their communities, which would not be easy to do with any of the alternatives presented, especially because the preliminary survey responses clearly show the community priorities align with the priorities of board members. Overall, the MTP needs to identify the roadblocks to achieving our broadly supported goals as systemic issues are hampering the ability to change the status quo. Vice Chair Jenn Weaver thanked Andy Henry, MPO staff, Board members, and the public commenters for their involvement.

Charlie Reece thanked Andy Henry for being willing to engage in this conversation, and thanked MPO Board members and public commenters. Charlie Reece stated agreement with all of the points brought up thus far and looks forward to reviewing a bolder alternative. Charlie Reece stressed the need for continued conversation about the tools available to MPO staff to develop the alternatives and the MPO's capacity to alter the traditional funding streams. Charlie Reece concluded that adopting a long-range plan that reflects our values should be the easiest step because it would not require changing any policies. Chair Wendy Jacobs added that we need to work on a regional scale to have a substantial impact, and the MTP will be discussed extensively at the September 29, 2021 joint Board meeting with CAMPO. Chair Wendy Jacobs said we need to develop strategies to reach out to other MPOs across North Carolina. Chair Wendy Jacobs acknowledged the role of NCDOT staff in this process, and hopes they will help convey the MPO's messages in the work they are doing.

Pam Hemminger added that Chapel Hill supports reflecting their values in the plan and that change starts with good conversations. Pam Hemminger urged Board members and MPO staff to have smaller conversations with CAMPO prior to joint board meeting, and have conversations with NCDOT and other MPOs that will lead to larger changes. Pam Hemminger emphasized the need for the MPO to plan for a sustainable future, and luckily the NC Board of Transportation (NCBOT) has been receptive to hearing new ideas and making ideological shifts in the past. Pam Hemminger said we owe it to our constituents and our planet to make this push for a bold alternative. Javiera Caballero expressed

gratitude for colleagues that have thought outside the typical constraints of long-range transportation planning. Javiera Caballero recognized the importance of finding ways to effectively communicate the technical language to residents in a way that they understand and encourage them to reach out to NCDOT. Javiera Caballero thanked the public commenters and stated an overall need for better advocacy for constituents. Chair Wendy Jacobs acknowledged a comment in the chat from Yanping Zhang that 35% of VMT are from "External area to external area, i.e. from a place out MPO to another place outside MPO. Only state-wide or large region projects may help the mode shift." Chair Wendy Jacobs said this statistic points to the need for regional and statewide collaboration.

Damon Seils suggested developing a directive to staff that the MPO Board can formally adopt. Damon Seils said that although VMT and the climate crisis are integral issues, there are other important factors at play such as impacts on air and water quality, human health and well-being, and racial equity, that need to be considered in a visionary plan. Damon Seils said he hopes the visionary alternative becomes the final adopted plan that will reset the baseline of expectations for long-range transportation planning. Vice Chair Jenn Weaver asked Andy Henry about how the MTP will be communicated to localities that are making land-use decisions so there is shared understanding between the MPO and local governments. Andy Henry said in the past, there has been a general land-use section of the MTP report, but this time Triangle J Council of Governments (TJCOG) can create a more detailed report of land-use expectations. Chair Wendy Jacobs agreed that we need to be as specific as possible with the land-use recommendations in a way that is actionable for local governments. Chair Wendy Jacobs mentioned the previously used strategy to leverage NCDOT highway projects to add in transit and bicycle/pedestrian projects. Chair Wendy Jacobs asked if highway funds can instead be redirected to transit and bicycle/pedestrian projects. Aaron Cain responded that current STI laws and NCDOT funding policies are restrictive, though staff continues to advocate for greater flexibility. Michael Parker added that the MTP could be a platform to demonstrate the drawbacks of spending a large sum of money on

roadway projects in order to gain a small amount of money for non-roadway projects. Chair Wendy Jacobs closed the public hearing.

Damon Seils created a directive to staff to develop an MTP alternative that reflects the MPO's policy priorities around climate change, environmental impacts, racial equity, safety, and human health and well-being. Andy Henry asked for clarification on adherence to the TIP as it currently stands. Damon Seils responded that he would like to see a plan that aligns with the MPO's priorities and is open to making modifications to first ten-year horizon. Chair Wendy Jacobs suggested creating two alternatives – one reflecting the TIP in the first decade and then being visionary, and one alternative that is entirely open to new ideas. Chair Wendy Jacobs said that we do need to be realistic so we don't have the door closed on us.

Damon Seils made a motion to approve the directive to staff as outlined. Pam Hemminger seconded the motion. The motion passed unanimously.

10. SPOT 6.0 and STIP Reprogramming Update

Anne Phillips, LPA Staff

Aaron Cain, LPA Staff

Aaron Cain provided an update on the cancellation of SPOT 6.0. and said quantitative project scores will be released by NCDOT in September. Aaron Cain said the new STIP will be a reprogramming of projects in the current STIP to make them reasonably attainable with the revenue issues. Aaron Cain said the SPOT workgroup is working on a methodology for reprogramming that will occur during 2022 and NCDOT has pledged to work closely with MPOs to ensure their priorities are reflected in the new STIP for FY24-33.

Michael Parker made a motion to authorize the MPO Board Chair to sign the final SPOT 6.0/STIP reprogramming letter. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

REPORTS:

11. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs asked for clarification on how the MPO can implement the Bus on Shoulder System (BOSS) study that was approved on the consent agenda. Aaron Cain said that now that the study has been adopted, MPO staff can include BOSS facilities on future project submittals to SPOT and work with NCDOT to design highways with upgrades for BOSS.

Chair Wendy Jacobs mentioned the report from the National Association of Realtors titled “On Common Ground” that includes the article “The 15-Minute City,” which discusses land-use and development in a way that would allow residents to reach anything they may need within a 15-minute walk, bike ride, or transit trip.

12. Report from the Technical Committee Chair
Ellen Beckmann, TC Chair

Ellen Beckmann said an initial meeting with NCDOT was held to discuss implementation of the complete streets guidelines and a presentation is being scheduled for October or November 2021. Ellen Beckmann mentioned a contract has been signed for the transit plan governance study in Durham and Orange counties through a cooperative process. Ellen Beckmann notified Board Members and MPO staff that they may be contacted to assist with interviews.

13. Report from LPA Staff
Aaron Cain, LPA Staff

Aaron Cain reminded the MPO Board of the joint MPO Board meeting with CAMPO that is scheduled for September 29, 2021 at 9:00 am, meeting location to be determined. Aaron Cain stated the October 13, 2021 MPO Board meeting will be devoted primarily to the MTP. Chair Wendy Jacobs pointed out the NCDOT litter sweep event that is in need of volunteers and asked members to spread the word.

14. NCDOT Reports
Lisa Mathis, NC Board of Transportation

Lisa Mathis will submit a written report that will be distributed.

Brandon Jones (David Keilson), Division 5 - NCDOT

Brandon Jones said the initial complete streets meeting was positive and NCDOT is developing new guidance and standards before the fall presentation and will be reaching out to local staff for input. Brandon Jones shared a link to a presentation that will be given to the NC Board of Transportation on SPOT 6.0 regarding updates to cost estimates, of which 99.2% have been completed for committed projects and as of now, there is a \$6.2 billion increase. Brandon Jones shared budget information on over programming of funds and said they hope new projects can be considered during SPOT 7.0, though that may require massive cuts to committed projects. Brandon Jones thanked Chair Wendy Jacobs for mentioning the litter sweep that will occur from September 11-25, 2021. Pam Hemminger asked about the status of the multiuse path along Old Durham/Old Chapel Hill Road and Brandon Jones said he will get back to her with an update. Chair Wendy Jacobs mentioned a concern about people using certain roads to break-in to homes in the Gorman area in Durham and asked if NCDOT could help. Brandon Jones said he will follow up with Chair Wendy Jacobs on the situation offline.

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

Pat Wilson had no additional report.

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Kathryn Vollert stated Bryan Kluchar is out this week and said there are no changes to the report.

Julie Bogle, Transportation Planning Branch - NCDOT

Nick Tuttle announced he is filling in for Julie Bogle this week and had no additional report.

John Grant, Traffic Operations - NCDOT

There was no additional report.

INFORMATIONAL ITEMS:**15. Recent News, Articles, and Updates**

Chair Wendy Jacobs thanked staff for including the article on the Richmond bus system.

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ADJOURNMENT:

334

There being no further business before the DCHC MPO Board, the meeting was adjourned at

335

11:07 a.m.

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.

**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.

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

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

**ITEM N
(HANDOUT)**

**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)	
	Added to TIP with Amendment #6. Bike Facilities II			\$1,211,795	
		<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)	
	Added to TIP with Amendment #6. Exchange Park Lane Bridge Repair. Now HL-0045			\$153,800	
		<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	FY 2022 - \$13,500 (BGDA) FY 2022 - \$15,000 (BGDACV) FY 2022 - \$7,000 (L)	
			CONSTRUCTION	FY 2022 - \$91,225 (BGDA) FY 2022 - \$52,310 (BGDACV) FY 2022 - \$18,681 (L)	
	Added to the TIP with Amendment #6. Bike Lane Vertical Protection.			\$197,716	
		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>			

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0031	- DURHAM-CHAPEL HILL-CARRBORO	ENGLEWOOD AVENUE; GEORGIA AVENUE TO WATTS	ENGINEERING	FY 2022 -	\$40,000	(BGDA)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	STREET; KNOX STREET, WATTS STREET TO ACADIA		FY 2022 -	\$20,000	(L)
PROJ.CATEGORY		STREET; BIVINS STREET, SR 1127 (CHAPEL HILL	CONSTRUCTION	FY 2023 -	\$242,723	(BGDA)
DIVISION		ROAD) TO ARNETTE AVENUE; IREDELL STREET, US 70		FY 2023 -	\$97,277	(L)
		BUSINESS (MAIN STREET) TO WEST CLUB			\$400,000	
		BOULEVARD; MARYLAND AVENUE, WEST CLUB				
	Added to the TIP with Amendment #6.	BOULEVARD TO ELLERBE CREEK TRAIL; ¶				
	Neighborhood Bike Routes II.	CLEVELAND STREET / CORPORATION STREET, US 70				
		BUSINESS / NC 98 (HOLLOWAY STREET) TO RIGSBEE				
		AVENUE; JUNIPER STREET, SPRUCE STREET TO				
		GUTHRIE AVENUE; LINCOLN STREET / GRANT				
		STREET, LAWSON STREET TO LAKELAND STREET;				
		RIDGEWAY AVENUE / LAKELAND STREET, LAWSON				
		STREET TO MATHISON STREET; LAVENDER AVENUE,				
		ELGIN STREET TO STEPHENSON STREET;				
		STEPHENSON STREET, LAVENDER AVENUE TO SR				
		1669 (CLUB BOULEVARD); UMSTEAD STREET / LODGE				
		STREET, SR 1118 (FAYETTEVILLE STREET) TO FARGO				
		STREET IN DURHAM. CONSTRUCT BICYCLE				
		ACCOMODATIONS.				
		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM /</u>				
		<u>CHAPEL HILL / CARRBORO MPO.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**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	<u>ADD NEW PROJECT AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>			\$6,700,000	
DAVIDSON						
DAVIE	- GASTON CLEVELAND LINCOLN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
DURHAM						
EDGECOMBE						
FORSYTH	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
GASTON						
GRANVILLE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
GUILFORD						
HAYWOOD	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
IREDELL						
JOHNSTON	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
MECKLENBURG						
NASH	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION					
ORANGE						
ROWAN	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION					
UNION						
WAKE	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION					
PROJ.CATEGORY	- UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION					
EXEMPT	- LAND OF SKY RURAL PLANNING ORGANIZATION					
	- KERR TAR RURAL PLANNING ORGANIZATION					

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**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

**ITEM N
(HANDOUT)**

**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"> - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - FAYETTEVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION 	VARIOUS, VARIOUS SECONDARY ROUTES IN CHATHAM, LEE, HOKE, RANDOLPH AND SCOTLAND COUNTIES. INSTALL LONG LIFE PAVEMENT MARKINGS. <u>PROJECT BREAK ADDED AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2022 -	<u>\$1,580,000</u> \$1,580,000	(HSIP)
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* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**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				
PROJ.CATEGORY	- HIGH POINT URBAN AREA METROPOLITAN				
REGIONAL	PLANNING ORGANIZATION				
	- CAPITAL AREA METROPOLITAN PLANNING				
	ORGANIZATION				

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

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

STATEWIDE PROJECT

STIP ADDITIONS

* TM-0036 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	ADMINISTRATIVE	FY 2022 - <u>\$567,000</u> \$567,000	(5310)
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* TU-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 - \$118,000 (S) FY 2022 - <u>\$470,000</u> \$588,000	(5311)
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* TU-0009 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 - <u>\$765,000</u> \$765,000	(RTAP)
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STIP MODIFICATIONS

* C-5702D STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>	IMPLEMENTATION	FY 2022 - \$1,210,000 (CMAQ) FY 2022 - <u>\$303,000</u> \$1,513,000	(L)
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* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

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

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>	IMPLEMENTATION	FY 2022 - \$1,222,000 (CMAQ) FY 2022 - <u>\$306,000</u> (L) \$1,528,000
* TO-0003 STATEWIDE PROJ.CATEGORY 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. <u>MODIFY FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2021 - \$120,000 (5312) FY 2021 - <u>\$30,000</u> (5307) \$150,000

* INDICATES FEDERAL AMENDMENT

**ITEM N
(HANDOUT)**

**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	<u>PROJECT ADDED AT THE REQUEST OF THE</u>			
DURHAM	- HIGH POINT URBAN AREA METROPOLITAN	<u>TRANSPORTATION PLANNING BRANCH.</u>			
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				
PROJ.CATEGORY	- NORTHWEST PIEDMONT RURAL				
EXEMPT	PLANNING ORGANIZATION				
	- SOUTHWESTERN RURAL PLANNING				
	ORGANIZATION				
	- UPPER COASTAL PLAIN RURAL PLANNING				
	ORGANIZATION				
	- TRIANGLE AREA RURAL PLANNING				
	ORGANIZATION				

* INDICATES FEDERAL AMENDMENT

Thursday, September 2, 2021

**ITEM N
(HANDOUT)**

**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>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</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>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</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>FUNDING ADDED TO FY 21 AT THE REQUEST OF MPO.</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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

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
		TOTAL	\$800,000	\$200,000	\$1,000,000	

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.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699-1554

Telephone: (919) 707-0900
Fax: (919) 733-9794
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

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. 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

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
Total Federal Share Non-Traditional Project: \$152,035 (35% of Apportioned Federal Share)									
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. Location: 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. Location: Orange County	Operating	\$ 263,520	\$ 131,760	\$131,760	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
Total Federal Share Traditional Projects: \$424,550 (65% of Apportioned Federal Share)									
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. Location: 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. Location: 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. Location: 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 Location: 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

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

Agency Type:

Operator of Public Transit

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

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

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
Local Match (City & County) approx.65%	\$40,393
<hr/>	
Total	\$87,828

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

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

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

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**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.

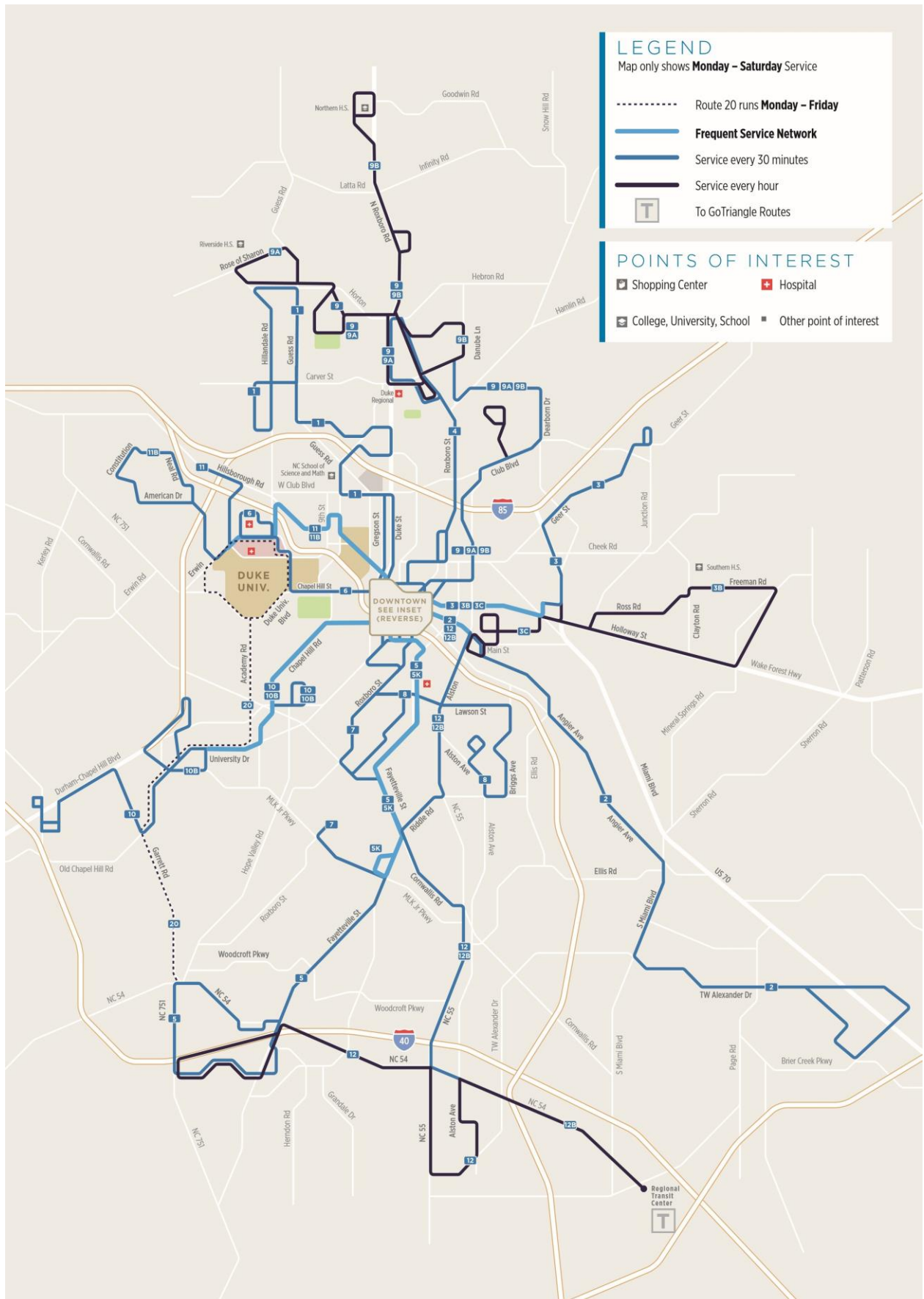
Signed Sean C. EganDate 5/14/21

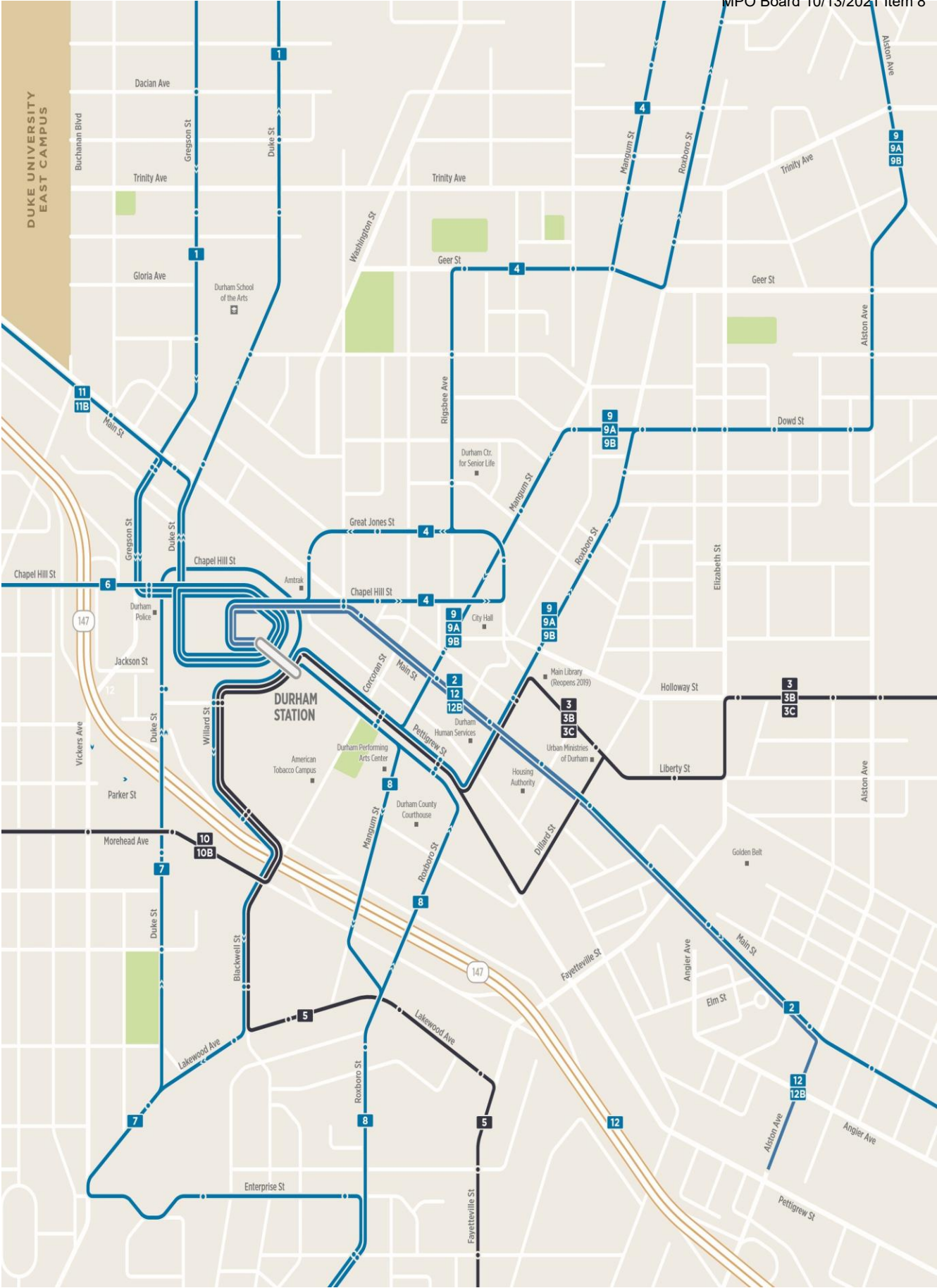
Sean Egan, Director of Transportation,

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.

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

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-11:AM**

GoDurham will hold a public hearing on Wednesday, October 13, 2021 via Zoom from 9 am to 11 am 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.

THOSE WHO PLAN TO ATTEND OR SPEAK DURING THE PUBLIC HEARING WILL NEED TO CONTACT THE PERSON LISTED ABOVE ON OR BEFORE TUESDAY, OCTOBER 12TH TO BE SENT THE ZOOM MEETING LINK.

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
Total Federal Funds Available (FFY 2021):	\$4,391,016

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
Total	\$1,097,754	\$4,391,016	\$5,488,770

**SECTION 5339
PROGRAM OF PROJECTS**

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

FUNDING

Project Description	Local	Federal	Total
Capital	\$132,544	\$530,177	\$662,721
Total	\$132,544	\$530,177	\$662,721

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



DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

2050 Metropolitan Transportation Plan Preferred Option

Andy Henry, andrew.henry@durhamnc.gov, October 13, 2021

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

- Create two Preferred Options
 - Vision Plan: follow first four years of TIP, then vision that supports MPO Goals
 - Traditional Plan: follow first decade of TIP first, then vision that supports MPO Goals
- 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

Preferred Option Document

- This presentation is an outline of the Preferred Option components and is designed for discussion
- Preferred Option will be released in a document format

2045 MTP – Draft Preferred Option

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www.bit.ly/DCHC-MTP

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Orange	64,212	107,791	43,579	68%
Total	266,428	468,419	201,991	76%

* Only includes portion of Chatham County in the modeling area.

units, population and
the travel demand model
the 2045 guide totals,
the year 2045, and
tributes the dwelling units
suitability.

methodologies used for the
the projected population
le

ment to calculate the
ation is based on estimates
ent, and the employment
nomics. The employment
USA that is verified and
totals:

Financial Plan

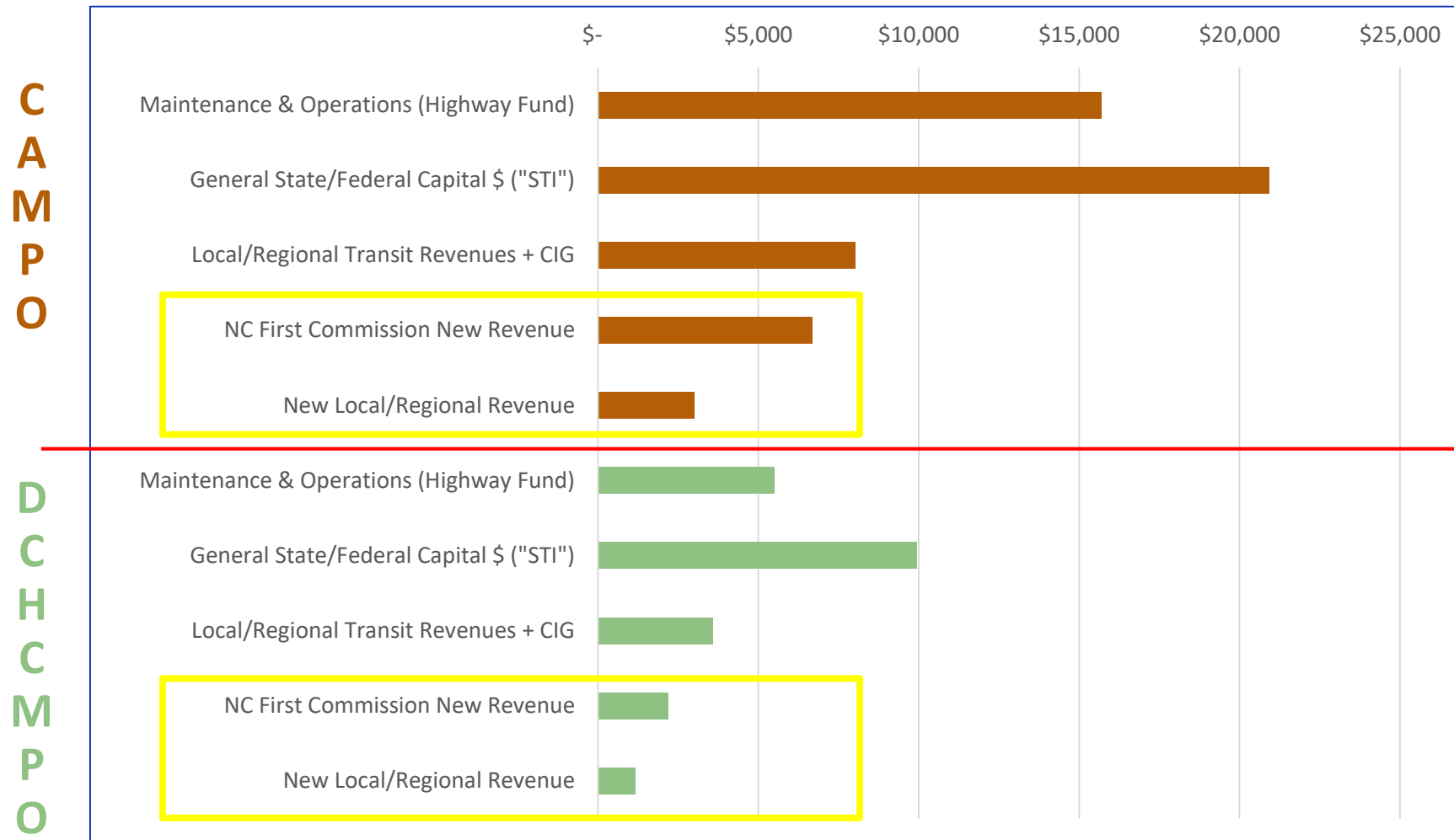
2050 Metropolitan Transportation Plan

Use *All Together* Investment Revenue

1. “Traditional” Revenues (2021-50)
 - ❖ State & federal funds based on current STIP, NC Moves report and STI framework
 - ❖ Continuation of county-level transit sales taxes
 - ❖ Past pattern for other sources (local bonds, developer projects)
2. NC First Commission Additional State Revenues (2031-50)
 - ❖ MPO “fair shares” of recommended amount
3. Additional Local/Regional Revenues (2031-50)
 - ❖ Based on “sales tax equivalent”



Connect2050 Preliminary Financials



1st decade from "TIP" and existing sources; new sources applied in 2nd & 3rd decades



Highway Project Selection

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"> Improve operation but do not significantly increase capacity of roadways 	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"> Improve bicycle, pedestrian and transit access Many of these projects will be built by developers May improve safety Reduce VMT by providing more efficient routes and reduce idling 	Same as Vision
Local or Regional Interest projects <ul style="list-style-type: none"> 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 	Same as Vision

***See attached highway and interchange table for definitions and full list of projects.

Highway Projects -- Vision

- **TIP** -- Match first 4 years of Transportation Improvement Program (TIP) (i.e., 2020 through 2023) ... so include highway projects in Vision that have ROW or construction from 2020 through 2023 in STIP

Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Modernization	Bus Advantage	Grid	Comments	Estimated Cost
East End Connector (EEC)	NC 147	north of NC 98 in Durham	0	4	New Location	Y	Y	N	N	N	Funded before 2020	\$ -
Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	Y	Y	N	N	N	Under construction	\$ -
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	Y	Y	N	N	Y	Part of East End Connector	\$ 5,111,400
NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	Y	Y	Y	N	N	Funded before 2021	\$ -
NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	Y	Y	N	N	N	Funded before 2020	\$ -
I-40	Durham County line	NC 86	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 68,851,000
I-40	NC 86	I-85	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 107,290,000
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	Y	Y	N	N	Y		\$ 3,793,000

Highway Projects -- Vision

- **Modernizations** – These projects don't add capacity, but they improve safety and/or bike, ped and bus infrastructure
 - Durham has brought several highway widening projects back into the Vision scenario as modernizations (e.g., Fayetteville, NC 54, US 70, US 15-501)
 - Some of these Durham projects in the Vision scenario are conversions to boulevards (e.g., US 15-501 and US 70)
 - Durham added modernization to one section of Northern Durham Parkway that will initially be constructed by developers.

Modernizations do not add vehicle travel lanes: Urban – add bicycle, pedestrian and transit facilities, add turn lanes at intersections; sometimes widen a narrow road, improve curves and sight lines. Rural -- widen a narrow road and shoulder, add turn lanes at intersections; improve curve and sight lines.

Highway Projects -- Vision

- **Bus Advantage** –Managed lane projects add roadway capacity, but they also provide travel advantages to transit buses
- These managed lanes are in the Traditional scenario, but not the Vision scenario

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 and Traditional

Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Comments
Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	Y	Y	To be built by developer; in dev't review in 2021
Angier/Glover Connector	Ellis Rd	Glover Rd	0	2	New Location	N	Y	Durham deleted from Vision
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	Y	Y	
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	Y	Y	
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	Y	Y	
Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	Y	Y	
Glover Rd	Angier	US 70	0	2	New Location	Y	Y	
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	Y	Y	
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	Y	Y	Built by developer in 2021
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	Y	Y	
Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	Y	Y	
Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	Y	Y	
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	Y	Y	Part of East End Connector
Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	Y	Y	
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	Y	Y	
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	Y	Y	
Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	Y	Y	
Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	Y	Y	
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	Y	Y	
Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	New Location	N	Y	Durham deleted from Vision; environmental concerns
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	Y	Y	
Southwest Durham Dr	US 15-501							
Woodcroft Pkwy Ext	Business	Mt Moriah Rd	0	4	New Location	Y	Y	
Yates Store Rd Extension	Garrett Rd	Hope Valley Rd	0	2	New Location	Y	Y	
	Yates Store Rd	Wake Rd	0	2	New Location	Y	Y	

Highway Projects -- Vision

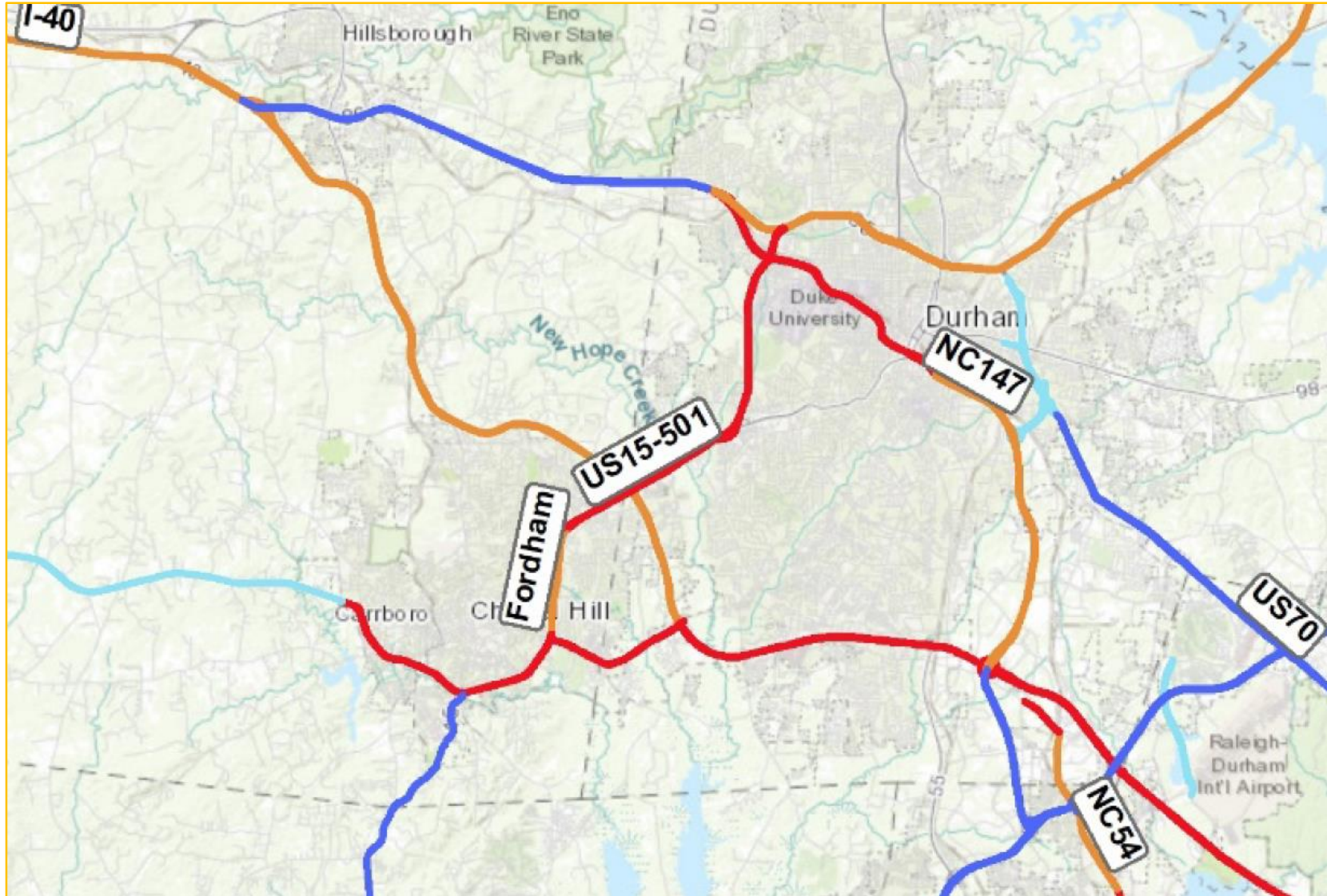
- These projects are not included:

- Orange County has added the following back into the Vision and/or Traditional

- I-85 (in Orange County)
- NC 54 (I-40 to Barbee Ch Rd)
- Old NC 86 (I-40 to Eno River)
- NC 86 (Old NC 10/US 70 Bus)
- NC 86 (US 70 Bypass to NC 57)

Project	From	To	Existing Lane	Proposed Lanes	Improvement	Visible	Traditional	Comments		
Angier/Glover Connector	Ellis Rd	Glover Rd	0	2	New Location	N	Y	Durham deleted from Vision		
I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	Widening	N	Y			
NC 147 (operational improvements)		East End								
US 70 (freeway)	Hopson Rd	Louis Stephens Dr		Davis Dr	2	4	Widening	N	N	
US 70 (freeway)										
NC 147 (possible managed lanes)	I-40 Managed Lane	NC 54		US 15-501	6	8	Widening	N	Y	Durham deleted from Vision
Fayetteville Rd	I-40 Managed Lanes	NC 147		NC 54	6	10	Widening	N	Y	Durham deleted from Vision
I-85										
NC 54 (widening; superstreet)	I-40 Managed Lanes	Wake County Line		NC 147	8	10	Widening	N	Y	Durham deleted from Vision
US 15-501 (expressway conversion)	I-40/ NC 54 ramp	Farrington Rd.		I-40	0	1	New Location	N	N	
NC 54	Leesville Rd Ext	US 70/Page Rd Ext		Leesville Rd	0	2	New Location	N	Y	Built as part of US 70 (U-5720)
NC 54				Southpoint						Some sections complete, but mostly still two-lane
NC 54	NC 751	NC 54		Auto Park Blvd	2	4	Widening	N	N	
NC 54	Northern Durham Pkwy	I 85 North		Old Oxford Hwy	0	4	New Location	N	N	
NC 54		S Mineral								
NC 751	Sherron Rd	Springs Rd		Stallings Rd	2	4	Widening	N	N	
Falconbridge Rd Connector	Southwest Durham Dr	NC 54		I-40	0	2	New Location	N	N	
Falconbridge Rd Extension				Old Chapel Hill Rd						
Garrett Rd	Southwest Durham Dr	Sawyer Dr			2	4	Widening	N	N	
Garrett Rd	US 15-501 Bypass	MLK Parkway		I-85	4	6	Widening	N	N	
				Wake County Line						
Hope Valley Rd (NC 751)	Wake Forest Hwy (NC 98)	Nichols Farm Dr			2	4	Widening	N	N	
				Rex Rd/Kousa trail	2	4	Widening	N	N	
										Durham deleted from Vision; environmental concerns
	Roxboro St	Cornwallis Rd		MLK Pkwy	0	4	New Location	N	Y	

Bus On Shoulder System (BOSS)



- Include in highway section
- Add to Vision and Traditional scenario

Bus On Shoulder System (BOSS)

Which BOSS can be part of MTP project, and which would need to be added?

BOSS Suitability:

- * Red font – “most suitable”
- * Orange font – “2nd most suitable”
- * Blue font – less suitable

- Cost is \$100,000 per miles, based on recent BOSS study, and assumes that BOSS is part of pavement maintenance project.
- Total cost is \$6,050,000

Project	Vision	Cost
I-40 – I-85/US 15-501	part of widening	\$0
I-40 Managed Lane – US 15-501/NC 54	interim to widening	\$290,000
I-40 Managed Lane – NC 54/Wake Co.	interim to widening	\$980,000
NC 147 – I-85/W Chapel Hill St	no roadway improvements	\$410,000
NC 147 – W Chapel Hill St/I-885	interim to modernization	\$350,000
NC 147 – I-885/I-40	interim to widening	\$490,000
I-85 – NC 147/I-40 (Orange County)	interim to widening	\$800,000
I-85 – US 70/NC 147	no roadway improvements	\$580,000
NC 54 – Old Fayetteville Rd/NC 86	no roadway improvements	\$310,000
US 15-501 – NC 86/NC 54	part of modernization	\$0
US 15-501 – NC 54/E Franklin St	part of modernization	\$0
US 15-501 – E Franklin St/I-40	part of modernization	\$0
US 15-501 – I-40/US 15-501 Bypass	no roadway improvements	\$200,000
US 15-501 – US 15-501/I-85	no roadway improvements	\$480,000
NC 54 – US 15-501/Barbee Chapel	part of modernization	\$160,000
NC 54 – Barbee Chapel/I-40	interim to widening	\$160,000
NC 54 – Davis Dr/Miami Blvd	no roadway improvements	\$90,000
NC 54 – Slater Rd/Wake Co	no roadway improvements	\$120,000
US 70 I-885/Wake County	interim to widening	\$630,000

Managed Roadways

Included in Vision scenario as type of modernization

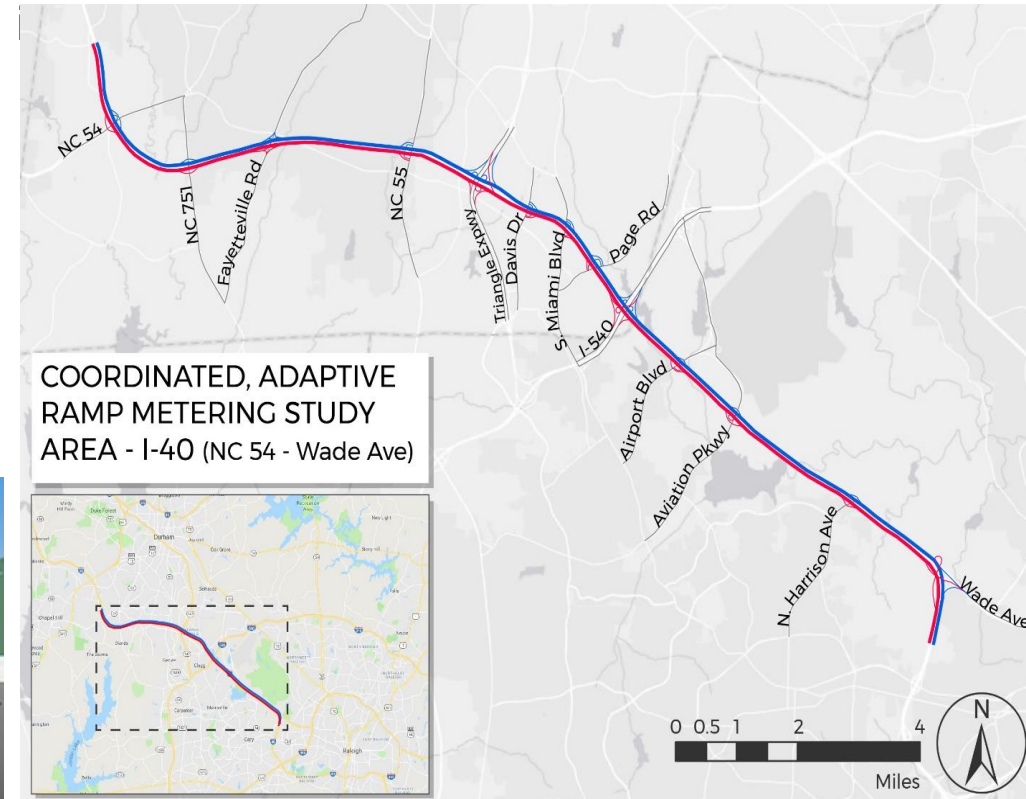
What is a Managed Roadway?

- Synchronizes flow of vehicles entering a freeway to available capacity on the freeway
- Provides real time demand management to manage traffic
- Interchanges coordinate with one another to prevent excessive wait times and queuing for all interchanges, metering rates differ for each ramp
- Future infrastructure to vehicle communications
- Better coordination with transit priority

- I-6006, I-40 from NC 54 in Durham to Wade Ave in Raleigh. ~\$54 million. ROW and construction in 2028 and 2029, respectively,



Images courtesy of VicRoads



Other Investments

Electric Vehicle Charging Stations

- Identified often in public comments and supports MPO Goals
- Staff working to identify cost. Great variability in equipment costs and quantity estimates
- Could be policy statement

Travel Demand Management (TDM)

- Marketing, outreach, program to support carpool, vanpool, telecommuting, transit, bicycling and walking
- Staff need to calculate the funding amount

Transportation System Management (TSM)

- Relative low-cost projects to improve efficiency and safety of current roadways
- Staff need to calculate the funding amount

Intelligent Transportation System (ITS)

- Programs and projects from Triangle Regional ITS Strategic Deployment Plan Update (June 2020) that use sensing devices and data to improve roadway operations management
- Staff need to calculate the funding amount

Transit, Bike-Ped, and Complete Streets

Transit

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

Green font = Vision
Blue font = Traditional
Black font = both

When the transit network is completed, staff will create an interactive map and identify the funding.

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

Bicycle and Pedestrian

The level of bicycle and pedestrian facility investment is based on a review of the MPO's local government plans.

- 175 miles of sidewalk per decade
- 70 miles of shared use paths per decade
- 80 miles of protected bike lanes per decade
- 20 miles of bicycle boulevards per decade
- Bicycle and pedestrian projects are usually not listed or mapped in the MTP
- Report appendix will list regional routes. (because SPOT awards regional points)
- \$292m in costs in 2045 MTP

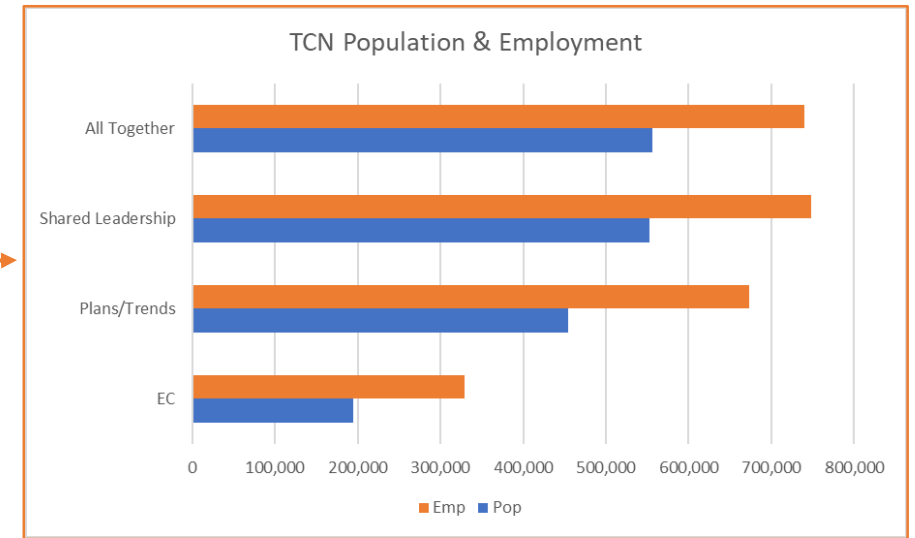
Bike/Ped Costs for 2050 MTP			
	Length (mi)	Unit Cost (ft)	Total Cost (\$millions)
Sidewalk	525	\$ 250	\$ 693
Shared Use Path/Sidepath	210	\$ 500	\$ 554
Protected bike lane (both sides)	240	\$ 1,200	\$ 1,521
Bicycle Boulevard	60	\$ 10	\$ 3
Total			\$ 2,771

Performance Measures

Performance Measures

Staff identified additional PMs for Preferred Option:

- Population and jobs near frequent transit (Travel Choice neighborhoods)
- Jobs within 20 and 40 minutes by auto and transit



TRM output moves in right direction, but moves very little, e.g., VMT, VHT, travel time, mode share

Policy Changes



Are there other models that support DCHC MPO policy changes?

Rapid Policy Assessment Tool (RPAT)

- Used to assess what types of smart growth development are most suitable for given areas
- Input different smart growth scenarios and estimate the effect on regional travel, sprawl, energy-reduction, and carbon footprints.
- Based on model results that have been experienced in U.S. cities as a result of policy changes.
- DCHP MPO help FHWA develop RPAT in 2016

Now called **VisionEval** (www.visioneval.org)

Policy Changes

RPAT was validated against results from the Triangle Region Model (TRM) using four RPAT scenarios in 2016

2040 MTP (Base)	Vehicle Miles Traveled	Vehicle Hours Traveled	Total Transit Trips	Total Vehicle Trips
RPAT	66,367,265	1,623,893	223,402	8,894,594
TRM	63,920,021	1,707,586	227,878	8,919,982
Difference (%)	3.83%	-4.90%	-1.96%	-0.28%

Policy Changes

RPAT Tested 7 Scenarios in Triangle:

1. **2040 MTP** - Baseline
2. **E+C**: 18% Reduction of Roadway Construction
3. **Hwy**: 9.8% Increase of Roadway Construction
4. **TRN**: 276% Rail Mile Increase, 12% Bus mile Reduction and 9.4% Reduction of roadway construction
5. **ITS20**: 20% Road lane mile with ITS treatment.
6. **MTPx20DA**: Shift 20% Growth to Dense Areas
7. **MTPx20DAwITS**: Shift 20% Growth to Dense Areas with 20% lane mile ITS treatment

Transit

Land Use

Two scenarios depict DCHC MPO policy changes: fewer roads, more transit, more centralized development

Policy Changes

RPAT Test Scenario Results:

Transit

Land Use

%Diff to Baseline	Scenario	E+C	Hwy	TRN	xITS	yG20toDA	zG20toDA&ITS
Output	Vehicle Trips	0.14%	0.19%	-1.07%	0.00%	-0.80%	-0.80%
	Transit Trips	-35.97%	-40.09%	16.45%	0.00%	11.55%	11.55%
	Walking Trips	-71.93%	-57.85%	113.53%	0.00%	163.12%	163.12%
	VMT	0.93%	1.55%	-1.79%	0.00%	-3.29%	-3.29%
	VHT	2.64%	1.84%	-3.10%	0.7%	-3.53%	-4.10%
	Greenhouse Gas Emission	0.52%	1.24%	-0.55%	-1.44%	-0.13%	-1.56%
	Accident Number	0.93%	1.55%	-1.79%	0.00%	-3.29%	-3.29%
	Hwy Construction Cost	-18.36%	9.44%	-0.77%	0.00%	0.00%	0.00%

Proposed Policy Assessments

TRIANGLE REGIONAL MODEL (TRM)

- Parking – Increase parking price 50% and reduce 2050 parking capacity 30%
- Land Use – 50% of rural and suburban growth moved to urban area
- Transit – Free transit fare
 - (bus, BRT, CRT, etc.)

MPO will use the Preferred Option – Vision scenario – for the TRM policy assessments.

Note: For sake of expediency, MPO will use Opportunity Places from All Together scenario for policy assessments. Updated Opportunity Places will be used for Preferred Option.

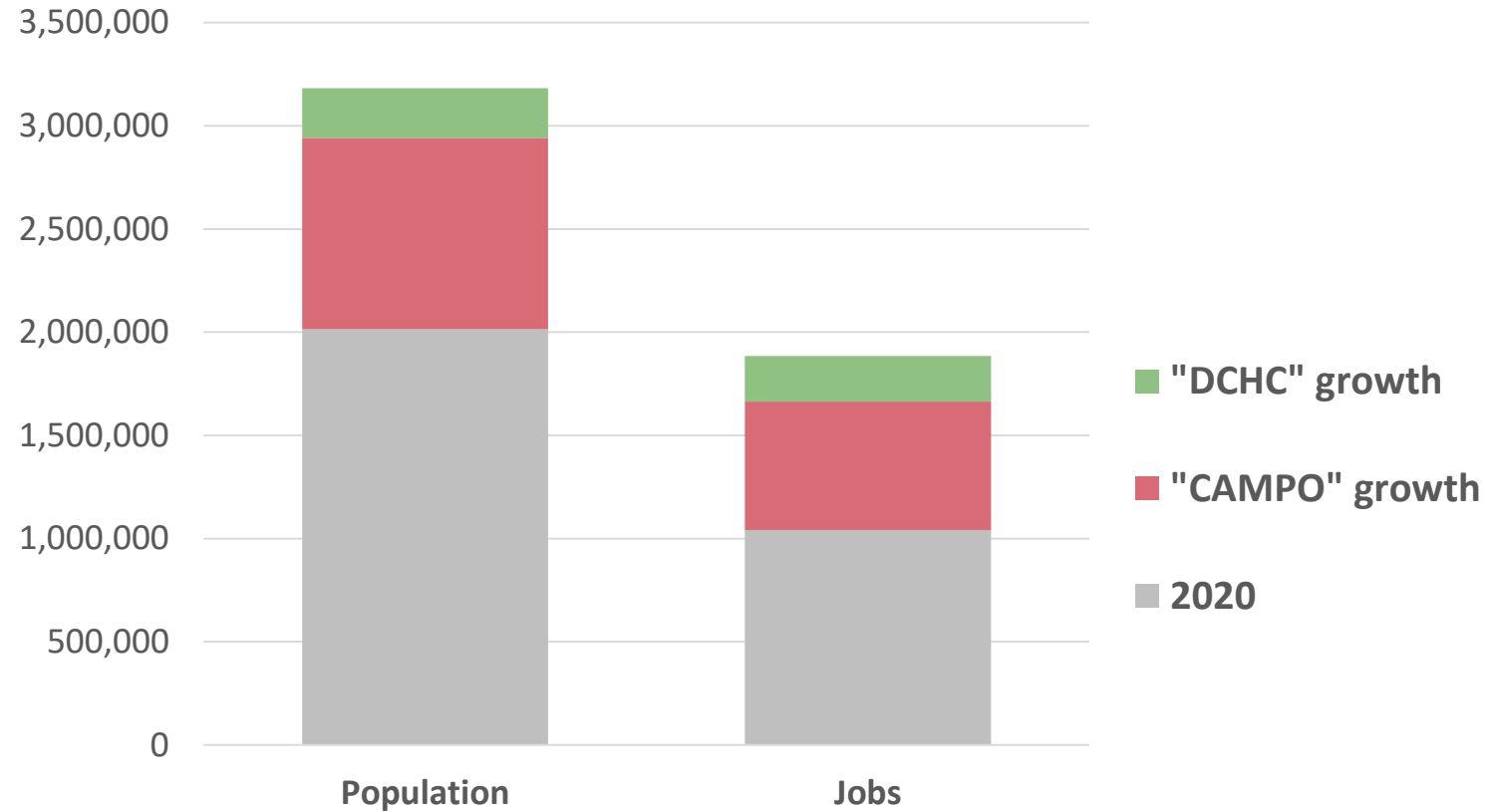
RPAT

- Commute – Employees work from home 2 days per week.

Land Use

2020-2050 Growth Guide Totals

(modeled area; larger than MPO boundaries)



Within “modeled area:”

- 2020-50 added population: 1,160,000
- 2020-50 added jobs: 840,000

Opportunity Places Land Use

- ❖ 4 changes from *Community Plans* land use:
 - ❑ 20% more net growth asserted on Anchor Institution campuses – adding 5,000 jobs combined over and above existing plans
 - ❑ Multi-family affordable housing asserted at publicly controlled sites that meet physical criteria: 10,000 units over 30 years
 - ❑ Increased capacity for growth at 22 activity hubs
 - ❑ Increased capacity for transit-oriented mixed-use development along frequent transit lines



Schedule

- Release Preferred Option -- by October 27
- Conduct public hearing on Preferred Option -- November 10
- Approve Preferred Option for 2045 MTP;
Release full 2050 MTP report, including SE Data and
Triangle Regional Model -TRM;
Release Air Quality Conformity Determination report --
December 8
- Adopt by resolution the 2050 MTP (adoption includes SE
Data and TRM), and Air Quality Conformity Determination --
January 12 or February 9, 2022

The DCHC MPO Public Involvement Plan:

- minimum 42-day public comment period for major MTP decision points such as the Preferred Option;
- minimum 21-day public comment period for Air Quality Conformity Determination.



2050 MTP Alternatives Analysis: Survey and Focus Group Summary

Anne Phillips, LPA Staff

Public Engagement on Alternatives: August 2021

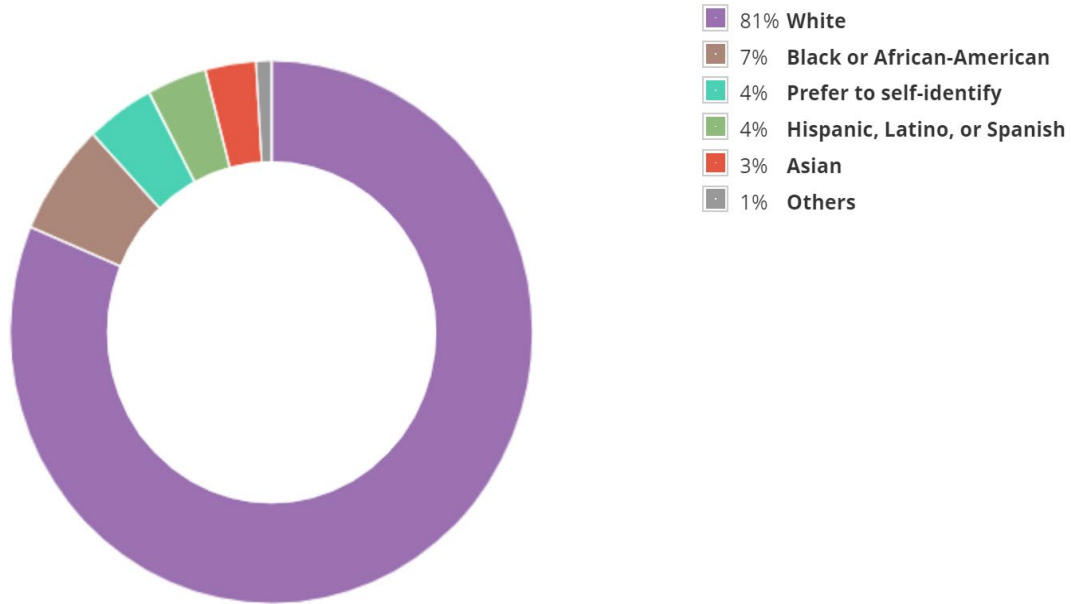
Survey Objectives - Gain feedback on two primary topics:

1. Ranking of Measures to inform comparison of scenarios
2. Determine support for additional funding to inform how “aspirational” 2050 should be.

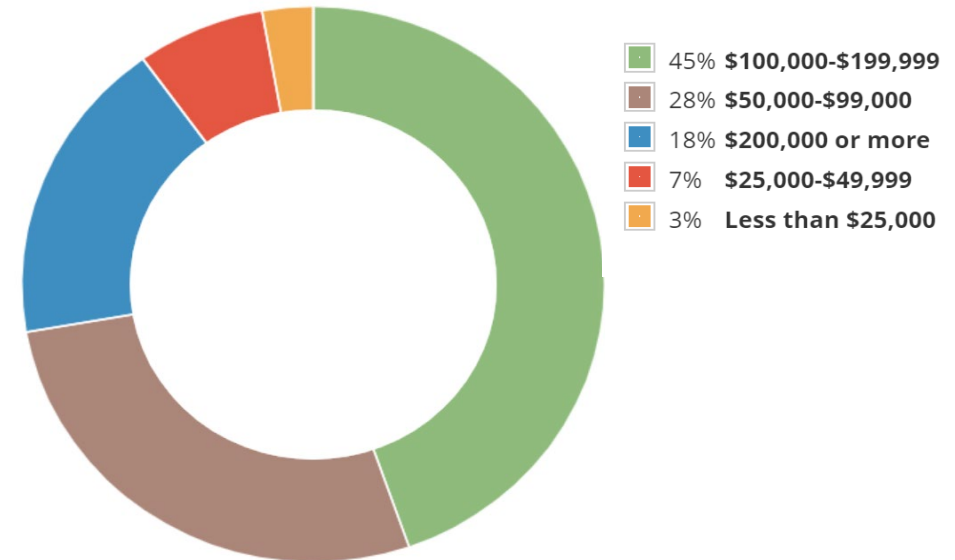
Survey Demographics

Household Income and Race

What is your *race/ethnicity*? Please select all that apply.

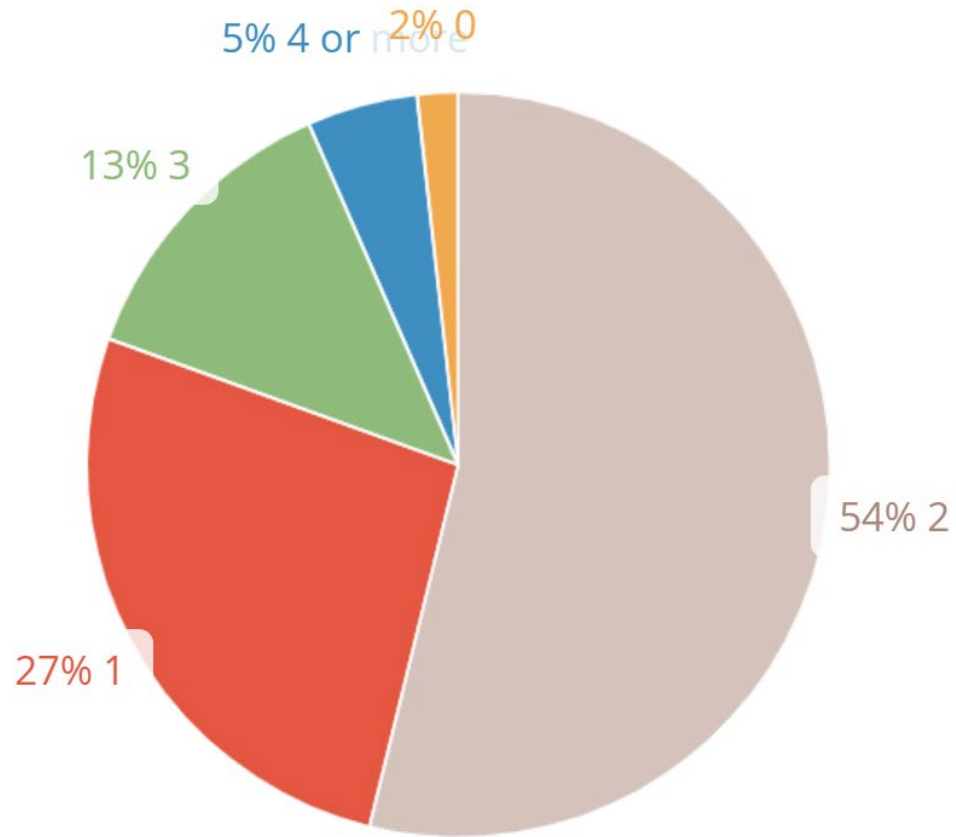


What is your annual *household income*?



Household Vehicles

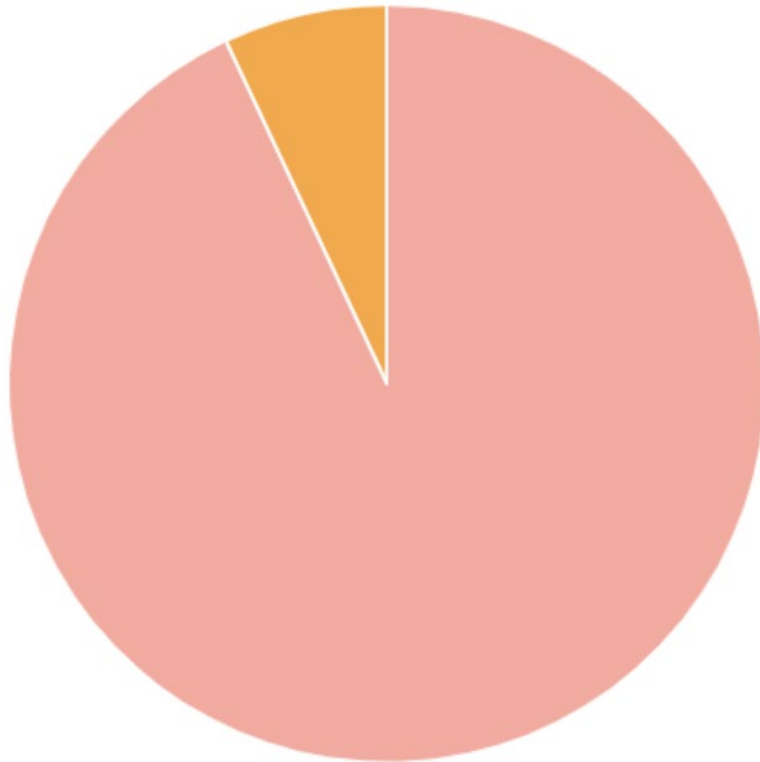
How many motor vehicles are available for use in your household?



Gender and Disability

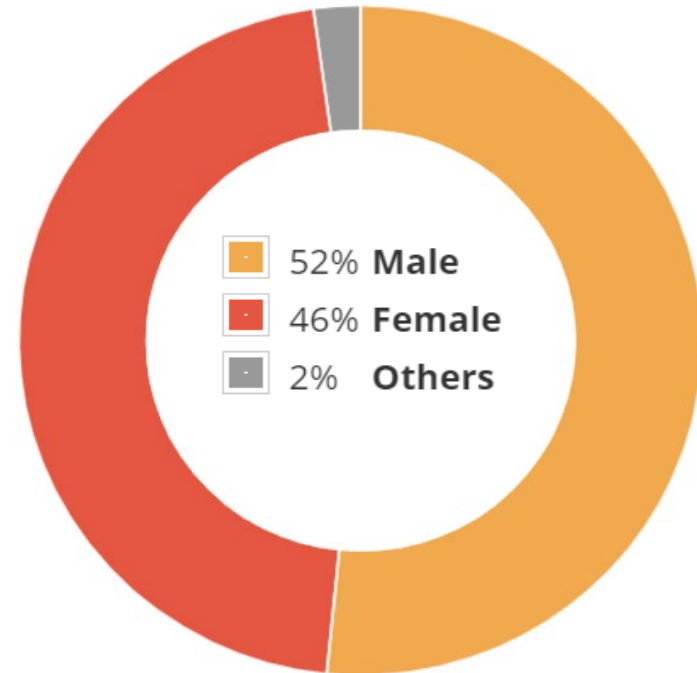
Do you have a *disability*?

7% Yes

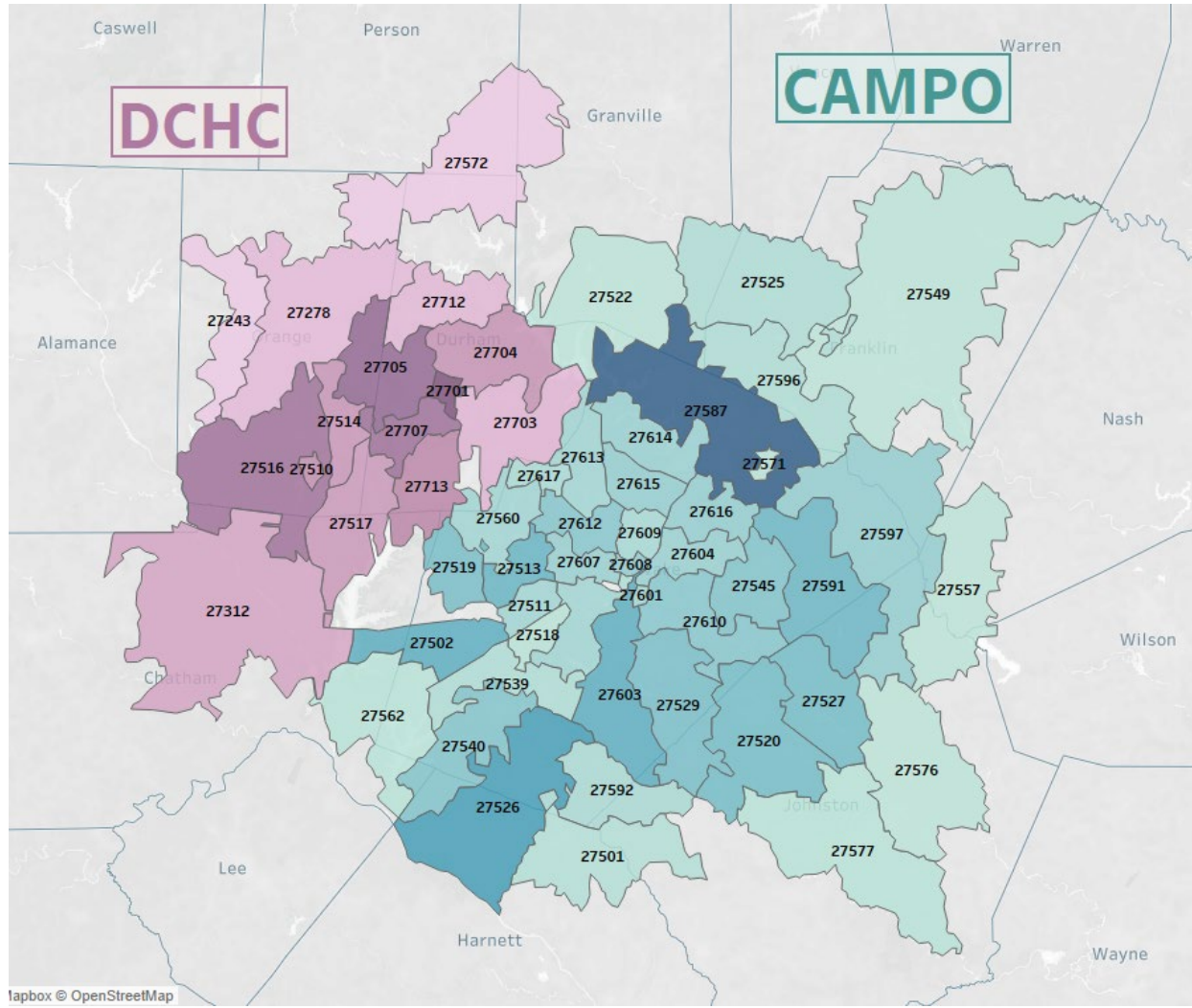


93% No

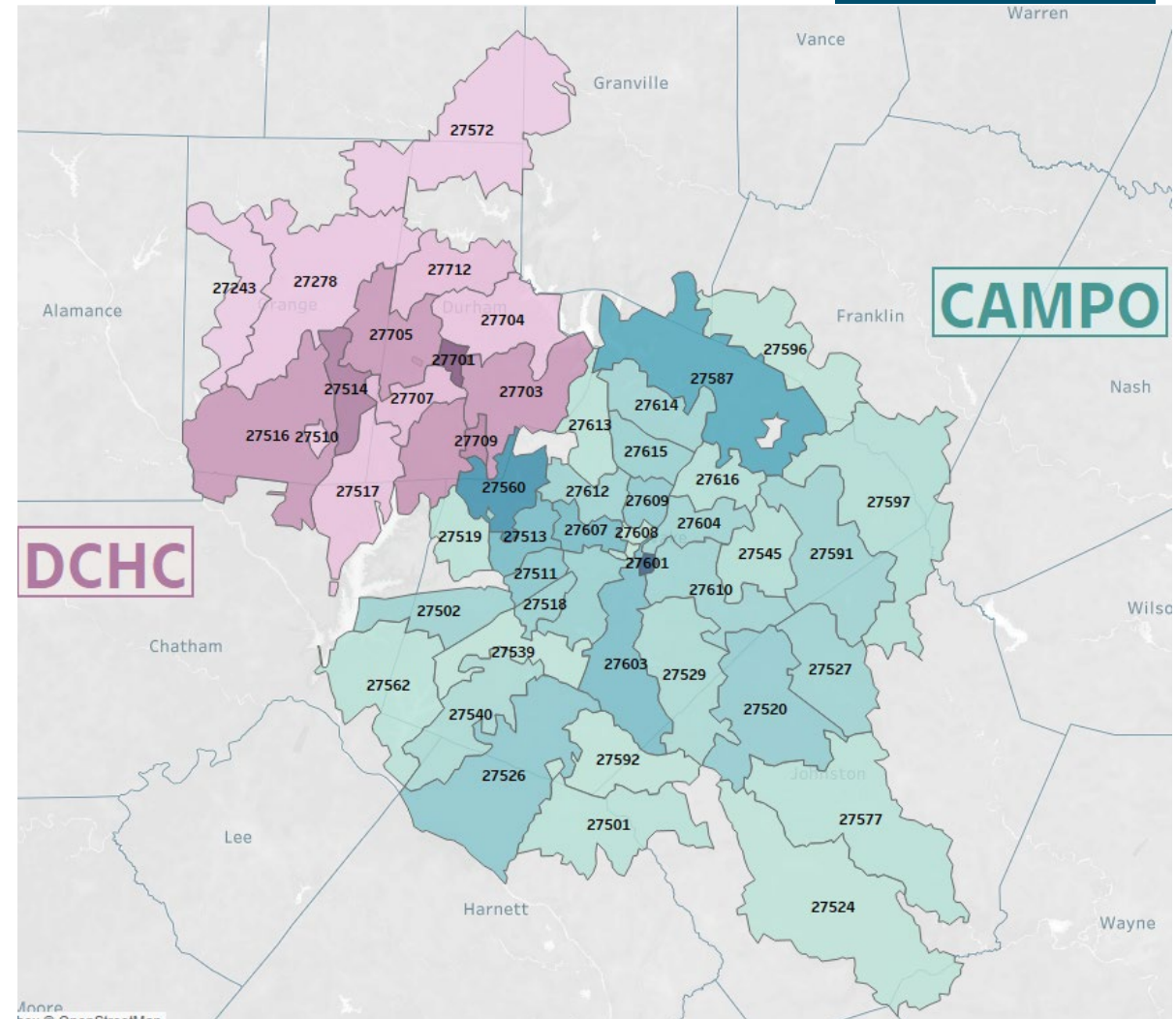
What is your *gender*?



Response rates by HOME Zip Code



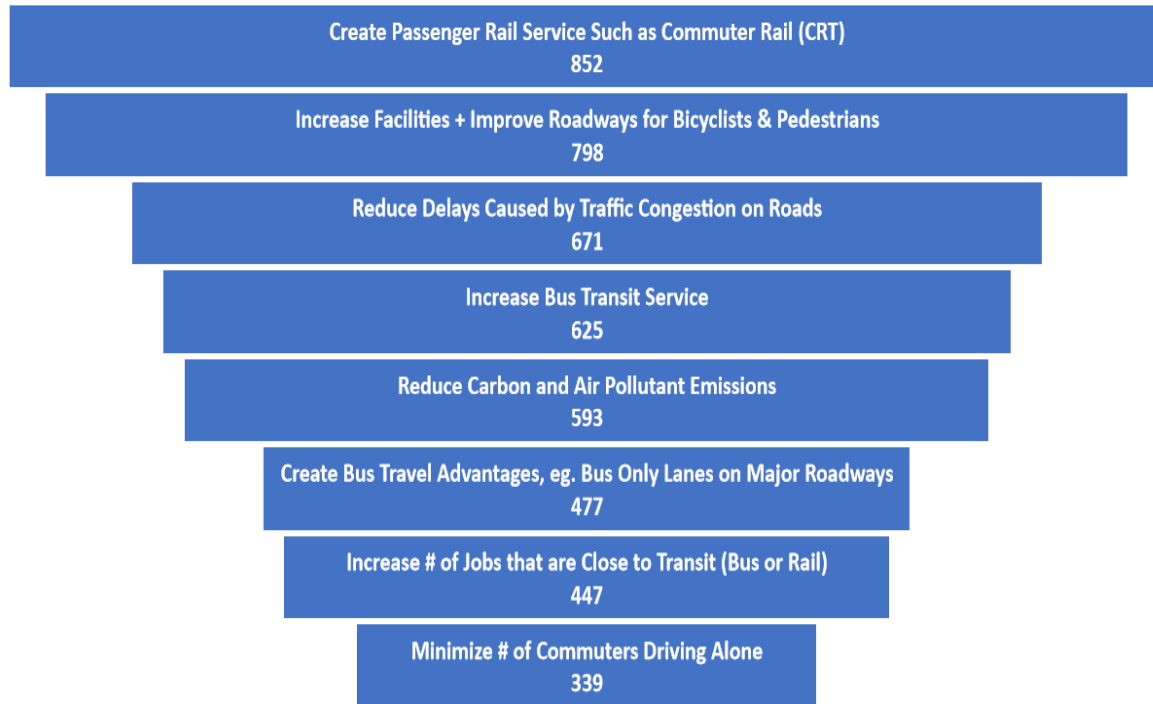
Response rates by WORK Zip Code



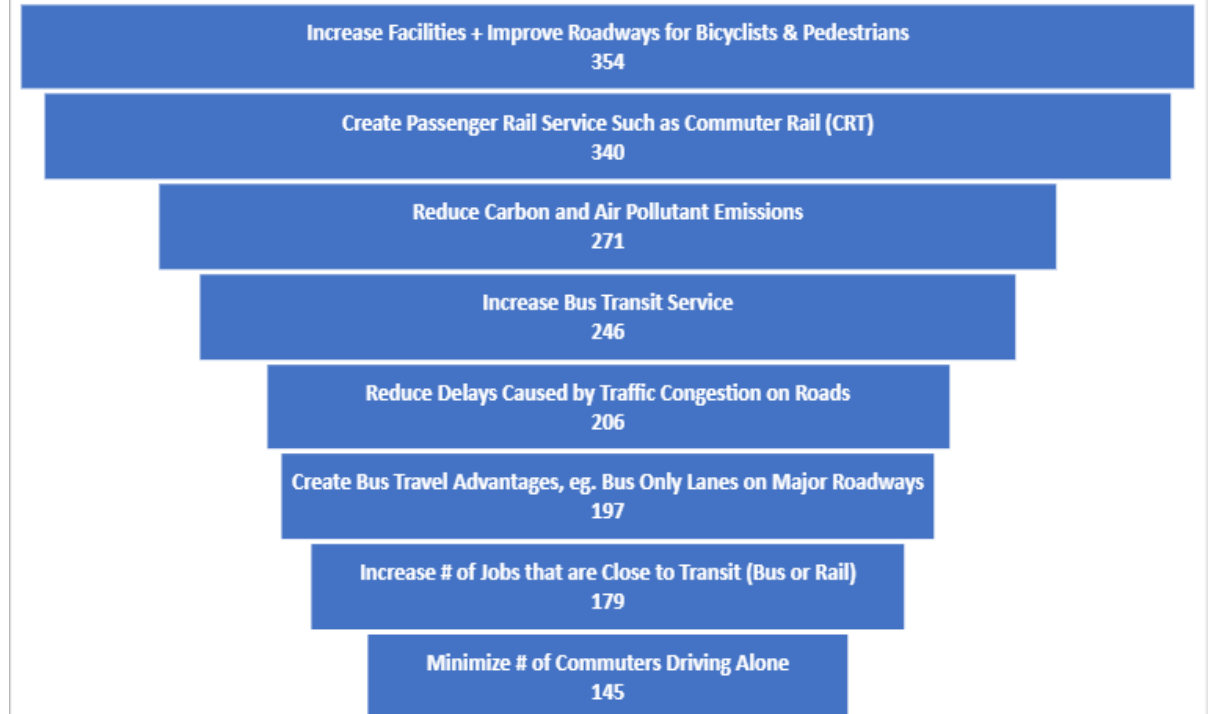
Survey Results

Ranking of Measures

ALL Respondents - **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=613



DCHC MPO Respondents- **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=235



Comparison of All, DCHC, and CAMPO Ranking of Measures

Overall	DCHC
Create Passenger Rail Service (869)	Increase facilities + Improve Roadways for Bicyclists and Pedestrians (354)
Increase facilities + Improve Roadways for Bicyclists and Pedestrians (817)	Create Passenger Rail Service (340)
Reduce Delays Caused by Traffic Congestion on Roads (681)	Reduce Carbon and Air Pollutant Emissions (271)
Increase Bus Transit Service (643)	Increase Bus Transit Service (246)
Reduce Carbon and Air Pollutant Emissions (611)	Reduce Delays Caused by Traffic Congestion on Roads (206)

Additional State and Local Funding by Mode: Entire Region

- There was stronger support for state funding for roadway projects than local funding
- There was strong support for increased transit funding at both the state and local levels
 - 83% at the state level
 - 75% at the local level
- There was strong support for increased bicycle and pedestrian funding at both the state and local level
 - 73% at the state level
 - 80% at the local level
- In DCHC, almost twice as many respondents wanted to see additional funding for transit and bicycle and pedestrian funding at both levels over roadway funding

Focus Groups: An Equitable Engagement Strategy

Focus Groups: Centering Equity in Recruitment Efforts



- Aidil Ortiz, a local consultant, hired to recruit participants for 4 focus groups
- There was an emphasis on recruiting people of color, low income people, people with disabilities, and seniors
- Language access
- Participants offered a \$25 incentive to participate in focus groups
- 39 people ultimately participated in one of four one-hour focus groups held in September 2021 using Zoom

Demographic Information about Participants

Race/Ethnicity

- 6 Latinx participants
- 18 participants identified as people of color

Gender and Age

- 29 participants identified as women
- 11 participants identified as seniors

Income

- 6 participants currently live in public housing
- 10 participants are currently low income
- 6 participants have had housing insecurity in their life experience

Disability

- 8 participants are part of the disability community as a parent, caretaker, or person living with a disability

Geography

- 24 participants currently live within Durham County - 62%
- 15 participants currently live within Orange County - 39%

Facilitator Guide and Questions



- The consultant worked with MPO staff to develop a facilitator guide for the focus groups
- Facilitator guide explained key terms and contained questions related to:
 - 1) How participants currently travel through the region
 - 2) Transit investments
 - 3) Bicycle and pedestrian infrastructure

Findings (Highlights): Biking and Walking

- “Most of the places where we have our largest population of underserved individuals usually don’t have access to bike lanes, usually have the poorest of sidewalks, the poorest of lighting, and I watch students every day trying to catch a bus without a sidewalk anywhere....and they’re literally putting their life in danger.” ~ Focus Group 2 Participant
- “In addition to trails though we need to connect roads to trails and have dedicated bike lanes in between....we need trails, we need dedicated bike lanes, we need sidewalks that are all interconnected.” ~ Focus Group 3 Participant
- “I would love to bike more and I only felt safe doing it in parts of downtown Chapel Hill and even then only during daylight hours. I would love get to Durham on a bike, but there are really scary corridors I would not feel safe biking.” ~ Focus Group 4 Participant

Highlights: Transit



- “BRT would serve more people in a quicker time frame. Looks like it has more definitive kind of predictable costs and the commuter rail project has a lot more variables...” ~Focus Group 2 Participant
- “I feel that very much that for the underserved population that is exactly why they are underserved. That’s where the focus should be for the funding, and after they are served we can go on to talk about new routes and how to add new bus things.” ~Focus Group 2 Participant
- “I am physically disabled. I only have EZ Rider, they won’t take me there. Hillsborough. I would have to change three times...I couldn’t manage the three transitions. It would have been hours....they don’t have enough drivers and they have tons of money.” ~ Focus Group 3 Participant

Survey and Focus Group Conclusions

- There is strong support for additional funding for transit and bicycle infrastructure spending at both the state and local level, especially in DCHC.
- There is stronger support for additional funding for roadways at the state level than at the local level.
- Focus group participants were supportive of investments in Bus Rapid Transit and to Commuter Rail, but feared that such investments would come at the expense of local bus systems.
- Focus group participants wanted to see investments in:
 - Paratransit
 - Extended bus hours
 - Transit that they could access from their neighborhoods and amenities such as bus stops
 - Infrastructure for safe walking and bicycling
 - Underserved communities

2050 MTP – Alternatives Analysis

Public Comments from Public Hearing and Email

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.

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)

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.

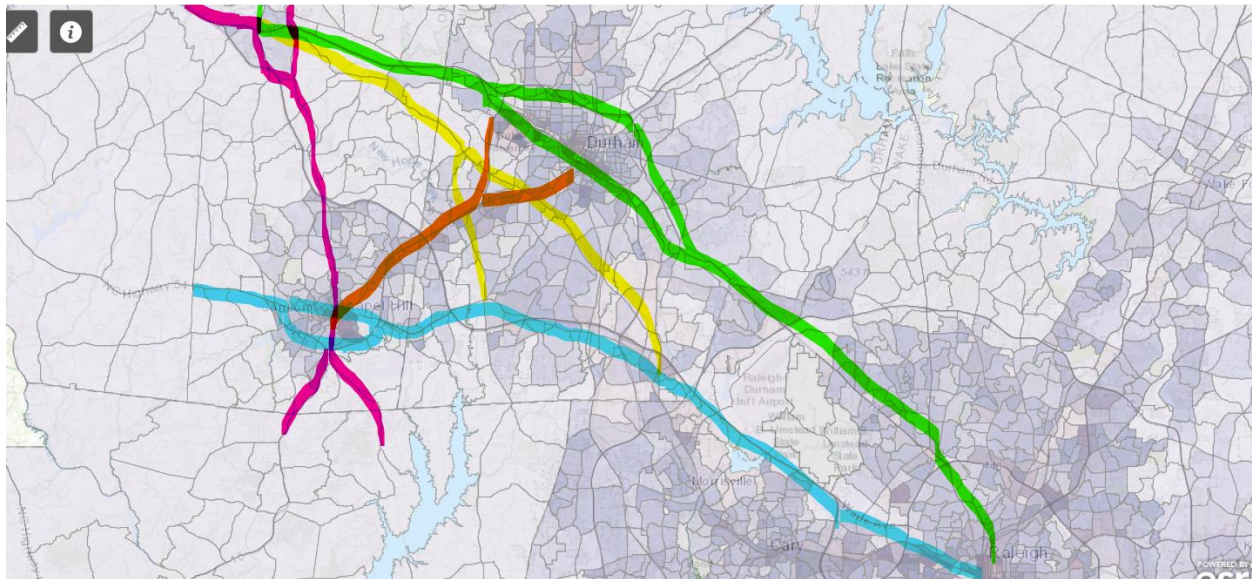
I have many fond memories of riding the bus to school, and I know bus drivers made the difference for many kids in choosing between remaining on the corner or getting on the bus. I

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

(Ms. Brown provided the map below)



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

8/31/21

Subject: 2050 MTP Comment

We will need more public transportation.

More Buses and subway - like most major cities

frankjc50@verizon.net

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

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.

2050 MTP – Preferred Option -- Highways

Tables and Maps

The highway and intersection/interchange projects to be included in the Preferred Option are shown in the maps and tables in this document. In the tables, the two columns in **blue font** designate whether a project is included in the Vision and Traditional scenarios. The three columns in **green font** provide additional information on why a project might be included in the Vision scenario:

- Modernizations do not add vehicle travel lanes. In Urban areas, they generally add bicycle, pedestrian and transit facilities, add turn lanes at intersections, sometimes widen a narrow road, and sometimes improve curves and sight lines. In Rural areas, they widen a narrow road and shoulder, add turn lanes at intersections, and sometimes improve curve and sight lines.
- Bus advantage improvements add travel lanes to roadways but also provide a travel time advantage to transit vehicles when compared to general traffic. Transit buses would be able to use the uncongested toll lanes of a managed lane roadway to reduce travel delays.
- Grid, or connector roads, improve bicycle, pedestrian and transit trips by reducing the trip length, and can also reduce vehicle VMT (vehicle miles traveled). These roadways are mostly built by developers.

The comment column provides information on why a particular roadway project might be included in the Vision scenario.

The table does not provide all of the available roadway project information to keep the table in a readable font size. Additional information is available by viewing the roadway map at the top of the 2050 MTP – Preferred Option web page (<https://www.dchcmpo.org/what-we-do/programs-plans/transportation-plans/2050-metropolitan-transportation-plan>) (Note: map available by 10/13/21) The user can click on the roadway line or interchange point to view a pop-up of more detailed data such as:

- AQYEAR – The Air Quality Year designates the year, if before 2030, or decade in which the project will be operational. This designation helps demonstrate that the MTP is accountable to the federal fiscal constraint requirement and air quality determinations.
- STI -- The North Carolina Strategic Transportation Investments (STI) funding tiers, i.e., St = statewide, Reg = regional or Div = division, are identified to abide by the current state funding process.
- TIP – This field designates the ID, if it exists, for the Transportation Improvement Program (TIP). The TIP identifies transportation projects that are likely to receive funding in the next ten years.

For the most part, new and upgraded interchanges/intersections are assumed to be part of the highway projects. None of the interchanges were designated as a modernization, bus-advantage or grid project, and thus that data is not shown.

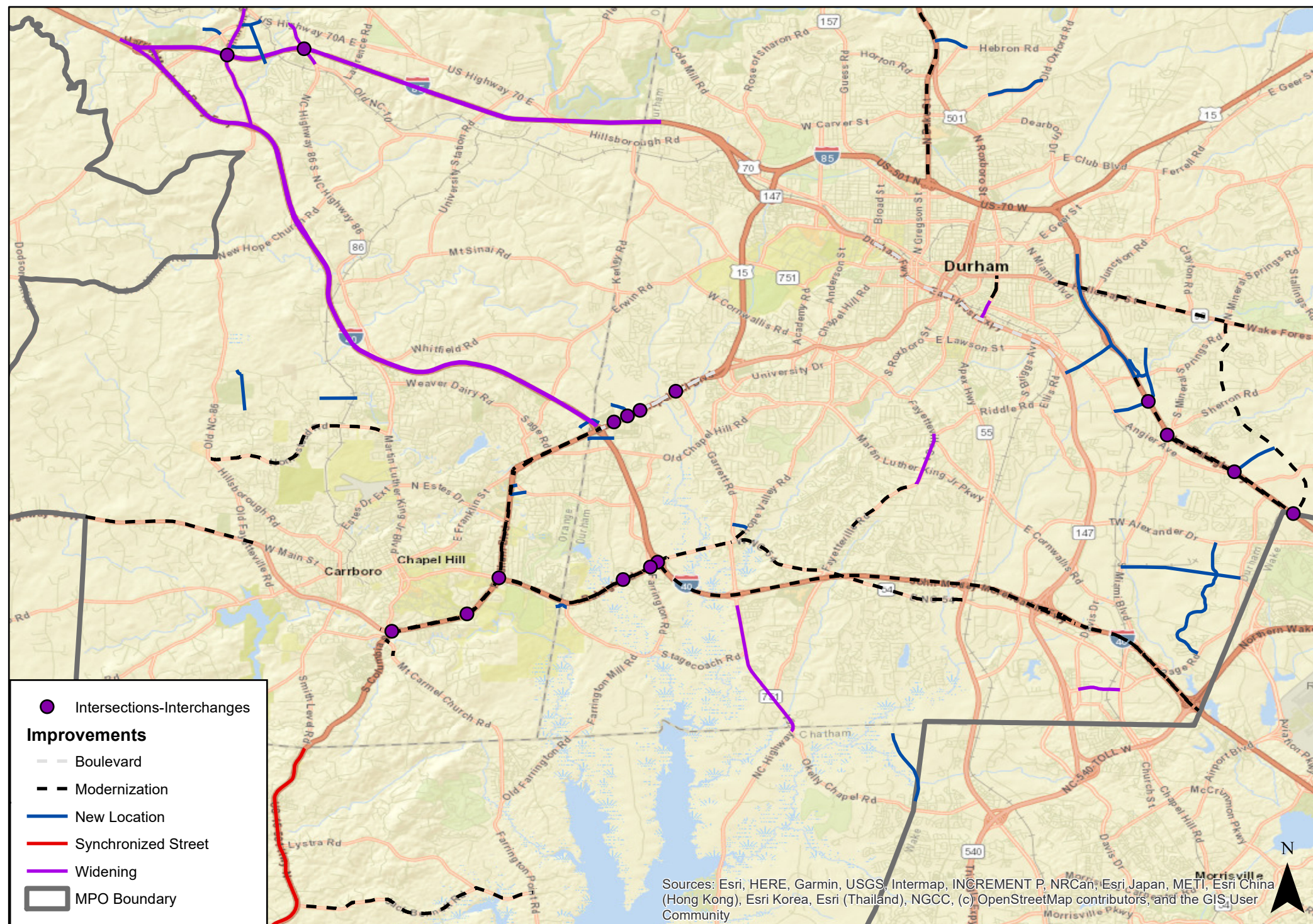
Highway Map

The highway maps on the next two pages show the proposed highway improvements for the Vision and Traditional scenarios of the Preferred Option. An interactive online map is also available at the top of the Preferred Option web page (<https://www.dchcmpo.org/what-we-do/programs-plans/transportation-plans/2050-metropolitan-transportation-plan>) (Note: map available by 10/13/21).

2050 Metropolitan Transportation Plan (MTP)

Preferred Option -- Vision

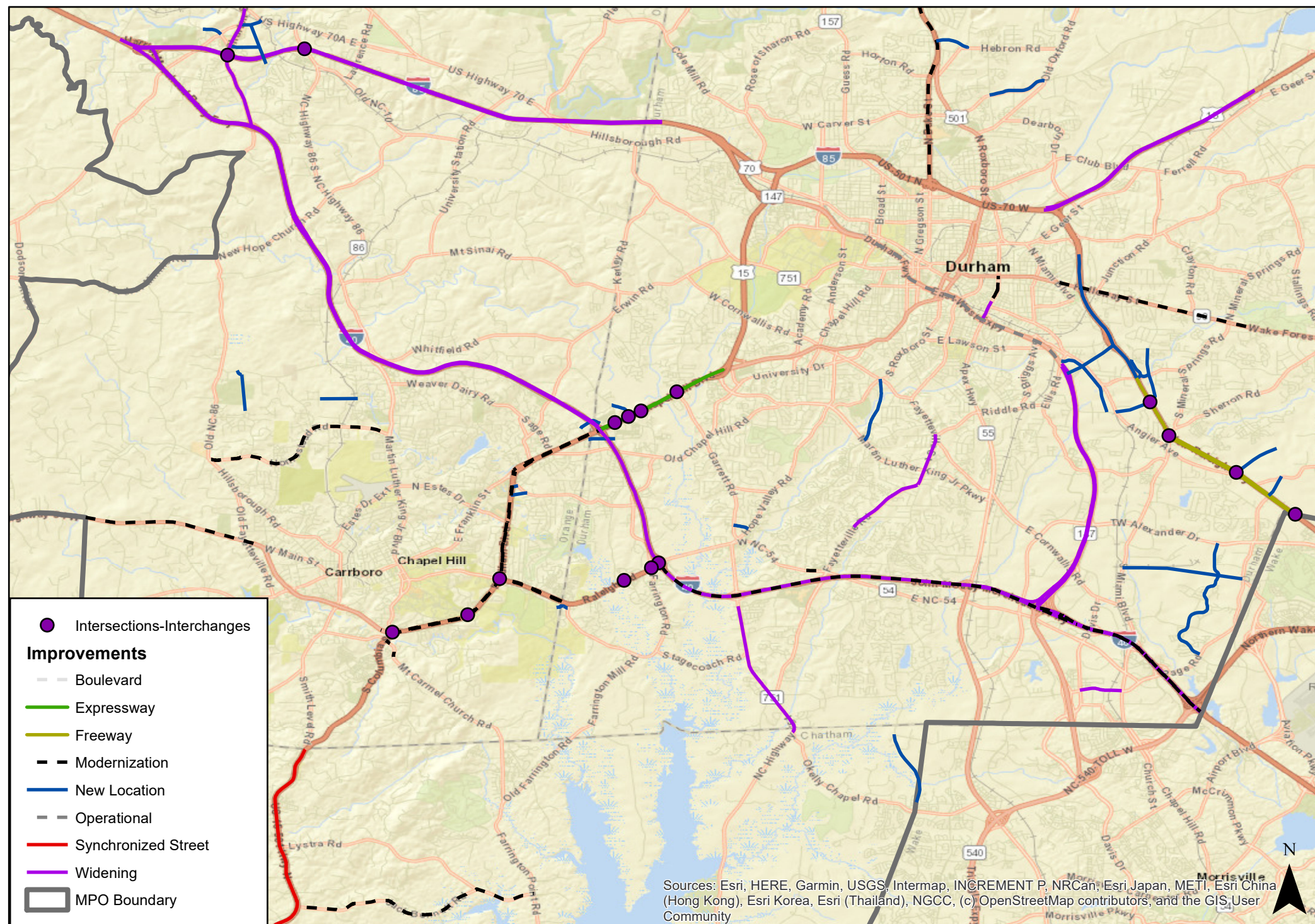
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2050 Metropolitan Transportation Plan (MTP)

Preferred Option -- Traditional

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2050 MTP - Preferred Option
Highways

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Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Modernization	Bus Advantage	Grid	Comments	Estimated Cost
Chatham County												
Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	Y	Y	Y	N	N		\$ 28,793,800
NC 751	Martha's Chapel Rd	O'Kelly Ch. Rd	2	4	Widening	N	N	N	N	N		\$ 69,400,000
US 15-501	Smith Level Rd	US 64	4	4	Synchronized Street	Y	Y	Y	N	N		\$ 117,700,000
Yates Store Rd Extension	Yates Store Rd	Wake Rd	0	2	New Location	Y	Y	N	N	Y		\$ 16,126,600
Durham County												
Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	Y	Y	N	N	Y	To be built by developer; in dev't review in 2021	\$ 7,050,100
Angier/Glover Connector	Ellis Rd	Glover Rd	0	2	New Location	N	Y	N	N	Y	Durham deleted from Vision	\$ 12,075,000
Carver St Ext	Armfield St	Old Oxford Rd	0	2	New Location	Y	Y	N	N	N	Funded before 2020	\$ -
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	Y	Y	N	N	Y		\$ 15,457,400
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	Y	Y	N	N	Y		\$ 7,177,800
East End Connector (EEC)	NC 147	north of NC 98 in Durham	0	4	New Location	Y	Y	N	N	N	Funded before 2020	\$ -
Falconbridge Rd Connector	Falconbridge Rd	Farrington Rd	0	2	New Location	N	N	N	N	N		\$ 1,717,800
Falconbridge Rd Extension	Farrington Rd	NC 54	0	4	New Location	N	N	N	N	N		\$ 23,359,000
Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	Y	N	Y	N	N	Durham added to Vision as modernization	\$ -
Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	Y	Y	N	N	N	Under construction	\$ -
Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	4	Widening	N	Y	N	N	N		\$ 21,381,000
Garrett Rd	Old Durham Rd	US 15-501	2	4	Widening	N	N	N	N	N		\$ 10,865,400
Garrett Rd	NC 751	Old Durham Rd	2	4	Widening	N	N	N	N	N		\$ 22,489,600
Glover Rd	Angier	US 70	0	2	New Location	Y	Y	N	N	Y		\$ 5,199,600
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	Y	Y	N	N	Y		\$ 5,056,800
Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	Y	Y	Y	N	N		\$ 85,800,000
Hope Valley Rd (NC 751)	S Roxboro St	Woodcroft Parkway	2	4	Widening	N	N	N	N	N		\$ 12,400,000
Hope Valley Rd (NC 751) [2]	NC 54	Woodcroft Pkwy	4	4	Modernization	Y	N	N	N	N		\$ -
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	Y	Y	N	N	Y	Built by developer in 2021	\$ 7,280,000
Hopson Rd	Louis Stephens Dr	Davis Dr	2	4	Widening	N	N	N	N	N		\$ 12,873,000
I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	Widening	N	Y	N	N	N		\$ 10,660,000
I-40 Managed Lane	NC 54	US 15-501	6	8	Widening	N	Y	N	Y	N	Durham deleted from Vision	\$ 85,621,000
I-40 Managed Lanes	NC 147	NC 54	6	10	Widening	N	Y	N	Y	N	Durham deleted from Vision	\$ 250,290,000
I-40 Managed Lanes	Wake County Line	NC 147	8	10	Widening	N	Y	N	Y	N	Durham deleted from Vision	\$ 446,464,000
I-40 Managed Roadway	Wake County Line	NC 54	8	8	Modernization	Y	Y	Y	N	N	MPO staff added to Vision	\$ 34,000,000
I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	New Location	N	N	N	N	N		\$ 2,240,000
I-85	US 70	Red Mill Rd	4	6	Widening	N	Y	N	N	N		\$ 64,171,000
Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	N	Y	N	N	Y	Built as part of US 70 (U-5720)	\$ 3,701,600
Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	Y	Y	N	N	Y		\$ 9,606,800

2050 MTP - Preferred Option
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Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Modernization	Bus Advantage	Grid	Comments	Estimated Cost
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	Y	Y	N	N	Y	Part of East End Connector	\$ 5,111,400
N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	Y	Y	Y	N	N		\$ 18,590,600
NC 147 (boulevard conversion)	Swift Av	East End Connector	4	4	Boulevard	Y	N	Y	N	N		\$ -
NC 147 (operational improvements)	Swift Av	East End Connector	4	4	Operational	N	Y	Y	N	N		\$ 81,323,200
NC 147 (possible managed lanes)	Future I-885	I-40	4	8	Widening	N	Y	N	Y	N	Durham deleted from Vision	\$ 250,947,200
NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	Y	Y	Y	N	N		\$ -
NC 54	NC 751	Highgate Dr	2	2	Modernization	Y	N	Y	N	N		\$ -
NC 54	I-40 Interchange	NC 751	2	2	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
NC 54	Fayetteville	Barbee	2	2	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
NC 54	Barbee	NC 55	2	2	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
NC 54	Barbee	NC 55	2	4	Widening	N	N	N	N	N		\$ 42,800,000
NC 54	NC 751	Highgate Dr	2	4	Widening	N	N	N	N	N		\$ 45,800,000
NC 54	Fayetteville	Barbee	2	4	Widening	N	N	N	N	N		\$ 47,040,000
NC 54	I-40 Interchange	NC 751	2	4	Widening	N	N	N	N	N		\$ 55,100,000
NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	4	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	Widening	N	N	N	N	N	Orange County added to Vision	\$ 28,576,000
NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	Y	Y	Y	N	N	Funded before 2021	\$ -
NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	Y	Y	Y	N	N		\$ 1,400
NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	Y	Y	N	N	N	Funded before 2020	\$ -
NC 751	NC 54	Southpoint Auto Park Blvd	2	4	Widening	N	N	N	N	N	Some sections complete, but mostly still two-lane	\$ 21,800,000
NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	Y	Y	N	N	N	Developer will build based on water/sewer agreement	\$ 30,375,800
Northern Durham Pkwy	Sherron Rd	NC 98	0	2	Modernization	Y	N	Y	N	N	Built by development; modernization will be needed	\$ 19,040,000
Northern Durham Pkwy	US 70 E	Sherron Rd	0	2	Modernization	Y	N	Y	N	N	Built by development; modernization will be needed	\$ 32,900,000
Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	New Location	N	N	N	N	N		\$ 32,607,400
Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	Y	Y	N	N	Y		\$ 18,320,400
Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	Y	Y	Y	N	N		\$ 20,403,600
Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	New Location	N	Y	N	N	Y	Durham deleted from Vision; environmental concerns	\$ 16,888,200
Sherron Rd	S Mineral Springs Rd	Stallings Rd	2	4	Widening	N	N	N	N	N		\$ 35,004,200
Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	Y	Y	N	N	Y		\$ 5,133,800
Southwest Durham Dr	NC 54	I-40	0	2	New Location	N	N	N	N	N		\$ 17,362,800
Southwest Durham Dr	Sawyer Dr	Old Chapel Hill Rd	2	4	Widening	N	N	N	N	N		\$ 7,604,800
US 15-501 (boulevard conversion)	US 15-501 Bypass	I-40	6	6	Boulevard	Y	N	Y	N	N		\$ -
US 15-501 (expressway conversion)	US 15-501 Bypass	I-40	6	6	Expressway	N	Y	N	N	N		\$ 195,183,000
US 15-501 Bypass	MLK Parkway	I-85	4	6	Widening	N	N	N	N	N		\$ 113,027,600

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Highways

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Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Modernization	Bus Advantage	Grid	Comments	Estimated Cost
US 70 (freeway conversion)	Lynn Rd	S Miami Blvd	4	6	Freeway	N	Y	N	N	N		\$ 87,780,000
US 70 (freeway conversion)	S Miami Blvd	MPO Boundary	4	6	Freeway	N	Y	N	N	N		\$ 95,340,000
US 70 (freeway conversion)	S Miami Blvd	MPO Boundary	4	4	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
US 70 (freeway conversion)	Lynn Rd	S Miami Blvd	4	4	Modernization	Y	N	Y	N	N	Durham changed to Modernization	\$ -
Wake Forest Hwy (NC 98)	Nichols Farm Dr	Wake County Line	2	4	Widening	N	N	N	N	N		\$ 67,863,600
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	Y	Y	N	N	Y		\$ 3,793,000
Orange County												
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	Y	Y	N	N	Y		\$ 5,800,000
Eubanks Rd	Millhouse Rd	Rex Rd/Kousa trail	2	4	Widening	N	N	N	N	N		\$ 1,086,400
Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization	Y	Y	Y	N	N		\$ 39,600,000
Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization	Y	Y	Y	N	N		\$ 46,586,400
Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization	Y	Y	Y	N	N		\$ 49,481,600
Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	Y	Y	N	N	Y		\$ 4,484,200
Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	Y	Y	Y	N	N		\$ 9,597,000
Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	Y	Y	Y	N	N		\$ 14,327,600
I-40	Durham County line	NC 86	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 68,851,000
I-40	NC 86	I-85	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 107,290,000
I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	Y	Y	N	N	N	Orange County added to Vision	\$ 186,760,000
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	Y	Y	N	N	Y		\$ 6,169,800
Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	Y	Y	N	N	Y		\$ 2,100,000
Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	Y	Y	N	N	Y		\$ 954,800
Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	Y	Y	Y	N	N		\$ 2,795,800
NC 54	Old Fayetteville Rd	Orange Grove Road	2	2	Modernization	Y	Y	Y	N	N		\$ 50,040,000
NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	Y	Y	Y	N	N		\$ 59,234,000
NC 86	Old NC 10	US 70 Business	2	4	Widening	Y	N	N	N	N	Orange County added to Vision	\$ 10,162,600
NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	Y	N	N	N	N	Orange County added to Vision	\$ 21,300,000
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	Y	Y	N	N	Y		\$ 10,124,800
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	Y	Y	N	N	Y		\$ 6,423,200
Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	Y	Y	N	N	Y		\$ 7,418,600
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	Y	Y	N	N	Y		\$ 5,287,800
S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	Y	Y	N	N	N	Orange County added to Vision	\$ 79,178,000
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	Y	Y	N	N	Y		\$ 5,922,000

2050 MTP -- Preferred Option
Intersections/Interchanges

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Intersection/Interchange	From	To	Improvement	Vision	Traditonal	Comments
I-40/NC 54	I-40	NC 54	Interchange Upgrade	Y	Y	Staff added to Vision: safety improvement
Fordham Blvd/Raleigh Rd	US 15-501	NC 54	Interchange Upgrade	N	Y	
US 70/Miami Blvd/Sherron Rd	US 70	Miami Blvd.	New Interchange	N	Y	
US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	New Interchange	Y	Y	First four years of STIP
Fordham Blvd/S Columbia St	US 15-501/NC 54	S Columbia St	Interchange Upgrade	N	Y	
I-85/S Churton St	I-85	S Churton St	Interchange Upgrade	Y	Y	Orange County added to Vision
I-85/NC 86	I-85	NC 86	Interchange Upgrade	Y	Y	Orange County added to Vision
NC 54/Farrington Rd	NC 54	Farrington Rd	New Grade Separation	Y	Y	Staff added to Vision: safety improvement
Fordham Blvd/Manning Dr (Intersection or Interchange)	US 15-501	Manning Dr	New Intersection or Interchange	N	Y	
NC 54/Falconbridge Rd/Southwest Durham Dr	NC 54	Falconbridge Rd/Southwest Durham Dr	New Interchange	N	Y	
US 15-501/Mt Moriah Rd	US 15-501	Mt Moriah Rd	New Grade Separation	N	Y	
US 70/Lynn Rd Ext	US 70	Lynn Rd Ext	New Interchange	N	Y	
US 70/Angier Av	US 70	Angier Av	New Interchange	N	Y	
US 15-501/Southwest Durham Dr	US 15-501	Southwest Durham Dr	New Interchange	N	Y	
US 15-501/New collector road	US 15-501	New collector road	New Grade Separation	N	Y	
US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	New Interchange	Y	Y	Include in Vision. Part of CAMPO US 70 project

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October 6, 2021

TO: DCHC MPO Board
 FROM : Anne Phillips, DCHC MPO Lead Planning Agency
 SUBJECT: Federal Funding Policy Update: Overview

Background

During the FY22 Call for Projects, the MPO Board directed LPA staff to review and update the Policy Framework for DCHC MPO Federal Funds, which was last updated in 2015. This 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.

Goals of the Update

The draft aims to:

- 1) Align the federal funding policy with the goals and objectives of the 2050 Metropolitan Transportation Plan
- 2) Ensure that the MPO and its member agencies are working together effectively to leverage federal funding for local project implementation
- 3) Ensure that the MPO's process for distributing federal funds is efficient and transparent
- 4) Increase accountability for recipients of federal funding

Differences between Draft and Current Policy

1) Statement of Values

The updated policy aligns with the goals and objectives that the MPO Board adopted for the 2050 Metropolitan Transportation Plan (MTP). More than half of points in the new project scoring rubric support the highest priority objectives of the 2050 MTP: zero disparities, zero emissions, and zero deaths and serious injuries.

2) Regional Flexible Funding: One Funding Pool

To make more efficient use of funding that flows through the MPO, the draft policy recommends doing away with the Regional Bicycle and Pedestrian and local discretionary programs. Following the example of MPOs such as the Capital Area Metropolitan Planning Organization (CAMPO) and Charlotte Regional Transportation Planning Organization (CRTPO) and guidance laid out in Transportation for America's "The Innovative MPO," the draft policy proposes to combine federal funding, such as STBGDA, CMAQ and TAP, into one funding pool for the following reasons:

- DCHC MPO is believed to be the only MPO in the state that provides a portion of funding to member agencies based on population (local discretionary funding). This practice is a disadvantage to smaller jurisdictions who must bank funding for many years to fund projects given that the cost of transportation

projects are relatively similar across jurisdictions, regardless of population. As a result, funding that could be used to deliver projects is not being put to good use and is instead sitting in the “bank” for future use.

- Creating a single funding pool means that funding will be available to agencies as it is needed. Larger agencies will have access to more funding each year as no funding will be banked. Smaller agencies will be able to apply for funding when they have a project in mind instead of waiting to bank enough funds.
- By treating funds as separate pool (e.g. CMAQ), staff currently select projects that most efficiently meet the funding available in each individual pot. Having funding in a single pool allows MPO staff to identify the best projects submitted and make the available funding fit those projects.

3) Request Minimums and Maximums

Many MPOs prescribe minimum and maximum requests for federal funding. This policy introduces funding minimums and maximums to support the fair geographic distribution of projects. Fair geographic distribution of projects supports the development of a robust regional transportation system that increases access and mobility for those that travel within and through the region.

MPO staff will be using scoring rubrics to score all project submittals. The highest scoring projects will receive their funding requests based on the funding that is available. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding and that funding is spread throughout the region.

Exceptions to the maximum funding request cap may be approved by the MPO manager prior to project submittal. The MPO Board may approve maximums beyond what is prescribed for projects that are of MPO importance.

4) Guidance on New and Existing Project Submittals

Although there will be one call for projects each year, there will be separate procedures for submitting new and existing project funding requests. Existing project funding, or shortfall funding requests, will be prioritized as the MPO wishes to encourage agencies to complete projects before starting new projects to avoid overextending staff and funding resources.

Due to delays in implementation of previously programmed projects, DCHC will cap new project submittals based on each agency's number of active projects and cost share of the MPO's local match. Agencies with a number of active projects below the cap may submit their desired number of new projects. Agencies with a number of active projects above the cap may only apply for funding for existing projects.

5) Well-Defined Application Procedure with Project Scoring Rubrics

The draft policy contains a well-defined application procedure that includes guidance on eligible applicants, eligible projects, and developing cost estimations for new projects.

Cost Estimate and Contingencies

Beginning in FY24, DCHC MPO would like to work with consultants on our on-call list to provide cost estimates for all new project submittals.

The draft policy calls for contingencies to be built into cost estimates based on project phase. While the contingencies may seem high, MPO staff have seen shortfall requests that have exceeded these contingencies

in recent years. Further, these contingencies are in line with those required by our peer MPOs such as CAMPO and CRTPO.

Higher contingencies are expected to reduce the need for shortfall funding in the future.

Project Scoring

The policy contains rubrics for scoring new and existing projects. MPO staff will perform all data analysis required for the new project rubric to ensure fairness and reduce the time required to prepare applications on the part of local staff.

6) Increased 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 recommendation. 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 also 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.

7) Reporting Requirements

To increase accountability, recipients of Regional Flexible Funding will be required to provide a brief report about projects that have received RFF to the MPO Board twice a year.

8) Procedure for Evaluating and updating the Policy

This policy should be updated every time a new MTP is adopted to ensure it aligns with the MPO's current policy priorities.

The MPO Board may approve policy amendments as needed to resolve issues with implementation of the RFF program.

An Unresolved Issue: Federal Funds and Staffing

During the update of this policy, MPO staff and members of the Technical Committee expressed concern about the use of federal funds to support regional planning performed by non-LPA staff. The issue of whether to use federal funding for non-LPA staff hours is beyond the purview of this policy update. Ideally, this issue will be addressed by the ongoing MPO Governance Study. If the Governance Study does not address this issue, LPA staff will need additional time and resources to further investigate this issue and make a recommendation to the MPO Board.

Federal Funding Policy: Member Agency Comments Summary

MPO staff held two Technical Committee subcommittee meetings, solicited written feedback, and met with agencies who requested meetings for further discussion, such as the City of Durham, the Town of Carrboro, and the Town of Chapel Hill. Comments from the first subcommittee meetings and MPO responses to written comments from local agencies are provided here.

In these meetings, the following changes proposed in the draft Regional Flexible Funding Policy elicited the most concern from the MPO's member agencies:

1) Loss of local discretionary funding will adversely affect smaller agencies

- DCHC MPO is thought to be the only MPO in North Carolina that provides funding to its member agencies based on population.
- The FHWA requires MPOs to use a competitive process to distribute federal funds such as STBGDA, CMAQ, and TAP.
- "The Innovative MPO" by Transportation for America suggests blending funds to create one funding pool and cites MPOs that have successfully blended funds to maximize project eligibility.
 - Some MPOs that blend funds include Atlanta Regional Commission, Portland Metro, Denver Regional Council of Governments, CAMPO, and CRTPO.
- Benefits of a blended funding pool include:
 - Smaller agencies will not need to bank funding over many years to implement a project
 - Larger funding pool available to all applicants, including larger agencies, as no funding is banked
 - Fit funding to projects instead of fitting projects to funding
 - For agencies that bank funding for shortfalls, all shortfalls will be prioritized before new projects are funded

2) Loss of flexibility due to a more quantitative funding process

- In the spring 2021, the MPO Board directed LPA staff to update the federal funding policy due to concerns about the methodology used to recommend CMAQ projects for funding during the FY22 funding cycle.
- Board members and local staff both supported a more quantitative process. MPO member agency staff subsequently provided feedback on a quantitative rubric developed by MPO staff for the second half of the FY22 call for projects.
- The draft policy lays out a procedure for a transparent and predictable application process. Rubrics are decision making tools for staff to make recommendations to the MPO Board.
- The MPO Board ultimately votes on which projects will receive funding and may exercise discretion should local agencies need shortfall funding outside of the window of an official call for projects or should a project considered of MPO-importance not score well on the rubric.

3) Maximum funding request caps will limit selection of the best projects and limit the MPO's ability to address equity in planning efforts (MPO too focused on fair geographic distribution of funds)

- As a regional organization, the MPO must balance the needs of all of its member agencies in the interest of creating a robust and equitable regional transportation system.
- Ensuring that all agencies can access funds is not the end goal of the policy, but a means to an end. Ensuring that all member agencies have access to federal funds supports implementation of projects throughout the region, which is necessary to create an effective regional transportation network.

4) Concerns that the policy favors large agencies or small agencies

- MPO staff have heard concerns from larger and smaller agencies that the draft policy adversely affects their agency for a variety of reasons.
- The policy recognizes that large agencies have advantages in scoring due to density and resources that may allow them to submit projects that may score better due to preliminary planning or engineering.
- As such, the draft policy proposes guidelines that are intended to ensure that smaller agencies are not excluded from the RFF program, such as funding requests maximums and minimums and points on the rubric in future years for agencies that have not received funding.
- The policy therefore attempts to thoughtfully balance the needs of all agencies within the MPO to maintain the fair geographic distribution of projects for the reasons described above.
- Staff is recommending a review of the policy one year after it is implemented and after that, every time a new MTP is adopted (beginning with the 2055 MTP). If the data show that the policy favors larger or smaller agencies, adjustments should be made to ensure that all agencies in the MPO have access to funding that will allow them to contribute to building a robust regional transportation system.

For other comments and LPA responses, see below. Comments may have been edited for clarity or to add context.

Town of Carrboro Comments

General

We understand the intent to streamline and keep projects moving, but this may inadvertently make things more difficult for the smaller jurisdictions to complete for and receive funds. It seems like it would be beneficial to make this funding as flexible as possible.

The MPO Board has requested that staff come up with a more quantitative process for selecting projects, which reduces flexibility. The MPO Board makes all final funding decisions, and therefore can make exceptions to stipulations laid out in the policy.

Statement of Values

Will the TC see all of the applications? How much time will need to be dedicated toward preparing these applications to ensure a reasonable level of success?

Yes, we can provide all applications to the TC along with scores. Applications should take no more than a few hours to prepare. MPO staff will use Shapefiles provided by applicants to do data analysis, which is usually the most time consuming part of applying for grants (in my experience).

RFF

Is this a DCHC-MPO approach or are all MPOs transitioning to this type of organization structure?

Most MPOs have some sort of policy that governs the distribution of federal funds. We already have one, but it is not very quantitative. We are updating the policy at the request of the MPO Board.

What is the 5-year transition period?

Initially, this referred to the time period for transitioning away from MPO-funded staff work in local jurisdictions. We have decided to move away from the staff funding discussion for the time being. Agencies will now have 5 years to use up any banked local discretionary funding.

Number of Projects

- Call for Projects - Please consider holding calls for projects twice a year. If a project runs into an overrun—waiting a full year to resolve will be problematic.

We don't have MPO staff capacity to do two calls a year. We can be flexible when it comes to shortfall funding requests.

- A month notice is probably not enough for jurisdictions that have to request Board/Council permission to request funding/new projects.

We'll provide a general schedule for the Call for Projects along with the final draft of the policy before it is adopted by the MPO Board. That way folks will know when to expect a CFP each year.

- What is considered a substantial change?

We didn't define this in our TC subcommittee meetings. Let's use our TIP definition. Anything over \$1 million or 25% of the original project cost.

- The number of projects by cost relative to the jurisdiction cost sharing seems to skew project approval to the larger jurisdictions. In our way of thinking—these funds should be more flexible than funds obtained via the SPOT process and help balance the need to quality projects throughout the MPO region.

This draft policy values different things than the SPOT process such as safety, EJ, and climate mitigation over traffic flow.

- Can you clarify at what point a project is considered “closed.” Paperwork complete or formal NCDOT acceptance? What happens if jurisdiction runs into issue with claims—that may delay finishing a project. Searching for funding sources to pay for an overrun may likewise delay the final steps of a project.

When it is closed out in the STIP. We would make an exception for situations like the one you have described.

Funding Request Minimums and Maximum

- Smaller jurisdictions typically need to account for all of the project costs from beginning to end before initiating the Municipal Agreement to begin a project. Design wouldn't get underway until construction costs have been identified. Having to wait to apply for construction costs mid-way into design and risk not getting them—will likely put gaps into projects—increasing costs.
- Moreover, since delays are common in the construction process, Finance Departments may be uncomfortable using funds that are subject to being withdrawn if the project runs into some sort of delay. [At our last subcommittee meeting, we decided to take out the withdrawal of fund stipulations. Funds will only be withdrawn if agency cannot secure the local match or has been egregious in not using funds.](#)
- The 45% contingency will increase the project such that it will be considered too expensive to pursue. [Open to discussing how to do this for MPO purposes so that it is not reflected in your budget.](#)

Reporting

Concerns—this seems like a good bit of additional administrative work which will be harder for the smaller jurisdictions where staff may be limited to a single full time person or one and one half positions which are managing transportation projects as one task in their work load. [This will only be twice a year. Reports will be no more than one page or one PPT slide.](#)

Appendices

- Some of the criteria in appendices seems hard to meet. For example, a greenway project that supports transit and has connections to three other facilities—difficult requirement. [Projects don't have to receive a perfect or near perfect score to receive funding. The highest scoring project \(when we used a very similar rubric\) scored 77 out of 105. It was the Chapel Hill/Carrboro NC 54 Pedestrian Safety/Transit Access Improvements.](#)
- ADA and EJ/Equity for smaller jurisdictions may be difficult to meet or may require all projects to be located within small areas of jurisdiction. [Other categories can benefit smaller jurisdictions such as not receiving funding in previous years \(beginning in FY24\) and local input points.](#)
- Shortfall should be linked to subject project not other projects. A former staff person could limit future project funding. A new person may not be able answer questions of the history of the jurisdiction and payment issues. [As an MPO, we need to keep better records of funding we are distributing. Hopefully we will be able to help with project history information in future years.](#)

Chapel Hill Comments

General

How much money are we talking about each year?

We had \$5.8 million in competitive funding in FY22.

Local Discretionary and Staff

Unclear on the difference here. We use our local discretionary for staffing, which ends up in the UPWP, but according to this would end up in the RFF. Is this only the MPO UPWP? Will the TC have more oversight over MPO activities in the future? I'd like to see MPO support on LAPs.

Discussed in meeting. MPO staff subsequently decided that the policy update would not address the staffing issue.

The MPO would like to offer more support for locally administered projects, but would need additional resources to do so in terms of budget and staffing.

Studies

It seems like studies would have a hard time competing with infrastructure projects given the goals in the MTP listed above.

The rubric was adjusted to include more points for studies. However, project implementation (PE, ROW, CON) is the priority for RFF.

Small versus large projects

How are you defining small vs. large project? Is there a monetary value that differentiates them?

Discussed in meeting. Large project would be something like a BRT corridor, which would use up many years of LAP funding. In the first TC subcommittee, it was decided that LAP/RFF was more appropriate for smaller bicycle, pedestrian, and transit projects.

Cost Estimates

This would be an excellent service to be provided by the MPO. Smaller jurisdictions don't have \$\$ to pay for cost estimates and limited staff ability to prepare them accurately.

We would like to provide this beginning in FY24, but need to find money in the budget for this.

Contingencies and PE

This will likely be every project, right? Do any of the jurisdictions have the ability to do this?

The City of Durham can do PE through their Public Works Department, but applied for projects without PE in the FY22 Call for Projects.

Scoring Rubric: Project Phase

Does this differ for new vs. existing project applications? If not it disadvantages smaller jurisdictions who cannot pay for early phases without the federal funding.

This has been adjusted in the second draft to add points for design, area planning, and feasibility studies.

Scoring Rubric: Safety

This sounds like NCDOT reasoning. There shouldn't have to be crashes to demonstrate need. There are tons of projects that are needed for safety even though there haven't been crashes.

Agreed. However, high-crash locations are prioritized in most Vision Zero programs. After we take care of high-crash locations, we can then focus on systematic safety improvements.

Project Phase and Applications

Are we expected to apply for each phase separately? We would need to be guaranteed funding for future phases. Federal funding can be rescinded if the project isn't completed, right?

You can apply for multiple phases at once, but a phase would need to begin during the Call for Project year or the following year to be eligible to apply for funds.

Federal funding can be rescinded if a project has not been completed in 10 years.

New Project Applications

What is expected here? [6). Please describe all work that has been completed on this project to date and 7) Please provide all work that needs to be completed on the project and a schedule for completing that work.]

Up to a paragraph describing work on the project and the work to be completed. If no work has been completed on the project, describe whether the project is in a plan and/or why it is a priority.

Shortfall Funding

As it is currently, we can almost always get shortfall funding for our projects. Will this change that? SPOT wouldn't really work for this, and the state doesn't have bike-ped funding - what are we expected to do if we can't get shortfall funding through this process?

The MPOs priority is to complete existing projects before funding new projects. Shortfall funding will be prioritized.

City of Durham Comments

Staffing

Concerns about Employee staff funding through the UPWP vs. through the new RFF pool – clarification on the impact of this towards the positions with the City; sounds like there'll be no impact, but we just want clarification

No current impact on staffing. More information is needed on how much federal funding is used to support activities for non-LPA staff.

This really should have been addressed by the Governance Study, but not sure whether this is a possibility at this stage.

Geographic Distribution of Projects

Geographic equity – as we discussed in the previous round of call for project, we feel the MPO is too reliant on the geographic distribution of projects and while we do feel that is important to distribute projects amongst the LPAs, funding the *good* projects is upmost importance.

- The notion of good projects is subjective, especially given that as a regional organization, we must consider the context of each community.
- This policy and its rubrics attempt to quantify the MPO's values.
- We hope that quantification and its outcomes reflect the MPO's values, but there is no perfect system for project selection. Rubrics lend objectivity to a subjective process and are a decision making tool.
- Fair geographic distribution as part of this process is a means to achieve equitable regional mobility, not the end goal (not interested in geographic equity for the sake of geographic equity).

To the City of Durham, which has increased focus on equitable projects within the community, additional focus needs to be given to that as a way of correcting neglect in lack of projects and community0inbstrusive projects built in communities of concern.

The EJ Report (page A-6) says Durham County has 306,457 of 455,813 people in the MPO (67%)

- compared to other counties in the MPO, Durham has the highest percentage of block groups above EJ thresholds in all categories (Black, Minority, Hispanic, LEP, Zero-Car, Below Poverty) except Elderly population
- more areas considered Communities of Concern in Durham compared to other municipalities in the MPO; see table below

Table A.1: County Summary Data

County	Total Pop	Total HH	Med HH Income	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	69,791	31,555	\$ 63,531	8,073	13,601	8,626	8,241	16,306	1,283	2,105
Durham	306,457	133,429	\$ 58,190	113,511	149,091	41,189	46,805	37,056	9,936	15,650
Orange	142,938	57,502	\$ 68,211	16,557	36,403	12,014	17,633	18,364	2,644	3,508

Table A.2: County Thresholds

County	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	12%	19%	12%	12%	23%	4%	3%
Durham	37%	49%	13%	15%	12%	7%	5%
Orange	12%	25%	8%	12%	13%	5%	2%

- The City is interested in knowing if the information from the EJ report is also available broken down per city? We're using the County as a proxy, and would like to see the differences if it was City only
 - Would like to see the Durham County EJ figures disaggregated to show City of Durham only. The suspicion is that the vast majority of the EJ population in the County is in the City. From the data provided, about 75% of the region's minority population lives in Durham County.

The data source for the analysis is identified in the EJ report. Others have requested it and have performed more tailored analyses. The City is welcome to do the same, but we do not currently have the resources to do this on the City's behalf. We could allocate resources to do this work in the future, but not in time for the approval of this policy.

- We live with the legacy of racial discrimination in policymaking that shapes the inequity in transportation facilities and access. We talk about structural and institutional racism and inequity, and this is how it happens. Let's say, for example, that the City has 70% of the EJ population of the region. We need to over-invest in the EJ communities, as a region, to address historical discrimination. If the City is capped at 60%, we will be guaranteeing that we systematically under-invest in these communities. Clearly, more data analysis is needed to support this assertion, but it's important to note

EJ and equity are not the same. While the MPO has an adopted EJ framework, we do not have an adopted equity framework. The federal funding policy relies on an EJ analysis in the absence of an equity analysis so that the policy fits within the universe of the MPO's plans.

EJ is a legislative concept. Equity can apply to any demographic factor. While I (Anne) am supportive of a racial equity framework based on many years of education, training, and teaching, the MPO needs to clearly define equity and initiate planning around that definition of equity before it can be reflected in the MPO's activities and policies.

A note about the flawed EJ Methodology

- As has been noted during discussions about the adoption of the 2020 EJ report, the EJ methodology is flawed. Durham has substantially larger POC, low income, zero car, etc. populations than Orange and Chatham. By using a regional percentage as the threshold, we

are holding Durham to an artificially low threshold and Orange and Chatham to an artificially high threshold.

- While the methodology is sufficient to meet federal requirements, it is insensitive to variations within the region. The methodology also treats all demographic factors as equal (e.g. elderly is weighed the same as race or income).

Geographic equity is not about fairness to the member agencies of the MPO, it is about improving regional access and mobility. Using the example provided above, if 70% of the EJ population is in Durham, overinvesting in Durham means that we are improving mobility primarily within Durham. A regional approach expands access and mobility to EJ populations in Durham — and beyond— into the region.

Agreed that overinvesting in historically marginalized communities is important to right historical wrongs. As the largest agency in DCHC, Durham has resources available to do this, such as the new Green Infrastructure bond, more so than other jurisdictions. This is not to say that DCHC should subsidize work that supports equity outside of Durham, it is to say that we need to intensively invest locally as well as regionally so that historically disenfranchised communities have the privilege of access and mobility across municipal borders that many of us take for granted.

By including EJ considerations into the quantitative formula, MPO staff have attempted to include equity considerations in the funding formula (Anne's note about the difference between EJ and equity is noted). Furthermore, the City of Durham, and all our regional partners, are encouraged to fund projects in EJ areas. The City of Durham is free to direct all of its funding through the MPO to projects in EJ areas.

Regionally Significant Project

- Page 2 – Clarify what a “regionally significant project” is in terms of project length/extent – does it have to be in two separate municipalities/need to connect regional areas, despite its length
 - does this also include projects that aren't directly linked to another municipality but connects to a different regional project
 - The 2045 MTP has a broad definition of regional (beyond FHWA functional classifications).
 - Length does not matter and the project doesn't need to directly connect two municipalities.
 - If the project is on a route that is commonly used to access another part of the region, it is a regional project.
 - Local projects that connect to regional projects are also regional, even if they are not on a regional route.
 - Since we don't fund highway projects with the LAP program, if the project is on a route included on the MTP's regional bike-ped list or if it is a portion of the route, it would be considered regional. E.g. Erwin Road, Homestead Road, 751, Cornwallis, etc.
 - Note that there are no points in the rubric for projects of regional interest, though there could be. The local versus regional discussion came up in

relation to planning studies and whether they should be funded in the UPWP or through RFF.

- we also feel the “rail transit facilities” sentence is unneeded. This was a direct quote from the 2045 MTP.

Minimum Match Commitment

Page 3 – Minimum match committed– is there/could there be emphasis/weighting on a project with a larger minimum match committed?

- Additionally, for clarity there’s a section later that talks about a two year period for an PA to secure the local match for the project – does this not conflict with minimum match committed as required by the application submission

We do not want to incentivize overmatching. The 80/20 split makes the most efficient use of federal funds. Overmatching also benefits larger agencies that already have advantages in scoring because of density.

Shortfalls

Do new cost estimating procedures help out with making shortfalls less frequent in the future

- Understand the application will be separate from new project, just curious as to the reasoning for separating them out, other than wanting to specifically prioritize these and/or bypass scoring

Bypasses a complicated scoring procedure for projects that are already considered deserving of funding. Also, makes it easier to prioritize shortfall funding over new projects.

What happens with projects affected by external agency shortfalls (i.e NCDOT)

Should not make a difference. All shortfalls will be prioritized.

Clarify what you mean by “cost estimator has to be a year old”

The draft policy says “cost estimates should be no more than a year old.” A cost-estimation that is several years old is unlikely to be inaccurate.

Transit Agencies and Project Caps

Page 4 – is GoDurham considered a separate agency than City of Durham? – isn’t there a portion of local match attributed to GoDurham in the UPWP, and does that translate to a specific project cap for GoDurham, or is that reflected in the number for the City of Durham –

- According to the UPWP, GoDurham has \$17,850 local match for Section 5303 Funding, none listed elsewhere.

Open to transit agencies having their own new project cap since they have dedicated staff to work on transit projects. Any funding received by transit agencies would count towards their parent agencies funding maximum.

- How were the tiers for project caps determined? Should the tiers for active projects cap be reorganized? – the way its set up now, only Durham qualifies for the highest (\$200,000+ local match), only Chapel Hill qualifies (and barely) for the middle (\$50,001-\$200,000 local match), every other LPA is in the low tier.

Please note that it is only new projects being capped. This cap was initially based on population. The TC subcommittee suggested another measure to account for regional organizations (an alternative that was proposed was to give regional organizations such as TJCOG and GT credit for the entire region). The cost share aligned fairly closely with population (likely because for the most part, the cost share is based on population). The cost share does give a sense of resources of each agency and the new project cap is about trying to avoid overextending staff on new projects while other projects are incomplete.

We'd like to keep the tiers but are open to increasing the number of active projects. COD currently has 14 LAP projects, CH has 4, Carrboro has 8.

Project Minimums and Maximums

The 40%/60% requirements might limit best project selection (see geographic equity concern above)

We initially proposed 75%. The TC subcommittee thought that was too high and proposed 50%. 60% was a compromise. Looking at the past two funding cycles, City of Durham got 56% of competitive funding and 58% per the current local discretionary formula funding, proportionate to its population.

60% seems fair since regional projects like the TDM program and projects from GoTriangle will also be competing for funding with municipalities and counties.

Regional projects also benefit municipalities and counties (e.g. a GT bus stop may be in any jurisdiction, Durham received funding in the TDM program, etc.).

Local Match Commitment

- Page 5 – could we reduce the limit on obtaining local match in RFF from two years to one year? Ideally we'd like the LPA to secure that as they're applying for the project.

Since you have two years to start your project (year of CFP and year after), two years to secure the match from the time funding is awarded seems fair. Also, it is hard to provide proof of a local match. While many granting agencies ask for a letter that says you have the match and most people can point to their budget for the match, most councils will not approve a match until all other funding is secured. For example, Carrboro and Chapel Hill will not set aside the local match until the MPO provides proof of federal funding, and depending on the cycle that could mean the following fiscal year.

Contingencies

- Page 6 – we like the tiered contingency but feel the rates are too high – our local contracts are usually 10% or 15% contingency, should the tiers come down closer to that?

We have seen shortfalls that have exceeded these contingencies. These contingencies are also consistent with what CAMPO and CRTPO.

Evaluation

- Page 7 Evaluation – would major changes to legislation (an example, STI) in between when the MTP gets adopted necessitate changes to the RFF policy

We can add this to the language in the policy. The MPO Board can also approve changes to the policy at any time.

- Additionally, could this policy framework be looked at again after this round of call for project, as a one-time “lessons” learned adjustment?

We can add this to our recommendation to the Board. Please keep in mind that these types of evaluations require staff resources and the LAP program is currently less than 25% one staff person’s time. Ultimately, after this first update, we’ll need some longitudinal data to evaluate the policy. It also makes things difficult for local and MPO staff if we are changing policies and procedures every year. Let’s do a one year review and then an update after the 2055 MTP is adopted.

Timeline for Adopting Updated Policy

- General – Clarify what the timeline to get this approved? Timeline of call for projects matches up with this item being approved by the Board in November. You answered in the TC meeting would definitely like the Call for Projects timeline clear to us by the time the Board sees this item in October
 - October Board – Board asked to release the policy for a 21-day public comment period
 - MPO staff updates policy based on comments, legislation, or findings of the governance study
 - October TC – TC asked to review comments, updates, and recommend Board adoption of policy
 - October Pre-call for projects – MPO staff will let TC know funding amounts (STGBDA, CMAQ, and anything else we can find) and approximate timeline for FY23 call for projects to minimize the effects of an overly compressed CFP
 - November Board – Board asked to adopt the policy, CFP goes out within a couple days of Board meeting (possible longer if Board asks for substantial changes to the policy)
 - We’d want to give agencies at least a month to prepare applications
 - We also need a least a month to score projects and release scores for public comment

- We then need enough time for a TC recommendation and Board approval of a slate of projects. Per the new NCDOT CMAQ deadline, the Board must approve in February, and the TC provide a recommendation in January.

DCHC MPO Regional Flexible Funding Policy Draft
Responses to Comments from Federal Funding TC Subcommittee Meeting #1

Draft Policy	Justifications/Notes	Questions/Comments from TC Subcommittee and LPA Responses
<p>Statement of Values</p> <p>This updated policy aligns with the goals that the MPO Board approved for the 2050 Metropolitan Transportation Plan.</p> <p>These goals include:</p> <ul style="list-style-type: none"> I. Protect the Human and Natural Environment and Minimize Climate Change II. Ensure Equity and Participation III. Connect People and Places IV. Ensure that All People Have Access to Multimodal and Affordable Transportation Choices V. Promote Safety, Health, and Well-Being VI. Improve Infrastructure Condition and Resilience VII. Manage Congestion and System Reliability VIII. Stimulate Inclusive Economic Vitality <p>As part of the application procedure, each applicant is required to explain how their project submittal supports 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 2050 MTP.</p>	
<p>Regional Flexible Funding</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 Regional Flexible Funding (RFF).</p> <p>For now, all funding used for staff positions will be reflected in the Unified Planning Work Program (UPWP), and will not be taken out of the Regional Flexible Funding pool.</p> <p>The RFF pool does not include STBGDA funding used to support LPA-funded activities in the UPWP.</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>*See below for an explanation.</p>	<p>Q/C 1: Population suballocation intended to make sure smaller jurisdictions receive funding. Benefits always tend to be greater in larger jurisdiction like Durham.</p> <p>LPA Response: Safeguards for smaller jurisdictions will be addressed by the scoring rubric and minimum/maximum funding request caps.</p> <p>Q/C 2: Staffing¹</p> <ul style="list-style-type: none"> - All entities should be given the opportunity to say whether they want staff, this would put everyone on the same page as opposed to those who have chosen to do it in prior years - There is a cost-saving benefit for MPO by having local positions do MPO work/paperwork <p>LPA Response</p> <ul style="list-style-type: none"> - MPO-funded staff should be working on MPO/regional transportation work and not local planning (potentially violates federal regulations) - The staffing issue may be outside of the purview of the federal funding policy update - MPO staff need to do the following to address the staffing issue: <ul style="list-style-type: none"> o Determine how much funding is allocated to staff positions outside of the LPA o Determine the degree to which local MPO-funded staff are working on regional planning o Meet with four agencies that use federal funding for staff (Durham County, City of Durham, Town of Chapel Hill, and Town and Carrboro) to determine whether they have alternate means of funding staff positions and determine the timeline for switching over to local funding for these positions o Communicate to MPO Board a recommendation that RFF not be used for staff positions in the future; this funding would come back to local jurisdictions in the form of infrastructure funding and project management support

¹ Highlighted text in the questions/comments column indicates that the topic requires further discussion.

		<ul style="list-style-type: none"> ▪ Five-year transition period <ul style="list-style-type: none"> ○ This will be communicated to the MPO Board during the Federal Funding Policy approval process, but these steps will occur separately from the update of the policy <p>Q/C 3: Can an entity apply for unlimited amount of funding from the UPWP? LPA Response</p> <ul style="list-style-type: none"> - No, 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>Q/C 4: All phases of a project need to follow the federal process if you use federal funding for even one part of a project. Federal funds should be used on more expensive projects and on all stages of those projects. Recommend funding for design. Feasibility studies are different. Fund design, ROW, and CON with federal funding. Justifies time and effort involved. Large projects, even in one jurisdiction, should be considered of MPO [regional] importance. LPA Response</p> <ul style="list-style-type: none"> - Agreed, design, ROW, and CON will be prioritized for RFF <p>Q/C 5: How are we defining regional and local? LPA Response: We will use the 2045 MTP's definition of "regionally significant": "Regionally Significant projects 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." A list of regionally significant bicycle and pedestrian routes is included in the 2045 MTP.</p>
<p>Eligible Applicants, Projects, and Phases</p> <p><u>Eligible Applicants</u> Any MPO member agency, including transit agencies, cities, towns, counties, and regional planning organizations such as the Triangle J Council of Governments, may apply for funding through the Regional Flexible Funding Program.</p> <p><u>Project and Phase Eligibility</u> According to State Transportation Investments (STI) Law, no less than 90 percent of state transportation funding is used to support highway projects. 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"> · Public transit; · Bicycle and pedestrian facilities; · Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems; 	<p>Meets federal funding requirements; project eligibility based on previous policy.</p>	<p>Q/C 6: Suggest requiring larger local matches after a certain number of active projects. (i.e. everyone gets three at 20%, the next three require 30% and so on). Or maybe some kind of bonus - get an extra submittal if a certain number of projects exceed minimum local match. LPA Response: We do not want to incentivize overmatching. We want to make sure we are efficiently leveraging federal funds. A 20% local match will be the default unless otherwise noted by a particular federal funding program.</p> <p>Q/C 7: Why are transit vehicles excluded from receiving funds? LPA Responses: This exclusion has been removed. RFF can be used to purchase transit vehicles.</p>

<ul style="list-style-type: none">• Land or Right-of-Way Acquisition• Construction (including environmental mitigation and utility relocation)• Transit Capital• Travel Demand Management (TDM) Projects, coordinated through the Triangle Transportation Choices TDM Program administered by TJCOG. <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 will be asked to 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>Number of New Project Submittals</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>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 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 population:</p> <table><tr><th>Population</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> <p>Projects must be closed out in the STIP to be considered complete.</p>	Population	Active Project Cap	Less than 50,000	3	50,001 – 200,000	6	Above 200,000	9	<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>Q/C 8: How should this cap apply to TJCOG and GoTriangle?</p> <ul style="list-style-type: none">- Could consider using local share percentage contributed by all members. TJCOG does not contribute local share, so allow minimal cap for them and certainly no more than any jurisdiction that does contribute local share.- If use population, the regional agencies should be credited with serving entire region.- Whichever way the group goes, whether for population, of course you'd have to figure out what to do for regional orgs, universities. Look at local share contribution rather than the population itself. Be careful about a rubric. Look at accumulation of funding, prior year, what is still active, cap that. <p>LPA Response:</p> <ul style="list-style-type: none">- This cap does not apply to TJCOG. TJCOG is only expected to apply for funding for the regional Transportation Demand Management (TDM) program. As this is an ongoing program and not a project, it has no end date.- It was suggested that we use the local match cost sharing to determine the number of new project submittals for GoTriangle: 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<ul style="list-style-type: none">o GoTriangle provides 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STBG-DA- We are open to using the cost share to create thresholds instead of population. <p>Q/C 9: This should include number of projects but also amount of funding allocated to the jurisdiction that is still not expended. Thus a member with one very large project that is not progressing is held to similar restrictions as a member with multiple small projects of same value.</p> <ul style="list-style-type: none">- Consider number of projects as well as total dollar amount so a cap should still apply with total funding on existing projects. One project should not be allowed to tie up all money on a routine basis. It may occur for a special situation but it should not be norm.
Population	Active Project Cap									
Less than 50,000	3									
50,001 – 200,000	6									
Above 200,000	9									

		<p>LPA Response: For the purposes of new project submittals, the number of projects seems sufficient as it is about matching an agency's resources to the number of active projects to ensure agencies are not overextended.</p> <ul style="list-style-type: none"> - We will use language from the current policy about obligation deadlines to ensure agencies are not sitting on funds that are not being used (discussed related to Q/C 14) <p>Q/C 10: There should be demonstrated progress on projects. This could be production of documents or documented outreach, approvals, etc. A review of all projects funded in prior years should be completed several months before new funding is distributed.</p> <ul style="list-style-type: none"> - Do an evaluation of active projects before CFP. Where all projects are in the process. Once a year, find out where everything sits, what documented actions. If no action on projects, some decision made that you can't come in for new funds. <p>LPA Response: This will be addressed by reporting requirements and enforcement of requirements related to obligation deadlines from our current policy (discussed related to Q/C 14).</p> <p>Q/C 11: Beneficial to separate existing projects from cost overruns.</p> <ul style="list-style-type: none"> - Historically, DCHC has not spent this money as fast as it has come in. We will want to fund cost overruns. <p>LPA Response: The process proposed in this draft allows agencies to request shortfall funding through a somewhat less burdensome procedure. If agencies are requesting shortfall funding, it will count against the 60% of RFF they are allowed to request in a given year and they will need to adjust their request for funding for news projects accordingly.</p>
<p>Funding Request Minimums and Maximum</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).</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 through 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>Individual projects – 40% of federal funding available All projects submitted by an agency – 60% of federal funding available</p> <p>Exceptions to this requirement must be approved by the MPO Manager prior to project submittal.</p>	<p>Fair geographic distribution of projects. MPO staff will be using a scoring rubric to score all project 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>	<p>Q/C 12: Is the project minimum of \$100,000 too low? LPA Response: We will keep the \$100,000 so that smaller jurisdictions are not excluded from applying for funding.</p> <p>Q/C 13: Seventy-five percent seems too high for any single agency. 50% seems more appropriate. And, perhaps it should even be a rolling percentage of prior 4 plus current years. Exceptions should be accommodated such as for the Durham Chapel-Hill project. But vote should be near unanimous/unanimous for an exception.</p> <ul style="list-style-type: none"> - The lower cap on max funding to a single entity will allow for support of smaller projects. <p>LPA Response: The cap for all projects submitted by an agency has been lowered to 60%. You will not receive 60% of funding just because you apply for 60% of funding.</p> <ul style="list-style-type: none"> - Agreed that we should look at funding distributed over a four-year period. Propose adjusting the rubric for FY24 to give additional points to agencies that have not received funding in previous four years. - TC subcommittee should discuss how this should be weighted in future years. <p>Q/C 14: Will the RFF program fund projects over several years?</p> <ul style="list-style-type: none"> - Would funding be guaranteed if that is the case? - One or two large projects would eat up funding over five years. Reducing funding available for future projects in other jurisdictions. - Phasing construction, smaller/multiple segments, that would be inefficient. Some value in larger segments/larger projects. <p>LPA Response:</p> <ul style="list-style-type: none"> - The RFF program should be flexible and this means funding more expensive projects over several years when needed. - Agencies can apply for up to 3 years of funding. This will count against the agency's 60% overall funding request for each of the three years that the project is funded.

		<ul style="list-style-type: none"> - 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. - If you have not demonstrated progress on your project, this funding will be removed from your project and be returned to the RFF pot. - We will measure progress based on language in the existing policy (page 8-9): <p>Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.</p> <p>Each phase of a project with STP-DA, TAP, and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain unobligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TC and the MPO Board of those projects with STP-DA, TAP, and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).</p> <p>LPA staff will notify the project sponsor when any STP-DA, TAP, or CMAQ funds are six months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TC. The LPA staff, along with the TC’s input will determine whether or not an obligation date extension is warranted.</p> <p>1.The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TC will then make a recommendation to the MPO Board.</p> <p>2.If the LPA staff and subsequent TC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the commendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities.</p>
<p><u>Application Procedure</u> MPO staff will provide a schedule for the Call for Projects at least one month before applications are due.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 1) A list of all submitted projects 2) Shapefiles for each project submitted 3) A designated point of contact for the submissions 		<p>Q/C 15: Cost Estimates</p> <ul style="list-style-type: none"> - Are smaller agencies able to have their cost estimates prepared by a PE or RLA? - Is there a recommendation for the best/most accurate (cost estimation tool) over time? Is there one that the state relies on most? - Better sense of tools for cost estimates, other than NCDOT Bike/ped estimation tool? - Feasibility/planning studies? Construction cost estimates very difficult before you have done a planning or feasibility study using a cost estimator. - MPO sticking to one cost estimator, particularly if we are doing planning and feasibility separately - Like the idea of MPO developing cost estimates for new projects, gets rid of idea that people may lowball their costs - Once the jurisdiction has hired a designer, MPO can say, we want a 25% cost, 50% cost, a 75%cost so you keep getting regular updates as the project proceeds and it doesn’t come a couple years later in one big dollar request a designer will provide better cost - Do we have (LPA) staff time to do tracking? - Timeline of application period if we are preparing cost estimates - SPOT – not poor cost estimates, but costs have risen

<p>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.</p> <p>Cost Estimates</p> <ul style="list-style-type: none">- Cost estimates should be prepared by a professional engineer (PE) or registered landscape architect (RLA)- 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 <p>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.</p> <p>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.</p> <p>Applicants who have completed Preliminary Engineering and are pursuing Right of Way funding and beyond should apply a 30% contingency.</p> <p>Applicants who have completed Preliminary Engineering and Right of Way should apply a 25% minimum contingency when applying for construction funding.</p> <table><tr><th colspan="3">Project Phase Completed</th><th>Contingency</th></tr><tr><td>PE</td><td>ROW</td><td>CON</td><td>45%</td></tr><tr><td>PE x</td><td>ROW</td><td>CON</td><td>30%</td></tr><tr><td>PE x</td><td>ROW x</td><td>CON</td><td>25%</td></tr></table> <p><u>The contingency should be clearly identified in your project budget.</u></p>	Project Phase Completed			Contingency	PE	ROW	CON	45%	PE x	ROW	CON	30%	PE x	ROW x	CON	25%		<p>LPA Response:</p> <ul style="list-style-type: none">- The MPO does not currently have a recommended cost estimation tool.- We would like to use a consultant to provide cost estimates for new projects beginning with the FY 24 Call for Projects.- In FY23, agencies may use the best cost-estimation tools they have available and indicate how they have determined their cost estimates in their application.- <p>Q/C 16: I understand some funds are not released on a consistent schedule but it would be helpful to have a general calendar of events similar to how the UPWP is developed.</p> <p>LPA Response: We'll provide a schedule once we are a little further along in the process, likely before the Board votes on the updated policy.</p>
Project Phase Completed			Contingency															
PE	ROW	CON	45%															
PE x	ROW	CON	30%															
PE x	ROW x	CON	25%															
<p>Project Scoring and Selection MPO staff will score all projects using the scoring rubric provided in Appendix A.</p> <p>MPO modeling staff will provide all quantitative data required to complete the rubric including crash, emissions, equity, and</p>	<p>Board presentations for selected projects will help the MPO Board and public to know who is responsible for which projects and increase</p>	<p>Q/C 17: Could this process include recommendations about projects based on levels of activity?</p> <p>LPA Response: The rubric will be updated for the FY24 Call for Projects to take into account reporting compliance. Projects that don’t meet their obligation deadlines or grace period deadlines may have funding withdrawn (enforcement of language in current policy).</p>																

<p>congestion data. This ensures consistency in data collection across jurisdictions and agencies.</p> <p>Board Presentation of Selected Projects MPO staff will prepare a list of projects that are recommended for funding 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.</p> <p>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.</p>	<p>accountability. These presentations will also give local staff – junior staff in particular – exposure to and experience presenting before elected officials.</p>	
<p>Project Reporting Recipients of Regional Flexible Funding will be required to provide a brief report to the MPO Board <u>twice</u> a year.</p> <p>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.</p> <p>To encourage compliance with this reporting requirement, past reporting will be considered on the scoring rubric for future funding cycles.</p>	<p>Increases accountability for project progress; provides an opportunity for jurisdictions and agencies to share challenges and project successes with the MPO Board and the public.</p>	<p>Q/C 18: What if we made one of these reports a presentation and one just an information submittal to reduce staff burden? We could build a submittal system similar to City of Durham CIP. They have to report quarterly, as Bill said, and I haven't heard of much complaining about that schedule, so I think twice a year could work. CIP projects are required to provide on a quarterly basis:</p> <ul style="list-style-type: none"> ○ Stoplight ○ Project completion percentage ○ Project phase ○ Major Activities this period ○ Expected Date of Current Phase Completion <p>- Progress is slow. This could be once a year when project status of all previously funded projects is reviewed. Include annual report in calendar of events.</p> <p>LPA Response: We will try twice a year for the FY23 and FY24 Call for Projects. We will provide a template that requires minimal effort from local staff. If reports are insubstantial, we will adjust the reporting schedule as needed.</p> <p>- Reporting dates will be included in the calendar of events.</p>
<p>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.</p> <p>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>	<p>Increases Transparency of Call for Projects. The 2020 Public Involvement Policy does not address DCHC MPO's Call for Projects. Projects are only released for public review and comments during the Transportation Improvement Program (TIP) amendment procedure if a project receives more than \$1 million in funding.</p>	
TIP Procedure		

<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 as 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 \$2 million in funding require a STIP amendment, which requires Board of Transportation approval. Adding such projects to the STIP may take up to two months.</p>		
<p>Evaluation and Revision of Policy</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">1) Collect data on funded projects and their progress each year2) Collect qualitative data through interviews and surveys with past RFF applicants and recipients to identify issues with the implementation of the program3) Review updated federal funding policies from MPOs in and outside of North Carolina <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>		

*Staff is making this recommendation for the following reasons:

- DCHC MPO is the only MPO in the state that suballocates STBGDA funding based on population, and this practice may be in violation of federal regulations. 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.
- 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.
- 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 is put in a position of trying to 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.

- This recommendation does not include the STBGDA funding that is given to transit agencies based on population. Given the impact of COVID-19, transit agencies may be counting on this funding more so than in past years.

Contact

For questions and comments about this policy, contact:

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Appendix A: Scoring Rubric

Category	Description		Scoring Method	Justification	Max
Connectivity	Bicycle and Pedestrian: 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.	Transit: 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. Sixty 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. Transit agencies should 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/VT 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

Q/C 19: Bicycle and Pedestrian Connectivity

- This methodology disadvantages areas where there are no existing ped or bike facilities, but where ped and bike facilities may be much needed.

LPA Response: Is this balanced out by other categories such as safety?

Q/C 20: Transit Connectivity: This may need more specificity to define what is meant by "new" and "connection" for transit. ADA upgrades to existing stops? new bus stops? crosswalks? sidewalk connections to bus stops? What constitutes a destination under this definition? Suggest removing as most transit routes connect multiple destinations. What modes are eligible? and what is needed to be sufficient? i.e. does a park and ride meet this criteria? Does a bike rack?

LPA Response: Discuss with TC subcommittee.

Q/C 21: Access to Transit

- Suggest that this be based on network-distance as opposed to a radius, if feasible for staff to develop this metric in a reasonable amount of time.

LPA Response: Do we anticipate that this would make a significant difference in scoring? If not, would prefer to use current simplified method given limited staff resources.

Q/C 22: Access to Transit

- Could we retool this to be more of a general equity category to better reflect our UPWP goals?

LPA Response: See the EJ category. Also open to an equity matrix like those under review by the City of Durham CIP team, but would be concerned about staff resources to apply an equity matrix in addition to a scoring rubric.

Q/C 23: Environmental Justice

- Could we split this category and make part of it Climate Mitigation?

LPA Response: Climate mitigation now has its own category.

Q/C 24: Safety

- Given that bike/ped crashes are less likely to be reported than vehicular crashes suggest also using an index that factors in current bike/ped facilities, design speed, and number of users to ascertain level of risk, if feasible for staff to develop this metric in a reasonable amount of time.

LPA Response: Would prefer to use current simplified method given limited staff resources.

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.

- 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) Please describe all work that has been completed on this project to date.
- 7) Please provide 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 show 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 funding policy.

Appendix C: Application for Shortfall Funding

Requests for funding for new and existing projects will be scored separately. You may only submit applications for shortfall funding if there are no substantial changes in scope to your project. If there are substantial changes in scope to your project, it must be submitted and scored as a new project.

- 1) How much additional funding do you need?
- 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

Regional Flexible Funding Draft Policy

Draft Policy	Justification/Notes
<p>Statement of Values</p> <p>This updated policy aligns with the goals that the MPO Board adopted for the 2050 Metropolitan Transportation Plan.</p> <p>These goals include:</p> <ol style="list-style-type: none"> I. Protect the Human and Natural Environment and Minimize Climate Change II. Ensure Equity and Participation III. Connect People and Places IV. Ensure that All People Have Access to Multimodal and Affordable Transportation Choices V. Promote Safety, Health, and Well-Being VI. Improve Infrastructure Condition and Resilience VII. Manage Congestion and System Reliability VIII. Stimulate Inclusive Economic Vitality <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>Regional Flexible Funding</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 Regional Flexible Funding (RFF).</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>LPA Staff is making the recommendation to create a single funding pool for the following reasons:</p> <ul style="list-style-type: none"> • DCHC MPO is the only MPO in the state that provides 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. • Creating a single funding pool means that funding will be available to agencies as 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. • 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. • This recommendation does not include the STBGDA funding that is given to transit agencies based on population. Given the impact of

	COVID-19, transit agencies may be counting on this funding more so than in past years.
<p>Eligible Applicants, Projects, and Phases</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 procedure 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">• Public transit• Bicycle and pedestrian facilities• Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems• Scenic and environmental enhancements• Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs <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></p> <p>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 for RFF.</p> <p>2) <u>Locally Administered</u></p> <p>By applying for a project through the RFF program, 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">• NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation• Land or Right-of-Way Acquisition• Construction (including environmental mitigation and utility relocation)• Transit Capital• Travel Demand Management (TDM) Projects, coordinated through the Triangle Transportation Choices TDM Program administered by TJCOG. <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>Number of New Project Submittals</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 local agencies to complete 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 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>Local transit agencies may have their own new project cap based on their FTA funding match. Funds received by the transit agency will count towards their parent agency's maximum funding request cap.</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 sharing¹ 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>10</td></tr><tr><td>\$50,001-\$200,000</td><td>15</td></tr><tr><td>Above \$200,000</td><td>20</td></tr></table>	Local Match Cost Share	Active Project Cap	Less than \$50,000	10	\$50,001-\$200,000	15	Above \$200,000	20	
Local Match Cost Share	Active Project Cap								
Less than \$50,000	10								
\$50,001-\$200,000	15								
Above \$200,000	20								
<p>Funding Request Minimums and Maximum</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>Individual projects – 40% of federal funding available All projects submitted by an agency – 65% 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 based on the available funding. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding.</p>								

¹ 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

<p><u>Mutli-year Funding</u> The RFF program should be flexible and this means funding more expensive projects over several years when needed. Therefore,</p> <ul style="list-style-type: none"> • Agencies may apply for up to three years of funding. This will count against the agency's 65% 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. <p><u>Four-Year Funding Review and Provisions for Agencies that Have Not Received Funding</u></p> <ul style="list-style-type: none"> • 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. <p><u>Inability to Use Funds</u> 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. The two year timeline begins once the MPO Board has approved project funding.</p>	
<p>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.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 1) A list of all submitted projects 2) Shapefiles for each project submitted 3) A designated point of contact for the submissions <p><u>Pre-submittal Meeting</u> 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.</p> <p><u>Cost Estimates</u></p> <ul style="list-style-type: none"> • 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. <p><u>Contingencies</u> 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 15%. Contingencies will be based on project completion.</p>	<p><u>Cost Estimates</u> 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.</p>

<p>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.</p> <p>Applicants who have completed Preliminary Engineering and are pursuing Right of Way funding and beyond should apply a 30% contingency.</p> <p>Applicants who have completed Preliminary Engineering and Right of Way should apply a 15% minimum contingency when applying for construction funding.</p> <table><tr><th colspan="3">Project Phase Completed</th><th>Contingency</th></tr><tr><td>PE</td><td>ROW</td><td>CON</td><td>45%</td></tr><tr><td>PE x</td><td>ROW</td><td>CON</td><td>30%</td></tr><tr><td>PE x</td><td>ROW x</td><td>CON</td><td>15%</td></tr></table> <p><u>The contingency should be clearly identified in your project budget.</u></p>				Project Phase Completed			Contingency	PE	ROW	CON	45%	PE x	ROW	CON	30%	PE x	ROW x	CON	15%	
Project Phase Completed			Contingency																	
PE	ROW	CON	45%																	
PE x	ROW	CON	30%																	
PE x	ROW x	CON	15%																	
<p>Project Scoring and Selection MPO staff will score new projects using the scoring rubric provided in Appendix A.</p> <p>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.</p> <p><u>Board Presentation of Selected Projects</u> 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.</p> <p>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.</p>																				
<p>Project Reporting Recipients of Regional Flexible Funding will be required to provide a brief report to the MPO Board <u>twice</u> a year.</p> <p>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.</p> <p>To encourage compliance with this reporting requirement, past reporting will be considered on the scoring rubric for future funding cycles.</p>				<p>The rubric will be updated for the FY24 Call for Projects to take reporting compliance into account.</p>																
<p>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.</p>				<p>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.</p>																

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>TIP Procedure</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>Evaluation and Revision of Policy</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">1) Collect data on funded projects and their progress each year2) Collect qualitative data through interviews and surveys with past RFF applicants and recipients to identify issues with the implementation of the program3) Review updated federal funding policies from MPOs in and outside of North Carolina <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

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Appendix A: Scoring Rubric

Category	Description		Scoring Method	Justification	Max
Connectivity	Bicycle and Pedestrian: 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.	Transit: 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	Aligns with the "Connect People and Places" goal of the 2050 MTP.	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. Aligns with the "Ensure all people have access to multimodal and affordable transportation choices" goal of MTP.	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. Sixty 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. [Note: The methodology for calculating the EJ score for transit projects will be refined in consultation with GoTriangle.]	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 objective 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. Crashes will be normalized using vehicle miles traveled (VMT).		Relative Score	Aligns with Zero Fatalities and Serious Injury objective of the 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 objective 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

FOCUS AREA 3

FULLY UTILIZE ALL AVAILABLE FUNDING TOOLS

Fundamentally, metropolitan planning organizations (MPOs) exist to play a role in allocating billions in transportation spending. Making the most of that role, however, requires navigating a thicket of programs, rules and relationships. The most important of those relationships, arguably, is that with the state Department of Transportation, through which federal dollars flow. **MPOs also must coordinate with other recipients of federal funds, such as regional transit authorities, to ensure that the projects receiving funds are consistent with the region's vision and plans.**

Most federal funds are authorized for different categories, such as public transit, national highways and transportation alternatives. These pots of funding are then distributed to states or transit agencies through Congressionally mandated formulas. A portion of each state's funds is targeted directly to metropolitan areas through a process called "sub-allocation." Although the share of dollars exclusively within an MPO's purview is small, there are two key avenues for shaping how money gets spent in your region: 1) by making the most of the flexibility available in federal dollars, and 2) by using MPO authority to set criteria for prioritizing projects.

The federal surface transportation program has two primary funding programs: 1) the "highway program" (Title 23), and 2) the "transit program" (Title 49). The 2012 update to the federal program, known as MAP-21, allows MPOs and DOTs to transfer formula funds from the highway program to the transit program. Under Title 23, the largest pots of formula funds that MPOs can use to fund projects are the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Program (CMAQ) and the Transportation Alternatives Program (TAP). Under Title 49, they are the Urbanized Area Transit Formula Funds, Elderly and Disabled Funds and the Bus and Bus Facilities Program.¹ The table on the following page provides additional information on the eligibility of these programs.

Other programs provide state DOTs with money to invest in the National Highway System and safety improvements. Eligibility for each program is governed by federal statutes and regulations. **Federal funds generally can be used on a broader set of transportation projects than is often possible with state funding, but they also bring requirements that can add time and cost to a project.**

Projects begin the journey toward funding eligibility when MPOs include them in the long-range Metropolitan Transportation Plans (MTP) that create the 20-year framework of policies, goals and recommended investments. They move a step closer when included in the Transportation Improvement Programs (TIP), which list projects to be funded in the upcoming four or five years. MPOs lead the processes for shaping and approving both documents. The challenge is to make sure these are not just "stapling exercises" — merely compiling local and state wish lists with little attempt to shape the complete package to make the most efficient and beneficial use of resources for the region as a whole.

¹ Transportation for America has developed a number of resources that describe these programs including currently authorized funding levels, eligibility and how they are allocated to states and MPOs: <http://t4america.org/maps-tools/map-21/>

Highway Programs	Eligibility	Percentage of Highway Funds
Surface Transportation Program (STP)	Highway, bridge, transit and safe streets projects on the National Highway System and other federal-aid highways; and repair work on off-system bridges	26.7%
National Highway Performance Program (NHPP)	Repair and new construction of highways and bridges on the National Highway System	58%
Congestion Mitigation and Air Quality Improvement (CMAQ)	Highway, transit and safe street projects that improve air quality, relieve congestion and help meet national ambient air quality standards.	5.9%
Transportation Alternatives (TA)	Safe streets projects, including bike, pedestrian and Complete Streets infrastructure	2.2%
Highway Safety Improvement Program (HSIP)	Projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement and safe streets projects	6.4%
Metropolitan Planning (PL)	Activities to support metropolitan planning	0.83%
Transit Programs	Eligibility	Percentage of Transit Funds
New Starts (competitive)	Major new streetcar, light rail, bus-rapid transit and heavy rail transit projects, including extensions and capacity improvements to existing lines	18%
Urbanized Area Formula Grants (5307 - Formula)	New bus and rail capital projects and capital maintenance work on existing systems in urban areas with a population over 50,000; may be used to cover operating costs in urban areas with a population under 200,000	41.6%
Formula Grants for Enhanced Mobility of Seniors and Persons with Disabilities (5310 - Formula)	Capital and operating expenses that support transportation to meet the special needs of older adults and persons with disabilities	2.4%
Formula Grants for Rural Areas (5311 - Formula)	Capital, operating and planning expenses for public transportation projects that meet the needs of rural communities	5.7%
State of Good Repair Grants (5337 - Formula)	Maintenance projects for existing fixed-guideway rail and bus systems, including vehicles, track, structures, communications, etc.	20.2%
Bus and Bus Facilities (5339 - Formula)	Purchase, rehabilitation and repair of buses and bus facilities	4.0%
Additional Programs	Eligibility	Funding
Projects of National and Regional Significance (competitive)	Highway, bridge, transit and certain types of freight projects with a total cost of at least \$500 million	FY13 \$500 million FY14 \$0
TIFIA Loan Program [first-come, first-serve]	Provides loans for highway, bridge, transit, intermodal, port access and freight transfer facility projects	FY13 \$750 million FY14 \$1 billion
TIGER Program [not an authorized program]	Highway, bridge, transit, freight, port, walking and biking and multimodal projects.	FY13 \$500 million FY14 \$0
References: This information comes from page 19 of Transportation for America's Making the Most of MAP-21 Handbook, available at: http://t4america.org/maps-tools/map-21/ .		

STP funding is the largest available funding program and is part of the “Highway Title;” consequently, most MPOs and DOTs default to spending it on road projects. However, these flexible dollars can be invested in a wider range of project types or to make roads work better for cars, bikes, buses and pedestrians. The savvy MPO makes full use of this flexibility, but doing so requires you to be nimble and well-versed in the laws and regulations.

This chapter covers five specific innovative actions an MPO can take to make full use of available public resources and attract private capital to implement visionary transportation plans:

- **Set criteria to match funding with long-range policy goals**
- **Establish specific set-aside funding categories to advance specific regional priorities**
- **Blend funding programs to maximize eligibility**
- **Take advantage of federal flexible funding provisions to increase transportation options**
- **Support and oversee public-private partnerships**

SET CRITERIA TO MATCH FUNDING WITH LONG-RANGE POLICY GOALS

While MPOs spend considerable time and money to develop the long-range MTP, plans alone are not enough. The real opportunity for MPOs to shape the future is how they align criteria for the funding programs they control. This requires MPO staff and policy boards to examine processes they use to solicit proposed projects so that the competitive grants they administer can be made to serve the region’s preferred policy goals, rather than devolve to the least common denominator.

The opportunity

As mentioned above, MPOs — working in coordination with state DOTs, local governments and transit agencies — have funding authority in two ways: 1) prioritizing projects in the MTP for programming in the four-year TIP and 2) selecting projects in the TIP for near-term implementation. That latter process typically is done through a regional solicitation or competitive grant process managed by the MPO.

Because the MPO Policy Board plays a critical role in this process, federal statutes require participation by local elected officials. **Leadership is required to create criteria that support both local transportation needs while advancing important regional priorities. Matching criteria to policy goals gets projects implemented faster, demonstrates to the public the commitment by MPO leaders to the community’s plans and priorities established in the MTP and can generate cost savings and system efficiencies.**

Across all programs, projects prioritized for funding must be listed explicitly in the TIP and the State Transportation Improvement Program (STIP) and be consistent with the MPO-adopted MTP. For projects that meet these criteria, larger MPOs in Transportation Management Areas (TMA) also have authority to pick projects from the TIP for implementation that are funded with STP–Urban and Urbanized Transit Formula dollars, as well as under all other federal-aid highway and transit programs.

Exceptions are the National Highway System (NHS), Bridge, Interstate Maintenance and Federal Lands Highway programs, which fall under state DOTs purview.

Shaping the process for applying for discretionary funding. The STP, Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Programs (TAP) are allocated by regional discretion and thus local entities must apply for them. In shaping the application, the innovative MPO asks how the proposed project meets a number of specific goals taken from the MTP. For instance, does the proposed project advance motorized and non-motorized transportation needs, or how does the proposed project improve access to identified regional activity centers?

Establishing criteria for selecting projects. The innovative MPO awards extra points to projects that meet specific regional goals such as improving the condition of roadways and transit vehicles or increasing transit ridership through enhanced service and new routes to job centers that are currently underserved.¹

Best practices for selecting projects for funding. The innovative MPO involves key stakeholders. This can be done through requiring letters of support from community groups, business leaders and other stakeholders; inviting public comment on the merits of proposed projects; and conducting open houses or other public forums to vet projects recommended for funding before finalizing the TIP.



Putting it into practice

Scoring projects based on performance goals. In the Kansas City region, the **Mid-America Regional Council (MARC)** allocates STP funds for bridges, bicycle/pedestrian projects, public transportation, roadway capacity, operations, management and safety. MARC includes explicit performance goals for roadways, transit and bicycle/pedestrian projects in the adopted MTP.² Projects requesting funding are scored and ranked based on their alignment with regional goals, performance, safety, environment and economic development. STP funds are awarded separately for Kansas and Missouri. MARC solicits projects from both states. Applications are scored and then submitted to each state's TIP selection committee and prioritized for funding. The score and rank, along with other factors, are used to select projects for recommendation to the "Total Transportation Policy Committee," which includes all the MPO Policy Board members and is then incorporated into the region's TIP.

Setting criteria for a special pot of air-quality mitigation funds. In Atlanta, **Atlanta Regional Commission (ARC)** works closely with Georgia DOT to shape the regional solicitation process and criteria for distributing CMAQ funds. ARC recently overhauled its regional solicitation process in response to a backlog of projects, cost over-run concerns and funding challenges.³ The revised process includes a stronger focus on projects in existing urbanized areas, transit centers and along priority networks, including freight and rail corridors. ARC invites project sponsors to submit a Letter of Intent that articulates how the project aligns with regional goals and principles. Eligible projects that make a short list are then further developed collaboratively by ARC

¹ Advocacy Advance, a partnership of the Alliance for Biking & Walking and the League of American Bicyclists, provides examples of regional applications developed to select projects for the Transportation Alternatives Program Competitive Grant Processes: [www.advocacyadvance.org/site_images/content/MPO_TAP_\(Final\).pdf](http://www.advocacyadvance.org/site_images/content/MPO_TAP_(Final).pdf).

² www.marc.org/transportation/lrtp.htm

³ ARC's CMAQ & TAP Call for Projects: www.atlantaregional.com/transportation/overview.

and the applicant. The goal is to ensure viable projects are selected to accelerate environmental approvals and construction. ARC also prioritizes projects that align with regional development and multimodal policies adopted in its 2011 “Plan 2040.” ARC awards extra points to projects serving established “Equitable Target Areas” (ETAs)¹ with high concentrations of vulnerable and underserved populations and older adults. The process also takes the project’s readiness into consideration, along with the sponsoring entity’s past performance delivering projects on-time and on-budget.

Combining programs into a larger flexible fund. **Portland Metro** aligns transportation investments with regional development policies using guidance from the adopted MTP. **Metro wraps CMAQ, STP and TAP federal transportation funds into an overall TIP process that it refers to as Regional Flexible Funding.** Those dollars are allocated in a Metro-coordinated process aimed at reaching regional goals, such as advancing active transportation.² The application process uses targeted questions to identify projects in these areas. After identifying a project as eligible, the MPO selects which federal source is the most appropriate.

Metro provides policy guidance to Clackamas, Multnomah and Washington counties and their cities, which each nominate projects for funding in the TIP.³ Public comment is sought for projects seeking funding. Projects are prioritized with state and transit agency input, as well as from sub-regional coordinating committees. Additionally, the funding application solicits details about how local agencies coordinate with other agencies.

In its most recent TIP, the **Denver Regional Council of Governments (DRCOG)**, which serves the Denver region, blends CMAQ, STP and TAP funds.⁴ Projects are balanced across modal types and investment levels but may be funded with a mix of different funding types depending on the project need and eligibility. Small communities receive special consideration with a lower minimum point score and are also evaluated through the committee selection process. State and transit agencies are an integral part of funding decisions. The Colorado Department of Transportation and the Regional Transportation District work with the MPO to review applications.



Source: [Foster United](#)

1 www.atlantaregional.com/transportation/community-engagement/social-equity

2 Metro Council resolution allocating funds for 2016-18 cycle available at <http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/264571/view/Metro%20Council%20-%20Metro%20Legislation%20-%20Reso~ble%20Funding%20for%20the%20Years%202016-18.%20Pending%20Air%20Quality%20Conformity%20Determination.PDF>

3 www.oregonmetro.gov/tools-partners/grants-and-resources/regional-flexible-funding

4 DRCOG policy documents including scoring tables: [www.drcog.org/documents/2012-2017 TIP - AdoptedMarch11.pdf](http://www.drcog.org/documents/2012-2017%20TIP%20-%20AdoptedMarch11.pdf)

ESTABLISH SET-ASIDE FUNDING CATEGORIES TO ADVANCE SPECIFIC REGIONAL PRIORITIES

Growing numbers of MPOs are using the flexibility of federal programs to establish “set-asides” within STP and CMAQ that fund special regional priorities, such as fixing a backlog of bad bridges or overcoming a deficit in transit service.

The opportunity

MPOs can influence how federal transportation funds are spent through earmarking a portion of these funds to support specific regional priorities. Some MPOs use this process to ensure that larger-scale regionally significant projects receive a portion of federal funds. Other MPOs create set-asides specifically to fund projects in rural areas, or small local projects that may not be as competitive in a regional grant program. Set-asides can be used on a one-time basis to address a pressing need, or maintained across multiple TIP cycles. Establishing the solicitation and selection process involves technical input by planning staff to help work through the logistics, financing and policy implications.

Putting it into practice

Creating a set-aside for bridge safety. The **East-West Gateway Council in St. Louis**, like many regional agencies, has identified bridge maintenance and preservation as a critical issue. The Council, which serves as both the COG and MPO, is the only organization of local governments that spans the entire metro St. Louis region in Missouri and Illinois. The region is dependent on river crossings, which are vital to maintaining the flow of goods and people across the Mississippi. More than 20 percent of the region’s bridges were classified as deficient in 2009.¹ Given the importance of bridges to the regional economy and safety, the Council places a high priority on their preservation.

The backlog became more daunting when MAP-21 eliminated the stand-alone highway bridge program. Transit faces similar funding constraints to improving its infrastructure and maintaining current service levels. As a result of set-asides, the current draft TIP maintains a strong focus on preservation projects and commits 39 percent of the total program to resurface and reconstruct roads, bridges and other aging transportation facilities.² Only six percent of the TIP is allocated for new highway capacity.³ The Illinois Department of Transportation also uses set-asides to address state preservation and maintenance needs.

Creating a fund for projects related to build-out of a transit system. Set-asides can be a permanent tool used by MPOs to address regional priorities in the TIP, or can be used to address specific funding needs including leveraging private capital. In **Portland, Oregon the MPO** created a long-term set-aside of STP and CMAQ funds (totaling \$144.8 million between 2012 and 2025) to fund large regional transit projects during light

1 www.ewgateway.org/pdffiles/Library/Trans/RTP2040/RTP-StateOfTheSystem-2011.pdf

2 www.ewgateway.org/pdffiles/Library/trans/tip/FY2015-2018/FY2015-2018TIP-Draft.pdf

3 *Ibid.*

rail construction.¹ This multi-year funding commitment was then used by the region in the commercial bond markets to secure additional financing, with the set-aside used for debt retirement.²

The **Innovation in Action** section at the end of this chapter includes a case study of the **Puget Sound Regional Council (PSRC)** in the Seattle-Tacoma metro area. The PSRC uses set-asides to advance a number of local and regional priorities, including identifying funds to support projects in rural towns and maintenance while increasing transportation options.

BLEND FUNDING PROGRAMS TO MAXIMIZE ELIGIBILITY

In an era of limited resources, simply funding traditional projects with traditional sources is unlikely to meet a region's needs. Innovative MPOs find creative ways to blend different federal, state and local funding sources together into a complete funding package to advance projects that will meet the region's goals.

The opportunity

MPOs receive funding from a variety of sources: federal programs, state appropriations and local dollars. It is easy to fall into the habit of using these funds the same way every year: Federal formula funds always go to certain types of projects, state funds are used for others, and so on. Innovative MPOs, however, look comprehensively at all available funding and blend multiple sources together to deliver priority projects faster and more efficiently.

Key questions to ask when determining how and when to blend funding:

1. What funds are available to your region? The first step is to scour for every unallocated dollar. There may be unallocated funds from programs in MAP-21's predecessor, SAFETEA-LU, such as Jobs Access and Reverse Commute, Highway Bridge Program and Transportation Enhancements, to name a few.³ It is also possible that agencies may have unspent balances that could be used for other purposes, such as statewide planning dollars that can be transferred to metropolitan areas. Most federal transit funds flow directly to the local transit agencies, though additional funds may be available to support transit or vanpool services through federal Health and Human Services programs such as Medicare and Medicaid and the Administration on Aging.⁴ MPOs that are part of a Council of Government (COG) or other regional agency may have access to additional revenues from tolling, sewer or water infrastructure. Are there local or regional funds available through sales tax or other measures such as bonding, tolling, airport or impact fees? What eligibilities or requirements do these funds entail? Can local partners contribute funding from capital improvement budgets?

¹ MZ Strategies, LLC. (September 2013), "Regional Allocation of Federal Transportation Funds: A Comparative Analysis for the Metropolitan Council's Transportation Advisory Board."

² Metro Resolution no. 10-4185 (adopted October 7, 2010).

³ SAFETEA-LU is shorthand for the federal surface transportation legislation authorized and funded through September 30, 2012. SAFETEA-LU provisions still apply to funds made available in FY2012 and prior fiscal years.

⁴ www.unitedwerride.gov/NRC_FederalFundingUpdate_Appendix.pdf

2. What is eligible for funding? After assessing available resources the next step is to ensure that, where possible, flexible funds are preserved for those projects that might not be able to use other sources of funding. In general, federal funding programs such as STP, TAP and even transit formula funds have broader eligibility than state or local funds which are often dedicated to a specific mode. This is especially true if a state has constitutional restrictions on the use of gas tax revenues for non-highway purposes. On the other hand, some projects, such as parking garages, are harder to fund with federal resources but may be an eligible use of local or state funding. Multimodal projects may be especially well-suited for federal funding as they may combine highway, transit and bicycle or pedestrian elements and if located in air quality non-attainment or maintenance areas can also utilize CMAQ funds.

3. Can you avoid or reduce costs by using different funding sources or bundling projects together?

Federal highway funds often involve complicated approval processes by both the state DOT and FHWA. Depending on the project's complexity or scope, other federal agencies may also be involved. Any project receiving federal funds must undergo an environmental review, steps that cost time and money.¹ For these reasons, MPOs may find it easier, cheaper and quicker to fund smaller-scale projects with local funds. Another strategy is to bundle smaller, similar projects within a single geographic area, such as local bicycle paths or Complete Street projects, to ensure that environmental review can be done in a coordinated fashion.

Putting it into practice

Blending CMAQ, STP and TAP. In its most recent TIP, **DRCOG**, which serves the Denver region, blends CMAQ, STP and TAP funds.² Projects are balanced across modes but may be funded with a mix of different funding sources depending on the project need and eligibility. Small communities receive special consideration by allowing a lower minimum point score and receive special consideration by the selection committee. The Colorado Department of Transportation and the Regional Transportation District work with the MPO to review applications.

Combining federal, state, local and tolling dollars for a Sustainable Development fund. In the Dallas–Fort Worth metro region, the **North Central Texas Council of Governments (NCTCOG)** uses all of its funding authority to pool tolling, state highway funds, local transportation revenues and available federal funds to match project type, need and efficacy. Representing 16 counties, two major metro areas and 230 member governments, the NCTCOG's service area is larger than 36 states in population and bigger in land area than the state of Massachusetts. It's no surprise that the MPO is thinking creatively about how to fund local and regional transportation needs. NCTCOG is responsible for services beyond its MPO role including workforce development and emergency preparedness and is a partner in the Regional Toll Revenue Program, which also allows it to tap into additional revenues.³

NCTCOG's Regional Transportation Council (RTC) is composed of local elected officials and transportation providers and serves as the region's policy board. The RTC has adopted an expansive policy of blending local,

¹ Information on Federal Project Development and Environmental Review, including guidance on environmental streamlining under MAP-21, can be found at <http://environment.fhwa.dot.gov/index.asp>.

² DRCOG policy documents including scoring tables: [www.drcog.org/documents/2012-2017 TIP - AdoptedMarch11.pdf](http://www.drcog.org/documents/2012-2017_TIP_-_AdoptedMarch11.pdf)

³ www.nctcog.org/pa/WhatIsNCTCOG.pdf

state, regional and federal funds with a rigorous analysis of the most effective and best use of funds to meet regional priorities. In 2000 NCTCOG created a Sustainable Development Funding Program that uses blended funds “to encourage public/private partnerships that positively enhance existing transportation system capacity, provide increased rail access, address air quality concerns and result in mixed-use developments.”¹ In 2007 the RTC established priorities, emphasis and set-asides to fund Sustainable Development initiatives funded by toll revenues.² Over \$41 million has been allocated for projects that improve air quality by promoting mixed-use developments, support walkable communities or reinvest in existing communities.³ Contributions by private developers are required and future toll revenues credited to local governments are pledged as local match, which allows the region to use federal obligation authority without the requirement of cash matches.⁴

The NCTCOG has encouraged the overmatch of local money to create the flexibility necessary to swap funds between a project funded with federal formula funds that require a 20 percent local match and other local projects. For illustration purposes, imagine a \$100,000 local streetscape project comes forward that is eligible for 80% federal STP funding. At the same time a \$1 million Complete Streets project is being pursued for STP dollars and local revenues are available to provide 30 percent of the project costs. Rather than “federalizing” the smaller project, the overmatch from the larger project could be applied to it so that the smaller project is 100% locally funded, while the larger project still meets the federal requirement for at least a 20 percent local match. This allows the 100 percent locally funded project to use the local RFP process and design standards rather than State Aid Standards administered by TxDOT or go through federal approvals and regulations.



Source: www.nctcog.org/trans/sustdev/fundingprogram.asp

TAKE ADVANTAGE OF FLEXIBLE FEDERAL FUNDS TO INCREASE TRANSPORTATION OPTIONS

Federal dollars in the highway account can be “flexed” to support transit, just as transit dollars can be used to support safe pedestrian and bicycle access to public transportation.

The opportunity

Over the past several federal transportation reauthorizations, Congress has maintained the flexibility for states and MPOs to fund a range of projects with federal-aid highway funds. This includes the ability to transfer dollars

1 www.nctcog.org/trans/sustdev/landuse/examples/

2 www.nctcog.org/trans/committees/rtc/Item3.5.pdf

3 www.nctcog.org/trans/rtr/

4 www.nctcog.org/trans/tip/tdcs.asp

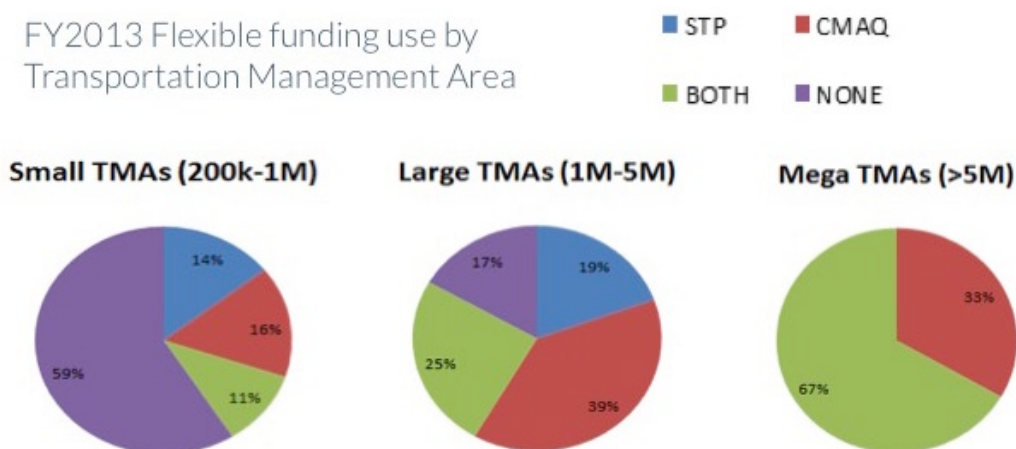
from the state's FHWA account to FTA to supplement transit funds for expanding and maintaining service. MPOs both large and small have used flexible funding for regional investments in maintenance facilities, fleet replacement or expansion, new light rail, bus rapid transit or streetcar routes. In some instances CMAQ funds have been used to support limited transit operations.

Funds transferred from the highway account to the transit account are treated as transit funds so that the eligible uses, reporting requirements and approvals also transfer to the Federal Transit Administration. Just like highway funds, federal transit dollars also can be used for eligible bicycle and pedestrian projects that support access to transit. Further, transit funds can support development at or adjacent to a transit stop, creating additional opportunities for MPOs to shape growth and development while increasing ridership and revenue to support the transit system.¹ Determining whether to flex funds, how much and for what purposes requires the active engagement and approval of the full MPO Policy Board, the state DOT, local transit agencies and the FHWA and FTA.²

Putting it into practice

While this flexibility is allowed to every state and MPO, not everyone has taken advantage of flexible funding provisions. Between 2007 and 2011, the Government Accountability Office found that FHWA apportioned about \$53 billion in flexible funding to states, accounting for 29 percent of all highway dollars.³ However, only about \$5 billion was transferred, with just four states — California, New Jersey, New York and Virginia — accounting for most of this. In FY2013, \$523 million in STP funds and \$629 million in CMAQ funding were flexed to transit.⁴

In general, as shown in the chart below,⁵ those MPOs that are larger Transportation Management Areas (TMA) take the greatest advantage of flex funding authority. In recent years, however, some smaller urbanized areas



1 www.fta.dot.gov/legislation_law/12349_16123.html

2 When flexible funding is used on transit projects, the MPO may decide to leave the funds in the state's FHWA account and be reimbursed by FHWA as costs are incurred. Alternately, the state and MPO or transit agency may request that funds be formally transferred to FTA to administer through one of several eligible FTA programs. FTA will reimburse the appropriate recipient (often the transit agency) once costs are incurred. States and localities are still required to provide non-federal matching funds. Some states do not allow state gas tax revenues to be spent on anything other than highway projects, which can create a barrier to using federal flexible fund provisions if other local match sources are not available.

3 United States Government Accountability Office. (November 15, 2012). Flexible Funding Continues to Play a Role in Supporting State and Local Transportation Priorities. Washington, DC: GAO-13-19R Flexible Funding.

4 Federal Transit Administration, June 2014 flexible funding assessment

5 Flexible funding trends in 2013. Federal Transit Administration, Office of Planning

have used this authority to support important transit projects that get workers to jobs, or provide an aging population with connections to doctors and the community. In 2013, **Eugene, OR; Rochester, NY; and Canton, OH**, were among the regions who flexed the most STP funds per capita to support transit service.

For some states that have unallocated highway funds about to expire, flexing these dollars to support transit can help accelerate important projects and avoid the loss of federal funding. For other regions trying to build new transit, flex funding may bring a much-needed, one-time cash infusion at a critical point in project construction. The **Stockton, CA**, region in 2012 flexed STP and CMAQ monies to fund Metro Express, a new Bus Rapid Transit system¹ and restore bus service at a point when local bus maintenance funds were critically low.

Several MPOs, including **Atlanta, Albany, San Francisco and Dallas-Fort Worth**, flex STP and/or CMAQ funds to support station-area planning to ensure that land-use plans are in place that will maximize the effectiveness of transit service and support broader community or neighborhood goals.² These programs are discussed in more detail in Focus Area 5: Provide technical assistance and collaborate with local communities.

In the Seattle region, the **PSRC** “blends” its STP and CMAQ funds into a pool for which transit projects are eligible and has flexed about 22 percent of federal highway funds to transit. In its regional solicitation of projects for federal funding, the PSRC requires consistency with VISION 2040, its long-range strategy to support regional centers and corridors. See PSRC Innovation in Action case study for overview of its use of set-asides. Project sponsors do not indicate which source of funding they are seeking, but in order to be eligible for CMAQ funds they must demonstrate an emissions reduction benefit.³

The **Innovation in Action** section of this chapter includes a case study of the use of flexible funding by a small MPO in **Flagstaff, AZ**, to support new bus rapid transit service. As other regions look to find ways to finance new transit service, this case study illustrates how flexible funding can provide an infusion of needed capital to make a project “pencil out,” and serve as leverage to securing additional federal funds.

SUPPORT AND OVERSEE PUBLIC-PRIVATE PARTNERSHIPS

In recent years, transportation funding levels have failed to keep pace with the growing need to maintain existing systems, invest in new technologies to manage existing roads and transit networks or build new capacity. This funding crunch is pushing transit agencies, MPOs and state DOTs to develop new public-private partnerships (P3s), pilot new funding approaches such as peak-hour tolling and develop innovative new financing, design and construction models. The choice to pursue a public-private partnership involves carefully weighing multiple factors, including cost, risk transfer, technical capacity, efficiency and implementation timeline.

1 www.youtube.com/watch?v=BCHFJQ117no

2 MZ Strategies, LLC. (July 2013). “Unlocking MAP-21s Potential to Fund Equitable Transit Oriented Development.” Published by Enterprise Community Partners, Inc. and Mile High Connects.

3 www.psrc.org/transportation/tip/selection/

> The opportunity

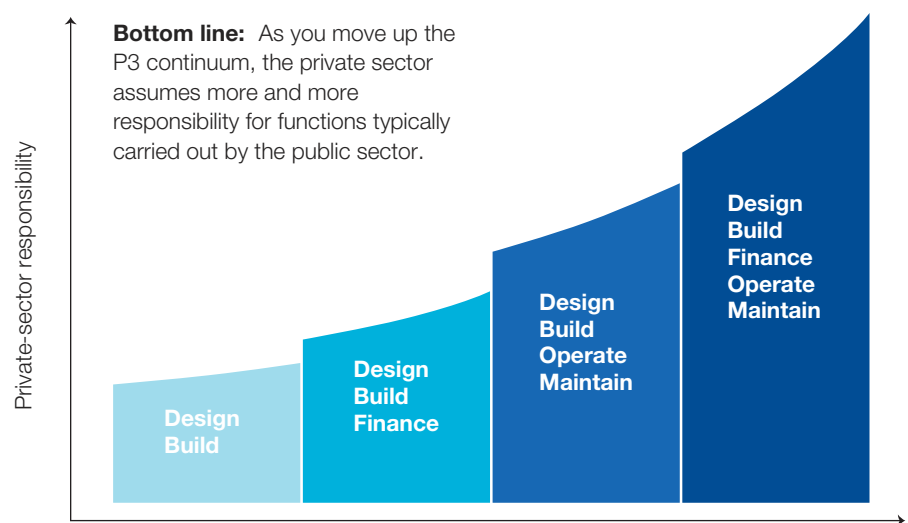
FHWA defines P3s as “contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery and financing of transportation projects.”¹ P3s can take many different forms, depending upon the degree to which the private sector assumes responsibility and financial risk.

Under the “design-build agreements” often used for transit or highway projects, a public agency contracts with a private firm both to engineer and design a project and carry out construction. Their appeal is the potential to save time, which translates into cost savings, by allowing the project design to be refined and finalized while construction is underway. In a bridge project, for example, while footings are being built, the bridge span structure can be designed.

In other cases, private entities lease a facility over a long term and collect tolling revenues to support some combination of construction, maintenance and operations. In these agreements, the private firm may take on some risk that toll revenues or fees will be insufficient to pay for the project over time. In that case, the firm benefits from profits if more revenue is raised and takes the loss if revenues are lower than the cost to build or operate.²

For MPOs, the P3 issue is a complex one. Since most MPOs do not bring substantial financial resources to the table, unlike a transit agency or state DOT, they are not typically in the driver’s seat, but rather are a partner in helping to coordinate across funding sources through the MTP and TIP. They also help ensure that regional players are engaged in the planning and decision-making process that underlies any good P3. This involves helping to facilitate agreements between partners that ensure a net benefit to the public, while at the same time allowing for a reasonable return on the private investment. As the private sector assumes a greater role (as shown in the figure below), it becomes increasingly important for MPOs and other public sector partners to ensure that public interests such as safety, equitable access, reliable operations and maintenance needs are assured.

The federal requirement that MPO plans be “fiscally constrained” based on known, anticipated funding adds a wrinkle where P3s are concerned, because such projects offer the opportunity to bring additional, private capital under special arrangements. Innovative MPOs go beyond fiscally constrained plans to identify projects that could be advanced if funding was made available and to support work to develop



Source: T4America. “Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects.” Available at: <http://t4america.org/maps-tools/transit-guidebook>.

1 www.fhwa.dot.gov/ipd/p3/default.aspx

2 transportation.house.gov/uploadedfiles/p3_panel_report.pdf

the potential for P3s in their Unified Planning Work Programs.

When considering participation in a P3 project, MPOs can ask themselves the following questions:

- What regionally significant projects exist that would further the long-range plan but face funding challenges? Have we considered other options such as flexible funding of STP or CMAQ?
- What authority is specifically needed to leverage private resources and does it require legislative or administrative change to acquire?
- Does the MPO have P3 authority, or do we need to coordinate with those in the region who do, such as toll authorities, turnpikes, bridge authorities or others?
- What funding sources exist in the region that could be leveraged, such as regional sales tax for transportation, tolling revenues, etc. and who controls them?
- Do these other funds have the same standards for Title VI analysis, environmental review, environmental justice analysis and public involvement or other federal approvals and regulations?



Putting it into practice

Each partnership, like each MPO, is unique and a function of existing authority, the specifics of the project to be funded and the assets that partners bring to the table. MPOs that also have a broader governance, transit or tolling authority have the advantage of bringing financial resources, such as regional sales tax dollars, bonding authority or toll revenues, to leverage private funds.

MPOs in regions that also have toll authorities, such as those in Texas, Virginia and Florida, appear to be more comfortable with these kinds of public private partnerships to increase capacity and have incorporated new tolling projects into their MTPs. As councils of governments, **NCTCOG** and **SANDAG** both have access to toll revenues that enabled them to assist and lead P3 projects.

Some MPOs have developed innovative public-private partnerships by using CMAQ dollars to leverage private funding to improve air quality through projects such as converting vehicle fleets to alternative fuels or improving intermodal freight facilities.¹ To be eligible for CMAQ funds, a partnership project must demonstrate its ability to reduce transportation emissions in areas under federal air-quality strictures by reducing vehicle travel, traffic congestion levels or lowering vehicle emissions directly. The **Houston-Galveston Area Council of Governments** established an Alternative Fuel Vehicle Program with \$2.5 million in CMAQ funds to assist government and private entities in purchasing and using alternative fuel vehicles.²

The **DRCOG** is promoting P3s to accelerate build-out of the regional FasTracks transit plan and Union Station redevelopment.³ Their story is summarized in the **Innovation in Action** section of this chapter. It underscores the necessity of MPOs to serve as a regional coordinator with transit agencies, local governments and state agencies throughout the P3 process, starting with long-range planning, through TIP approval and construction.

1 www.fhwa.dot.gov/environment/air_quality/cmaq/reference/public-private_partnerships/index.cfm

2 *Ibid.*

3 www.t4america.org/maps-tools/local-successes/denver/

Resources

- Advocacy Advance, “First Mile, Last Mile: How Federal Transit funds can improve access to transit for people who walk and bike,” www.advocacyadvance.org/docs/FirstMileLastMile_August2014_web.pdf.
- Advocacy Advance, “How Metropolitan Planning Organizations Plan for and Fund Bicycling and Walking Investments,” www.advocacyadvance.org/docs/FirstMileLastMile_August2014_web.pdf.
- Federal Highway Administration, Federal Aid Essentials: www.fhwa.dot.gov/federal-aidessentials/
- Federal Highway Administration, Office of Innovative Program Delivery: www.fhwa.dot.gov/ipd/p3/
- Federal Transit Administration, MAP-21 Discretionary & Formula Grant Programs: www.fta.dot.gov/grants/15926.html
- Transportation for America, Making the Most of MAP-21: www.t4america.org/maps-tools/map-21/handbook
- Transportation for America, Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects: <http://t4america.org/maps-tools/transit-guidebook/>
- U.S. House of Representatives, Transportation and Infrastructure Committee, Special Panel on Public-Private Partnerships, “Public Private Partnerships: Balancing the needs of the public and private sectors to finance the nation’s infrastructure,” http://transportation.house.gov/uploadedfiles/p3_panel_report.pdf.

INNOVATION IN ACTION - CASE STUDIES (FOCUS AREA 3)

ESTABLISH FUNDING SET-ASIDES TO IMPLEMENT LONG-RANGE PLANS

Puget Sound Regional Council – PSRC (Seattle-Tacoma, WA)

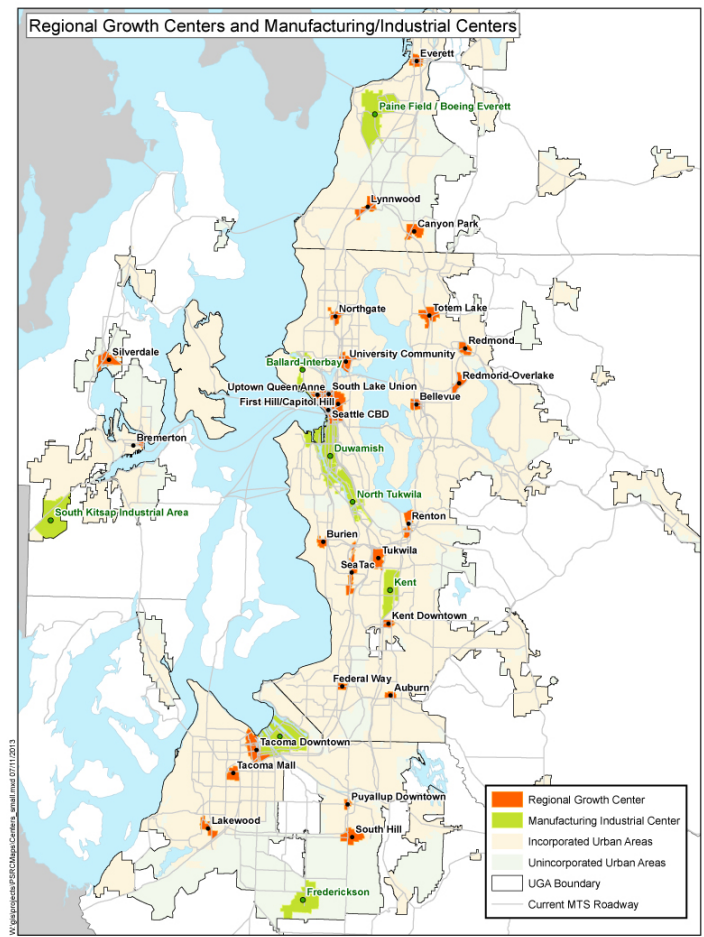
Central Puget Sound is a growing region of about 3.7 million people, four counties and 82 cities. Nine federally recognized Native American tribes also call the region home. The diverse economy centered on Seattle and Tacoma includes global companies like Microsoft, Amazon and Boeing as well as a burgeoning mix of small businesses and start-ups. Sustainability is an important theme for the region and strongly reflected in the recently adopted long-range transportation plan, Transportation 2040. Included within the sustainability framework is a strong emphasis on social equity and maintaining and preserving existing infrastructure and communities.

Coordinating transportation, growth management and economic development is the PSRC. The PSRC is responsible for both the long-range transportation plan and the comprehensive economic development strategy. These plans are developed by separate parts of the agency, but allow for important opportunities to ensure that transportation investments support the regional economy. The PSRC is governed by a General Assembly composed of elected officials of the member jurisdictions and state DOT officials and Transportation Commission members. The Executive Board consists of 32 voting members, primarily from local elected leadership. An Economic Development Board, Transportation Policy Board and a Growth Management Policy Board have jurisdiction over these specific issues.

The PSRC has an extensive history of using set-asides, most frequently of STP funds, to meet specific objectives identified in its adopted Policy Framework,¹ especially to support the development of centers and corridors that serve them. Roughly every two years, the PSRC establishes a “policy framework” for selecting projects, a process involving stakeholder input and alignment with any new federal or state requirements.

Since 1995 the region has combined federal STP and CMAQ funds and then split the funds equally between PSRC-led competitive grants for regionally significant projects and a countywide competitive process to fund locally significant projects,² in coordination with local and state transportation and transit agencies. The PSRC has the responsibility as the MPO for final project selection of all projects included in the TIP.³ Specific set-asides available in the PSRC’s 2015–17 regional transportation funding solicitation include:⁴

- **Special fund for safe walking and bicycling projects.** Since 1993, 10 percent of the combined estimated totals of STP and CMAQ are set aside and distributed by the countywide process mentioned above. This is on top of the funds available through TAP. Those TAP funds are allocated through a separate solicitation with criteria that also build on regional planning principles and goals.⁵



PSRC Map of regional centers. Source: www.psrc.org/assets/11195/Att5-RegionalCenterMap.pdf

PSRC guidance for project selection in the 2013 Transportation Alternatives Program: VISION 2040 calls for preserving and developing compact communities and directing employment and housing growth into centers that support walking, biking and transit use. In addition to regional growth and manufacturing/industrial centers, VISION 2040 also calls for the support of locally identified centers, including those in rural areas, as well as the protection and enhancement of the natural environment, open space and recreational opportunities and scenic and historic areas. Preference will be given to those projects that provide clear benefit to one of these designated centers and help to meet the development goals of the center(s).

1 www.psrc.org/assets/11211/2014-FullPolicyFramework.pdf

2 MZ Strategies, LLC. (September 2013). “Regional Allocation of Federal Transportation Funds: A Comparative Analysis for the Metropolitan Council’s Transportation Advisory Board.” <http://mzstrategies.com/projects>.

3 www.psrc.org/transportation/tip/selection/

4 www.psrc.org/assets/11211/2014-FullPolicyFramework.pdf

5 www.psrc.org/assets/9877/TAP-Workshop-Presentation-20130722.pdf

- **Special fund for projects supporting rural towns.**

STP funds totaling \$3 million are set aside for the Rural Town Centers and Corridors Program funded and managed by the PSRC. This is also beyond federal requirements for spending STP in rural areas.¹ Funds have been used to develop Complete Streets plans, street improvements to improve safety for pedestrians and bicyclists and traffic improvements in downtown areas.

- **Special fund for preserving the existing systems.**

The Preservation Pilot Set-Aside was established in 2012 to address a growing backlog of maintenance and preservation needs and a severe state funding shortfall. The Transportation 2040 Plan includes a strong emphasis on repair needs for transit, highways and bridges. The current regional solicitation for STP funds continues to use 25 percent of the total estimated available funds for the Preservation Pilot.

- **Special fund to improve the PSRC's planning capacity.** The PSRC sets aside \$500,000 annually to enhance long-range transportation planning, which has supported improved monitoring, freight planning, bicycle and pedestrian planning and station area planning, among other steps.



PSRC'S long-range plan emphasizes investments in transit, walking and bicycling. Photo source: PSRC

The PSRC implemented a project tracking program that requires project sponsors to meet adopted project tracking policies, which have improved the efficiency and accountability of funding. Information on those projects selected for funding is available to the public through an impressive and easy-to-use website and includes a regional map showing details about projects that have a physical location.²

¹ www.psrc.org/funding/rural

² www.psrc.org/transportation/tip/selection/

Puget Sound Regional Council (PSRC)	
Type	The MPO and Regional Transportation Planning Organization for the Central Puget Sound region
Composition	32 member Executive Board that makes decisions month to month and an overall General Assembly that includes elected leaders of King, Kitsap, Pierce and Snohomish counties, the region's 72 cities and towns, 4 port districts, Washington State DOT and Transportation Commission and 3 tribes.
Voting	Weighted vote of members: "Total votes of all city and county jurisdictions within each county will be proportional to each county's share of the regional population. County government will be entitled to fifty percent (50%) of their respective county's total vote. City and town votes will be based on their respective share of the total incorporated population of their county. The Tribal representatives' vote will be based on their respective share of the region's population. Representatives present shall cast the jurisdiction's total weighted votes and may split their vote as they choose." A two-thirds vote is required to pass the work budget and program, regional growth management strategy, regional transportation plan and amendments to the bylaws.
MPOs within MSA	1 MPO within MSA
Annual budget and staffing size	\$8.25 million; 72 staff
Responsibilities beyond transportation	Economic development, growth management, land-use planning, air quality
Independent revenue authority	Does not collect revenues, except through local membership and transit dues
<i>References:</i> www.psrc.org/about/ www.psrc.org/assets/11219/BudgetFY2014-15Supplemental.pdf www.ampo.org/wp-content/uploads/2014/02/2013-Salary-Survey-Results-final-draft-Jan-23-2.pdf www.psrc.org/assets/562/bylaws.pdf	

TAKE ADVANTAGE OF FEDERAL FLEXIBLE FUNDS TO INCREASE TRANSPORTATION OPTIONS

Flagstaff MPO (Flagstaff, AZ)

The Flagstaff Metropolitan Planning Organization (FMPO) was formed in 1996 after the mid-decade Census showed a population of 52,507, qualifying Flagstaff as an urbanized area. Since that time, population has steadily grown in the region.¹ The FMPO planning area consists of the City of Flagstaff and Coconino County. Both hold seats on the MPO's six-member executive board, with Flagstaff holding three and the county two. The Arizona Department of Transportation (ADOT) holds the sixth seat.²

¹ www.planning.dot.gov/Documents/CaseStudy/Flagstaff3rmm/Flagstaff3rmm.htm

² www.flagstaff.az.gov/index.aspx?nid=995

Despite its relatively small size, FMPO has received special recognition from the US Department of Transportation (USDOT) and the Association of MPOs¹ as an innovator in the use of flexible funding, coordination with the regional transit agency and state DOT and multimodal, long-range planning.

In recent years, FMPO elected to flex federal STP funds to the regional transit provider, Northern Arizona Intergovernmental Public Transportation Agency (NAIPTA), for the purchase of diesel buses, bus stop improvements, shelter upgrades, bus pad installation and passenger amenities. Flex funds also helped NAIPTA maintain a stable fleet, including backup vehicles and provide a modest service expansion. FMPO and NAIPTA also co-manage an innovative internship program with Northern Arizona University (NAU), the Montoya Fellowship in Transportation Planning.²

Flexible funding has been an important lifeline for a small system attempting to keep up with a growing regional population. In 2010-11, FMPO provided funding to NAIPTA that assisted with preliminary design work of Mountain Link, the new regional bus rapid transit system linking downtown Flagstaff, the NAU campus and Woodlands Village.³ This funding supported early design and engineering work while NAIPTA worked to secure federal funding from the Very Small Starts program. This early support accelerated the project and made it more competitive in a bid for federal discretionary funding.

NAIPTA also has received an average of \$65,000 each year in flexible funding from the state, primarily for its program of improving bus shelters and stops. The region anticipates future flexing of STP funds, if available, to support construction of a few key transit-only or transit, bicycle and pedestrian-only roadways. The Flagstaff case study is a great example of how active and ongoing coordination and multimodal planning among all key agencies — the MPO, transit agency, state DOT and



Photo from Metro Magazine

¹ AMPO spotlight of the Flagstaff Pathways 2030 Regional Transportation Plan http://ampo.org/assets/943_flagstaff2030rtp.pdf

² www.flagstaff.az.gov/index.aspx?NID=2873

³ www.mountainlink.az.gov/

local governments — can generate new resources and innovative ways to use available state and federal funds to achieve important local transportation needs, regardless of mode.

Flagstaff Metropolitan Planning Organization (FMPO)	
Type	Quasi-independent organization hosted by the City of Flagstaff and formed by an intergovernmental agreement between the city and county.
Composition	Voting Policy Board Members: Three elected or appointed officials from the City of Flagstaff (one being the Mayor), two elected or appointed officials from the County, Coconino (one of whom is the chair of the board of supervisors) and a member of the Arizona DOT (State Transportation Board).
Voting	One member one vote
MPOs within MSA	1 MPO within MSA
Annual budget and staffing size	\$648,000; 1 full-time staff, director is a city employee and administrative and legal support is provided as in-kind services
Responsibilities beyond transportation	Growth planning, resiliency planning, water and air quality, energy conservation
Independent revenue authority	None
References: www.flagstaff.az.gov/DocumentCenter/View/44081 www.flagstaff.az.gov/Directory.aspx?did=148 www.flagstaff.az.gov/DocumentCenter/View/43827	

SUPPORT AND OVERSEE PUBLIC-PRIVATE PARTNERSHIPS

Denver Regional Council of Governments – DRCOG (Denver, CO)

Established in 1955, the Denver Regional Council of Governments (DRCOG) is one of the oldest councils of governments in the country.¹ In the early 2000's, the Area Chamber of Commerce, regional Mayors Caucus and the Denver Regional Transportation District (RTD) assembled an ambitious regional plan to invest in light rail, commuter rail, bus rapid transit, expanded bus service and highway improvements such as "managed lanes".² The resulting plan, dubbed "FasTracks", totaled \$4.7 billion and would require increasing a regional sales tax from 0.6 cents to a full cent on each dollar of sales, along with federal grants, loans and private contributions.³ The regional sales tax has in turn been used to leverage innovative financing and private sector participation. A detailed case study specific to the public-private partnership used by Denver's Regional Transit District for FasTracks and the Eagle P3 project is provided in Transportation for America's "Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects."⁴

1 <https://drcog.org/about-drcog/about-drcog>

2 http://ops.fhwa.dot.gov/freewaymgmt/managed_lanes.htm

3 <http://t4america.org/maps-tools/local-successes/denver/>

4 <http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf>

Through the MTP and TIP processes, DRCOG works with RTD, the Colorado DOT and the City and County of Denver to prioritize transit investments and policies to encourage development around transit stops. The recent redevelopment of Denver's Union Station exemplifies this approach. Union Station now serves as a major transit hub and catalyst for transit-oriented development. Beginning in May 2002, DRCOG and these other regional partners came together to develop a master plan and conduct an Environmental Impact Statement (EIS) for Union Station.¹ DRCOG's plans also allocated \$10 million in regional CMAQ funding for the project. Union Station Transit Center opened in May 2014, with great fanfare and has been held up as a national model for its innovative design and construction standards, use of federally supported financing and leveraging private capital to augment traditional sources.²

In another ground-breaking move, DRCOG also has been instrumental in the work of Mile High Connects, a regional collaboration of philanthropy, non-profit and public sector organizations working to ensure that people of all wage levels can find a place in the emerging development around transit.³ DRCOG and Mile High Connects in 2011 released an "Equity Atlas"⁴ that allows online users to create maps showing economic and demographic data for areas around the growing transportation network and connections to job centers and other key destinations. As the Atlas website notes: "The future transit network will better connect people to jobs, health care providers, schools, grocery stores, parks and



The interior of Denver Union Station in November 2014.
Source: Rochelle Carpenter, T4America

1 www.rtd-fastracks.com/dus_1

2 www.fhwa.dot.gov/ipd/project_profiles/co_union_station.aspx

3 <http://milehighconnects.org/main.html>

4 www.denverregionalequityatlas.org/

other essential destinations, but there are challenges in ensuring that the people who use and need access to public transportation the most have the opportunity to live, work, learn and play in transit-oriented communities.”¹ A regional planning grant from the HUD Sustainable Communities program helped support station area planning as part of the solution.²

The DRCOG also has partnered with Colorado AARP to create and fund its Boomer Bond initiative. The Boomer Bond helps local governments around the region create age-friendly physical and social environments allowing older adults to remain in their homes and communities for as long as they desire.



The platform canopy behind Denver Union Station in November 2014. Source: Rochelle Carpenter, T4America

All of these efforts come together in the DRCOG’s MTP and TIP to establish the funding and policy framework for a more sustainable future and strong regional economy. Despite its limited direct financing authority, the DRCOG has been an important partner in fostering collaboration and solving problems; supporting public-private partnerships; and supporting early investments in planning and environmental review to lay the groundwork for projects that attract private capital.

Denver Regional Council of Governments (DRCOG)	
Type	A non-profit, voluntary association of local governments. It is not a unit of government.
Composition	The DRCOG is comprised of 56 participating member governments and each has an elected official as its voting representative at the board table. The DRCOG board is the policy body for the MPO. The Memorandum of Agreement organizes the transportation planning process through the establishment of the Regional Transportation Committee and the Transportation Advisory Committee. Both the Regional Transportation Committee and DRCOG board must take favorable action before regional transportation planning policies and products are considered adopted. Additionally, the governor appoints 3 non-voting representatives to the board and RTD (Denver region’s transit agency) appoints another non-voting member.
Voting	Each voting member gets one vote.
MPOs within MSA	MPO within 2 MSAs
Annual budget and staffing size	\$24.2 million; 95 staff, 20 full-time staff work in the transportation planning division
Responsibilities beyond transportation	Growth and development (Regional Planning administers Sustainable Communities Initiative), aging and disability resources
Independent revenue authority	None. Note: participating members pay dues (based on populations and assessed valuation) that comprise 8 percent of the DRCOG’s budget.

References: <https://drcog.org/documents/2014%20Budget%20for%20print.pdf>
<https://drcog.org/about-drcog/>

1 www.denverregionalequityatlas.org/
2 <https://drcog.org/planning-great-region/sustainable-communities-initiative>

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METROPOLITAN PLANNING ORGANIZATION

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



To: DCHC MPO Board
 From: Ellen Beckmann, Durham County Transportation Manager
 Aaron Cain, Planning Manager, DCHC MPO
 Re: Update on Durham County Transit Plan
 Date: October 13, 2021

Summary. Durham County and MPO staff, who are jointly managing the development of a new Durham County Transit Plan, will present an update to the Board.

Background. The Durham County Transit Plan is required by state legislation that enabled the local option half-cent sales tax for public transit improvements. The plan must be adopted by the Board of County Commissioners, the GoTriangle Board of Trustees, and the DCHC MPO Board. The sales tax is the primary funding source, but the plan also incorporates funding from vehicle registration fees and the rental car tax that are managed together in a Triangle Tax District. Durham County funding sources generate approximately \$35 million annually. The plan was first adopted in 2011, with an update in 2017, and was centered around the Durham-Orange Light Rail Transit project. In 2019, GoTriangle discontinued the light rail project, and there is now a need for a new Durham County Transit Plan.

The plan update is being managed by Ellen Beckmann, Durham County Transportation Manager, and Aaron Cain, Planning Manager at the DCHC MPO. There is a multi-agency Durham Transit Team guiding the plan development. The public engagement process is following the City of Durham's Equitable Engagement Blueprint. Outreach for the plan was initiated in coordination with the Durham Comprehensive Plan from October 2019 to February 2020 through the Listening and Learning sessions. In 2020, the MPO contracted with Kimley-Horn and Associates to provide consultant support for the transit plan. Kimley-Horn is using several subconsultants on the plan, including community partners for public engagement services.

Staff will provide a brief review of the first round of public engagement that was completed in fall 2020 and how it was used to develop three representative transit scenarios. The purpose of the three scenarios is to facilitate public discussion and input on potential projects that are to be included in a preferred scenario for the Durham Transit Plan. The second phase of public engagement, which was on the scenarios themselves, occurred in July through early September 2021. These scenarios were, in short:

- Scenario A – A focus on local and regional bus service, with increased frequency, extended hours, and more new routes for the GoDurham and GoTriangle systems. With the focus on increasing the hours of bus service over the life of the plan, while there will be more buses running more often and during more times of the day, the lack of dedicated lanes means the buses may run less efficiently.
- Scenario B - A bus-oriented transit system with greater emphasis on dedicated lanes on major corridors through central Durham, US 15-501 to Orange County, and connections to Wake County. Bus Transit Corridors on GoDurham Route 10 and Route 4, similar to projects that the City is currently developing on Holloway and Fayetteville streets in the Better Bus Project, are also funded. Because there is increased spending on capital improvements that allow the buses to operate more efficiently in this scenario, less funding is available for service improvements.

- Scenario C – This scenario includes commuter rail service that will provide a reliable and fast commute between Durham and Wake County, with a potential extension to Johnston County. Some local and regional bus infrastructure and operations improvements are included, but there are fewer and with later implementation than in scenarios A and B due to funding availability.

The second round of public engagement included an online survey, Engagement Ambassador survey outreach, and stakeholder meetings. The survey asked residents which elements of each scenario best addressed their transit needs, which important projects were missing in each scenario, and asked residents to prioritize the outcome metrics that were most important to them for the final plan.

Issues and Analysis.

The Durham Transit Team is currently working towards creating a preferred scenario, with the goal of having that complete in Winter 2022. The preferred scenario is expected to include elements that were deemed of highest importance from the public engagement process with consideration of equity, technical, funding, and scheduling issues. This preferred scenario will be compatible with the DCHC MPO 2050 Metropolitan Transportation Plan, but the MTP can include additional projects due to the 2050 horizon year and additional funding outside of the Transit Plan.

The preferred scenario will include projects through 2040. The Durham Transit Team wants to allow new priority projects to be implemented in FY23, which means that they will need to be identified in early 2022 and adopted in the plan and annual work program by June 2022. These new projects will focus on the needs of current bus riders. Staff recommend coordinating a decision on funding for the commuter rail project with the results of the GoTriangle Commuter Rail study which is currently scheduled for completion in Spring 2022. However, there are currently schedule delays with the Commuter Rail study due to the rail capacity modeling, and staff may need to modify the schedule for approval of the plan.

Equitable engagement on the Durham Transit Plan is a high priority for the Durham Transit Team. The first round of engagement demonstrated the success of using multiple ways to engage the public, including the use of Engagement Ambassadors. The Durham Transit Team directly used the results of the first round of engagement to craft the scenarios, making sure to address the needs identified by current transit riders, low-income residents, and persons of color. The Durham Transit Team used similar engagement efforts for the scenarios. The Engagement Ambassador program was again very successful in expanding participation from persons of color and regular bus riders in the survey. Specific feedback from these focus groups is highlighted in the presentation. Equitable engagement also meant that the survey and presentations did not promote any solution or project but presented all options in a neutral and factual way. County, MPO, and consultant staff conducted the engagement efforts.

The Durham Transit Team developed an analysis of the scenarios based on a series of metrics including service miles, frequency, reliability, accessibility, access to jobs, and schedule. Each of the scenarios demonstrated improvement with some performing better than others on the various metrics. This analysis

demonstrated that all of the scenarios had their pros and cons. There have been requests for improved communication and refinement of the metrics in the final preferred scenario, and the Durham Transit Team will work to address these concerns.

The plan also must be coordinated with transit plan updates occurring in Orange County and recently adopted in Wake County. Any regional project, such as the potential for Bus Rapid Transit to connect to Chapel Hill or Wake County or the Greater Triangle Commuter Rail project, which will provide service to Cary, Raleigh, and potentially Johnston County, must be coordinated in both funding and schedule with the neighboring counties. Commuter Rail and Bus Rapid Transit projects in the scenarios assume fifty percent federal funding, no state funding, and fifty percent local funding shared between the counties. The potential Bus Rapid Transit Project to Chapel Hill was assumed to be split by mileage in each county, and the Commuter Rail project was assumed at a 20 percent Durham share which is consistent with Durham's current adopted transit plan. Wake County's adopted transit plan assumes a 67 percent Wake County share for the project. In Durham, negotiating a cost-share for a regional project is the responsibility of the County. An expected outcome of the Greater Triangle Commuter Rail study led by GoTriangle is a cost-sharing agreement.

Concurrent with adoption of the Durham County Transit Plan, the Board of County Commissioners, GoTriangle Board of Trustees, and DCHC MPO Board will also need to adopt an updated Interlocal Implementation Agreement (ILA). The ILA was approved in 2013 and outlines the roles and responsibilities of each agency for the administration of the funding, the process for adoption of the annual work plan by the GoTriangle Board, the definition of a material change that requires approval by all three boards, the membership, voting procedures, and administration of the Staff Working Group, and other issues. The current agreement references the discontinued light rail project and is oriented towards the funding and delivery of a Federal Transit Administration (FTA) New Starts regional transit project by GoTriangle.

The new agreement should be tailored to the delivery of projects funded in the updated final Transit Plan. It is also an opportunity to add stronger plan oversight and accountability processes and re-define the role of County, MPO, GoTriangle, and City staff in the implementation of projects. Durham County staff have initiated a Transit Plan Governance Study in coordination with Orange County to develop new ILAs in each county and update policies and procedures for plan implementation. Interviews with key staff and elected officials occurred in September, and the consultant team is organizing a workshop among the participants in early November. A report on the current content of our ILA and policies is in development. The Governance Study will proceed in parallel with the Durham Transit Plan and is a critical opportunity to address the plan's goal of increasing community trust related to the delivery of transit projects and use of the county taxes and fees.

Recommendation. Staff recommends that the MPO Board receive the update report on the Durham County Transit Plan.



Durham Transit Plan

MPO Board 10/13/2021 Item 12

Durham County Transit Plan Summary – Outreach Phase II

October 2021





Survey I Summary



Survey II Summary



Option A



Option B

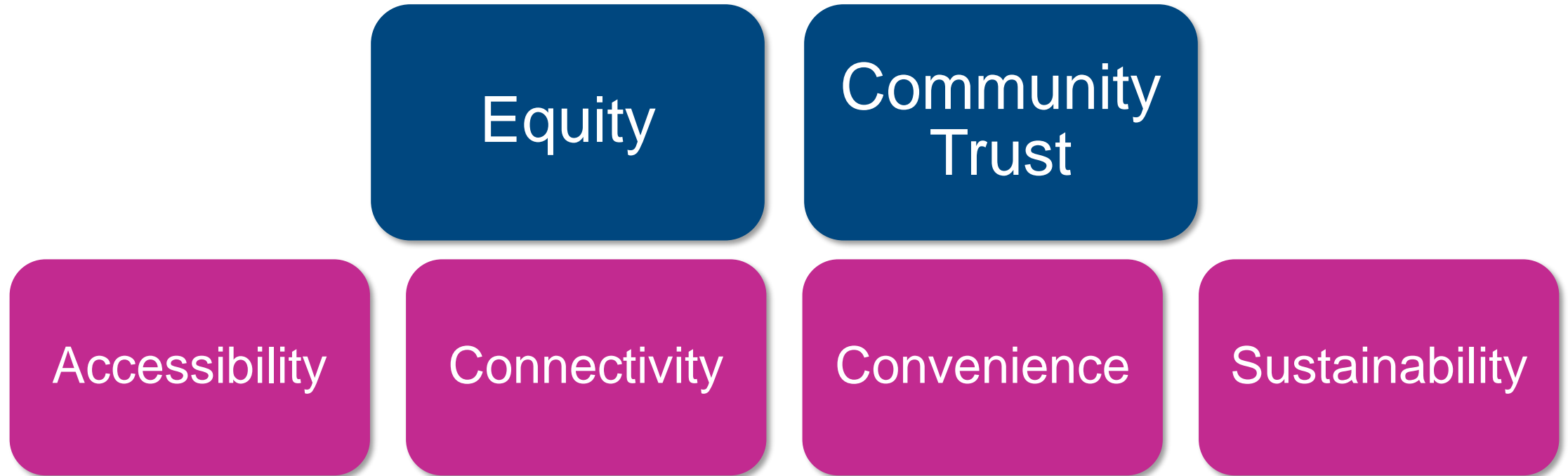


Option C



Next Steps

Goals and Objectives

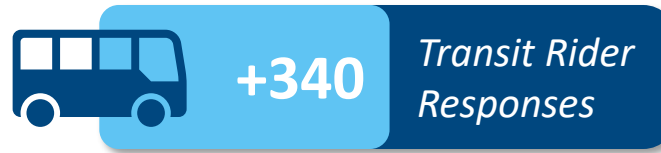


- *Goals for the Durham Transit Plan were based on public comments from Listening and Learning sessions held in Spring 2020*
- *The purpose of the Fall 2020 survey was to make sure the Durham Transit Plan Goals were correct and hear from Durham residents what transit projects were most important*

First Survey

October 5, 2020 - December 6, 2020

Survey I Overview



What were participants asked?

- 1) Identify specific transit-related concerns
- 2) Identify desired transit-related improvements
- 3) Identify potential projects in Durham County

How were responses collected?

- 1) Online and In-Person surveys
- 2) Engagement Ambassadors
- 3) Stakeholder Interviews

Demographic Overview

Total Responses

9%	Self-identified as someone with a disability
10%	No vehicle households
96%	Primarily speak English at home
21%	Households that make less than \$45,000
50%	Identified as transit riders

Engagement Ambassadors

20%	Self-identified as someone with a disability
9%	No vehicle households
98%	Primarily speak English at home
63%	Households that make less than \$45,000
73%	Identified as transit riders

**Demographic analysis based on answers to self-identifying questions asked of survey participants and participants in Engagement Ambassador events. The analysis was performed by consultants.*

Key Themes



- Spend more on GoDurham and GoTriangle ACCESS
- Offer a passenger rail service between Durham, Research Triangle Park (RTP), Cary, and Raleigh
- Construct sidewalks and crosswalks near bus stops to improve bus rider safety so strollers and wheelchairs have better access
- Provide more comfortable bus stops
- Create more crosstown bus routes that run across Durham without going downtown first
- Offer more 15-minute bus service
- Provide bus service later at night

Second Survey

July 13, 2021 - August 20, 2021

Survey II Overview



What were participants asked?

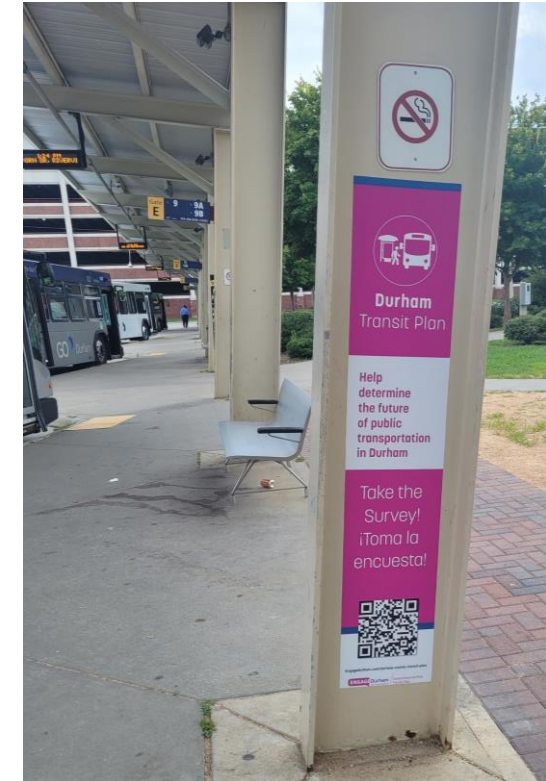
- 1) Identify projects that participants liked and disliked for each transit option
- 2) Identify investment priorities for Durham County
- 3) Share any other thoughts about public transportation in a written comment

How were responses collected?

- 1) Online and In-Person surveys
- 2) Engagement Ambassadors
- 3) Stakeholder Interviews

Types of Engagement Methods

- Online and In-Person Survey
- Engagement Ambassador Outreach
- Stakeholder Interviews



Overview of Demographics by Select Groups

Total	People of Color	Daily Transit Rider	Daily + Weekly Transit Rider	
<i>All survey respondents</i>	<i>Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.</i>	<i>Survey respondents who take transit every day</i>	<i>Survey respondents take transit every day or a few times a week</i>	
2,342	1,152	317	717	Total number of responses
10%	14%	12%	11%	Self-identified as someone with a disability
22%	36%	73%	55%	No vehicle households
88%	98%	91%	93%	Primarily speak English at home
41%	56%	81%	75%	Households that make less than \$45,000
51%	61%	100%	100%	Identified as transit riders

Overview of Collection Methods by Collectors


Total	People of Color	Daily Transit Rider	Daily + Weekly Transit Rider	
<i>All survey respondents</i>	<i>Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.</i>	<i>Survey respondents who take transit every day</i>	<i>Survey respondents take transit every day or a few times a week</i>	
1,272	925	254	571	Engagement Ambassador (Online and In-Person Surveys)
990	185	32	104	Online Survey (Website and QR Code)
80	42	31	42	In-Person Staff Survey (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) Staff)


Format of Survey Summary


The survey summary will show the top responses in the three categories, or “focus groups:”

Question





Legend

 Moved up in priority

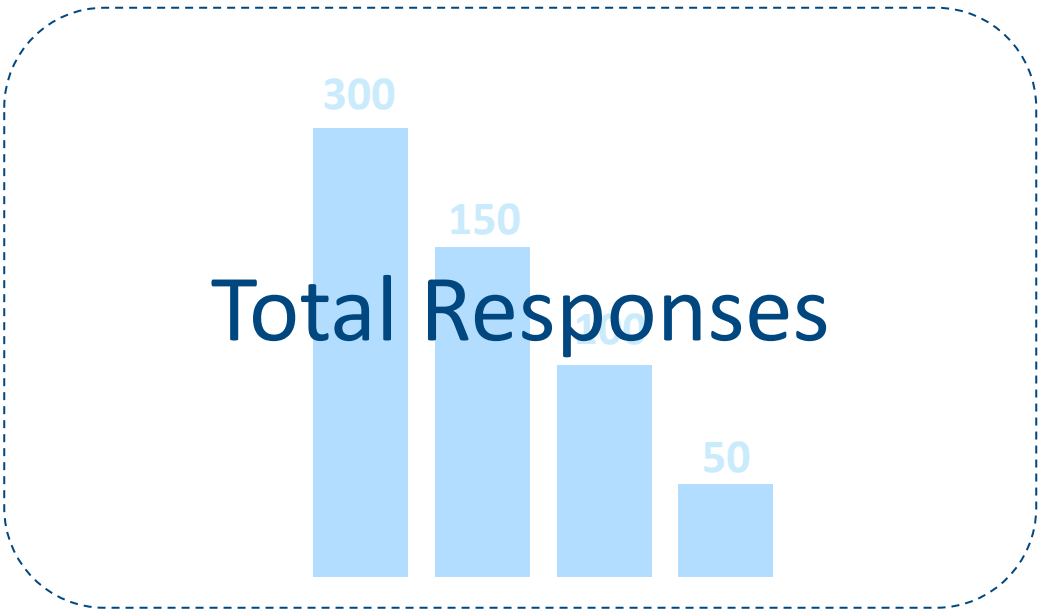
 Moved down in priority

 Stayed the same

Changes from Total by Focus Group

Persons of Color	1	 3	 2	4
Daily Transit Riders	 2	 1	3	4
Daily + Weekly Transit Riders	 4	2	 1	 3

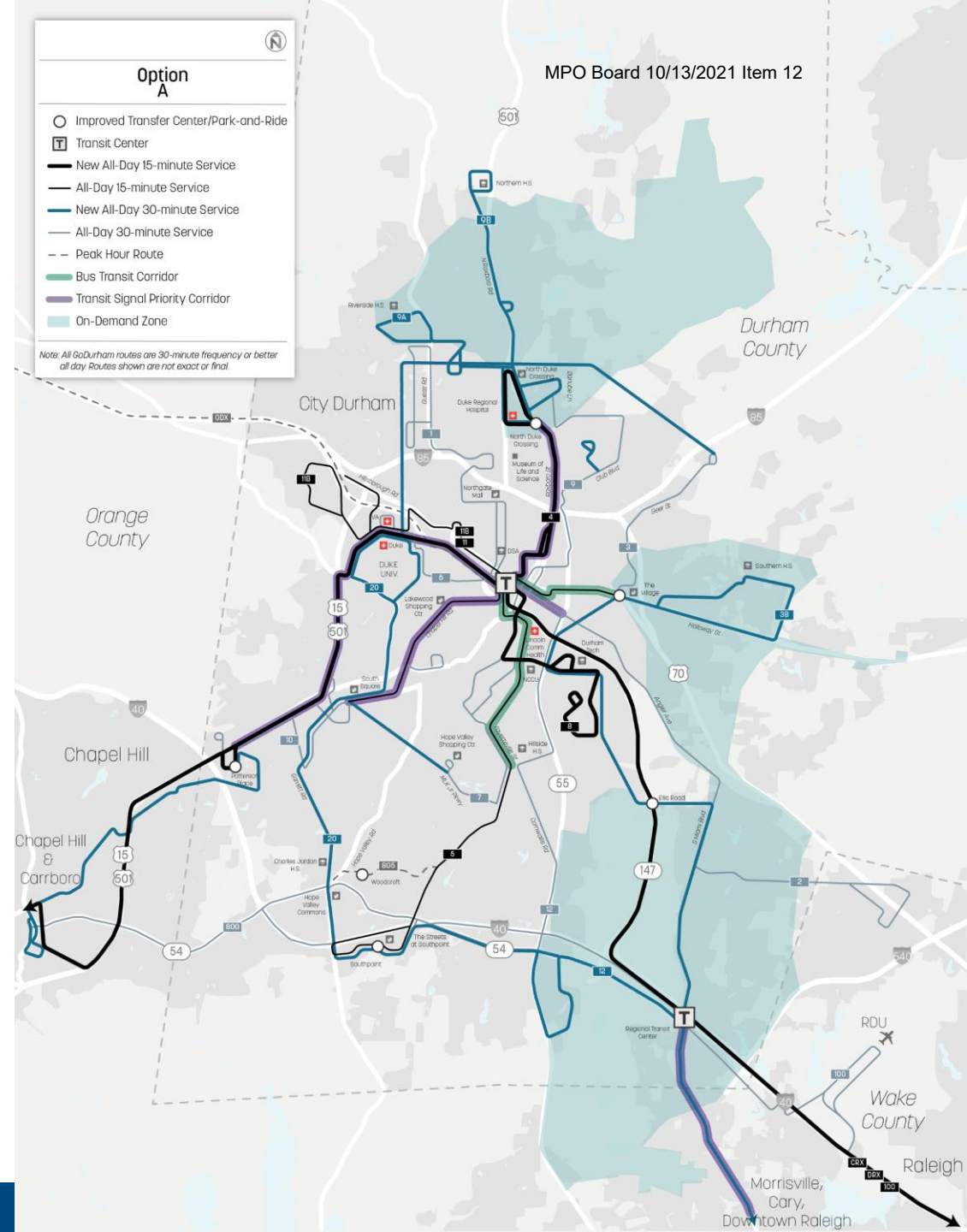
Number indicates the priority rank in each group



Option A

Option A focuses on adding more bus service that runs every 15-minutes or better.

- Increases the number of bus routes that run every 15 minutes
- Increases all GoDurham routes to run every 30 minutes or better until midnight
- Extends Sunday service from 9pm to midnight
- Makes traffic signal improvements that help buses stay on schedule
- Add sidewalks to connect neighborhood stops
- Improves GoDurham/GoTriangle ACCESS (door-to-door service for eligible riders)



What do you like most about Option A?

(Choose up to five)

Legend

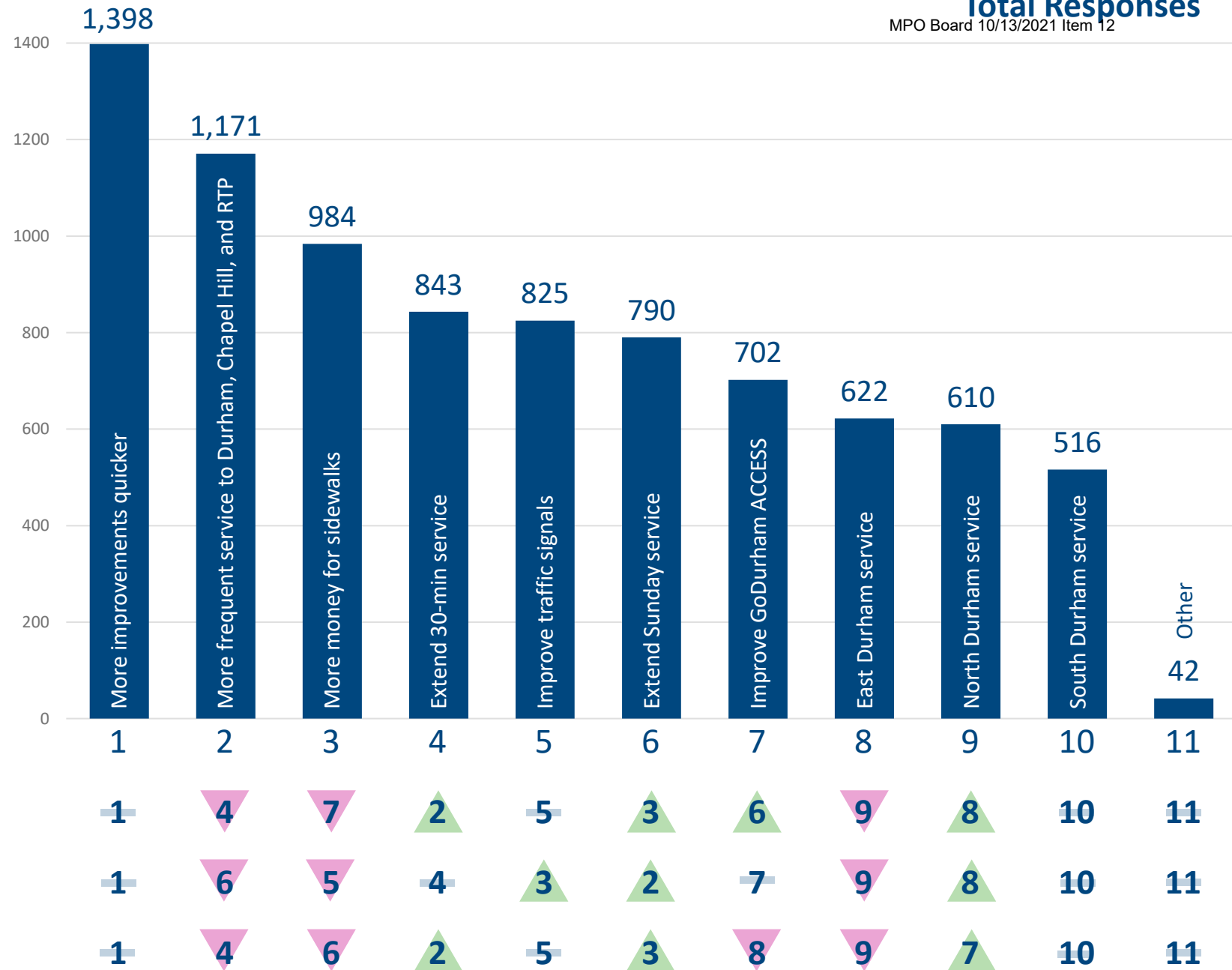
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

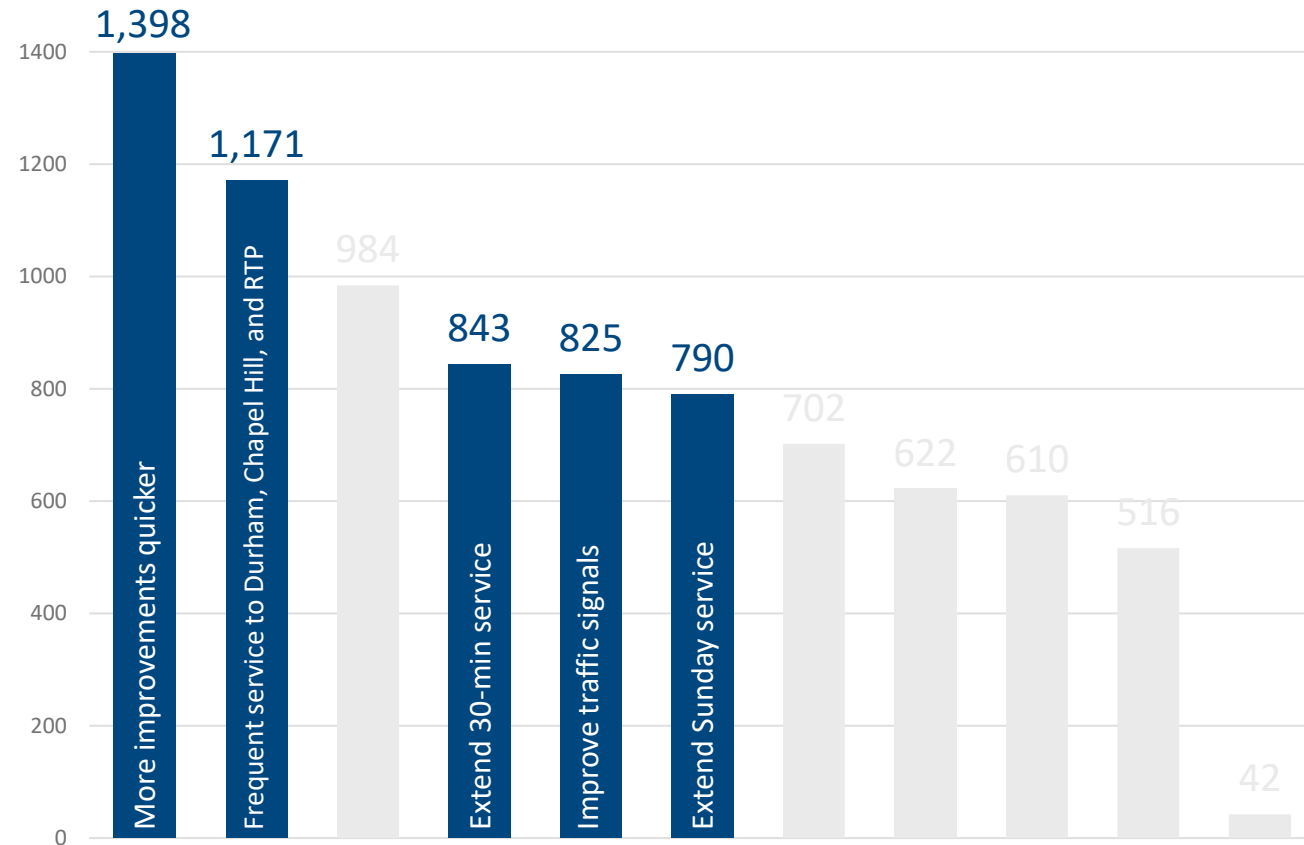
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option A?

- Overall, getting More Improvements Quicker is the top priority for everyone who responded to the survey
- Focus Groups' top priorities were related to service frequency, later service, and reliability:
 - Extended 30-Minute Service
 - Extended Sunday Service
 - Improve Traffic Signals to Help Buses Move Faster Through Traffic
 - More Frequent Service to Durham/Chapel Hill/RTP



What do you dislike most about Option A? (Choose up to one)

Legend

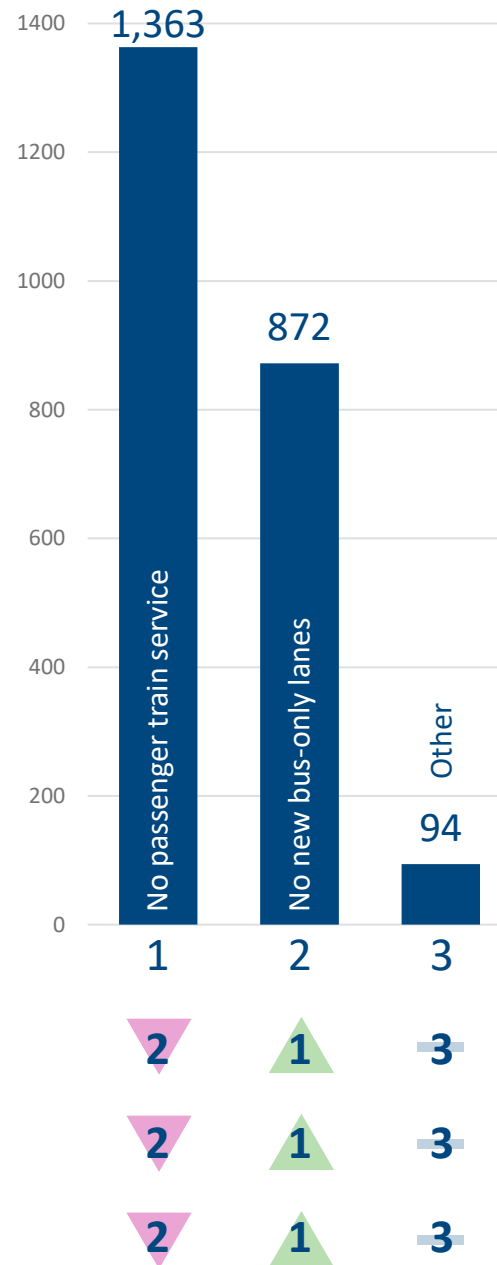
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

Daily Transit Riders

Daily + Weekly Transit Riders



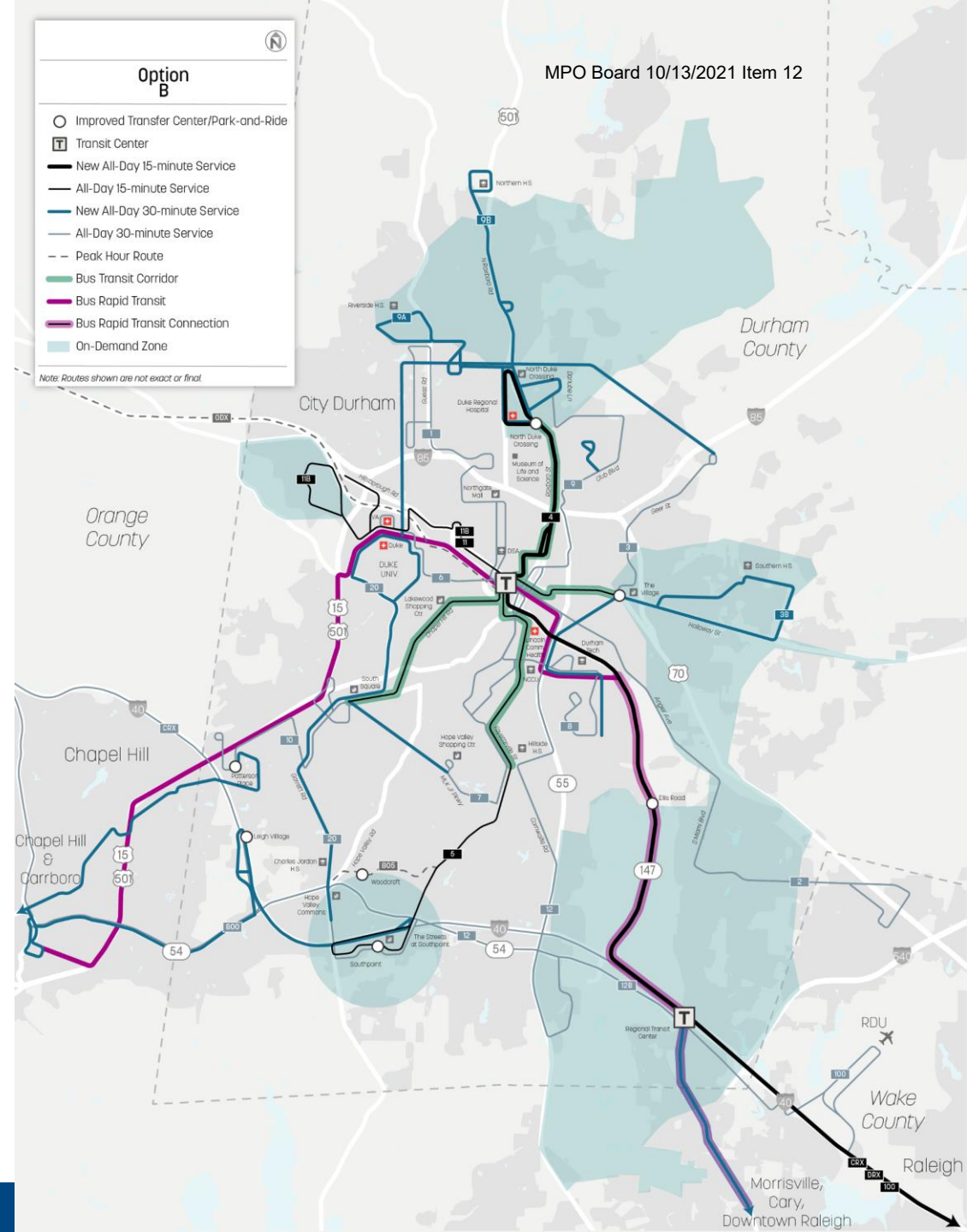
Key Takeaway:

- Focus Groups prioritize new bus-only lanes as an addition to Scenario A – especially among daily transit riders
- Passenger train support is much higher than bus-only lanes among respondents that were not in the focus groups.

Option B

Option B focuses on making bus service more reliable with bus-only lanes and other improvements that help buses move through traffic faster.

- Spends more money on projects like bus rapid transit – buses that would run every 15 minutes connecting UNC-Chapel Hill, South Square, Duke University, Downtown Durham, North Carolina Central University (NCCU), and Durham Tech, sometimes using bus-only lanes and traffic light improvements to help buses go faster and stay on schedule.



What do you like most about Option B?

(Choose up to five)

Legend

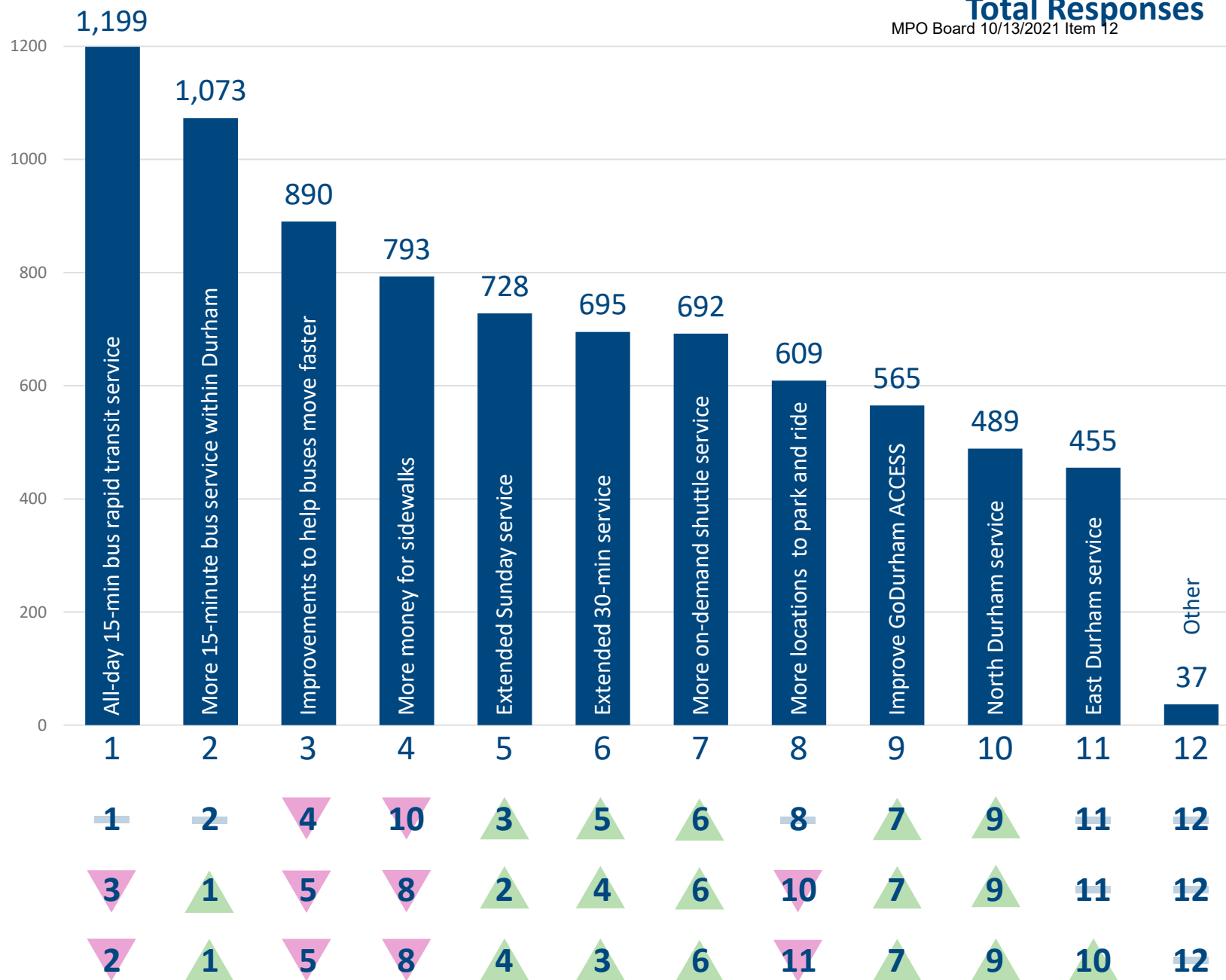
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

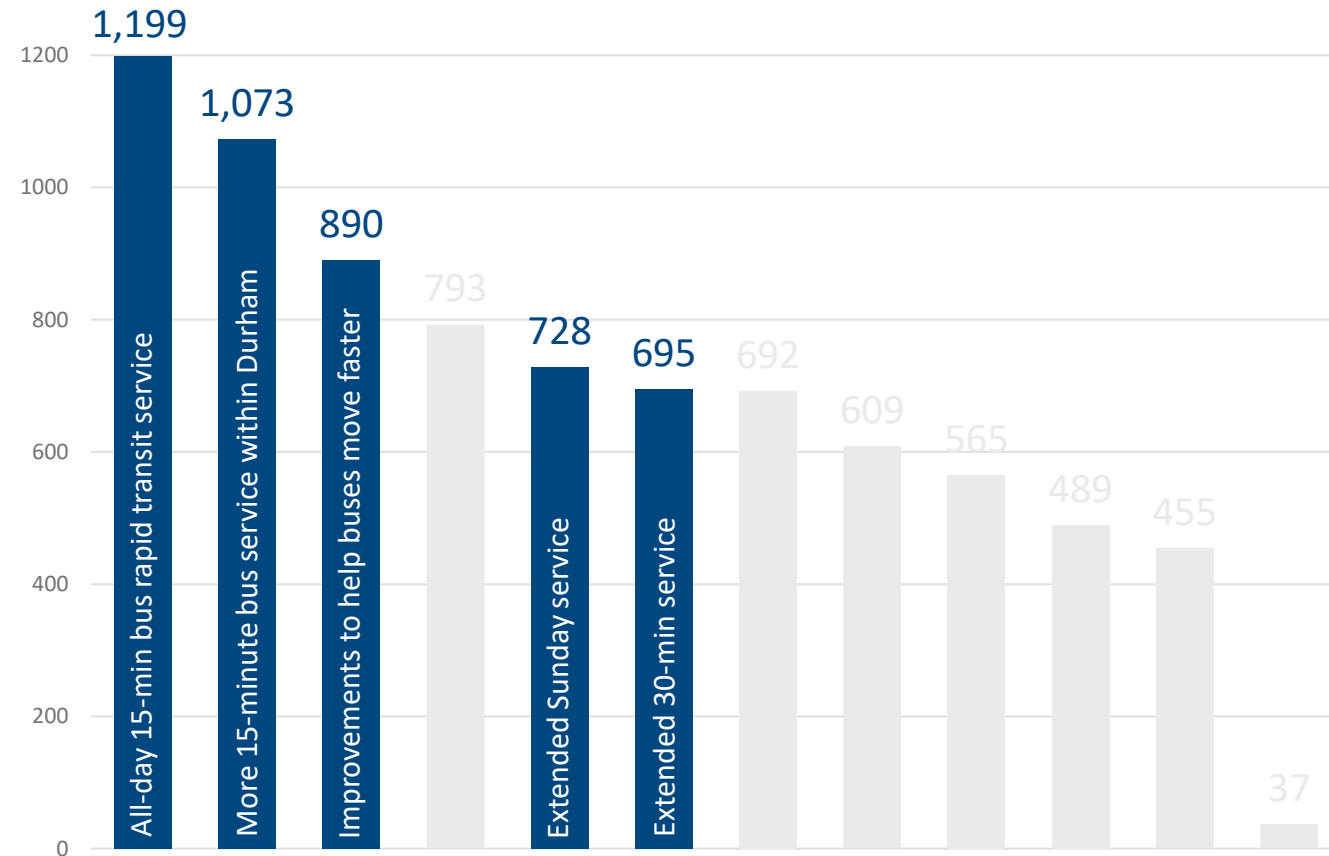
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option B?

- Overall, All-Day 15-Minute Bus Rapid Transit Service and More 15-Minute Bus Service Within Durham were top priorities for everyone who responded to the survey
- Focus Groups' top priorities were related to service frequency, later service, and reliability:
 - Extend Sunday Service
 - Extended 30-Minute Service
 - Improvements to Help Buses Move Faster through traffic



What do you dislike most about Option B? (Choose up to two)

Legend

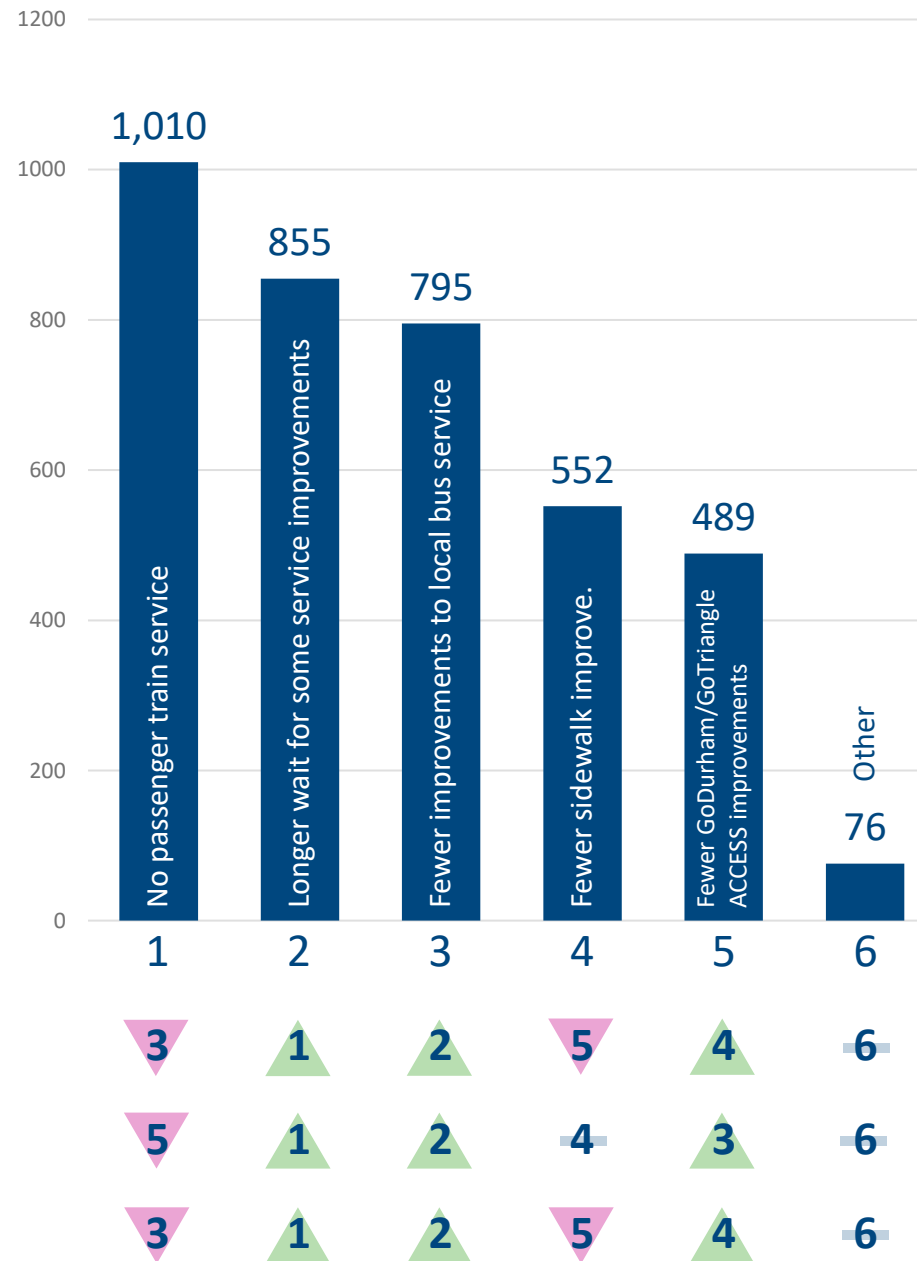
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

Daily Transit Riders

Daily + Weekly Transit Riders



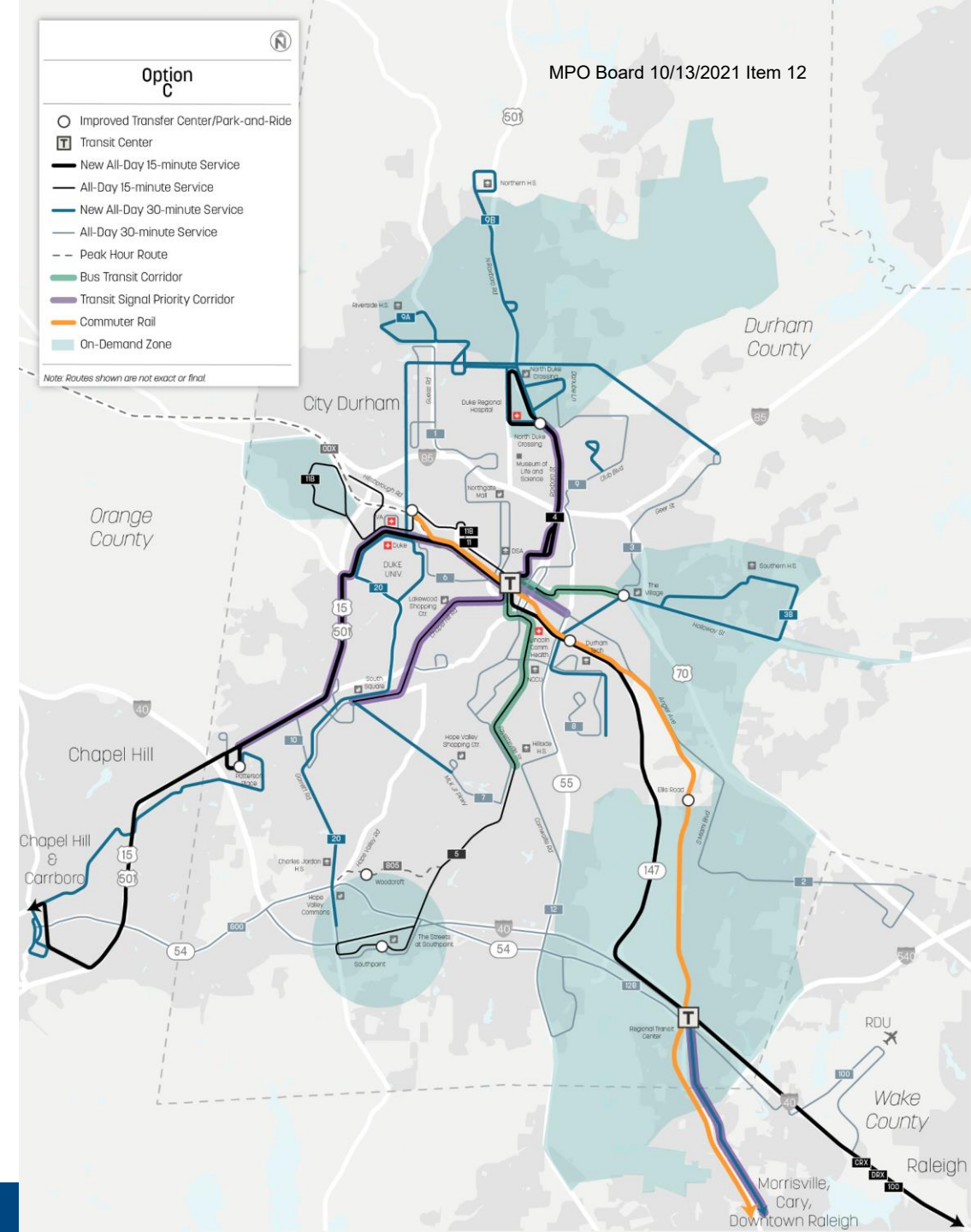
Key Takeaway:

- Focus Groups prioritize improvements more quickly and more improvements to local bus service as additions to Scenario B

Option C

Option C focuses on connecting major destinations across the Triangle region with faster and more reliable service.

- Includes a passenger train that connects Durham, RTP, Cary, and Raleigh, primarily during morning and evening rush hours (approximately 5-10am and 3-8pm).



What do you like most about Option C?

(Choose up to five)

Legend

- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

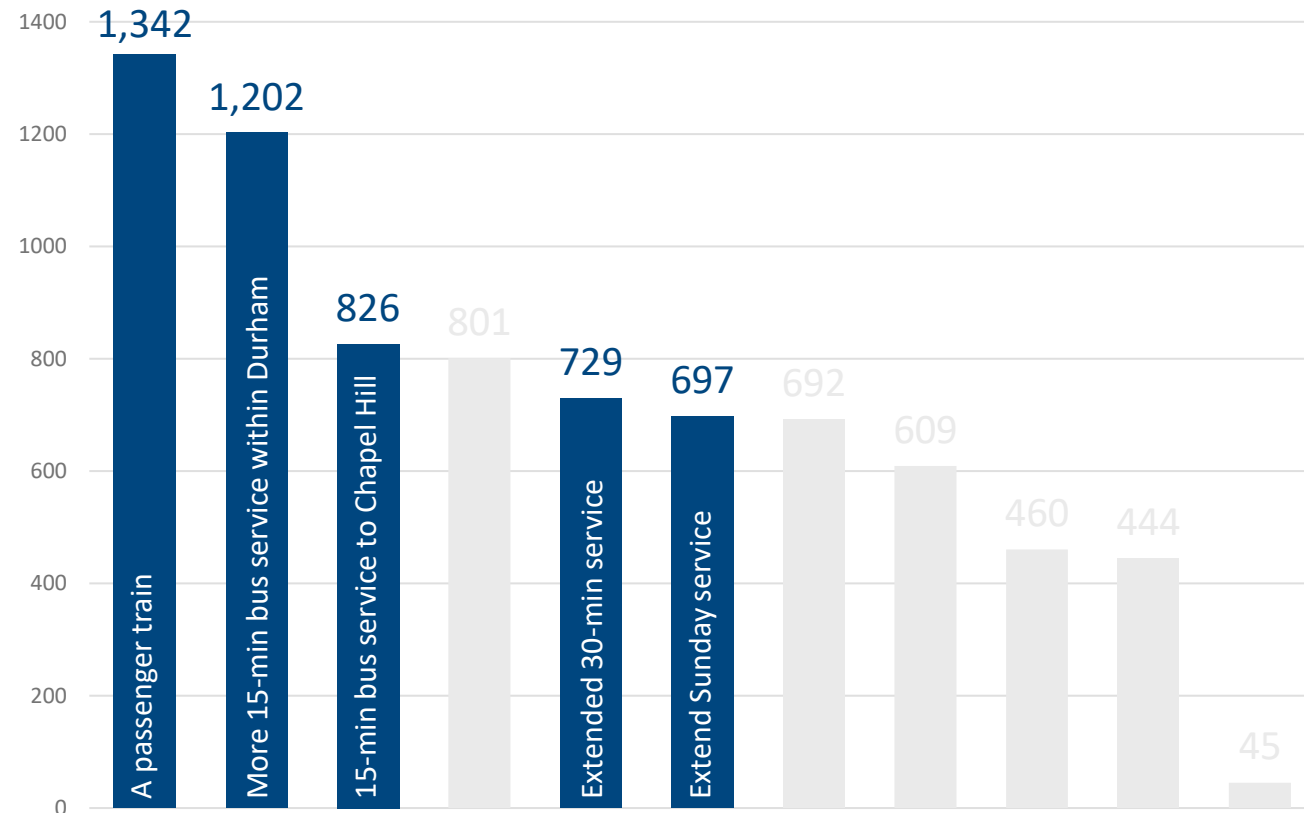
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option C?

- Overall, Passenger Train service, More 15-Minute Bus Service in Durham, and All-Day 15-Minute Service to Chapel Hill were the top priorities for everyone who responded to the survey.
- Focus Groups' also ranked Passenger Train service as a top priority but service frequency within Durham and later service were also top priorities:
 - More 15-Minute service within Durham
 - Extended 30-Minute Service
 - Extended Sunday Service



What do you dislike most about Option C? (Choose up to two)

Legend

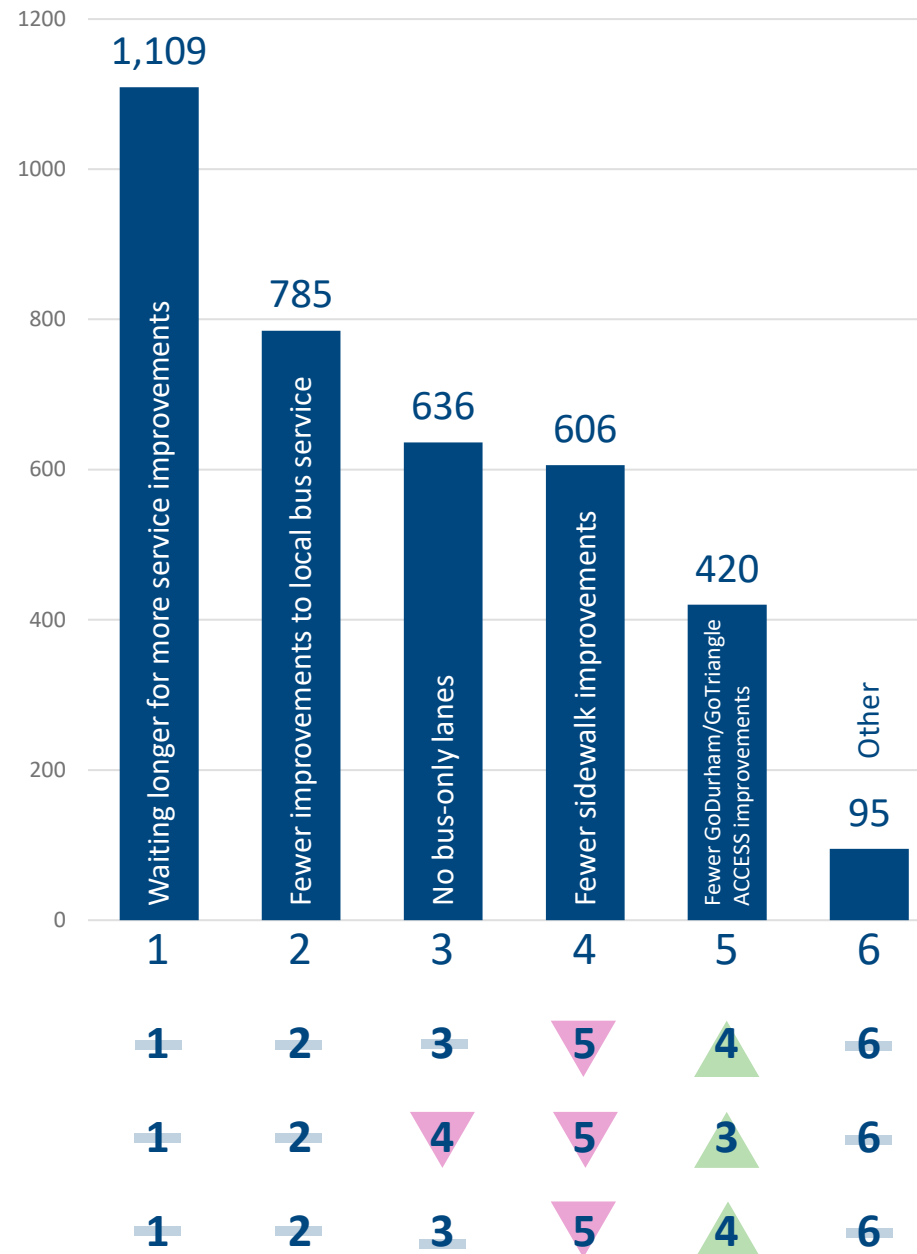
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaway:

- All respondents prioritize improvements more quickly and more improvements to local bus service as additions to Scenario C

If passenger train is included, what else do we need to fund?

(Choose up to five)

Legend

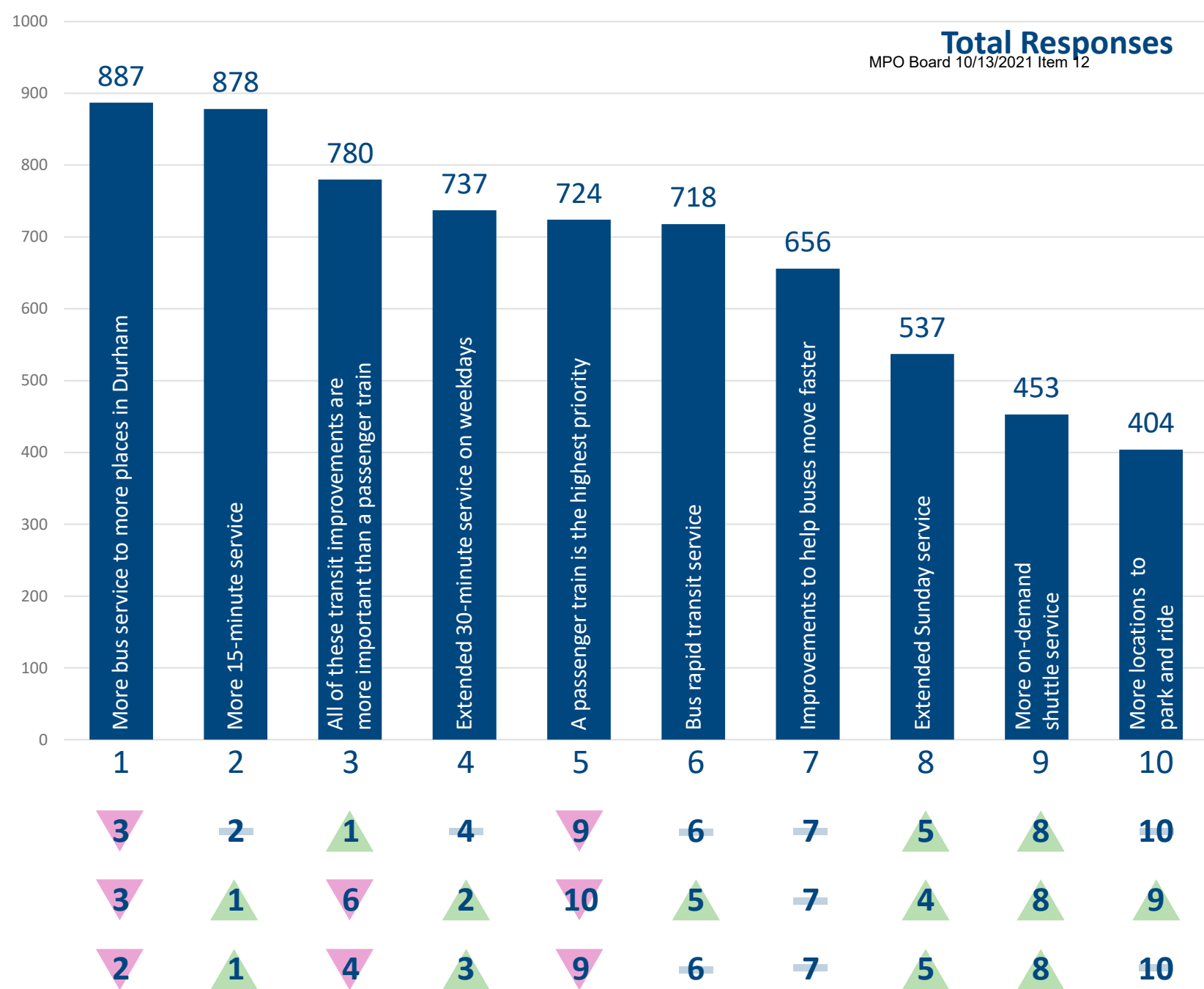
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

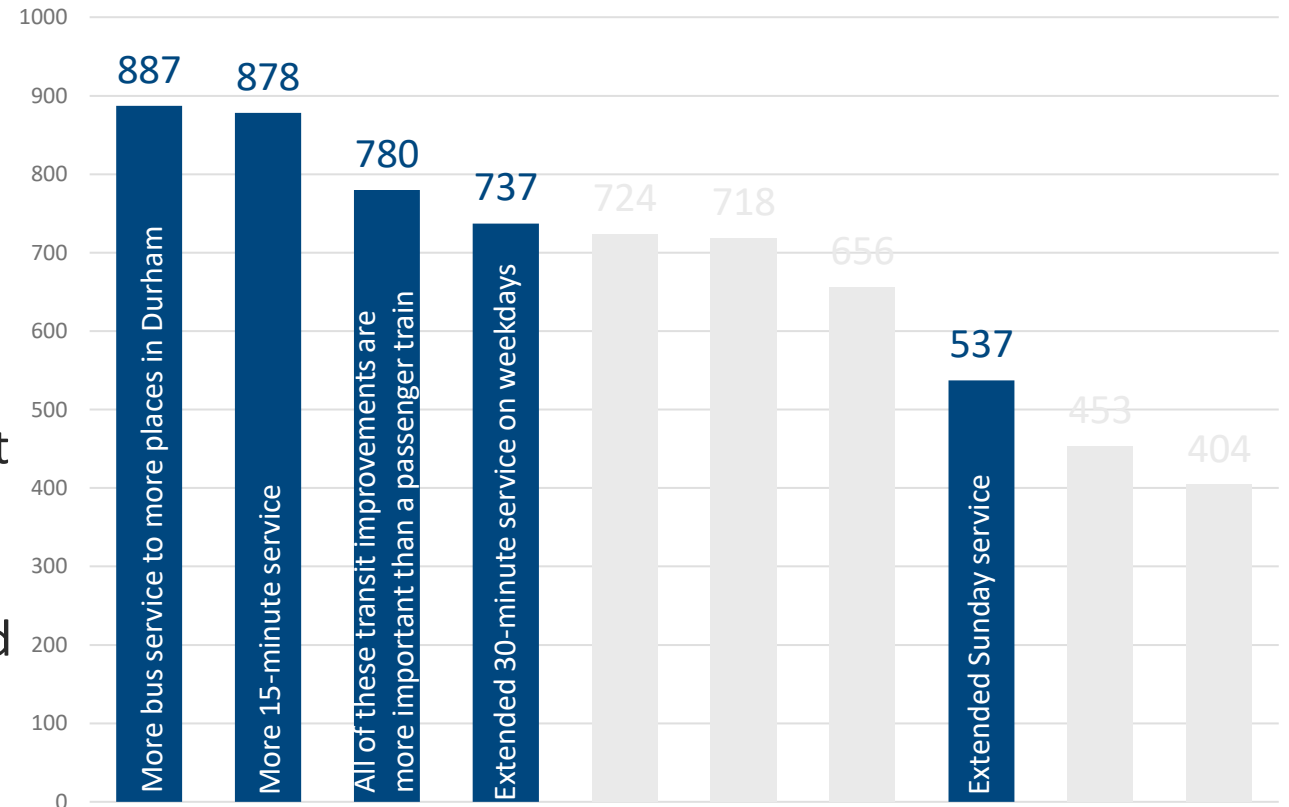
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: If passenger train is included, what else do we need to fund?

- Overall, More 15-Minute Service and More Bus Service to More Places in Durham were listed as top priorities for funding in addition to a Passenger Train for everyone who responded to the survey.
- For those who identified as Persons of Color, All of These Transit Improvements Are More Important Than a Passenger Train was chosen as the top response. It was also the third most frequently chosen answer overall.
- Regular Transit Riders also prioritized Extended 30-minute Service on Weekdays and Extended Sunday Service.



What outcomes are most important to include in your ideal transit option?

(Choose up to five)

Legend

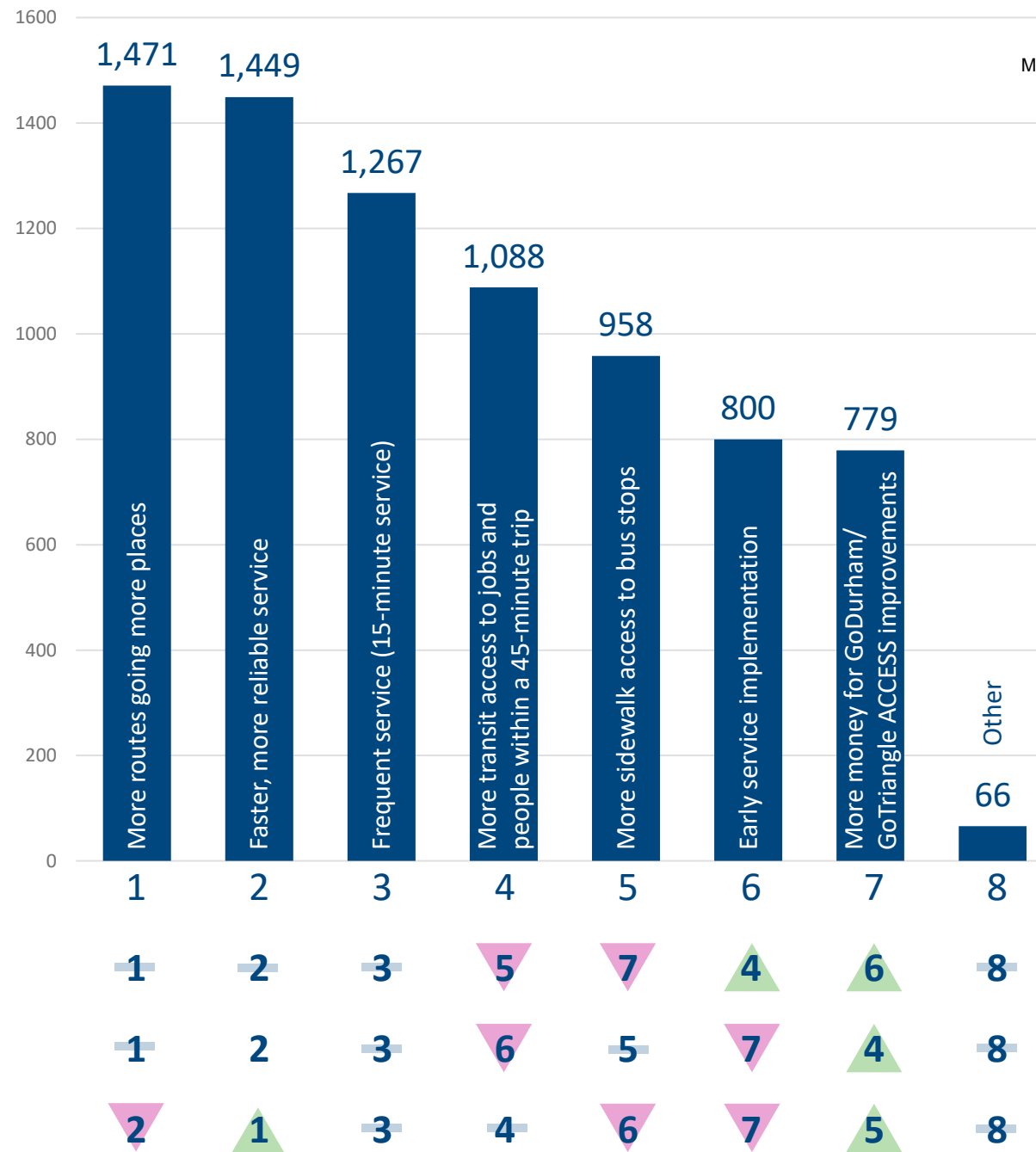
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

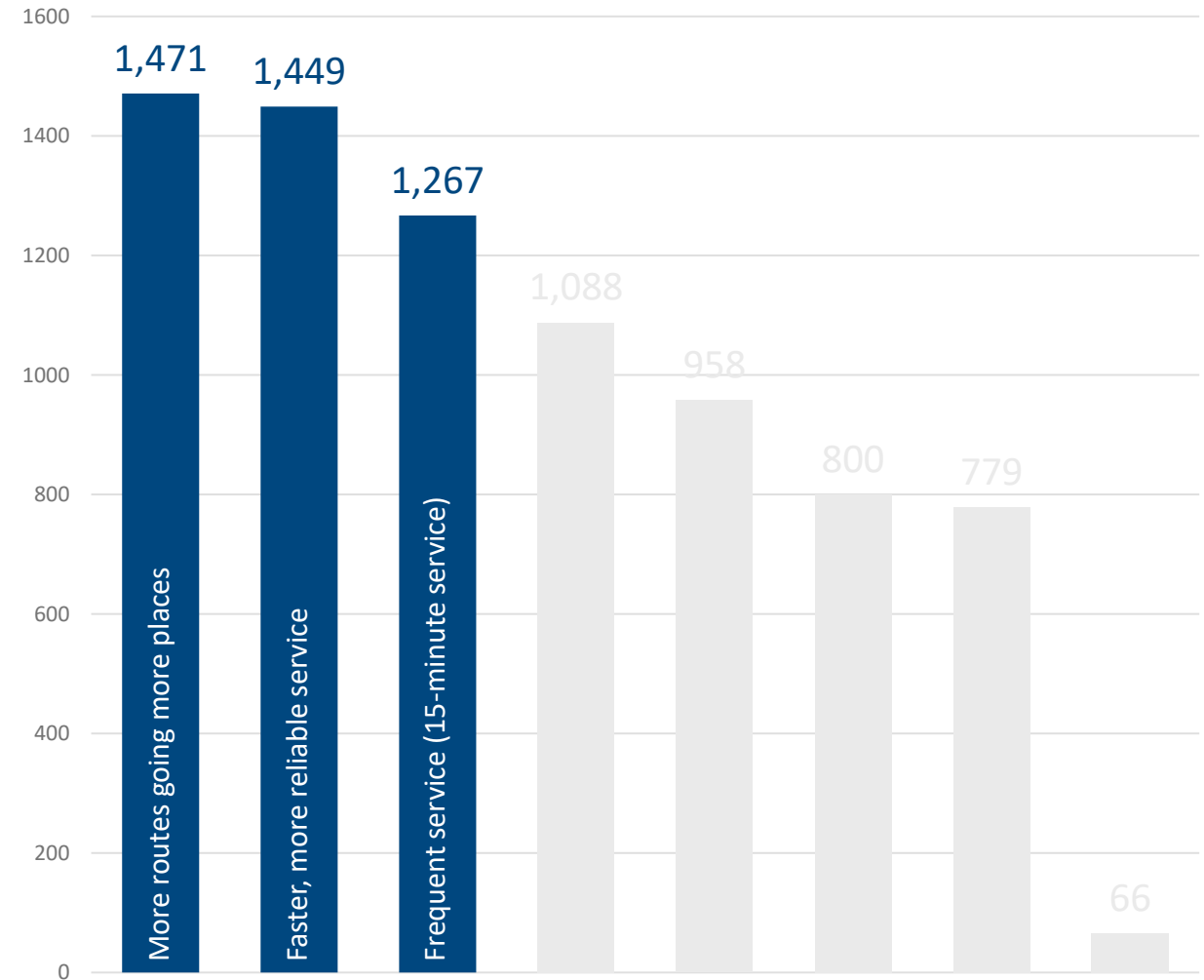
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What outcomes are most important to include in your ideal transit option?

- Overall, top priority responses were consistent for total survey responses and Focus Groups:
 - More Routes Going More Places
 - Faster, More Reliable Service
 - Frequent Service (i.e. 15-Minute Service)



Summary of Respondents with a Disability

Comparison to Total Responses

What do you like most about Option A?

“Improve traffic signals” rose to be in the top three when compared to the total responses.

What do you like most about Option B?

“Extended Sunday service” rose to be in the top three when compared to the total responses.

What do you like most about Option C?

The top three priorities were the same as those of the total responses.

If passenger train is included, what else do we need to fund?

The top three priorities were the same as those of the total responses.

What outcomes are most important to include in your ideal transit option?

The top three priorities were the same as those of the total responses.

More Money for ACCESS rose to number four.


Conclusion

The survey responses from those who identified as having a disability are largely reflected in the priorities identified by the total responses.

Action

Durham Transit Plan will be responsive to the needs expressed by disabled residents.

Key Takeaways from Option A, B, and C Questions

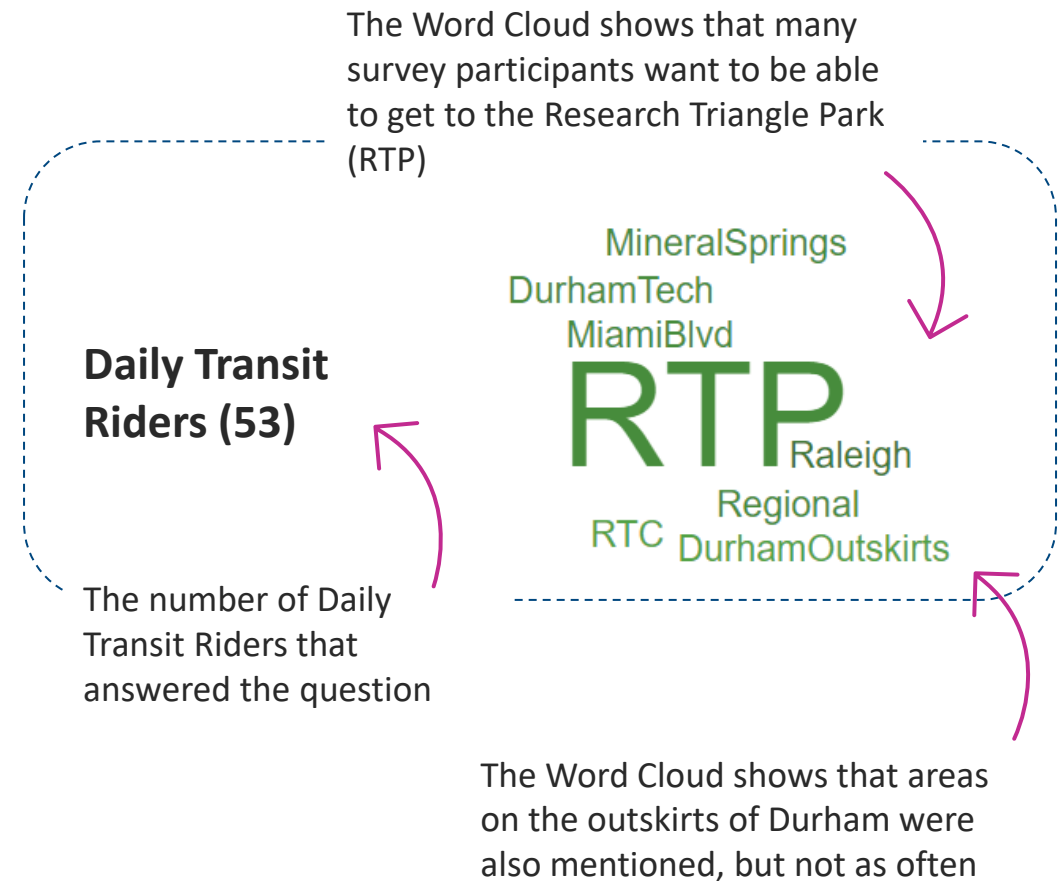
- Focus groups consistently identify later/weekend bus service, more bus frequency, and more reliable bus service as their highest priorities.
 - All respondents support getting more improvements more quickly.
 - All respondents support bus rapid transit or the elements of bus rapid transit such as 15-minute service, bus-only lanes, and traffic signal priority
 - Passenger train service has support, but it is not the highest priority for any group. The passenger train has less support from People of Color and Daily Transit Riders.
- 

Identifying Common Themes

The following two slides show common themes in a Word Cloud.

For each question:

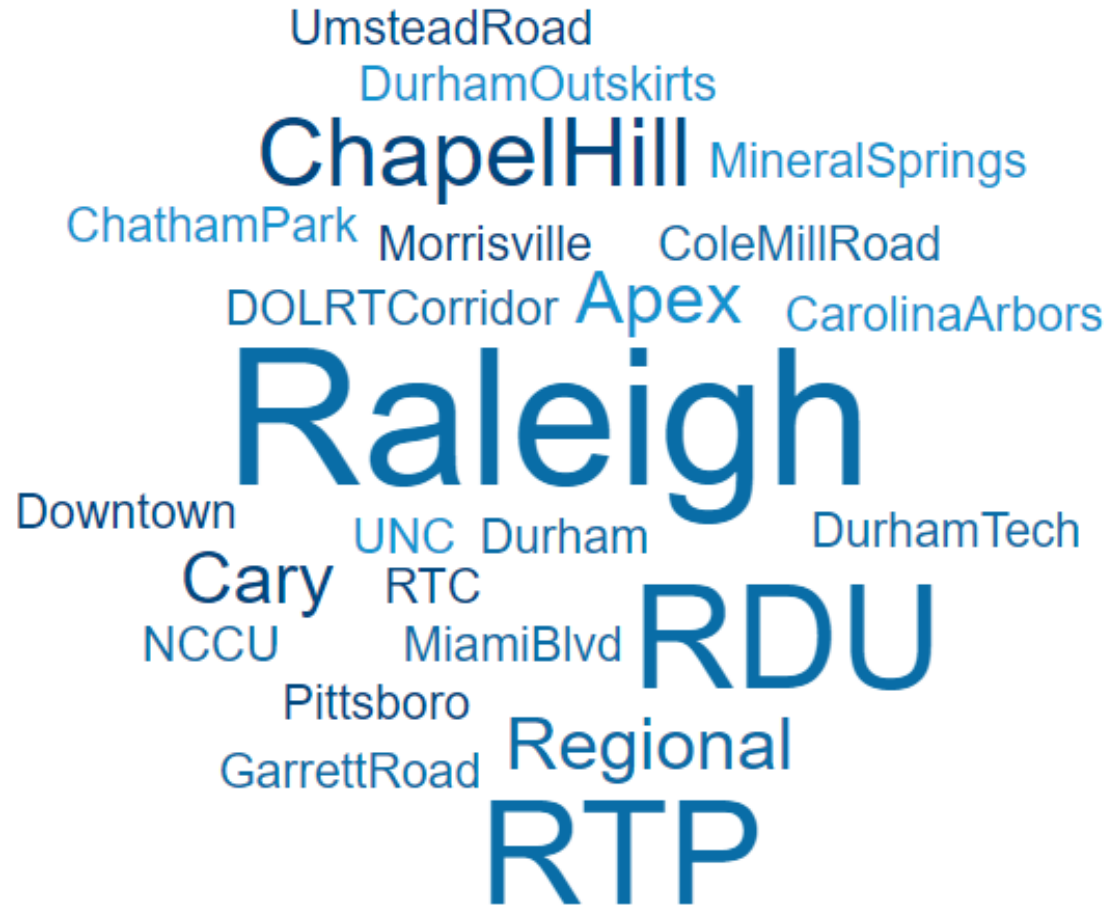
- The similar responses were grouped together
- The size of the word corresponds with the number of times it was mentioned for each question
- Most survey respondents did not answer these questions



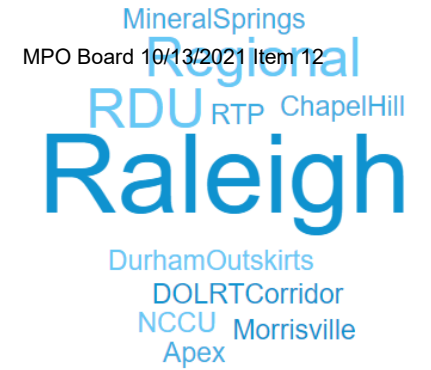
What else would you like to tell us about public transportation?

(Location/Destination based answers)

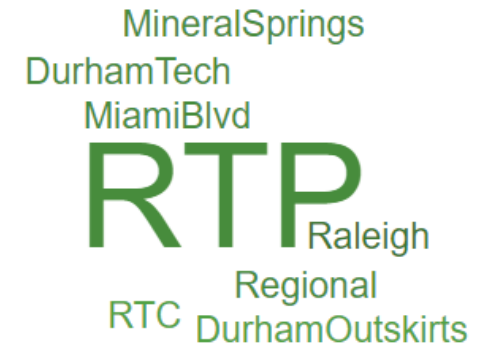
Total Responses (396)



Persons of Color (164)



Daily Transit Riders (53)



Daily + Weekly Transit Riders (126)



Similar responses were grouped for clarity. The size of the word corresponds with the number of times it was mentioned.

What else would you like to tell us about public transportation?

Total Responses (396)



Similar responses were grouped for clarity. The size of the word corresponds with the number of times it was mentioned.

Persons of Color (164)



Daily Transit Riders (53)



Daily + Weekly Transit Riders (126)



Stakeholder Interview Summary

Key stakeholders were interviewed about transit options A, B, and C. These interviews were transcribed into priorities by staff and some stakeholders submitted written statements.

Stakeholders	
Transit Equity Campaign (consisting of Bike Durham, Durham Committee on the Affairs of Black People, Durham People's Alliance, Durham Congregations in Action, Coalition for Affordable Housing and Transit)	Duke University
Durham Public Schools	North Carolina Central University
Church World Services	University of North Carolina at Chapel Hill
Regional Transportation Alliance	Durham Tech
Durham Chamber of Commerce	Made in Durham
Hayti Heritage Center	Vision Insights
Downtown Durham Inc.	American Cancer Society
Research Triangle Park/Foundation	

Stakeholder Interview Summary

- Bus operations improvements such as increased frequency of bus service, expanded coverage of service to suburban/rural affordable housing areas and employers, increased access to social and health resources, more crosstown services, and span of service on weekends and late at night are high priorities among stakeholders who work with, educate, or employ low-income residents.
- Improvements to ACCESS services are a high priority for disabled residents and health organizations.
- Bus Rapid Transit is a high priority among Durham business and institutional stakeholders.
- Better bus service and park-and-ride lots between Durham and Chapel Hill on US 15-501 and NC 54 are high priorities among regional partners and UNC.
- Commuter rail has general support among most stakeholders, but many cited concerns about the project's cost and the effect on funding other higher priorities.

Youth Perspectives about Durham Transit

- **Engagement summary:** Listening sessions by Office on Youth, Durham Youth Climate Justice Initiative/Transit Equity Campaign (combined **275+ engaged, ages 13-24** - majority Black/African American and Hispanic/Latinx/e; strong representation: LGBTQ+, transit riders, immigrant/ migrant, youth w/disabilities) + transit plan survey: **418 responses, ages ≤ 24** (plus comments)

Safety

Barriers: bus stops without **shelters**; crossing high speed, busy roads; poor **lighting** for sidewalks + bus stops; feeling unsafe on bus

More **sidewalks/protected crosswalks** was high priority

Need **support person on bus**, trained to resolve conflict without engaging law enforcement

Reliability + Frequency

Barriers: **inconsistency**; undependable for work/ school; **tracking app** often inaccurate, hard to use; takes too long to get around town

Frequency (≤ 15 min) was high priority, esp. within Durham and also to Chapel Hill + RTP

Improvements to **help buses move faster** also high priority

Accessibility

Barriers: not convenient for work/school; no stop nearby; routes/times don't match youth needs; fees; hard to navigate

More bus routes to more places in Durham was high priority, including **extended Sunday service** and **30 min service**

Free for everyone, and **better promotion** of GoPass and youth ridership

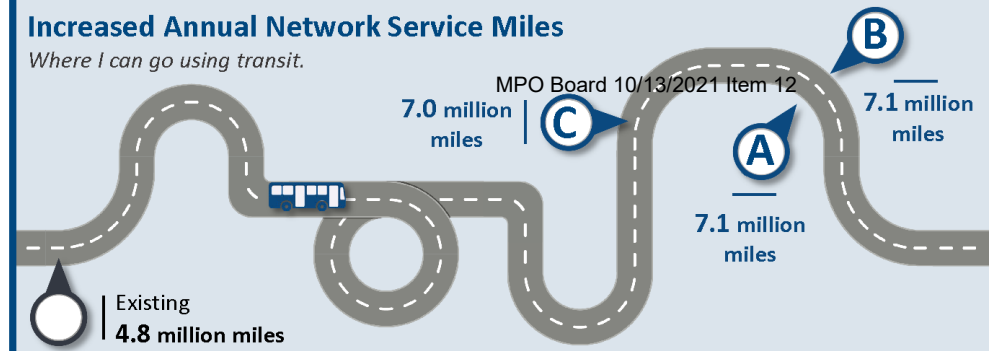
- **Other:** Very important to see **improvements quicker**; only few interested in passenger train, majority found it impractical for their needs and did not like tradeoffs for less local bus improvements; **environmental concerns** incl. eco friendly buses; trash/recycling cans at stops; bus cleanliness

Performance and Equity Metrics

Performance Metrics

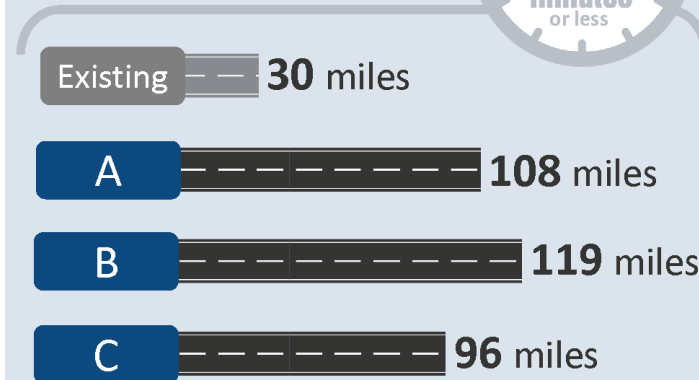
This infographic shows how Options A, B, and C improve transit service based on several metrics.

The Durham Transit Plan includes three options (A, B, and C) for how projects could be grouped into a package of recommendations. While the final set of recommendations will include a blend of these options, it is helpful to compare the set of recommendations to how existing transit systems in Durham perform.



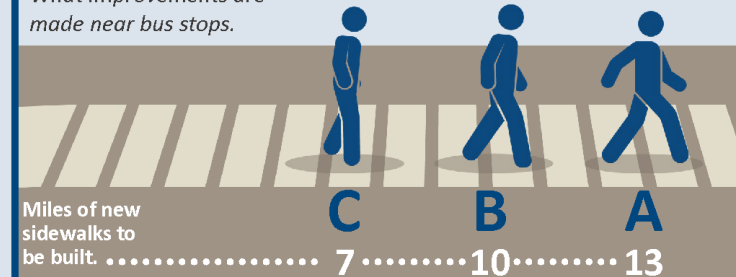
More Frequent Service (15 minutes or less)

Total route miles operating at least every 15 minutes.



Ease of Walking to the Bus Stop

What improvements are made near bus stops.



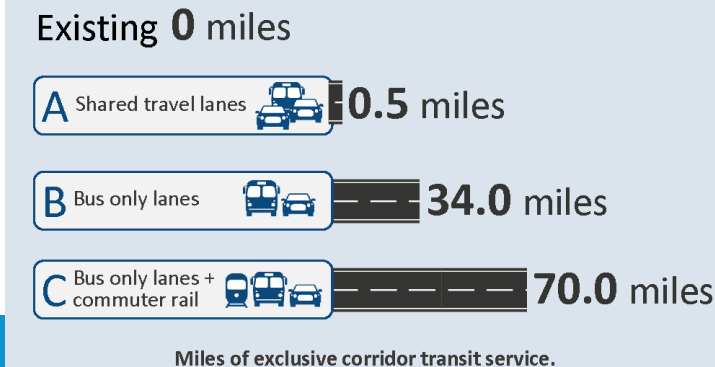
Improved GoDurham/GoTriangle ACCESS Service

How we improve dial-a-ride options for persons with disabilities.



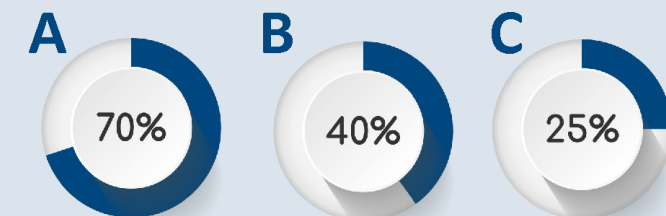
Faster, More Reliable Services

Total miles of exclusive corridor transit service.



Projects Implemented by 2027

What we can accomplish in the next few years.



Percent of Durham Transit Plan projects that can be implemented by 2027.

Equity and Job Access

The City of Durham and Durham County are committed to racial equity. The Durham Transit Plan seeks to include the voices of people of color and low-income communities in the planning process. The plan also is evaluating how projects improve access to jobs from the area's most vulnerable residents.

The following two slides feature tables that summarize the equity data metrics.



Equity and Job Access

Jobs Accessible from Affordable Housing Communities

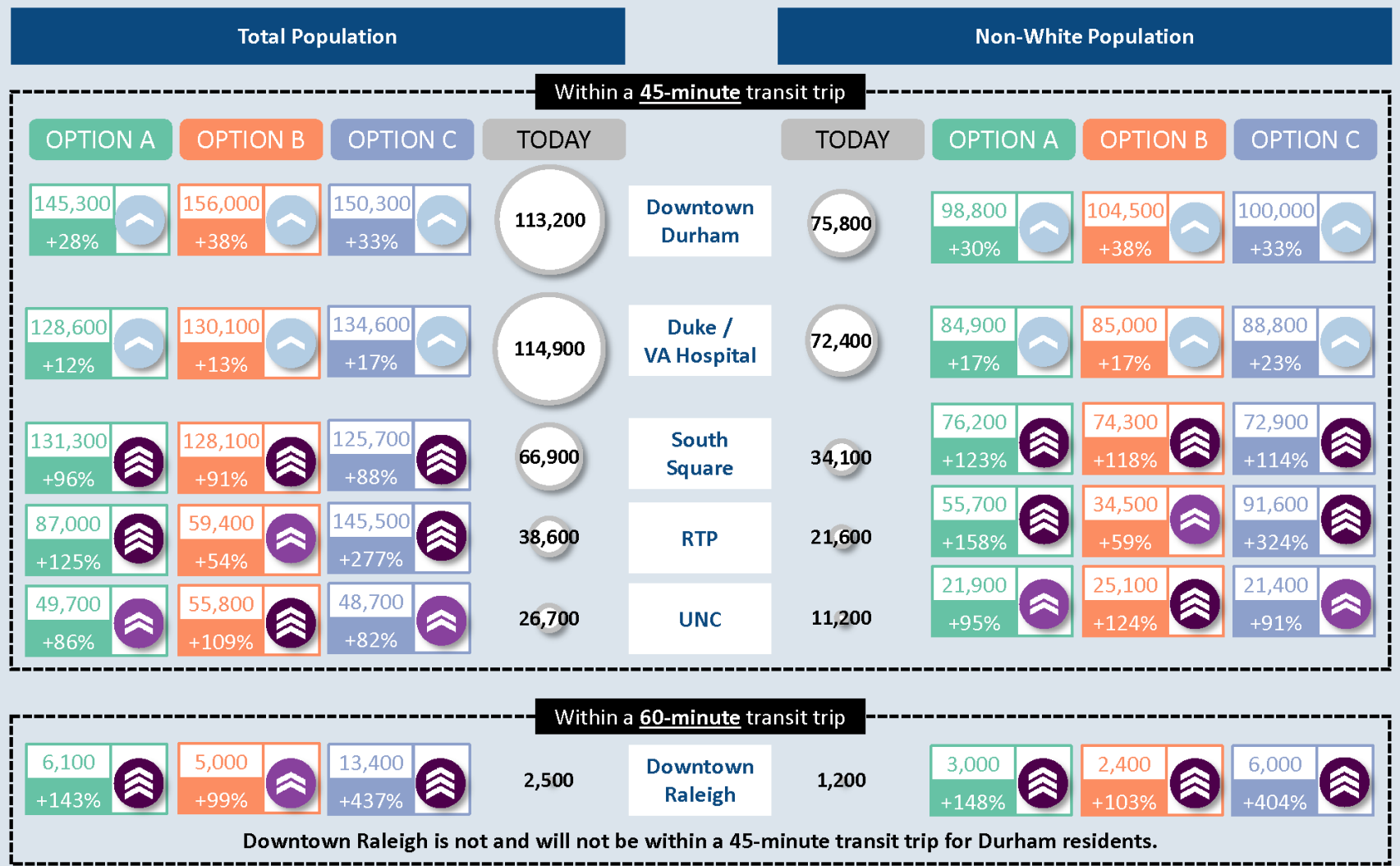
	Affordable Housing Community					
	McDougald Terrace	Oxford Manor	Damar Court	Shannon Road Apartments	Greens of Pine Glen	519 East Main Street
Existing	Jobs Accessible within a 45-min transit trip					
	91,404	21,194	76,720	82,375	50,405	102,842
	Percent Change From Existing					
	Option A					
	Option B					
	Option C					

LEGEND

Percent change from existing




Equity and Job Access




LEGEND

Percent change
from existing

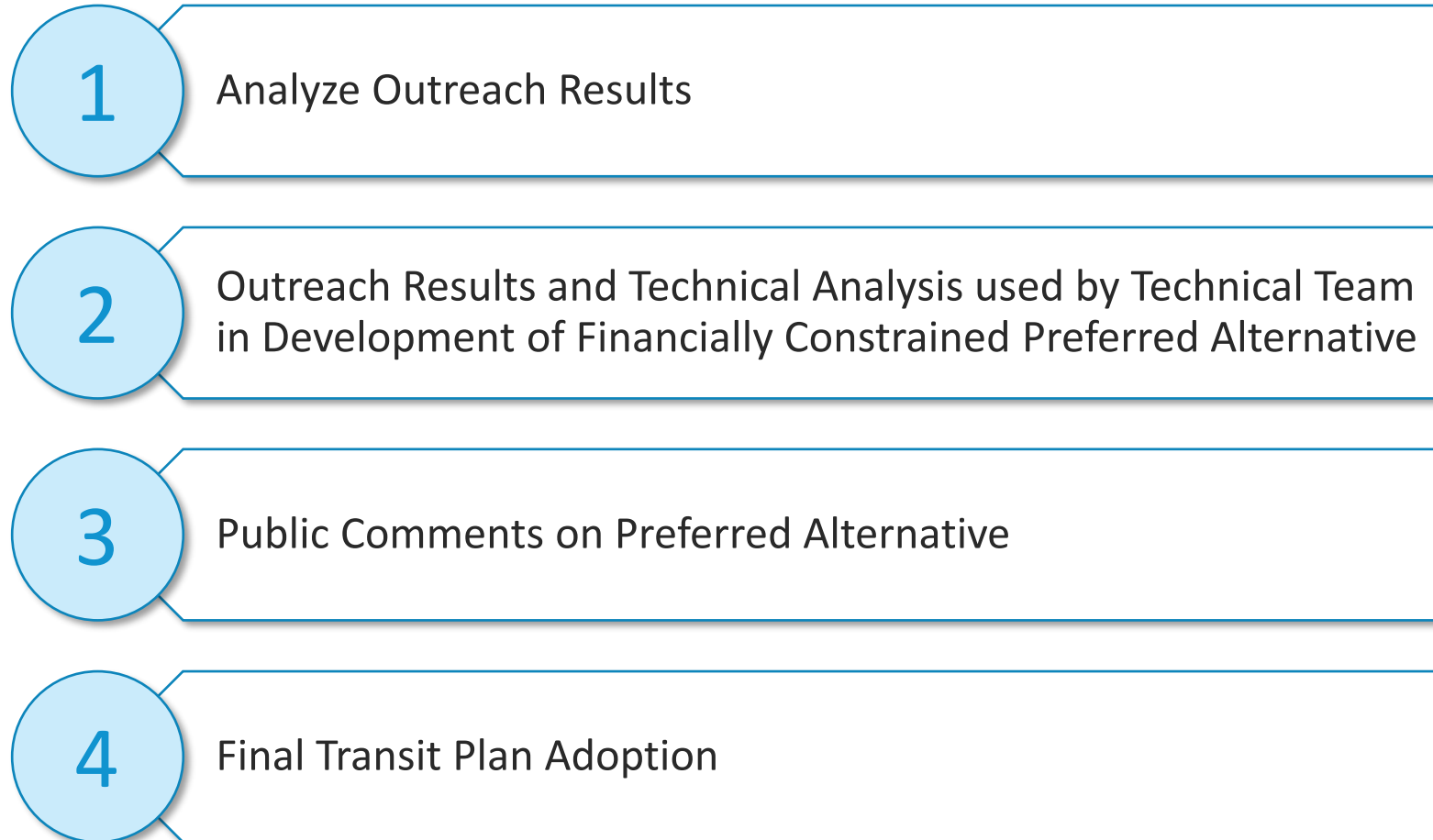
 Less than 50%

 50% to 100%

 More than 100%

Next Steps

Development of the Preferred Transit Alternative



Project Timeline



Transit Plan Governance Study

- Durham and Orange Counties need new Interlocal Implementation Agreements and new policies and procedures to reflect the priorities of the new transit plans
- Core Principle: Increase Community Trust
 - Create a clear and efficient governance structure that ensures that the counties' priorities are funded and implemented.
 - Establish new oversight and accountability processes.
- September: Interviews with 70+ stakeholders
- November: Joint Workshop
- Winter: Reports, additional staff and elected official workshops
- New ILA to be recommended with the final Transit Plan

Additional Data

What systems are transit riders using?

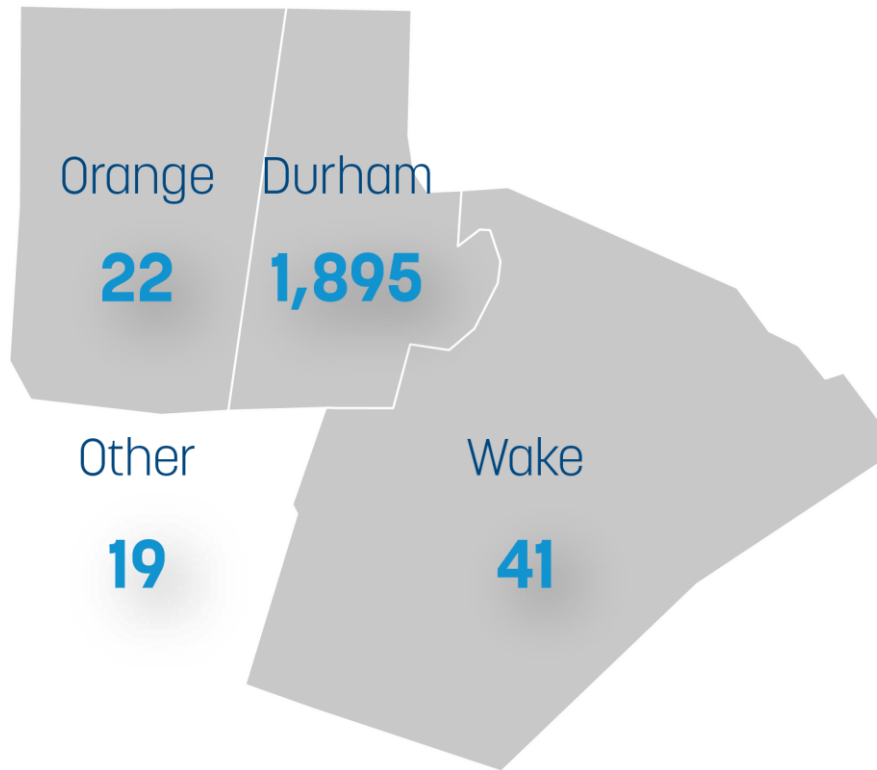
GoTriangle 100 survey respondents indicate taking a GoTriangle route

GoDurham 825 survey respondents indicate taking a GoDurham route

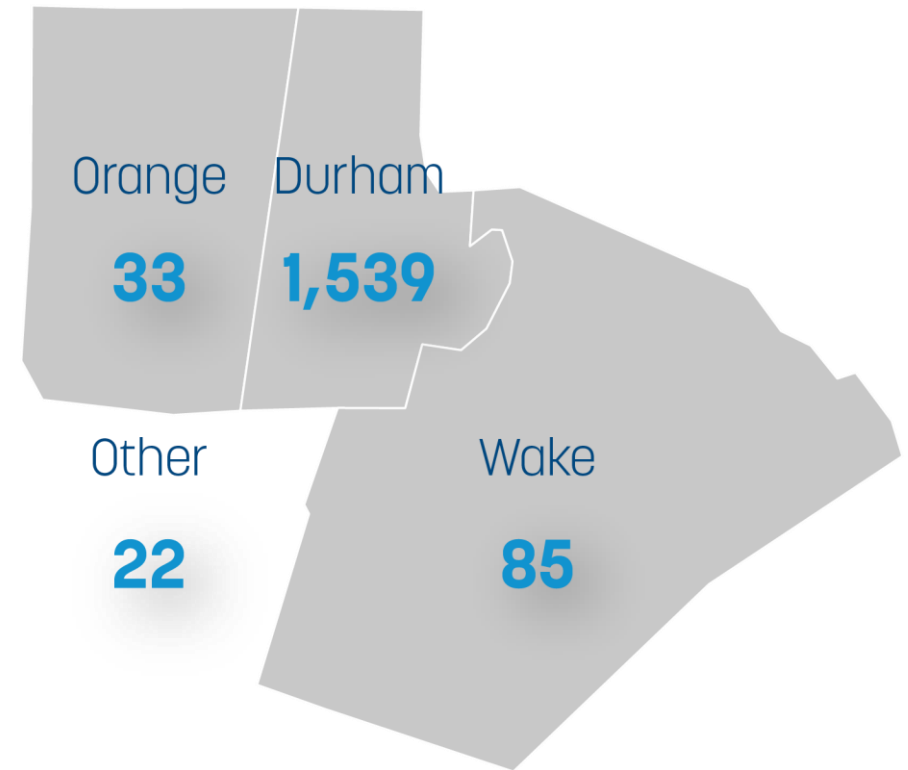


Where People Live and Work

Home



Work





Durham Transit Plan

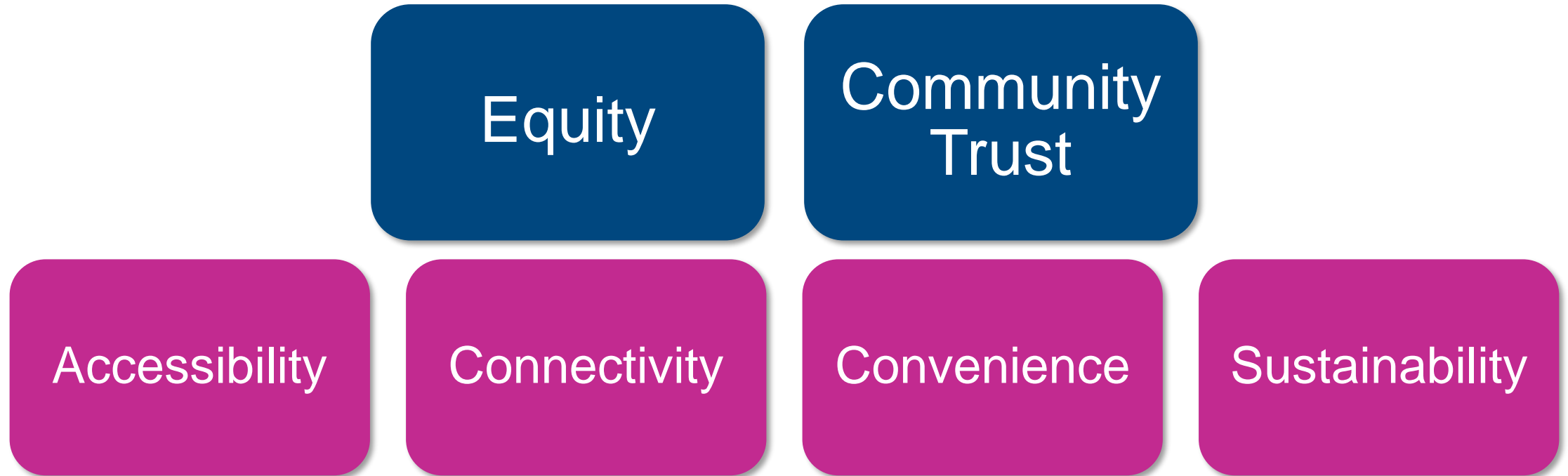
MPO Board 10/13/2021 Item 12

Durham County Transit Plan Summary – Outreach Phase II

October 2021



Goals and Objectives



- *Goals for the Durham Transit Plan were based on public comments from Listening and Learning sessions held in Spring 2020*
- *The purpose of the Fall 2020 survey was to make sure the Durham Transit Plan Goals were correct and hear from Durham residents what transit projects were most important*

Survey II Overview



What were participants asked?

- 1) Identify projects that participants liked and disliked for each transit option
- 2) Identify investment priorities for Durham County
- 3) Share any other thoughts about public transportation in a written comment

How were responses collected?

- 1) Online and In-Person surveys
- 2) Engagement Ambassadors
- 3) Stakeholder Interviews

Overview of Demographics by Select Groups

Total	People of Color	Daily Transit Rider	Daily + Weekly Transit Rider	
<i>All survey respondents</i>	<i>Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.</i>	<i>Survey respondents who take transit every day</i>	<i>Survey respondents take transit every day or a few times a week</i>	
2,342	1,152	317	717	Total number of responses
10%	14%	12%	11%	Self-identified as someone with a disability
22%	36%	73%	55%	No vehicle households
88%	98%	91%	93%	Primarily speak English at home
41%	56%	81%	75%	Households that make less than \$45,000
51%	61%	100%	100%	Identified as transit riders

Overview of Collection Methods by Collectors


Total	People of Color	Daily Transit Rider	Daily + Weekly Transit Rider	
<i>All survey respondents</i>	<i>Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.</i>	<i>Survey respondents who take transit every day</i>	<i>Survey respondents take transit every day or a few times a week</i>	
1,272	925	254	571	Engagement Ambassador (Online and In-Person Surveys)
990	185	32	104	Online Survey (Website and QR Code)
80	42	31	42	In-Person Staff Survey (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) Staff)


Format of Survey Summary


The survey summary will show the top responses in the three categories, or “focus groups:”

Question

Legend

 Moved up in priority

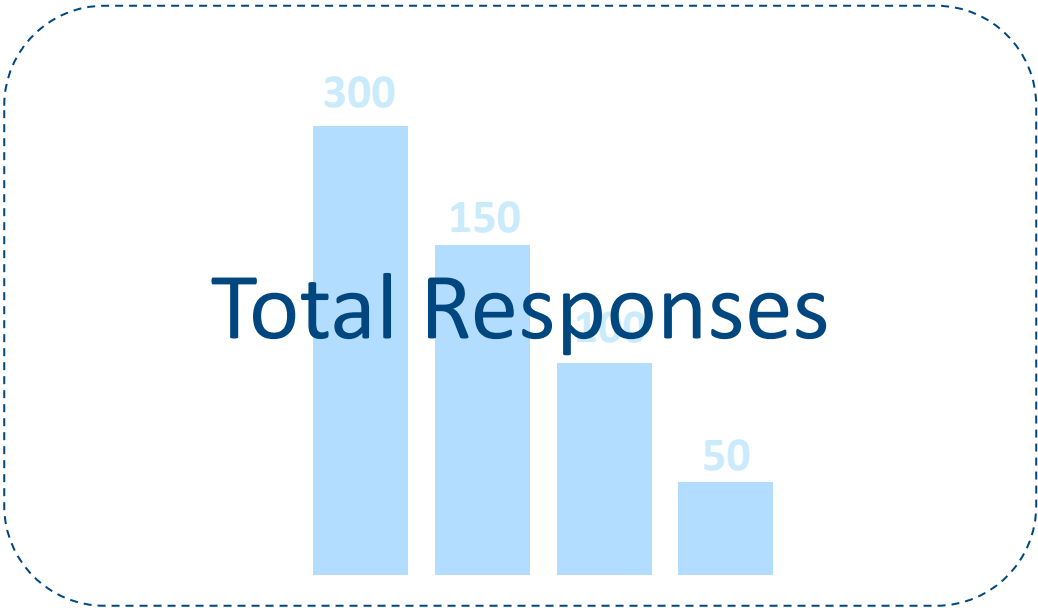
 Moved down in priority

 Stayed the same

Changes from Total by Focus Group

Persons of Color	1	 3	 2	4
Daily Transit Riders	 2	 1	3	4
Daily + Weekly Transit Riders	 4	2	 1	 3

Number indicates the priority rank in each group



What do you like most about Option A?

(Choose up to five)

Legend

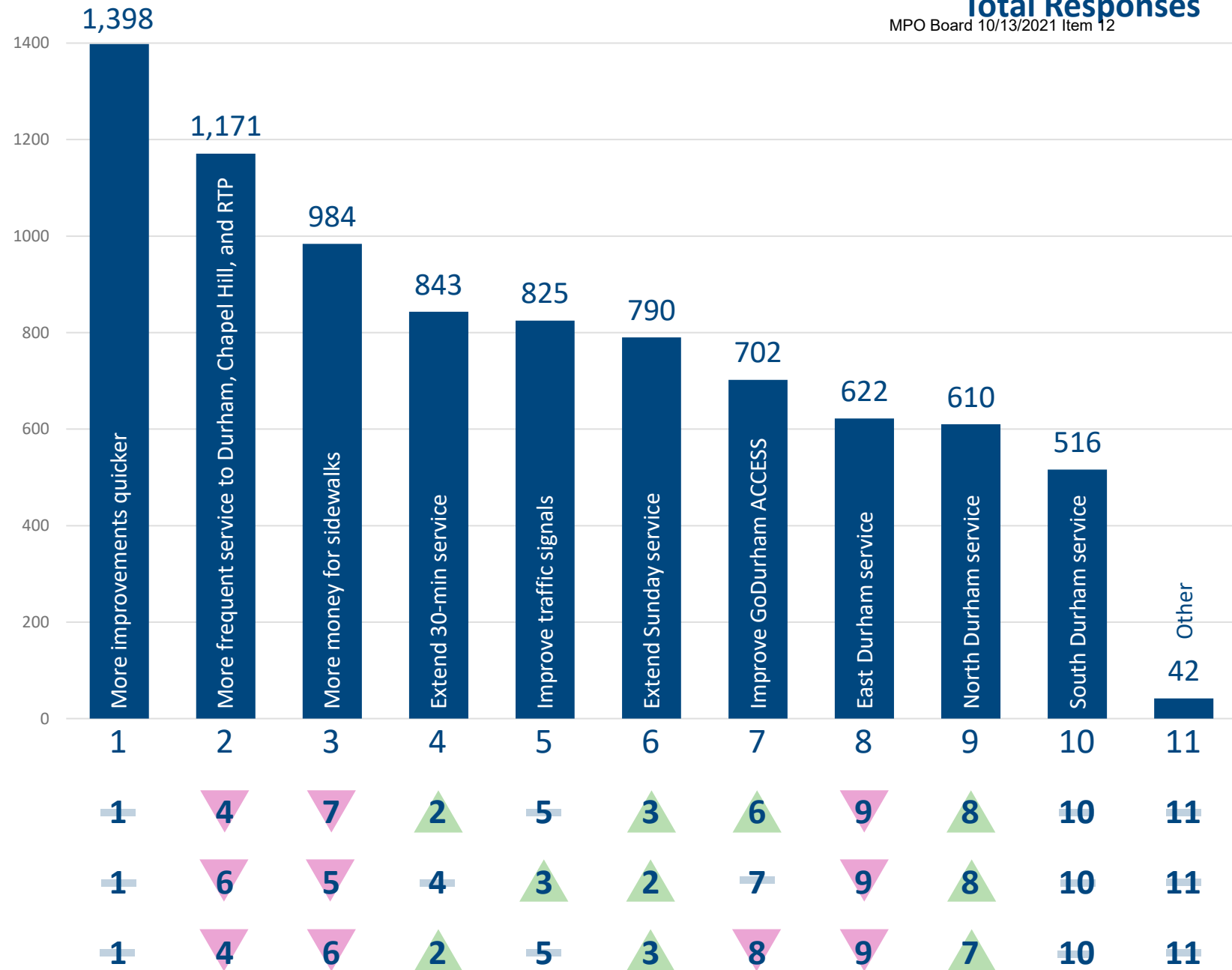
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group


Persons of Color

Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways from Option A, B, and C Questions

- Focus groups consistently identify later/weekend bus service, more bus frequency, and more reliable bus service as their highest priorities.
 - All respondents support getting more improvements more quickly.
 - All respondents support bus rapid transit or the elements of bus rapid transit such as 15-minute service, bus-only lanes, and traffic signal priority
 - Passenger train service has support, but it is not the highest priority for any group. The passenger train has less support from People of Color and Daily Transit Riders.
- 

If passenger train is included, what else do we need to fund?

(Choose up to five)

Legend

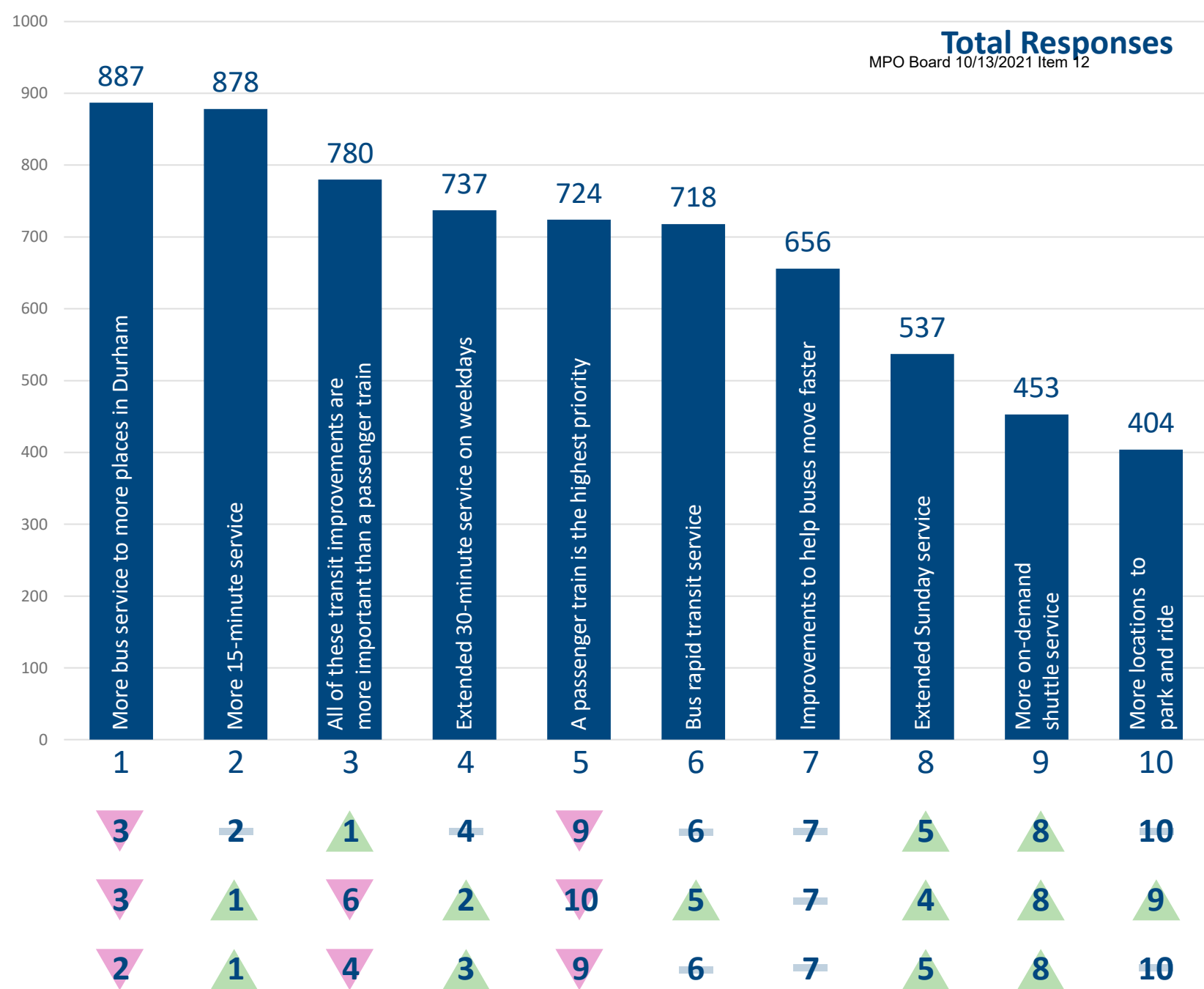
- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

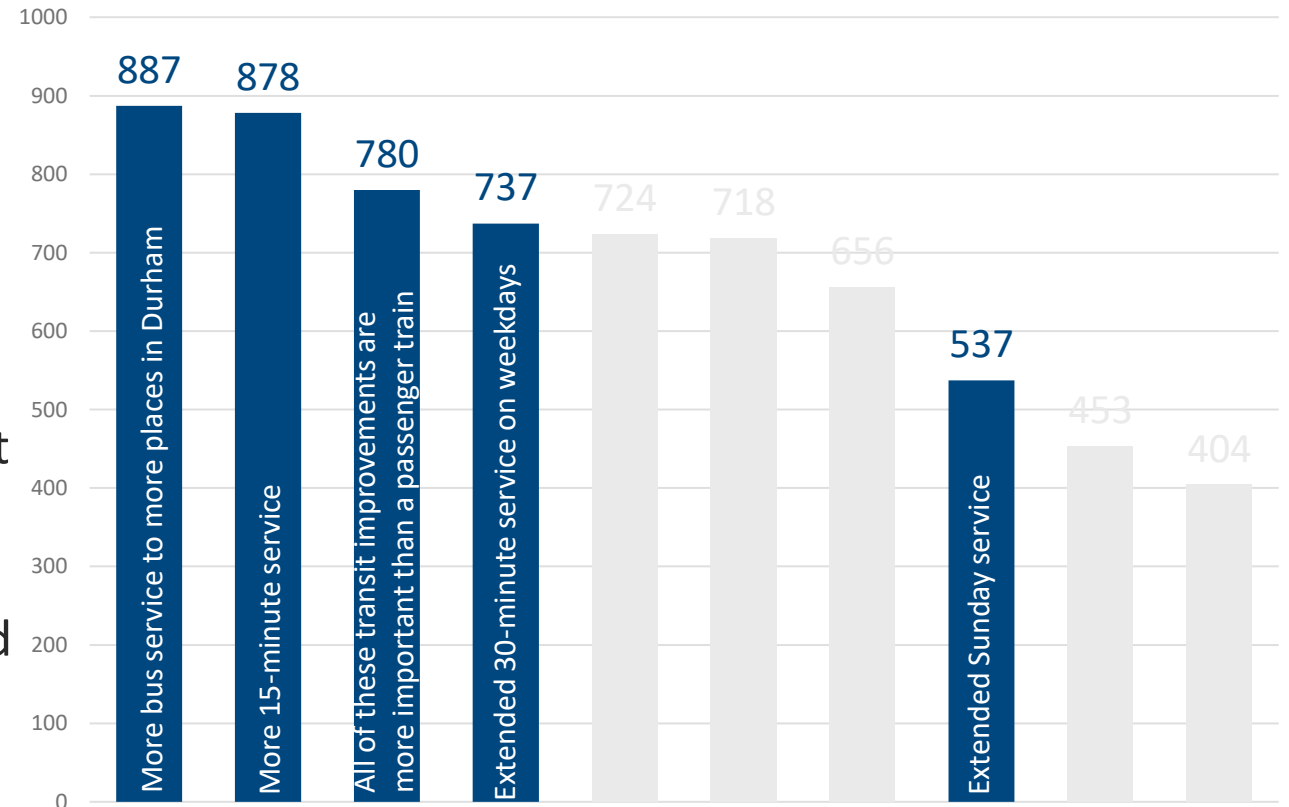
Daily Transit Riders

Daily + Weekly Transit Riders



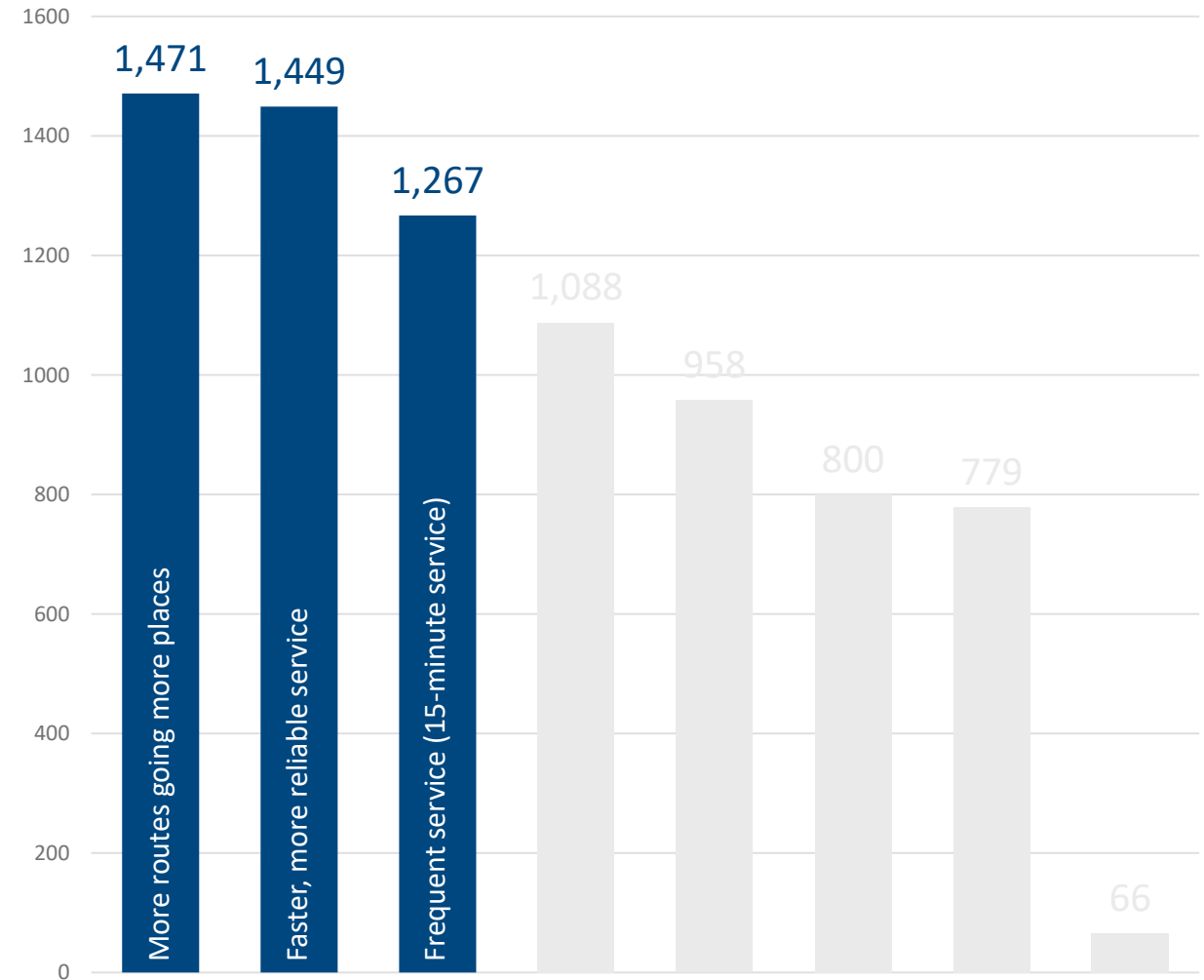
Key Takeaways: If passenger train is included, what else do we need to fund?

- Overall, More 15-Minute Service and More Bus Service to More Places in Durham were listed as top priorities for funding in addition to a Passenger Train for everyone who responded to the survey.
- For those who identified as Persons of Color, All of These Transit Improvements Are More Important Than a Passenger Train was chosen as the top response. It was also the third most frequently chosen answer overall.
- Regular Transit Riders also prioritized Extended 30-minute Service on Weekdays and Extended Sunday Service.



Key Takeaways: What outcomes are most important to include in your ideal transit option?

- Overall, top priority responses were consistent for total survey responses and Focus Groups:
 - More Routes Going More Places
 - Faster, More Reliable Service
 - Frequent Service (i.e. 15-Minute Service)



Stakeholder Interview Summary

Key stakeholders were interviewed about transit options A, B, and C. These interviews were transcribed into priorities by staff and some stakeholders submitted written statements.

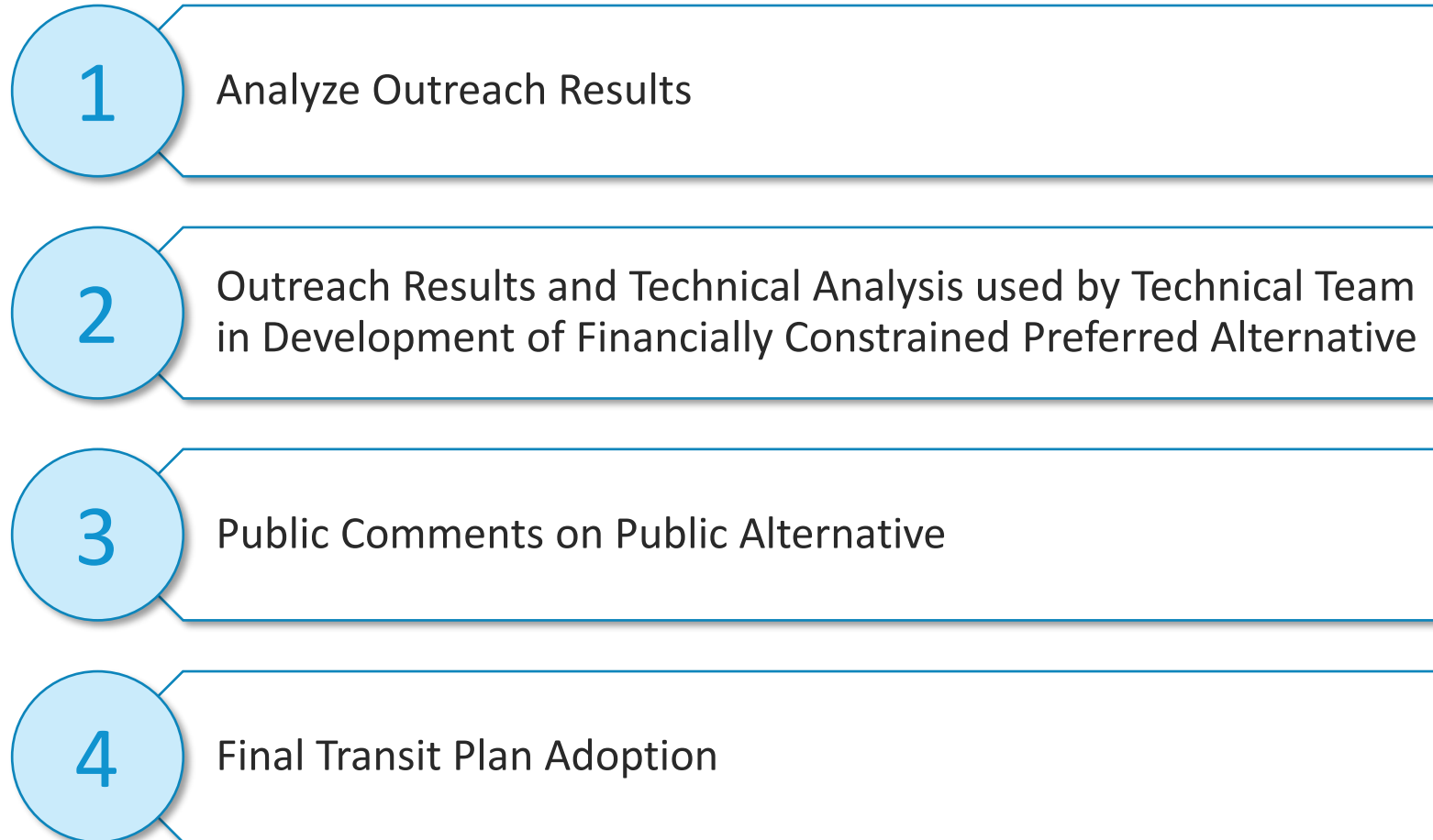
Stakeholders	
Transit Equity Campaign (consisting of Bike Durham, Durham Committee on the Affairs of Black People, Durham People's Alliance, Durham Congregations in Action, Coalition for Affordable Housing and Transit)	Duke University
Durham Public Schools	North Carolina Central University
Church World Services	University of North Carolina at Chapel Hill
Regional Transportation Alliance	American Cancer Society
Durham Chamber of Commerce	Durham Tech
Hayti Heritage Center	Made in Durham
Downtown Durham Inc.	Vision Insights
Research Triangle Park/Foundation	City-County Office on Youth Listening Sessions

Stakeholder Interview Summary

- Bus operations improvements such as increased frequency of bus service, expanded coverage of service to suburban/rural affordable housing areas and employers, increased access to social and health resources, more crosstown services, and span of service on weekends and late at night are high priorities among stakeholders who work with, educate, or employ low-income residents.
- Improvements to ACCESS services are a high priority for disabled residents and health organizations.
- Bus Rapid Transit is a high priority among Durham business and institutional stakeholders.
- Better bus service and park-and-ride lots between Durham and Chapel Hill on US 15-501 and NC 54 are high priorities among regional partners and UNC.
- Commuter Rail has general support among most stakeholders, but many cited concerns about the project's cost and the effect on funding other higher priorities.

Next Steps

Development of the Preferred Transit Alternative



Project Timeline



Transit Plan Governance Study

- Durham and Orange Counties need new Interlocal Implementation Agreements and new policies and procedures to reflect the priorities of the new transit plans
- Core Principle: Increase Community Trust
 - Create a clear and efficient governance structure that ensures that the counties' priorities are funded and implemented.
 - Establish new oversight and accountability processes.
- September: Interviews with 70+ stakeholders
- November: Joint Workshop
- Winter: Reports, additional staff and elected official workshops
- New ILA to be recommended with the final Transit Plan

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!ine 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

- ✓ 3rd 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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

September 29, 2021

The Honorable Wendy Jacobs, Chair
Durham / Chapel Hill / Carrboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Commissioner Jacobs:

Thank you for your recent letter regarding discontinuation of the Prioritization 6.0 process and the upcoming programming of the Draft 2024-2033 STIP.

We appreciate your organization's commitment to the STI process and investment of time and analysis in each round of prioritization and programming. We recognize that local priorities can evolve over time and have viewed our tradition of one-on-one priority sessions as an opportunity to calibrate STI requirements and constraints with local priorities to the extent possible within the law. While the cessation of P6.0 does have considerable impact on the process, our current STIP development timeline includes coordination with our Planning Organization partners in the development of the Draft 2024-2033 STIP. This would occur after the STI workgroup has recommended, and the Board of Transportation has approved, a protocol for determining which projects are eligible for programming consideration for the next draft STIP.

Regarding the suggestion to delay high-cost roadway projects in favor of priority transit and bicycle-pedestrian projects, current STI law limits the scope within which such swaps can be considered to the same funding category. All bicycle-pedestrian and many transit projects are funded in the Division Needs category, while the majority of area projects having the highest estimated costs are funded in the Statewide Mobility category. The only way to accelerate a bicycle-pedestrian project, for example, would be to delay a Division Needs funded roadway project and the only such Pn.0 project in the greater Durham area of a size that would allow for accelerating multiple bicycle-pedestrian projects is U-5823, Woodcroft Parkway Extension. If there is a desire to consider this option, I request that you begin the conversation with Division Engineer Brandon Jones.

To your specific questions, we offer the following responses:

- Since the North-South BRT project in Chapel Hill is not a currently programmed STI-funded project, it will not be eligible for STI programming in the draft 24-33 STIP. You may wish to contact the Integrated Mobility Division to see if there are opportunities for securing non-STI State funding for grant-matching purposes.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
CHIEF ENGINEER'S OFFICE
1536 MAIL SERVICE CENTER
RALEIGH, NC 27699-1536

Telephone: 919-707-2500
Fax: 919-733-9428
Customer Service: 1-877-368-4968

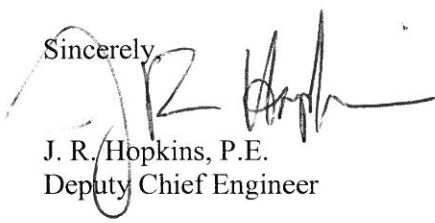
Website: ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

- As noted above, the STI workgroup and the Board of Transportation will establish a framework for programming of the next draft STIP. They are working to have this framework established early next year. We will be better able to speak to the impact on uncommitted projects once their work is completed. To the extent the MPO has overriding concerns about not being able to advance uncommitted projects, there is the option to prioritize those projects as part of the STBGDA selection process and fund them in that manner.
- Regarding the proposed infrastructure bill being debated in Congress, it is too early to know the precise extent to which the bill would augment STI funding, and in what years. However, the expectation is that any additional formula allocation funding beyond current apportionments would increase the STIP budget by that same amount. How much of that would be available for programming purposes would be determined once all applicable deductions (e.g. PE allowance, STI exempt funding, inflation, overrun factors) are made to the STIP budget. Again, the programming of these funds would follow the protocol vetted by the STI workgroup and Board of Transportation.

I appreciate you taking the time to ask these questions and share your concerns. We look forward to working collaboratively with the MPO as we develop the Draft 2024-2033 STIP.

Sincerely,



J. R. Hopkins, P.E.
Deputy Chief Engineer

JRH/mts

Cc: Mike Fox, Chair – North Carolina Board of Transportation
Ronnie Keeter, P.E. – Chief Engineer
Brandon Jones, P.E. – Division 5 Engineer
Wright Archer, III, P.E. – Division 7 Engineer
Patrick Norman, P.E. – Division 8 Engineer
Van Argabright P.E. – Director, Division of Planning and Programming
Ray McIntyre, P.E. – Assistant Director, Division of Planning and Programming
Jason Schronce, P.E. – Manager, Strategic Prioritization Office

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/22/2021		Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 06/12/2022 Construction Progress: 66.46%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Liam W. Shannon Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 09/22/2021 Latest Payment Date: 10/01/2021		Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 94.02%
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 09/15/2021 Latest Payment Date: 09/30/2021		Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 11/30/2022 Construction Progress: 78.97%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 08/31/2021 Latest Payment Date: 09/14/2021		Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 47.75%
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles		Route: US-501 County: Durham Federal Aid Number: STATE FUNDED

NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,513,381.26 Work Began: 03/02/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: 09/15/2021 Latest Payment Date: 09/27/2021		NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 39.29%
Contract Number: C204630 Division: 5 TIP Number: Length: 25.324 miles NCDOT Contact: James M. Nordan, PE Location Description: 44 SECTIONS OF SECONDARY ROADS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$5,523,385.60 Work Began: 06/02/2021 Original Completion Date: 11/15/2022 Latest Payment Thru: 08/31/2021 Latest Payment Date: 09/09/2021		Route: 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 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 04/20/2021 Revised Completion Date: Construction Progress: 18.45%
Contract Number: DE00301 Division: 5 TIP Number: B5512 Length: 0.238 miles NCDOT Contact: James M. Nordan, PE Location Description: BRIDGE 89 OVER LICK CREEK ON SR 1902 KEMP RD Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$987,000.00 Work Began: 04/26/2021 Original Completion Date: 11/08/2021 Latest Payment Thru: 09/22/2021 Latest Payment Date: 10/01/2021		Route: SR-1902 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 70.13%
Contract Number: DE00304 Division: 5 TIP Number: SM-5705AA, SM-5705B, SM-5705I, SM-5705X, W-5705 Length: 0.432 miles NCDOT Contact: James M. Nordan, PE Location Description: MULTIPLE LOCATIONS ON US 15 501 Contractor Name: JSMITH CIVIL LLC Contract Amount: \$1,258,791.50 Work Began: 04/19/2021 Original Completion Date: 11/19/2021 Latest Payment Thru: 08/31/2021 Latest Payment Date: 09/09/2021		Route: SR-1317, US-15, US-501 US-70 County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 71.81%

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

October 2021

NCDOT DIVISION 5 _ DURHAM PROJECT LIST _ 5-Year Program

Project ID	Description	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	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	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.
U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	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	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.	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	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/21/2027	CHRISTOPHER A. HOFFMAN			\$9,187,000	No Change in Status
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	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.
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	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	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.		Division POC Let (DPOC)	1/22/2025	CHRISTOPHER A. HOFFMAN			\$15,000,000	No Change in Status
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		Division Design Raleigh Let (DDRL)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$14,900,000	No Change in Status
I-6000	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		Division POC Let (DPOC)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$7,600,000	No Change in Status
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$10,600,000	No Change in Status
I-5993	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	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
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/21/2022	Division POC Let (DPOC)	1/11/2023	STEPHEN REID DAVIDSON	\$210,000		\$630,000	Preliminary design underway
W-5705AM	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	

October 2021

NCDOT DIVISION 5 _ DURHAM PROJECT LIST _ 5-Year Program

Project ID	Description	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
HS-2005D	SR 1303 (PICKETT ROAD) AT SR 1116 (GARRETT ROAD)/(LUNA LANE). INSTALL TRAFFIC SIGNAL.	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$2,000		\$100,000	
HS-2005E	US 15-501 BUSINESS AT NC 751 (DURHAM - CHAPEL HILL BOULEVARD). INSTALL GUARDRAIL.	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$5,000		\$155,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/30/2021	Division POC Let (DPOC)	9/28/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	CE document completed.
HS-2005C	NC 54 AT NC 55		Division POC Let (DPOC)	3/23/2022	JEREMY WARREN			\$75,000	No Change
HI-0001	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)	11/10/2021	TRACY NEAL PARROTT			\$2,600,000	Preliminary design underway
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		On Call Contract (OCC)	11/1/2021	JEREMY WARREN			\$80,000	No Change
W-5705M	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	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		On Call Contract (OCC)	9/30/2021	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 Hillsborough	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 Chapel Hill	8/17/2021	FY2024	\$175,600,000	Let on 8/17/2021, Contract Execution Paperwork underway	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 Hillsborough	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 Hillsborough	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 Hillsborough	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--October 2021

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
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	

SOUTH KOREA DISPATCH

'It's a Godsend': 9-Cent Taxi Rides in Rural South Korea

One county's plan to help older, carless citizens stuck in remote villages proved wildly popular and has been copied across South Korea, revolutionizing public transportation in the countryside.



By Choe Sang-Hun

Sept. 11, 2021

SEOCHEON, South Korea — On a recent overcast morning, a village on South Korea's west coast showed no sign of human stirring until five older residents slowly emerged through the fog that shrouded lush, green rice paddies.

The group were waiting for what would once have been an unaffordable luxury in this rural corner of the country — a taxi to take them shopping and to doctors' appointments in the county seat 20 minutes away.

But even the poorest among them could easily afford this ride. Each passenger's share of the total fare would be measured not in dollars but in cents.

"It's a godsend," said one of the passengers, Na Jeong-soon, 85.

Their village is in Seocheon County, the birthplace of the Taxi of Hope, better known as "the 100-won taxi." A hundred won is about 9 cents.

Back in 2013, the county faced a crisis. As its population declined, so did the number of bus passengers, which led to unprofitable routes being canceled. Then bus drivers went on strike. Where once there had been three buses a day, suddenly none came at all, stranding those who did not own cars in remote hamlets.

A village in Seocheon, South Korea, the county that introduced the 100-won taxi concept. Jean Chung for The New York Times

The county's solution? Let people call taxis to isolated villages where so few lived that no bus company wanted to serve them. The taxis would charge passengers only 100 won for short trips, with the county government picking up the rest of the fare.

While the service is most popular with older, low-income residents, anyone whose hamlet is more than 700 meters (2,300 feet) from the nearest bus stop can call a 100-won taxi when they travel to markets in nearby towns.

The idea proved so successful that soon, with the backing from the national government in Seoul, Seocheon's solution spread to other counties, helping revolutionize public transportation in rural South Korea.





By The New York Times

“The taxi now drives me all the way to my doorstep,” Ms. Na said. “You can’t imagine what it was like in older days when I had to haul my shopping bag all the way from the bus stop to my place. It killed my legs, but there is no one around here to help old folks like me.”

For years, South Korea has reported one of the lowest birthrates in the world, creating a fast-aging population and causing strains in all aspects of society from its welfare budget to public transportation to schools.

The impact of the demographic shift is the most visible in thousands of rural villages whose young people, including Ms. Na’s children, have left for big cities for better-paying jobs. In Ms. Na’s village of Seondong, the number of households, once as many as 25, has declined to a dozen.

Ms. Na, left, Ms Cheon, second from left, and Ms. Hong, third from left, waiting for their taxi to arrive. Jean Chung for The New York Times

Government officials say supporting the 100-won taxi services is far more cost-effective than deploying subsidized buses to the tiny hamlets tucked between mountains where few people other than arthritic, retired farmers live — and building wider roads to accommodate those buses.

Park Kyong-su, 71, said going to the market once or twice a week by the 100-won taxi broke the tedium of living in Suranggol village in Seochon. She sees her village of 12 houses, three of them empty, decay day by day.

“When it rained the other night, I heard part of an empty house next door caving in,” said Ms. Park, whose own home was well-kept, with farm gear hanging neatly on a wall and zinnias blossoming outside her gate. “We feel more isolated as the pandemic made it more difficult for our children to visit.”

Local taxi drivers have welcomed the program, too, because it brings extra income.

“I probably know more about these old folks than anyone else because I drive them two or three times a week,” said Lee Ki-yeop, 65, a 100-won taxi driver. “When one of them misses my taxi for a week or two, I know that there is something wrong with them.”

For Ms. Na and her friends, the taxi ride to Seochon’s county seat, also known as Seochon — and to another town where there is a farmers’ market every five days — is virtually the only time they venture out. In addition to picking up groceries and seeing their doctors, they exchange news with acquaintances from other villagers, like who was taken to a nursing home and who died.

Noh Pak-rae, the top government official in Seocheon, talking about the 100-won program in his office. Jean Chung for The New York Times

Seocheon boasts two UNESCO World Heritage attractions — a centuries-old practice of weaving fine fabric from ramie plants, and its tidal flats teeming with marine life. Part of South Chungcheong Province, the county is also home to sogokju, said to be the oldest type of rice wine in Korea.

During the bird-migrating seasons, tourists from across South Korea drive to Seocheon to watch flocks of longbills, mallards and honking swans feeding on its tidal flats before flying onto Siberia.

But the county didn't escape the upheaval that South Korea's rapid industrialization wrought on its rural towns. Its ramie fabric industry declined, with most of South Korea's clothes now imported or made of synthetic materials. People drink more imported wine and beer than sogokju.

The county's population shrank from 160,000 in the 1960s to 51,000 this year, nearly 38 percent of them 65 or older. In Ms. Na's village, the youngest residents were a couple in their 60s.

Seocheon, the county seat, has all the looks of a fast-aging community. During a recent market day, its orthopedic and other medical clinics were jammed with elderly patients.

Ms. Na at a butcher shop on a shopping trip made possible by the 100-won taxi. Jean Chung for The New York Times

At the nearby bus and taxi stop, stooped, older passengers with shopping bundles sat under an awning like a row of birds, waiting for their buses or 100-won taxis to show up. A younger assistant in a yellow vest, deployed by the county administration, was busy helping them carry their bags on and off the taxis.

When Statistics Korea conducted a nationwide survey in 2010, a lack of public transportation was one of the biggest grievances for older villagers in rural South Korea who had neither cars nor children who could drive for them.

“It was especially difficult for old people to walk to the nearest bus stop when it snowed in winter or was scorching hot in summer,” said Noh Pak-rae, the top government official in Seocheon.

The 100-won taxis carried nearly 40,000 passengers from 40 villages in Seocheon last year. The program cost the county \$147,000.

Residents pay 100 won for shorter rides, and up to 1,500 won, about \$1.30, for longer trips within the county. Before the 100-won taxi was introduced, the same taxi rides cost between 10,000 to 25,000 won.

“I probably know more about these old folks than anyone else because I drive them two or three times a week,” said Lee Ki-yeop, left, a 100-won taxi driver. Jean Chung for The New York Times

More than 2.7 million passengers used similar taxi services in rural South Korea last year, according to government data, some deploying the service for pregnant women as well. Since the 100-won taxi was introduced, people in remote villages have traveled outside twice as often, according to a government survey.

One of Ms. Na's friends, Hong Seok-soon, 77, is a widow in Seondong village who lived alone after her three children moved away. On a recent day, she was all smiles as she carried a shopping bag full of fish and crabs from the market. She had even treated herself to a new pair of pants.

When asked what the shopping was for, she said, "My son is coming for a visit this weekend!"

Park Kyong-su, 71, said going to the market once or twice a week by the 100-won taxi broke the tedium of living in her village in Seochon County. Jean Chung for The New York Times

Baltimore's "Big Jump" path aims to bridge highways and historic wrongs

BICYCLING By **Alex Holt** (Contributor) January 8, 2021  7



[People on the Big Jump](#) Image by Bikemore used with permission.

This article was first [published](#) on November 21, 2019. We thought this post was interesting and wanted to share it with you again.

A small trail running along some of Baltimore's most notoriously oversized roads has proven to be incredibly popular, and could change how the city's streets are shaped going forward. The multi-modal trail, called the Big Jump, provides people on foot, bicycle, and more with a way to cross over highways that have long served as a barrier between neighborhoods.

Last August, the Baltimore City Department of Transportation (BCDOT), working with a local bike advocacy group called Bikemore and a national group called PeopleForBikes, installed a rather unusual mobility path using only water-filled traffic barriers. It runs along a 1.4-mile stretch of Druid Park Lake Drive, 28th Street, and Sisson Street in North Baltimore, and crosses over part of I-83.





People using many modes are welcome on the Big Jump. Image by the author.

In the year since the Big Jump first opened, the neighborhood response has exceeded most expectations. Sure, there's been the occasional complaint from drivers annoyed at the loss of travel lanes. But those have largely been outnumbered by praise from cyclists and pedestrians. Many people use the path to travel to jobs in Remington at places like R. House, a popular local food hall, and people who use mobility devices like wheelchairs and strollers have been especially enthusiastic.

"It is the only accessible way to get across the economic/cultural divide that we have which is the Jones Falls Expressway," said Graham Coreil-Allen, an artist who lives on Auchentoroly Terrace and as an active member of TAP-Druid Hill, helped contribute art to the Big Jump. "Previously, it was just this sidewalk, which people on rolling devices, no matter what you name them: stroller, wheelchair or bike, could not use. And now we have a way to do that, which is huge."

To understand why the Big Jump is such a big deal, it helps to understand a bit about the past of the roads it adjoins and the neighborhoods they "connect."

Big Jump Multi Use Path ☆

This map was made with Google My Maps. [Create your own.](#)



Terms 500 ft

Patching historic wounds

Up until the 1940s, Druid Hill Park and its surrounding area were highly accessible on foot. Neighboring roads like Auchentoroly Terrace and Greenspring Avenue were all two-lane residential streets, allowing residents to visit the park and easily cross over from Reservoir Hill to Remington.

That all changed in 1948 with the construction of what was known at the time as the Druid Hill Expressway, which cut off the surrounding predominantly working class Jewish and African American neighborhoods from the park—ostensibly to help suburban commuters reach their downtown jobs faster. The Expressway project also created Druid Park Lake Drive, converted Druid Hill Avenue and McCulloh Street into one-way routes, and dramatically widened Auchentoroly Terrace.

Reservoir Hill residents, including NAACP Labor Secretary Clarence Mitchell, Jr., opposed the plan from the beginning. However, since one of the city's most powerful political bosses, James Pollack, happened to live exactly where the expressway was slated to end, their protests were roundly ignored by Baltimore's City Council.

By the time construction finished on the nearby Jones Falls Expressway in 1963, Auchentoroly Terrace and Druid Park Lake Drive had been widened even further to serve as feeder roads for the highway. Sixteen pedestrian entrances to Druid Hill Park and hundreds of trees had been destroyed, and childhood asthma rates in the surrounding neighborhoods had skyrocketed.



Aerial view of the Big Jump. Image by Bikemore used with permission.





The white, water-filled plastic barriers mark out the Big Jump. [Image](#) by Bikemore used with permission.

Fast forward 53 years to 2016. Fresh off of completing the [Green Lane Project](#), a five-year mission to accelerate bike lane construction throughout the country (including in [Baltimore, Washington, DC, Montgomery County, and NoVa](#)), PeopleForBikes launched the Big Jump Project to help 10 cities [“radically reimagine their bicycling infrastructure.”](#)

Bikemore Executive Director Liz Cornish and Policy Director Jed Weeks saw an opportunity to not only improve bike access and demonstrate a more Complete Streets-minded approach to Baltimore’s roads, but also to bring a little more equity to a city sorely lacking in it.





Runners on the trail. [Image](#) by Bikemore used with permission.

How the project played out

The Environmental Protection Agency (EPA) and Baltimore City’s Department of Public Works (DPW) were already set to begin work on a [five-year, \\$140 million project](#) to install a pair of underground drinking water tanks in the Druid Hill Park Reservoir. It would cut off access to one of the park’s most popular features—the walking/biking loop surrounding the reservoir—and also require travel lanes on Druid Park Lake Drive to be closed for construction.

The proposal Weeks and Cornish came up with originally included a protected bike facility on Huntingdon Avenue, a bike boulevard on 27th Street, and a road diet on 25th Street, as well as a path between Remington and Reservoir Hill. They spent a year shepherding through a BCDOT still skittish from the sudden cancellation of the Red Line so that the department could submit it.

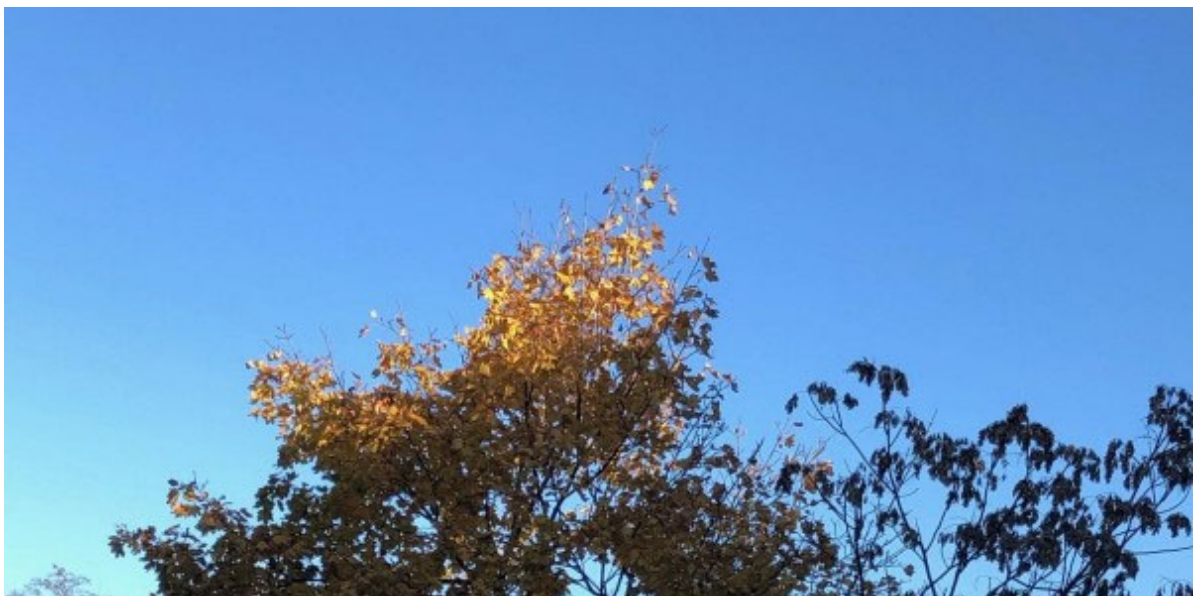
“None of that has been completed,” Weeks said. “So it’s kind of funny that all the projects designed to boost ridership in high-ridership areas are not the things that we actually achieved, but we achieved what was probably the biggest piece, which was the connection over to Reservoir Hill.”

Big Jump Baltimore



Watch on  YouTube

That connection was funded in 2017 with a grant and was installed in 2018. In the meantime, Bikemore built up support for the project by working with a variety of groups that weighed in on the design of the Big Jump and a matching BCDOT corridor study of Auchentoly Terrace and Druid Park Lake Drive. Many of those involved are part of The Access Project-Druid Hill, an organization convened by City Councilmember Leon Pinkett, whose district includes most of the Big Jump.





The Big Jump provides a way to cross over the highway. Image by the author.

What's up next for the Big Jump?

Much of Bikemore's initial proposal for the Big Jump grant is still unfinished, so Weeks said PeopleforBikes is currently leaving in place the grant for the project, which was originally supposed to be a one-year pilot. Now the task for Toole Design, the local engineering firm currently doing a short-term evaluation of the Big Jump, is to figure out how to replace the current water-filled traffic barriers with a more permanent structure.

That task is slightly more urgent than originally planned, according to Weeks, because DPW's original plan for installing water pipes in the Druid Hill Park Reservoir may be too expensive to pursue. That would force it to cut into Druid Park Lake Drive right in the middle of the Big Jump's path, possibly as soon as

February 2020. That in turn would force Bikemore and BCDOT to either reroute the Big Jump or create a side-path facility in the grass.

For many projects in Baltimore, that would mean game over. For the Big Jump, it just means the timeline has accelerated a little bit.

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Alex Holt is a New York state native, Maryland transplant, and freelance writer. He lives in Mt. Washington in Baltimore and enjoys geeking out about all things transit, sports, politics, and comics, not necessarily in that order. He was formerly GGWash's Maryland Correspondent.



Future NCDOT plans billions short after refiguring costs

Tags: [NC DOT](#), [road construction](#)

Posted September 21, 2021 10:24 a.m. EDT

Updated September 21, 2021 8:07 p.m. EDT

By Travis Fain, WRAL statehouse reporter

RALEIGH, N.C. — The state Department of Transportation planned billions of dollars more in road construction for the next decade than it can afford, according to recently reworked cost estimates.

The overrun forced a detour in the state's long-run planning process and sparked concerns that new projects won't be added in the coming years and that currently planned projects may be dropped.

There's always give and take in this process, which lays out plans for more than 1,000 projects in a document called [the State Transportation Improvement Program](#). That plan gets reworked every two years or so regardless of funding issues.

But the size of this expected overrun is noteworthy, amounting to at least \$7 billion from 2024 to 2033, according to [the latest DOT estimates](#).

P6.0 Funding Availability – Committed Projects Only

Statewide Mobility		Regional Impact		Division Needs	
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division
\$9.4B	\$2.88B Over	A (D1 & D4)	\$588.8M	\$235.2M Over	1
		B (D2 & D3)	\$855.1M	\$414.8M Over	2
		C (D5 & D6)	\$1.56B	\$291.1M Over	3
		D (D7 & D9)	\$1.17B	\$438.3M Over	4
		E (D8 & D10)	\$1.46B	\$615.6M Over	5
		F (D11 & D12)	\$794.0M	\$362.0M Over	6
		G (D13 & D14)	\$609.2M	\$1.00B Over	7
		REG Total: \$3.34B			8
					9
					10
					11
					12
					13
					14
				DIV Total: \$793M	

Available funding based on 2024-2033 timeframe

As of August 13, 2021

And that's just accounting for "committed" projects over that timetable, a designation that generally means they're expected to start in the first six years of the plan. Add in non-committed projects in the plan's later years, and **the new estimates run \$13.3 billion above** what was already supposed to be a \$24 billion plan.

"It is a problem," Joey Hopkins, the department's deputy chief engineer for planning, acknowledged last week.

The department, and state leaders sympathetic to its cause, have said for years that transportation has a revenue problem.

Gasoline taxes pay for most projects, and the federal government hasn't raised the rate since 1993. State lawmakers changed North

Carolina's gasoline tax in 2015, allowing it to increase with inflation and the state's population.

But as more people shift to electric vehicles – and even more fuel-efficient vehicles – those revenues will wane, and the trend is only expected to increase.

"This is another symptom of the problem of our revenue streams being out of date," said Sen. Mike Woodard, D-Durham, who follows transportation issues. "It makes it clear that we need to modernize the DOT's revenue, and that's going to be a heavy lift, but it's past time to roll up our sleeves."



Audit: DOT not following spending guidelines, lucky to be within budget

An appointed commission, co-chaired by former Raleigh Mayor Nancy McFarlane and Howard Nye, head of a large supplier of concrete and other road building materials, [issued a report in January](#) saying the state needs to increase its transportation spending by at least \$20 billion over the next 10 years.

Some of its recommendations:

- Increase the current 3 percent tax on vehicle sales to 5 percent
- Increase the state sales tax
- Tax transportation network companies like Uber and Lyft
- Increase the state's fee on electric vehicles and create one for hybrids
- Charge delivery fees on goods bought online
- Experiment with a pay-per-mile program that would track how far people drive
- Toll more roads

The project cost increases revealed over the last few months stem from a routine re-estimation that came during a global pandemic that upset supply chains, raising material costs, and roiled labor markets, raising those costs as well. Real estate prices in North Carolina are going up, too, boosting the costs DOT expects to pay in the coming years to buy property to build or widen roads.

"What we're dealing with now in our market ... the cost increases we're dealing with now are unprecedented," Hopkins said. "The

housing market, our right-of-way costs, sometimes seem to be going up daily.”



Auditor urges more oversight, better forecasting at DOT

Hopkins stressed that the department is solvent, with "almost \$2 billion in the bank." He said projects on DOT's 12- and 36-month let lists shouldn't be affected. Further out, hard decisions await, and the department is talking to local leaders around the state about scaling projects back to save money without eliminating projects.

A DOT working group will also put together a methodology to decide what planned items may get dropped.

“We want to have a transparent and fair process,” Hopkins said.

The StarNews in Wilmington [reported on the shortfall earlier this month](#) and quoted local leaders concerned they won't be able to add a major project, the Cape Fear Memorial Bridge replacement, to the plan for another decade.

DOT officials stressed these are early days. The [next transportation plan](#) isn't due, even in draft form, until December 2022.

It probably won't be approved by the State Board of Transportation until the summer of 2023, Hopkins said. It's possible some construction, material and labor costs will come down between now and then. Costs also vary depending on the route road projects take, which hasn't been decided for some of these projects, and their size.

"I just want to reiterate: We've got time to work this out," Hopkins said. "We need to have a document that people can believe in when they look at it."

Chris Lukasina, executive director of the Raleigh area's transportation planning group that works with DOT, the Capital Area Metropolitan Planning Organization, said the new numbers represent "a higher level of over-programmed than I'd say is normal."

"I don't know that we're at a point where there's a lot of discussion about losing projects," Lukasina said. "We certainly don't want to lose any projects."

'We're really looking at our projects," he said, "to make sure that we have good numbers and that those stay in there and continue to move towards completion."

How the pandemic and a renewed focus on equity could reshape transportation

Charles Brown, founder of Equitable Cities, says lessons from the pandemic may help planners develop safer systems for all

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By Lori Aratani

September 17, 2021 at 7:00 a.m. EDT



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[The pandemic and racial justice protests in Washington and cities across the country have reshaped many aspects of life. For some travelers and commuters, shifts in travel patterns exposed vulnerabilities within the transportation network.](#)

While many transportation systems have been geared to the 9-to-5 commuter, the pandemic highlighted the role public transit plays in getting essential workers to jobs. Meanwhile, despite fewer cars on U.S. roadways, statistics showed an increase in traffic fatalities, particularly among Blacks, Hispanics and Native Americans, raising questions about how to ensure all Americans can safely move around their communities.

Charles Brown, founder, president and chief executive of Equitable Cities, a firm focused on equity in urban planning and an adjunct faculty member at Rutgers University, spoke to The Washington Post about the lessons transportation planners might take from the pandemic and racial justice protests, and how those might be applied in the future.

The Post: How do you think the experience of the pandemic and racial justice protests will influence transportation going forward?

Brown: I think the impact of transportation is multifaceted, but what I think will be at the center of that will be a renewed focus on the importance of race, racism and racial equality, and how we plan and design and maintain our transportation networks. It reminds us that it's important for us to see the role that structural racism plays in creating disparities among the various populations in this country. When you combine the pandemic with the racial justice movement, what you end up with is, hopefully, a focus on centering racial equity in the design, planning and

The Post: Do you worry that streets are going to become more dangerous as people begin returning to their offices with more people out there on all different modes?

Brown: I think what we'll see is a return to normal. I think it's going to be just as dangerous as it has been, but I don't think it will be more dangerous because, with more vehicles, you will see less speed. You'll probably see increased enforcement. But I would like to see more people on the roadways be safer in their driving behaviors. So I think things will return to normal, but normal has never been acceptable for minorities in this country because they were dying.

The Post: Do you think public transportation systems will start to, given some of the lessons that have come out of this, rethink the hours they run or the type of service they offer?

Brown: I do think there will be changes in public transportation, but I think the changes will be more geared toward busing than rail because, [with] rail, the corridor is so fixed. So it's not about redesigning the rail network, it's changes in fares, changes in hours of operation and so on. On the bus side, I think there's a huge opportunity to design a system that serves these minority populations who use buses at a much higher rate than their White counterparts. We cannot ignore the impact that race and class has on these two public transportation modes. What is simply an option for one community is a necessity for another.

The Post: Do you think the pandemic has had an influence on how the general public views these systems or views traffic safety?

Brown: Yes — I would say yes in part due to the attention ... by the media. The pandemic has shown us who needs these transportation systems the most. Unfortunately, it's the same people who are dying. There needs to be a moral or a spiritual awakening to really see they deserve the attention.

The Post: Do you think the pandemic will change how planners and city officials think about street design?

Brown: For those who understand the connection between institutional inequities and social inequities and how those influence our built environment, they will see there is a need to design and maintain our roadways in the communities that have been affected the most. Historically, those are Black, Hispanic and Native American. So as a result of that, I think they'll be vigilant in asking local, county, regional and state and federal governments to prioritize funding and maintenance in these communities because they know, historically, these communities have been overlooked, and this has led to the unfortunate death, injury and incarceration of these individuals. And it's all preventable.

The Post: Can you give me an example of how the built environment might influence behavior, how a street design might prompt people to jaywalk or make drivers more likely to speed?

Brown: Let's start with an obvious one: the ways in which, historically, we have not designed streets that are safe for people with disabilities. There are oftentimes intersections where the crosswalk leads people with disabilities directly into the lane of travel. So that's one way in which there's a flaw in design. The other way is the fact that we have not placed or designed roads that are consistent with the normal behavior of pedestrians. For instance, we call it jaywalking because we prioritize cars. If we were to have midblock crossings, perhaps we would not see the level of what we call jaywalking. What we've done is forced pedestrians to walk upward of a quarter of a mile in one direction to cross the street when what we should have [are additional crossings] that [allow] them to do the same. When you are putting pedestrians in a situation where they have to choose to walk a quarter-mile to cross the street, I think you are influencing their behavior in a negative fashion. In addition to that, we have not maintained the bicycle infrastructure and we allow automobiles to park in that infrastructure, forcing cyclists [into the roadway].

The Post: Can you explain the concept of "complete streets?"

Brown: Complete streets are streets that are designed, operated and maintained with all users in mind. And that, by the way, is biking, walking, driving, taking public transit or delivering freight. It is a contextually and culturally sensitive approach to street design that takes into account the need to center diversity, equity and inclusion into its design, orientation and programming. It has trees and sufficient space for people to enjoy being themselves.

The Post: What changes do you hope to see coming out of the pandemic?

Brown: I am very optimistic about the future. I wake up every day and work from sunup to sundown to ensure that the future of transportation — everyone has equal access. I am not blindly optimistic. I am able to be optimistic while wrestling with the reality that there is so much more to be done. I do believe that it will happen. I won't stop until it happens.

Updated September 20, 2021

Transportation, infrastructure and the pandemic

How we travel

Roads: Protest over road widening through Black community stirs memories of a similar fight in 1967

Bikes: E-bike buyers would get new tax credit under budget plan as lawmakers seek ways to curb climate change

Planes: United Airlines says 90 percent of workers vaccinated after mandate; Southwest offers bonus pay

Metro: Metro commits to more stringent safety standards to protect track workers

Road enforcement: D.C. has collected \$36 million through ticket amnesty program that ends this month

MARTA may scrap plans for Clayton County rail line



< Caption

POLITICS

By [David Wickert](#) - The Atlanta Journal-Constitution
[Leon Stafford](#) - The Atlanta Journal-Constitution

17 hours ago

MARTA and Clayton County may scrap plans for a commuter rail line through the county because a freight railroad won't allow passenger trains in its right of way.

MARTA had hoped to build a [passenger rail line](#) connecting its East Point Station to Jonesboro and Lovejoy. The agency planned to construct the line on existing Norfolk Southern railroad right of way, but MARTA CEO Jeffrey Parker told county commissioners Tuesday the freight giant will not permit the passenger trains on its corridor.

That means MARTA would have to acquire nearly 300 business and residential parcels, most of them in Clayton County for the commuter line. That would escalate the price of a project expected to cost \$1.7 billion to \$2.3 billion to build.

“Without the ability to share the existing rail corridor with the railroad, the impacts of that project are immense and will make the project difficult to deliver,” he told commissioners.

MARTA now will reconsider its options for the East Point to Lovejoy line, which could include a bus rapid transit line.

In a written statement, Norfolk Southern cited a 2016 study that found MARTA could acquire a path for a commuter rail line that is “parallel, independent and physically separated” from its tracks. It said that approach would allow commuter rail and “serve the growing needs of freight customers.”

“We remain open to working toward this approach so we may collectively serve the needs of all stakeholders,” Norfolk Southern said.

Clayton officials said they remain hopeful that something can be worked out to keep their commuter rail dreams alive, even if the chances are slim.

“The update wasn’t encouraging,” Clayton County Commission Chairman Jeff Turner said of Parker’s presentation before the board, “but at the same time we’re still looking at it.”

Turner said he hopes that federal officials can still be persuaded to fund the project, even if comes later than the county had hoped.

Jonesboro Mayor Joy Day said she also is hopeful that something can be done to salvage the project. She once lived in Germany and said travel between communities was much easier than in the U.S. because of the network of trains.

“Not only do we need the rail, the whole metropolitan area needs a rail system that is connecting all of us,” she said.

The apparent demise of MARTA’s plans for commuter rail is a major setback for its Clayton expansion, made possible when county voters approved a new 1-cent transit sales tax in 2014.

With half the proceeds from the tax, MARTA launched [local bus service](#) in Clayton County the following year. It’s setting aside the other half for future high-capacity transit services and has about \$148 million in reserves from proceeds from the Clayton tax.

In 2018, [MARTA approved plans](#) for two new lines. It proposed a [bus rapid transit](#) line from Southlake Mall to College Park station. That line is expected to begin service in 2026.

And it identified commuter rail as its preferred alternative for the 22-mile route from East Point station to Lovejoy. The line was tentatively set to begin construction in 2023, with service starting in 2027.

But MARTA was counting on Norfolk Southern to let it run passenger trains on its freight right of way.

“They say they want to maintain the full capacity of their freight corridor,” Parker told commissioners. “All of these impacts come out of that fact.”

Building its own tracks would require MARTA to acquire miles of right of way, condemn hundreds of business and residential parcels and construct new bridges, the transportation agency said in a meeting with reporters Wednesday. It would also require three to four years of environmental impact studies and could run into legal battles between homeowners and jurisdictions.

“We don’t see a path forward because of the cost,” MARTA Senior Director Government and Community Affairs Colleen Kiernan said.

With commuter rail seemingly out of the question, MARTA must now decide what kind of transit makes sense for the East Point to Lovejoy line. Bus rapid transit is one option, though the specific type of transit will be determined through a new analysis of alternatives. Parker said that will take 12 to 18 months.

The MARTA Board will make the ultimate decision about whether to proceed with commuter rail or try a different transit mode.

“Either way, if it’s going to be commuter rail or the BRT, it’s going to be a good thing for the residents of Clayton County,” Forest Park City Manager Marc-Antonie Cooper said.

Trams, Cable Cars, Electric Ferries: How Cities Are Rethinking Transit

Urban transportation is central to the effort to slow climate change. It can't be done by just switching to electric cars. Several cities are starting to electrify mass transit.



By Somini Sengupta

Ms. Sengupta and a team of journalists from The Times reported from Colombia, Germany, Norway and the United Kingdom.

Oct. 3, 2021

The roar of engines has long been part of the soundscape of a city.

For a century, for billions of urban people worldwide, getting around has meant boarding a bus powered by diesel or an auto rickshaw that runs on gasoline, or among the affluent, a car.

Today, a quiet transformation is underway. Berlin, Bogotá and several other cities are taking creative steps to cut gas and diesel from their public transit systems. They are doing so despite striking differences in geography, politics and economics that complicate the transformation.

Berlin is reviving electric tram lines that were ripped out when the Berlin Wall went up. Bogotá is building cable cars that cut through the clouds to connect working-class communities perched on faraway hills. Bergen, a city by the fjords in western Norway, is moving its public ferries away from diesel and onto batteries — a remarkable shift in a petrostate that has for decades enriched itself from the sale of oil and gas and that now wants to be a leader in marine vessels for the electric age.

Bergen's buses, too, are now electric, supplied by Chinese bus makers that have seized on the market in cities as far afield as Los Angeles and Santiago, Chile. The change is audible. "You can hear voices again in the streets," said Jon Askeland, the mayor of the county that includes Bergen.

Urban transportation is central to the effort to slow climate change. Home to more than half the world's population, cities account for more than two-thirds of global carbon dioxide emissions. And transportation is often the largest, and fastest growing, source, making it imperative to not only encourage more people to get out of their cars and into mass transit, but also to make transit itself less polluting and more efficient.

According to C40, a coalition of around 100 urban governments trying to address climate change, transportation accounts for a third of a city's carbon dioxide emissions, on average, outstripping other sources like heating, industry and waste.



Waiting for the tram in Berlin. Lynsey Addario for The New York Times

Construction of a tram tunnel through a hill in Bergen, Norway. Lynsey Addario for The New York Times

Electric buses scooped up passengers in Bogotá, where the mayor is seeking to clean up public transit networks. Federico Rios for The New York Times

It hasn't all been smooth sailing. In Costa Rica, for instance, private bus operators are divided on the national efforts to electrify mass transit. In Chinese cities, like Shenzhen, which has a fully electric bus fleet, the electricity itself still comes mostly from coal, the dirtiest fossil fuel. And everywhere it's expensive to make the shift.

At the moment, only 16 percent of city buses worldwide are electric. The electric switch will need to accelerate, and cities will have to make mass transit more attractive, so fewer people rely on automobiles.

“It has become a reasonable position to advocate for less space for cars,” said Felix Creutzig, a transportation specialist at the Mercator Research Center in Berlin. “Ten years ago, it was not even allowed to be said. But now you can say it.”

The biggest challenge has been faced by cities that most need to make the shift: the most crowded and polluted metropolises of Asia and Africa, where people rely on informal mass transit such as diesel minivans or motorcycle taxis.

But where cities are succeeding, they’re finding that electrifying public transit can solve more than just climate problems. It can clean the air, reduce traffic jams and, ideally, make getting around town easier for ordinary people, which is why some politicians have staked their reputations on revamping transit. In many cases, city governments have been able to take climate action faster than their national governments.

“It requires political clout,” Claudia López, mayor of Bogotá, said in an interview. “For the last 25 years, Bogotá has been condemned to depend on diesel buses. That’s irrational in the 21st century.”

Bringing back the trams

During the Berlin Wall era, many of the city’s trams were ripped out. Lynsey Addario for The New York Times

Ingmar Streesse called it “a historical mistake.”

When the Berlin Wall went up, half of Berlin's electric tram lines came down.

By 1967, when Mr. Streese was three years old, West Berlin had ripped out nearly all the tracks of die Elektrische — The Electric, in German. Cars took over the roads.

Now, 30 years after the fall of the wall, as Germans confront the perils of climate change, there are growing demands to reclaim the roads from cars for walkers, bicyclists and users of public transit.

Enter die Elektrische. Again.

The mistake of the 1960s "is now being corrected," said Mr. Streese, a Green party politician and Berlin's permanent secretary for the environment and transport.

Berlin, along with several European cities, including Lisbon and Dublin, are reviving trams not only to clean the air but to curb emissions to meet the European Union's legally binding climate goals. Those goals require a 55 percent reduction in greenhouse gas emissions by 2030, compared to 1990 levels.

Pedestrians, bikers, and cars share the Oberbaum Bridge in Berlin. There is disagreement about how to add a tram as well. Lynsey Addario for The New York Times

Construction on a new tram line in Adlershof in Berlin. Lynsey Addario for The New York Times

Felix Creutzig, a transportation specialist at the Mercator Research Center. “It has become a reasonable position to advocate for less space for cars,” he said. Lynsey Addario for The New York Times

Still, the politics of taking space away from cars is tricky. Berlin, with 1.2 million cars, has enacted a congestion tax, but it applies only to a tiny slice of the city. It’s all part of a broader effort to improve public transit, including by electrifying all buses by 2030, expanding metro and suburban trains, adding bike lanes and building almost 50 miles of tram lines by 2035.

The trams are not universally liked. Critics point out they are noisy, rattling along crowded streets day and night. They’re slower than subways, and in the era of car-shares and electric scooters, old-fashioned.

Tram fans point out that they are cheaper and faster to build than subways.

Like so much else in Berlin, the story of Berlin’s trams is a story of a partitioned city. As die Elektrische dwindled in the West, they kept running in the poorer, Communist-run East.

Today, one of the trickiest tram projects involves extending a line, called the M-10,

across the historic Oberbaum bridge that linked the former East and West Berlin.

Inga Kayademir, 41, riding a packed M-10 late one Wednesday, welcomed an extension to the west. “Everything that reduces cars in the city is useful,” she said. “If it connects to the west, that’s a nice idea. It would add a second meaning to it.”

But building a new tram line on the bridge would mean taking lanes away from cars or bikes. Or, the city would have to build another bridge altogether.

Mr. Streese was not ready to say how the tram might be accommodated. But one way or another, he said, a tram would cross the Oberbaum no later than 2027. “It’s not going to happen very soon,” he said. “But it’s going to happen.”

Electric ferries in the fjords

Arild Alvsaker, chief engineer of the Hjellestad electric ferry in Bergen, Norway. Lynsey Addario for The New York Times

Heidi Wolden spent 30 years working for Norway’s oil and gas industry. Today, she is working to put oil and gas out of business in her country’s waterways.

Ms. Wolden is the chief executive of Norled, a company that operates public ferries increasingly on batteries instead of diesel.

Ultimately, Ms. Wolden hopes to take her ferries well beyond the fjords. She wants to make Norled a leader in electrifying marine transport.

It is part of Norway's ambitious effort to electrify all kinds of public transit. A plan all the more remarkable because Norway is a very small, very rich petrostate.

"Personally I am extremely happy that we are moving in the right direction," Ms. Wolden said one brisk Friday morning, as the Hjellevad, a car ferry that Norled operates, set off from a quay near Bergen.

Norway has set ambitious targets to cut its greenhouse gas emissions by half by 2030, compared to 1990 levels. Almost all of Norway's own electricity comes from hydropower. But what to do about its own oil and gas industry is at the center of a robust national political debate. Elections in September brought a center-left coalition to power, including small parties pushing for an end to oil and gas exploration in the North Sea.

Bergen is keen to fast-track its transition away from fossil fuels. Its city buses and trams run on electricity. Taxi operators have been told they must switch to all-electric vehicles by 2024, with subsidies for drivers to install chargers at home. Ferry operators have been offered longer, more profitable contracts to offset the cost of conversion.

Heidi Wolden, the Norled chief executive, with a wall of batteries at a ferry hub. Lynsey Addario for The New York Times

Bergen, Norway, where many of the ferries on the fjords now run on electricity. Lynsey Addario for The New York Times

Pulling into a fjord outside Bergen on the Hjellestad ferry. Lynsey Addario for The New York Times

Unlike in some other countries, including the United States, where climate policies are deeply polarizing, in Bergen there wasn't much pushback. Mr. Askeland said politicians on the left and right agreed to trim the budget for other expenses to pay for the costlier electric-ferry contracts.

After all, the mayor said, voters in the area are conscious about addressing climate change. "That influences us politicians, of course," he said.

Ferry operators aren't the only private companies cashing in on the electric transformation.

Corvus Energy, which makes batteries for all sorts of marine vehicles, including, mind-bendingly, for oil tankers in Norway, is busy producing batteries for electric ferries. “The government, using purchasing power to change the world, is also very important for us,” said Geir Bjorkeli, the chief executive of Corvus. The company now has its eye on electrifying ferries in the United States.

Corvus batteries sat snugly under the deck of the Hjellestad.

On shore, cables dangled from two tall poles that a passer-by might have mistaken for lamp posts. The ship’s chief engineer, Arild Alvsaker, grabbed the cables with both hands and plugged them into the ship’s battery pack. The 10 minutes it took for cars to pull into the ferry was enough to load up with enough power for its roughly 45-minute voyage up the fjord and back.

Mr. Alvsaker was at first dubious about running a battery-powered ship. It took less than a week for him to change his mind. “I was dirty up to here before breakfast,” he said, pointing to his upper arm. “I don’t want to go back to diesel.”

He has since bought an electric car.

The water was calm that morning as the ship left the quay, almost soundlessly. On an electric ferry, there’s no roaring engine.

Gondolas with Wi-Fi in the sky

TransMiCable gondolas in motion over southern Bogotá. Federico Rios for The New York Times

The TransMiCable is a loop of firehouse-red gondolas that glide up from the valley to the neighborhoods stacked along the hills that surround Bogotá.

There are plans to build seven lines as part of the city's efforts to clean up its public transport. Nearly 500 Chinese-made electric buses are on the roads, and contracts are out to buy another 1,000 by 2022, making Bogotá's electric bus fleet one of the largest of any city outside China. The mayor, Ms. López, a cyclist, wants to add roughly 175 miles of bike lanes.

But for Fredy Cuesta Valencia, a Bogotá schoolteacher, what really matters is that the TransMiCable has given him back his time.

He used to spend two hours, on two slow buses, crawling through the hills to reach the school where he teaches. Once, he said, traffic was so backed up none of the teachers could arrive on time. Students waited outside for hours.

Now, it takes him 40 minutes to get to work, an hour at worst. There's Wi-Fi. Clouds. Rooftops below.

"It's a lot less stress," said Mr. Cuesta, 60, a folk dance teacher. "I check my phone, I look at the city, I relax."

Fredy Cuesta Valencia, a dance teacher in Bogotá, on his way to school. "It's a lot less stress," he said. Federico Rios for The New York Times

Nearly 500 Chinese-made electric buses are on Bogotá's roads now. Federico Rios for The New York Times

Travelers lined up for the TransMiCable. Federico Rios for The New York Times

For politicians like Ms. López, electrifying public transit helps her make the case that the city is aggressively cutting its emissions. But if she can also make transit better, not just make it electric, it can attract voters, particularly working people who make up most of the electorate.

But overhauling transportation is expensive. For Ms. López, who belongs to a center-left political party, it requires negotiating for money from the national president, Iván Duque, who belongs to a rival conservative party.

Yet their parties have managed to find some common ground. Mr. Duque is helping Ms. López build Bogotá's first metro, something mayors have been trying for decades.

The case she made to him: What's good for the city is good for the country.

If Bogotá can't change its transportation system, she said, Colombia can't achieve its climate goals. "You're interested in having a more competitive city. It's in our common interest to achieve Colombia's climate change goals," she said.

Sofia Villamil contributed reporting from Bogotá, and Geneva Abdul from London.