



DCHC MPO Board Meeting Agenda

Wednesday, March 10, 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.

Per state law, all MPO Board members and alternates are required to file a Statement of Economic Interest and a Real Estate Disclosure form by April 15, 2021. The forms can be found on the web site of the North Carolina State Ethics Commission at this link: <https://ef.ncsbe.gov/>.

[21-127](#)

Attachments: [2021-02-10 \(21-127\) Ethics-TAC New Member Information](#)

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

Attachments: [2021-03-10 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. February 10, 2021 Board Meeting Minutes**[21-130](#)

A copy of the February 10, 2021 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the February 10, 2021 Board Meeting.

Attachments: [2021-03-10 \(21-130\) MPO MINUTES 2021-02-10 LPA2](#)

ACTION ITEMS

7. Resolution Honoring Mark Ahrendsen[21-131](#)**Felix Nwoko, LPA Staff**

Mark Ahrendsen, the first Transportation Director for the City of Durham and the Chair of the DCHC MPO Technical Committee (TC) for over two decades, passed away on Tuesday, February 23, after a multi-year battle with lung cancer. A resolution honoring him and his service to Durham and the entire region is proposed. The TC requested that this be a joint resolution with the Board and TC.

Board Action: Adopt the joint resolution with the Technical Committee honoring Mark Ahrendsen.

Attachments: [2021-03-10 \(21-131\) Resolution Honoring Mark Ahrendsen](#)

8. CMAQ Funding Recommendation (30 minutes)[21-128](#)**Anne Phillips, LPA Staff**

On January 25, 2021, the North Carolina Department of Transportation (NCDOT) released materials for a call for projects for Congestion Mitigation Air Quality Improvement (CMAQ) funds to be issued by MPOs. Applications are due to NCDOT by March 15, 2021. DCHC MPO staff recommend four projects be selected for funding in this round:

- 1) City of Durham Bike Facilities II: Club Boulevard and Foster Street (\$422,524)
- 2) GoTriangle Transit Access Improvements (\$400,000)
- 3) TJCOG Regional Transportation Demand Management Program (\$571,487)
- 4) Town of Chapel Hill Estes Drive Bicycle and Pedestrian Improvements (\$800,000)

The DCHC MPO Technical Committee (TC) recommended the MPO staff-recommended projects, shown above, on an 18-6 vote at its February 24, 2021, meeting. City of Durham staff voted against this recommendation and have provided an alternate slate of projects to be funded. The memo supporting the City of Durham's recommendation is attached.

Once the MPO Board approves a list of recommended projects for CMAQ funding, LPA staff will forward recommended projects to NCDOT for review. NCDOT makes the final determination on whether or not to grant the funding requests.

TC Action: Recommended Board approval of list of recommended projects for CMAQ funding as proposed by LPA staff.

Board Action: Approve the resolution authorizing submission of the recommended CMAQ projects to NCDOT.

Attachments:[2021-03-10 \(21-128\) Call for Projects](#)[2021-03-10 \(21-128\) City of Durham Memo](#)[2021-03-10 \(21-128\) CMAQ Funding Recommendation Agenda Memo](#)[2021-03-10 \(21-128\) CMAQ Funding Recommendation](#)[2021-03-10 \(21-128\) CMAQ Reprogram 2019](#)[2021-03-10 \(21-128\) CMAQ Resolution](#)[2021-03-10 \(21-128\) Final CMAQ Emission Reduction Estimates](#)

9. US 15-501 Corridor Study (5 minutes)[19-144](#)**Andy Henry, LPA staff**

The DCHC MPO Board directed staff to solicit and select a consultant to finish the US 15-501 Corridor Study. Staff drafted an RFI (Request for Information) for this purpose and published the RFI on February 24th. The RFI is based on the attached scope of services. Staff expect to select a consultant by mid-April and for the consultant to proceed with work by late May.

The following DCHC MPO Web page provides the final report documents and conceptual design for the US 15-501 Corridor Study and a compilation of the public comments:

www.bit.ly/15-501.

TC Action: Forward the US 15-501 Corridor Study update to the DCHC MPO Board.

Board Action: Receive the US 15-501 Corridor Study update.

Attachments: [2021-03-10 \(19-144\) US15-501CorridorStudy-Scope](#)

REPORTS:**10. Report from the Board Chair**[21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

11. Report from the Technical Committee Chair[21-102](#)**Ellen Beckmann, TC Chair**

Board Action: Receive the report from the TC Chair.

12. Report from LPA Staff[21-103](#)**Felix Nwoko, LPA Manager**

Board Action: Receive the report from LPA Staff.

Attachments: [2021-03-10 \(21-103\) LPA staff report](#)

13. NCDOT Report[21-104](#)

Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT

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

Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-03-10 \(21-104\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS**14. Recent News Articles and Updates**[21-105](#)

Attachments: [2021-03-10 \(21-105\) news articles](#)

Adjourn

Next meeting: April 14, 9 a.m., Meeting to be held by teleconference.

Dates of Upcoming Transportation-Related Meetings: None

TAC Members and the State Ethics Commission

TAC members and alternates are required by law to file certain financial disclosures called the **Statement of Economic Interest (SEI) form** and **Real Estate Disclosure (RED) form** with the State Ethics Commission. These two forms are due within 60 days of appointment and then every year thereafter during the annual filing season which runs concurrent to tax season (**Jan to April 15th**). Be advised that failure to file these forms may result *in fines of up to \$500 annually*.

TAC members are **not** required to receive State Ethics Commission education.

ELECTRONIC FILING

As of 2019, we have a **new electronic filing system**—and it is the quickest way to file. This informational walk-through is intended to get you over a few common obstacles.

Online account creation

The SEI can be filed electronically by creating an account here: <https://ef.ncsbe.gov/>

This Ethics Commission account will be personal to you alone. It does not matter what email you use, so use the email that is most convenient for you.

The password rules are:

1. 8 character minimum
2. Special character such as (*%&#@+)
3. A digit (0-9)
4. An uppercase letter

You may want to set yourself a reminder for what email/password combo you use.

****ONLINE FILING NO LONGER REQUIRES AN NCID.**** The system uses email verification—it will email your account email a link. By clicking on the link, you activate a live account. The verification email should arrive within a minute or so: If you do not receive the email with the verification link in it within 90 seconds, check your Junk and Spam folders. *HINT: the system does not seem to work well with Hotmail.*

Online SEI/RED forms

The online filing is a smart form. It will launch questions and propose answers based on your previous answers, which is a great help from year to year!

Depending on the answers to the initial questions, the system will start a **Long form or a No Change form**. New members: Since you **did not file last year** and are new to a board, you must file a Long Form.

CANDIDACY: (if activated) answer **No** (otherwise click through).

Your **Reason for Filing** is: **Board/Commission** then click **+**, choose “[INSERT YOUR MPO OR RPO]” from drop down menu. *If you serve on more than one Board, you may choose multiple answers.*

Note

You are required to file with the State Ethics Commission due to your work on your TAC, and not because you are an elected local official. Do not choose “Local Government Commission”, “Board of Transportation” or any other reason for filing *otherwise you will be required to re-file*. In the electronics system, when you select your MPO or RPO as your reason for filing, the system will automatically generate a **Real Estate Disclosure form** so no need to fill out two documents! (Ask your Board Chair or the Ethics Liaison for your TAC if you do not know the TAC official name.)

After you complete REASONS FOR FILING, you will advance to FILER INFORMATION. You can import your information (box at top of page), then fill in the rest of the information. All boxes with (*) next to them need to be answered

Please read the questions carefully. Answer the question correctly, fully and responsively. You will be asked to list real estate ownership and LLCs and sources of income. Be sure to disclose responsively.

If you are interrupted, the system will remember where you leave off—you can pick right up the next time you log in.

The USER GUIDES in the upper right hand are helpful.

Confirmation of electronic filing

To finish filing, you must have completed the entire form and electronically signed it by checking the affirmation box.

You can be assured that you have successfully filed if 3 things happen: 1. A pop-up will appear with a Confirmation number 2. Your In-Progress SEI will now show as a Completed SEI in your account (click Home) 3. You receive an email with a copy of your filed SEI. *CONFIRMATION WILL BE VERY CLEAR.*

ADDITIONAL INFORMATION FOR TAC FILERS

Paper filings

SEI and RED forms may be downloaded and completed manually. Annual forms are available in the second week of the new year. https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO is the MPO/RPO page. Paper forms must be mailed or hand delivered. Forms must be postmarked by the deadline. Use the address on the form.

Evaluations

The State Ethics Commission staff has the responsibility of reviewing and evaluating all financial disclosures for potential conflicts of interest. We provide an evaluation letter to you at the time of your initial filing and annually thereafter.

Assistance

The State Ethics Commission Staff is here to help you fulfill your statutory obligations. If you have any questions regarding the SEI or RED, general questions on how to complete the form, or timing of filing, do not hesitate to call me. I will be happy to help you fulfill your filing requirements!

Thank you for your service to your local North Carolina communities.

Susanne L. Sing

Susanne Sing | Compliance Analyst

STATE ETHICS COMMISSION

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MPO Board Directives to Staff

Active Directives (Complete/Pending/In Progress)

Meeting Date	Directive	Status
11-13-19	Chair Seils will 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 with the following members:</p> <ul style="list-style-type: none"> • Damon Seils • Karen Howard • Charlie Reece • Nishith Trivedi • Ellen Beckmann • Sean Egan <p>The committee has selected a consultant and a contract is currently being negotiated. The committee will report back to the Board in May or June 2021.</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 will present a project scope for consultant review at the March 2021 Board meeting.
1-13-21	Develop a new memo format to assure consistency in providing information to the MPO Board on agenda items.	<u>Complete.</u> The Board reviewed a draft memo template in February 2021 and directed staff to begin using the template on major agenda items.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

10 February 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on February 10, 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
Charlie Reece (Member)	City of Durham
Pierce Freelon (Member)	City of Durham
Damon Seils (Member)	Town of Carrboro
Pam Hemminger (Member)	Town of Chapel Hill
Jamezetta Bedford (Member)	Orange County
Michael Parker (Member)	GoTriangle
Lisa Mathis (Member)	NCDOT
Lydia Lavelle (Alternate)	Town of Carrboro
Brenda Howerton (Alternate)	Durham County
Mark Bell (Alternate)	Town of Hillsborough
Mike Fox (Alternate)	NCDOT
Nish Trivedi	Orange County
Ellen Beckmann	Durham County
John Hodges-Copple	TJCOG
Joe Geigle	FHWA
Zach Hallock	Town of Carrboro
Tina Moon	Town of Carrboro
Bergen Watterson	Town of Chapel Hill
Jomar Pastorelle	Town of Chapel Hill
Sean Egan	City of Durham
Tasha Johnson	City of Durham
Bill Judge	City of Durham
Evan Tenenbaum	City of Durham
Bryan Taylor	City of Durham
Cha'ssem Anderson	UNC Chapel Hill
Hank Graham	Research Triangle Foundation
David Keilson	NCDOT Division 5
Richard Hancock	NCDOT Division 5
Patrick Wilson	NCDOT Division 7
Stephen Robinson	NCDOT Division 7
Bryan Kluchar	NCDOT Division 8
John Grant	NCDOT Traffic Operations
Julie Bogle	NCDOT TPD
Aaron Cain	DCHC MPO

42	Andy Henry	DCHC MPO
43	Anne Phillips	DCHC MPO
44	Brian Rhodes	DCHC MPO
45	Dale McKeel	DCHC MPO
46	Felix Nwoko	DCHC MPO
47	Yanping Zhang	DCHC MPO
48	Kayla Mathews	DCHC MPO
49	Dave Connelly	Resident
50	Heidi Perov	Resident
51	Michael Waldroup	Resident

52 Quorum Count: 9 of 10 Voting Members

53 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call of MPO Board Members
 54 and Alternates was performed. The Voting Members and Alternate Voting Members of the DCHC MPO
 55 Board were identified and are indicated above. Chair Wendy Jacobs stated that Pam Hemminger gave
 56 notice of her late arrival. Aaron Cain introduced Kayla Mathews as a new DCHC MPO staff member.

57 **PRELIMINARIES:**

58 **2. Ethics Reminder**

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

63 Aaron Cain reminded the MPO Board that their Ethics Commission filings must be submitted by
 64 April 15. Chair Wendy Jacobs noted that there is a link for the necessary documents in the agenda
 65 packet.

66 **3. Adjustments to the Agenda**

67 There were no adjustments to the agenda.

4. Public Comments

There were no public comments.

5. Directives to Staff

Chair Wendy Jacobs stated there will be a presentation about the updates to the US 15-501 study at the next MPO Board Meeting on March 10.

CONSENT AGENDA:

6. January 13, 2021 Board Meeting Minutes

Mike Fox noted that the MPO Board Meeting regularly conflicts with his schedule, which is the reason for him being listed as the Alternate. Mike Fox requested that the MPO Board notify him if there are items that require his immediate attention.

Michael Parker made a motion to approve the Consent Agenda. Pierce Freelon seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. 2021 DCHC MPO Meeting Calendar

Aaron Cain, LPA Staff

Vice Chair Jenn Weaver made a motion to approve the 2021 meeting calendar. Michael Parker seconded the motion. The motion passed unanimously.

8. MPO Board Governance Committee

Damon Seils, Town of Carrboro

Felix Nwoko, LPA Manager

Damon Seils stated that, in fall 2020, the MPO Board authorized the Governance Committee to accept responses for the Request for Proposals and Scope of Work. Damon Seils continued that MPO staff held an informational meeting for interested firms. Damon Seils added that there was an interested firm that is currently in negotiations for finalizing their contract. Felix Nwoko noted that the firm was selected from the on-call list. Felix Nwoko mentioned that there was interest from the MPO Board in keeping costs below \$70,000.

Damon Seils elaborated that the chosen firm has experience in reviewing and providing comments for the structure, governance, and administration of North Carolina MPOs. Damon Seils continued that the firm would also be tasked with reviewing the MPO's leadership role in transportation planning and coordinating with regional partners. Damon Seils stated that once the contract is finalized, the firm will come to the DCHC MPO Board for a kickoff meeting.

There was no further action required by the MPO Board.

9. FY2022 Unified Planning Work Program

Felix Nwoko, LPA Manager

Felix Nwoko noted that the FY2022 Unified Planning Work Program (UPWP) was released for public comment on January 13, but no public comments were received. Felix Nwoko added that the UPWP is due to NCDOT and Federal Highway Administration (FHWA) by February 15. Felix Nwoko continued that the UPWP is federally funded at 80%, with the remaining 20% to be provided by a local match.

Felix Nwoko noted that the FY2022 UPWP is unique because it contains implementation plans and programs rather than solely focusing on compliance. Felix Nwoko added that the UPWP will contain the plans and programs that align with the MPO's goals and objectives. Felix Nwoko stated that the UPWP will include core functions, funding changes, and new initiatives.

Vice Chair Jenn Weaver made a motion to approve the FY22 UPWP. Michael Parker seconded the motion. The motion passed unanimously.

10. FFY 2021 CRRSSA (COVID Relief) Section 5307 Apportionment for DCHC UZA

Felix Nwoko, LPA Manager

Felix Nwoko stated that, as a part of the second round of COVID Relief Funding, the MPO received approximately \$21.5M in federal Section 5307 funds for distribution to eligible transit agencies. Felix Nwoko stated that the MPO plans to distribute this funding using the same formula used during the

first round of COVID funding. Felix Nwoko added that this current round of funding does not require a local match.

Lisa Mathis made a motion to approve the Section 5307 Apportionment split letter for COVID relief. Pierce Freelon seconded the motion. The motion passed unanimously.

11. Draft Public Involvement Policy (PIP) and Limited English Proficiency Plan (LEP)

Anne Phillips, LPA Staff

Anne Phillips stated that the MPO Board released the draft Public Involvement Policy (PIP) and Limited English Proficiency Plan (LEP) to the public for a 45-day public comment period without receiving any comments from the public. Anne Phillips added that a public hearing was held at the MPO Board Meeting in January 2021, but no members of the public spoke at the hearing. Anne Phillips stated that she added an Executive Summary to the PIP and updated graphics at the request of the Technical Committee (TC).

Pierce Freelon made a motion to approve the Public Involvement Policy and Limited English Proficiency Plan. Michael Parker seconded the motion. The motion passed unanimously.

12. FHWA Highway Infrastructure Funding Swap

Anne Phillips, LPA Staff

Anne Phillips stated that the MPO has received approximately \$338,000 in Highway Infrastructure Program (Infra) from the FHWA, which can only be used for projects with vehicular benefits. Anne Phillips added that NCDOT has offered to swap these funds for Surface Transportation Block Grants – Direct Attributable (STBGDA) and Transportation Alternative Program – Direct Attributable (TAPDA) funds, which are more flexible. Chair Wendy Jacobs and Anne Phillips discussed that STBGDA and TAPDA funds can be used for bike and pedestrian projects and transit. Anne Phillips added that this funding will be included in a federal funding call for projects, which is due on March 31.

Charlie Reece made a motion to approve the Infra-fund swap with NCDOT. Damon Seils seconded the motion. The motion passed unanimously.

13. Transportation Improvement Program (TIP) Amendment #4**Anne Phillips, LPA Staff**

Anne Phillips stated that Transportation Improvement Program (TIP) Amendment #4 is necessary so that the State Transportation Improvement Program (STIP) and the TIP remain in alignment. Anne Phillips highlighted three schedule changes, while noting that there are additional changes to the TIP listed in the agenda packet.

Michael Parker made a motion to approve Amendment #4 to the FY2020-2029 TIP. Damon Seils seconded the motion. The motion passed unanimously.

14. Safety Performance Targets**Andy Henry, LPA Staff**

Andy Henry stated that MPOs must adopt targets for safety performance measures per federal statute. Andy Henry continued that MPOs may either adopt the targets developed by NCDOT, or they may develop and adopt their own targets. Andy Henry added that MPO staff recommended adopting the NCDOT targets because the targets are challenging and using the NCDOT targets allows the MPO to use NCDOT's methodology and data. Andy Henry noted that these targets will also be incorporated into the Metropolitan Transportation Plan (MTP) when the MTP is next updated or amended. Andy Henry noted that the safety targets are based on the NCDOT Strategic Highway Safety Plan (SHSP), which aims to reduce fatalities to 50% by 2035 and eliminate fatalities by 2050. Andy Henry noted that there are no known consequences for not meeting the targets.

Chair Wendy Jacobs asked about a plan to achieve the safety targets. Chair Wendy Jacobs and Andy Henry discussed that the funding to reach these safety targets come from the Highway Safety Improvement Plan (HSIP). Chair Wendy Jacobs requested that the HSIP be sent to the MPO Board. Andy Henry responded that he would distribute the HSIP following the meeting. Lisa Mathis added that local officials in Lumberton worked with high school and colleges to reduce the number of vehicular deaths, a strategy identified in the SHSP.

168 Damon Seils and Andy Henry discussed that fatalities and injuries are counted on all
169 transportation facilities within the MPO boundary, and the data is not limited to highway fatalities.

170 Damon Seils and Andy Henry discussed the changing targets from the previous NCDOT Safety
171 Performance Targets.

172 There was discussion about the efficacy of having safety performance targets without sufficient
173 funding for the desired result. Michael Parker and Andy Henry discussed how communities that have
174 adopted Vision Zero have positively impacted the safety. Michael Parker asked how autonomous
175 vehicles would impact the safety performance targets. Andy Henry responded that there is not enough
176 data to know how autonomous vehicles would impact the safety performance measures.

177 There was further discussion about the lack of funding for safety projects and projects that
178 would impact the safety needs of residents. Vice Chair Jenn Weaver noted that policy is reactionary
179 rather than proactive; there are projects that do not meet safety thresholds until there are serious
180 injuries or fatalities to warrant additional funding. Charlie Reece stated that MPOs must work with state
181 legislators to receive funding in order to meet the safety targets.

182 There was discussion that the joint priority document with Capital Area Metropolitan Planning
183 Organization (CAMPO) would help inform legislatures of the need for additional funding. Mike Fox
184 suggested building a coalition of North Carolina MPOs to better advance safety priorities. Mike Fox and
185 Lisa Mathis discussed that bicycle and pedestrian facilities would also benefit rural areas by revitalizing
186 downtown areas. Michael Parker and Mike Fox discussed how NCDOT controls the percentage of
187 funding between highway and non-highway projects in the STIP—up to 10% for non-highway projects.
188 Damon Seils requested that the MPO Board discuss legislative priorities at an upcoming MPO Board
189 meeting.

190 Damon Seils made a motion to adopt the resolution supporting the state's safety performance
191 targets. Pam Hemminger seconded the motion. The motion passed unanimously.

15. CTP Amendment #3**Andy Henry, LPA Staff**

Andy Henry stated that the MPO Board adopted the Comprehensive Transportation Plan (CTP) in May 2017. Andy Henry added that there were two amendments that addressed two specific roadway projects but there has not been an amendment that dealt with a broader, larger set of needed changes. Andy Henry noted that, over the past several months, MPO and NCDOT staff have worked with local planners to identify needed changes to the roadway, transit, bicycle, pedestrian, and multiuse path sections of the CTP. Andy Henry continued that MPO staff is in the final stage of developing and reviewing the CTP changes. Andy Henry added that the CTP Amendment #3 would be presented to the TC in two weeks and would return to the MPO Board on March 10.

Andy Henry noted that the CTP Amendment #3 included changes to highways, such as: adding 2045 Metropolitan Transportation Program (MTP) Amendment #2; deleting roadways impacted by the defunct Durham Orange Light Rail Transit (DOLRT); adding roadway and modernization improvement in Orange County near the Durham boarder; and updating the roadway border between Durham and Wake counties.

Andy Henry noted that CTP Amendment #3 included changes to complete streets, such as: adding 53 multiuse paths; adding side paths along major CTP roadways; and adding the NCDOT implementation guide information.

Andy Henry noted that CTP Amendment #3 included changes to transit, such as: adding Bus Rapid Transit (BRT) capacity transit corridors from the 2045 MTP amendment #2; adding three Durham transit emphasis corridors as operational strategies and include definitions and list type of transit facilities; and adding definitions for bus routes and complete streets including bus facilities.

Andy Henry noted that CTP Amendment 3# included changes to bicycle multi-use paths (MUP), and pedestrian facilities, such as updating bicycle, MUP, and pedestrian facilities to reflect changes in

jurisdictional plans; and adding side paths that cannot be shown in the CTP highway section will need to be designated in the CTP multiuse path.

There was no further action required by the MPO Board.

REPORTS:

16. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs stated that she and Vice Chair Jenn Weaver have been working with MPO staff to better align the MPO goals and objectives in the planning process. Chair Wendy Jacobs noted that Aaron Cain would speak more about that later in the meeting.

17. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair

Ellen Beckmann stated that she is serving on the Governance Committee. Ellen Beckmann noted that the MPO is holding a call for Congestion Mitigation and Air Quality (CMAQ) and STBGDA projects. Ellen Beckmann noted that the projects are scheduled to be presented to the MPO Board in March 2021.

18. Report from LPA Staff

Felix Nwoko and Andy Henry, LPA Staff

Aaron Cain affirmed that the draft call for CMAQ and STBGDA projects would be completed soon. Aaron Cain shared a draft memo for use on future agenda items that will demonstrate how projects align with the MPO's goals and objectives. Aaron Cain stated that he would send this template to the MPO Board, and he requested that they provide him with their feedback.

19. NCDOT Report

Richard Hancock, Division 5, stated that the East End Connector (U-0071) project is still ongoing. Richard Hancock added that NCDOT is working to finish the flyover section of US 70. Richard

Hancock added that the new railroad bridge section is driving the schedule and the revised completion date is 2021.

Richard Hancock noted that the Alston Avenue project (U-3308) has an estimated completion date of 2022. Richard Hancock noted that the Old Durham Road side path (EB-4707A) project near Wegman's experienced issues with nearby utilities. Richard Hancock noted that the final striping project is scheduled to begin on February 15.

Richard Hancock and Chair Wendy Jacobs discussed the ongoing litter cleanup issue along the highways. Richard Hancock noted that NCDOT is working with the Triangle business community, and there are other sponsorship efforts being implemented.

Pat Wilson, Division 7, stated that there is no additional report. Michael Parker asked about the status of the Homestead Road project. Pat Wilson responded that he would get the information and respond to the question following the meeting. Pam Hemminger asked about the I-40 widening project. Pat Wilson responded that the I-40 widening project is scheduled to let in summer 2021. Pat Wilson added that the I-85 project will not occur at the same time as the I-40 widening.

Bryan Kluchar, Division 8, stated that the let date for U-6192 should be corrected to 2031 due to lack of funding.

John Grant, NCDOT Traffic Operations, stated that there is no additional report.

INFORMATIONAL ITEMS:

20. Recent News, Articles, and Updates

Chair Wendy Jacobs added that the Wake Transit Plan will be presented at the April MPO Board meeting. Chair Wendy noted that the shared priorities document will be distributed next week.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at 10:46 a.m.

**RESOLUTION TO HONOR MARK AHRENDSEN FOR SERVICE TO THE
DURHAM-CHAPEL HILL-CARRBORO MPO**

March 10, 2021

A motion was made by Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board Member _____ and seconded by DCHC MPO Board Member _____ for the approval of the following resolution and upon being put to a vote, was duly adopted.

WHEREAS, Mark Ahrendsen served the residents of the City of Durham tirelessly for over 27 years since he began employment in December 1988; and

WHEREAS, Mark Ahrendsen represented the City of Durham on the DCHC MPO Technical Committee and served with distinction and dedication, including as Chair of the MPO Technical Committee for over twenty years; and

WHEREAS, Mark Ahrendsen led several transportation initiatives that shaped our region, such as the acquisition of the City of Durham's transit system from Duke Power, overseeing the planning for the East End Connector, development of the first Bus and Rail Investment Plan, creation of the current Amtrak Station, construction of Durham Station, and championing the prioritization of bicycle, sidewalk, and transit projects throughout the MPO area; and

WHEREAS, Mark Ahrendsen fostered a culture of fairness, cooperation, and consensus-building within the DCHC MPO and facilitated regional coordination with the Capital Area MPO, Triangle J Council of Governments, and GoTriangle; and

WHEREAS, Mark Ahrendsen also forcefully advocated for the DCHC MPO's interests in innovation, multi-modalism, equity, and public engagement; leading the MPO through many controversial projects such as Eno Drive, Weaver Dairy Road, Alston Avenue widening, and Elizabeth Brady Road extension; and

WHEREAS, Mark Ahrendsen served as a mentor and valued peer to many of the transportation professionals serving our region today, and his influence on the region will be felt for decades to come; and

WHEREAS, Mark Ahrendsen was an experienced and dedicated leader, providing wisdom, guidance, and support for regional transportation programs, initiatives, and projects; and

WHEREAS, the contributions Mark Ahrendsen made to the DCHC MPO and his passion for improving the lives of all citizens within the DCHC region and beyond will be sorely missed.

NOW THEREFORE, BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board and Technical Committee remember Mark Ahrendsen for his many accomplishments and his service to our community, and hereby recommend that his memory be honored in a manner befitting his dedicated service, provided here on this, the 10th day of March, 2021.

Wendy Jacobs, MPO Board Chair

Ellen Beckmann, MPO Technical Committee Chair

Durham County, North Carolina

I certify that Wendy Jacobs and Ellen Beckmann personally appeared before me this day acknowledging to me that he signed the foregoing document.

Date: March 10, 2021

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

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January 26, 2021

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

Introduction

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

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

A few things to keep in mind:

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

CMAQ

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

Funding Available: \$2,194,011

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

Application Procedure: CMAQ Application form (attached)

Other Notes:

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

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STBGDA

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

Funding Available:

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

Application Procedure: STBGDA form (attached)

Other notes:

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

STBG (Any Area)

These STBG funds are available to any jurisdiction in the DCHC area, and were obtained by DCHC through a fund swap with NCDOT. Surface Transportation Block Grants provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects. These funds are available for use in FY21.

Funding Available: \$752,885

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

Application Procedure: STBGDA form (attached)

Other Notes:

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

Regional Bicycle and Pedestrian Projects (STBGDA and [TAPDA](#))

Projects in this category will span multiple jurisdictions or otherwise provide regional benefits through increased connectivity. Per MPO Policy, Transportation Alternative Program (TAP) funds are combined with a set aside of STBGDA funds for our Regional Bike-Ped program.

TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. No roadway capacity improvement projects are eligible for TAP funds.

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

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

Screening Criteria

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

Scoring Criteria

• **40% Project readiness** – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:

- 100 points - Construction funding requested - right-of-way and design complete
- 50 points - Right-of-way funding requested – design complete
- 25 points - Planning requested

• **30% Safety**

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

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• 15% Spans multiple jurisdictions

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

• 15% Density

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

Other Notes:

- The MPO has broadly defined “regional” in the past. Examples of projects that would qualify as regional include the Hillsborough Riverwalk and those related to the American Tobacco Trail as they are part of a statewide or national trail system. In addition, projects shown in the 2045 Metropolitan Transportation Plan (MTP) qualify for this funding.
- The federal application for TAPDA funds is quite involved. Please let Anne Phillips know if you are planning to submit an application for Regional Bike-Ped funding in advance of the application deadline.

Schedule and Selection Criteria for Funding Sources

Application and Approval Schedule

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

Factors that will be considered during the selection process:

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



Date: March 2, 2021

To: Anne Phillips, Principal Planner, DCHC MPO
From: Evan Tenenbaum, Transportation Planner, City of Durham Transportation
Subject: City of Durham 2021 CMAQ Application Submissions

To Ms. Philips,

The City of Durham has concerns about the CMAQ funding recommendations that were presented at the February 24th MPO Technical Committee meeting. The January 26th memo outlining the call for projects, indicated that geographic equity and emissions savings were being utilized as part of the selection process. The recommendations in the February 19th memo do not appear to align with this previously stated selected criteria. More specifically, if the funding had simply been selected with 25% assigned to regional partners (TJCOG and/or GoTriangle) and the remaining 75% split among member jurisdiction population to establish geographic equity, the City estimates the “population share” for each jurisdiction would have been the following:

Jurisdiction	Population (Google or MPO Report)	% of MPO Population	"Population Share"
Durham	269,702	63%	\$1,036,671
Chapel Hill	60,998	14%	\$230,371
Carrboro	20,337	5%	\$82,275
Unassigned Jurisdictions	77,656	18%	\$296,192
Regional Agencies - TJCOG, GoTriangle (25% assigned)	428,693	N/A	\$548,502
		Total Funding Available	\$2,194,011

While we understand that population alone was not the sole criteria that was to be used, the secondary criteria cited in the January 26th memo was emissions savings. Unfortunately, the February 19th recommendations once again do not appear to have utilized this criteria as multiple projects with lower emission benefits were chosen above higher scoring projects.

The City of Durham submitted 3 projects (Bike Facilities II, Neighborhood Bike Routes II and III, and Wayfinding II) for a total of \$2,036,000 of federal funding at 80-20, knowing all three projects would not be selected. In the February 19 memo, the MPO selected only two corridors of Bike Facilities II at a *cap* of \$422,524 (well below the \$1,036,671 geographic equity target). Based on the emissions information

provided in the February 19 memo, the three Durham projects are ranked second through fourth among all projects submitted, behind the TJCOG TDM program funding, and ahead of *all* other projects. Additionally, the City of Durham project was the only one required to contribute a larger portion of local money (calculated at 63-37) to have their project as part of the selection. The only options offered by the MPO to keep the project at 80-20 was to either reduce the scope of the project further (down to one corridor only), or to instead select a lower cost Durham project that is ranked lower in priority for the City (Neighborhood Bike Routes) for *less* amount of CMAQ money, with the remainder being thrown back into the regional pool.

While we recognize the value that all of the proposed projects will provide to the region, the City does not understand why lower emission reduction projects were fully funded in other jurisdictions above and beyond the geographic equity targets. In particular, the Chapel Hill's Estes Drive Bike and Ped project and the GoTriangle Bus Shelters project were selected to be fully funded at 80-20, despite ranking lower than all three Durham projects. Additionally, these projects may have alternate options for funding such as utilizing STGDBA (Estes Drive) and Orange County Transit Plan (GoTriangle Bus Shelters) to complete funding gaps that would be left with partial funding or no funding from this call for projects. Bike Facilities II, despite being ranked lower than the other two Durham projects, still ranked higher than the remaining selected projects, but is only selected to receive federal funding at 63-37, for only *part* of the initial request.

Because the rankings of projects weren't specifically called out in the February 19 memo, the City of Durham would like to propose an alternative for projects selected for CMAQ funding.

	CMAQ	Additional STBG-DA/other local source needed
TJCOG TDM Program/DCHC area	\$ 571,487	-
City of Durham Bike Facilities II*	\$ 852,000	-
Town of Chapel Hill Estes Drive Bike-Ped Improvement	\$ 770,524	\$ 29,476
Total	\$ 2,194, 011.00	

The City of Durham's initial request of four Bike Facilities corridors (Club, Morgan, Foster, Chapel Hill), was initially modified to just two (Club and Foster), but under this alternative, expand to three to also include Chapel Hill Street. Durham will likely be seeking funding for the Morgan corridor using only local funds. The total for the three corridors would be \$1,065,000, and at 80% would mean \$852,000 from CMAQ. The difference from the selection in the February 19 memo comes from eliminating the GoTriangle Bus Shelters project, and the Town of Chapel Hill finding \$29,476 from other sources of local or federal funding to complete their project. Alternatively, to keep Chapel Hill's project fully funded, the City of Durham also proposes this selection:

	CMAQ	Additional STBGDA/other local source needed
TJCOG TDM Program/DCHC area	\$ 571,487	-
City of Durham Bike Facilities II*	\$ 822,524	\$ 29,476
Town of Chapel Hill Estes Dr Bike-Ped Improvement	\$ 800,000	-
Total	\$ 2,194, 011.00	

This alternative, while still eliminating the GoTriangle Bus Shelters project, allows Chapel Hill's Estes Drive project to be fully funded at 80-20 without seeking additional federal funding. This would allow the remaining CMAQ money to be capped, for the City of Durham to receive \$822,524 to fund Bike Facilities for three corridors (Club, Foster, Chapel Hill). Compared to the \$852,000 in the first alternative, the City would have to contribute an additional local match of \$29,476, meaning the project would be at a 77-23 split, rather than 80-20.

Please consider these alternatives when discussing this item at the March DCHC MPO Board meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan Tenenbaum", is positioned above the typed name.

Evan Tenenbaum, Transportation Planner

Cc: Sean C. Egan, Director, Transportation
Bill Judge, Assistant Director, Transportation

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March 3, 2021

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

Executive Summary

On January 25, 2021, the North Carolina Department of Transportation (NCDOT) released materials for a call for projects for Congestion Mitigation Air Quality Improvement (CMAQ) funds to be issued by MPOs. Applications are due to NCDOT by March 15, 2021. DCHC MPO staff recommend four projects for funding in this round:

Project	Requested Funding	Local Match	Total	Existing Project	Project Phase
City of Durham Bike Facilities II: Club & Foster	\$ 422,524	\$ 252,476	\$ 675,000	N	Design and Construction
GoTriangle Transit Access Improvements	\$ 400,000	\$ 100,000	\$ 500,000	N	Design and Construction
TJCOG TDM Program/DCHC area	\$ 571,487	\$ 142,872	\$ 714,359	Y	Program
Town of Chapel Hill Estes Drive Bike/Ped Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000	Y	Construction
Total	\$ 2,194,011	\$ 695,348	\$ 2,889,359		

The DCHC MPO Technical Committee (TC) recommended the MPO staff-recommended projects, shown above, on an 18-6 vote at its February 24, 2021 meeting. City of Durham staff have opposed this recommendation and have provided an alternate slate of projects to be funded. The memo supporting the City of Durham's recommendation is attached.

Background

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) periodically receives an allocation of Congestion Mitigation and Air Quality Improvement (CMAQ) funds for disbursement to member jurisdictions and agencies. CMAQ funds are federal funds dedicated to projects that show an air quality benefit. A 20 percent local match is required for CMAQ funds. DCHC MPO received \$2,194,011 in CMAQ funding for FY22. The last CMAQ call for projects occurred in 2017 for FY18 and 19.

Applications

Local jurisdictions and agencies submitted eight applications for this funding cycle. The total requested funding from these eight applications is \$5,790,001. All of the projects that were submitted showed an emissions benefit. A list of all submitted projects with emissions calculations is attached.

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Selection Criteria

Staff used the MPO's Federal Funding Policy, last updated in 2015, to guide development of a funding recommendation. The Federal Funding Policy does not include a quantitative scoring rubric for CMAQ funding. It states only that agencies must request a minimum of \$100,000 and that the DCHC share of the regional Transportation Demand Management (TDM) program should come from CMAQ funds. Based on general guidance in the funding policy, MPO staff considered the following factors in making a funding recommendation:

- **Emissions benefit:** It is federally required that CMAQ projects provide an emissions benefit. Because all of the submitted projects demonstrated an emissions benefit, and the difficulty of testing some of the assumptions related to the emissions calculation, this was not the primary determinant of MPO staff's funding recommendation. MPO staff reran emissions calculations for two transit projects, Chapel Hill Transit Bus Replacement and GoTriangle Transit Access Improvements, because of concerns that the CMAQ emissions toolkit was unfavorable to transit projects. The final calculations are shared here, but have not previously been shared with the Technical Committee.
- **Project schedule:** DCHC MPO is working to ensure the timely completion of projects constructed with the federal funding that the MPO receives. Staff therefore stated a preference for existing projects in the call because we did not want jurisdictions committing to new projects if they lacked funding and resources to complete existing projects. In keeping with precedent, staff also favored projects that requested funds for construction over those that requested funds for earlier phases given that projects in the former category are most likely to be implemented.
- **Other funding sources available to applicants:** MPO staff also considered whether other funding sources could be applied to projects such as:
 - Surface Transportation Block Grant Direct Attributable (STBGDA) funds, which are allocated to agencies and jurisdictions in the MPO based on population.
 - STBG-Any Area and Transportation Alternatives Program Direct Attributable (TAPDA) funds which are offered on a competitive basis.
 - STBGDA COVID funds, which are available to local jurisdictions this year without a local match.
- **Geographic equity:** Staff wanted to make sure that all jurisdictions and agencies in the MPO had a reasonable chance to receive funding during this cycle. The CMAQ call for projects is intended to be part of a larger call for projects that staff had to split into two calls to meet external deadlines. This CMAQ funding recommendation may therefore not be representative of the overall distribution of federal funds in FY22.
- **Local priorities:** The City of Durham was the only jurisdiction to submit multiple projects. Staff consulted City of Durham staff about their priorities, as funding more than one project in the City of Durham would mean not funding other projects in the region. While two projects were submitted by agencies in the Town of Chapel Hill, those agencies did not coordinate during the submission of their applications. Staff therefore used other criteria, such as emissions benefit, to guide our recommendation.

In addition to the above criteria, staff also considered whether, given the project schedule, the project is a better candidate for a future round of CMAQ funding. It is anticipated that projects not selected in this round of

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funding will be prioritized for FY23 CMAQ funding; NCDOT staff has stated the call for those funds will begin in November 2021.

Recommended Projects

MPO staff is recommending two regional projects and two local projects for CMAQ funding. This recommendation maximizes the number of projects that will receive funding. While regional projects benefit all MPO areas, the local projects benefit both counties that had project submissions: Durham and Orange. The following projects are recommended for funding:

Project	Requested Funding	Local Match	Total	Existing Project	Project Phase
City of Durham Bike Facilities II: Club & Foster	\$ 422,524	\$ 252,476	\$ 675,000	N	Design and Construction
GoTriangle Transit Access Improvements	\$ 400,000	\$ 100,000	\$ 500,000	N	Design and Construction
TJCOG TDM Program/DCHC area	\$ 571,487	\$ 142,872	\$ 714,359	Y	Program
Town of Chapel Hill Estes Dr Bike&Ped Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000	Y	Construction
Total	\$ 2,194,011	\$ 695,348	\$ 2,889,359		

1) TJCOG TDM

- **Project Description:** The Triangle Transportation Demand Management (TDM) program is a joint effort of the North Carolina Department of Transportation (NCDOT), the Capital Area MPO (CAMPO), the Durham-Chapel Hill-Carrboro (DCHC) MPO, GoTriangle and the Triangle J Council of Governments (TJCOG). The program leverages CMAQ funds with local and regional service provider matching funds to target businesses and commuters to change behaviors and reduce the growth in commute vehicle miles traveled (VMT) by 25%.
- **Emissions Benefit:** This project had the highest overall emissions benefit.
- **Project Schedule:** TJCOG regularly applies for funding from DCHC every two years. This allows for continuity in regional TDM programming.
- **Other funding sources available to applicants:** CMAQ is one of several funding sources used to fund the regional TDM program. The DCHC Federal Funding Policy states that CMAQ funding should be used for the DCHC portion of the regional TDM program.
- **Geographic Equity:** This project benefits all jurisdictions in the DCHC area.
- **Local Priorities:** TDM has been and continues to be a priority for the MPO Board, and was most recently endorsed as part of the MPO Board's legislative priorities.

2) City of Durham Bike Facilities II

- **Project Description:** This project will design and construct buffered bike facilities with vertical protection on Club Boulevard (Washington Street to Broad Street) and the

Blackwell/Corcoran/Foster Street corridor (American Tobacco Trailhead to Washington Street) in Durham.

- **Emissions Benefit:** This project scored third in emissions benefits.
- **Project Schedule:** The City of Durham stated that this project was the highest priority of the three projects it submitted. Although this was not an existing project and design and ROW are not complete, MPO staff is recommending this project for funding because it aligns with the City of Durham's stated priorities.
- **Other funding sources available to applicants:** This project is also eligible for STBG-Any Area competitive funding and STBGDA COVID relief funds.
- **Geographic Equity:** This local project benefits the City of Durham/Durham County.
- **Local Priority:** The City of Durham stated that this project was the highest priority of its three submitted projects.

3) Town of Chapel Hill Estes Drive Bicycle and Pedestrian Improvements

- **Project Description:** The project will provide bicycle and pedestrian facilities (raised bike lanes, sidewalk, multiuse path) along North Estes Drive between Martin Luther King Jr. Boulevard and Caswell Road.
- **Emissions Benefit:** This project scored sixth in emissions benefits.
- **Project Schedule:** This is a shovel ready project. Design and right-of-way acquisition are complete. CMAQ funding will allow this project to move into construction.
- **Other funding sources available to applicants:** This project is also eligible for STBG-Any Area and STBGDA COVID relief funds.
- **Geographic Equity:** This local project benefits the Town of Chapel Hill/Orange County.
- **Local Priority:** This project has been a major priority for Chapel Hill in recent years, and these funds, along with the Town's allocation of STBGDA COVID funds, provides the funding necessary to allow the Town to start construction.

4) GoTriangle Transit Access Improvements

- **Project Description:** This project will provide transit access improvements at the intersection of US 15-501 and Eastowne Drive in Chapel Hill. This project will add bus stops where bus stops are not currently established due to lack of adequate infrastructure along US 15-501. Because of the traffic volume and 45 mph speed limit of this part of US 15-501, additional improvements above and beyond a typical bus stop, such as construction of new bus pullouts, sufficient merge distance to re-enter the travel lane, bus shelters, connections to sidewalks, and possible transit signal priority, are required.
- **Emissions Benefit:** This project scored fifth in emissions benefits once MPO staff had a chance to rerun the emissions calculations for transit projects.
- **Project Schedule:** This project would be designed in FY22 and constructed in FY23. While a new project, it is small enough in scale that it can be implemented quickly.
- **Other funding sources available to applicants:** While GoTriangle does receive STBGDA funding from the MPO through its transit allocation, those funds are usually earmarked for ongoing operations and not dedicated to capital projects.
- **Geographic Equity:** This location will serve three new developments, a Wegman's grocery store; UNC Healthcare facilities under construction at Eastowne; and the newly renovated State

Employees Credit Union (SECU). Together, these destinations will employ over 2,500 people along core GoTriangle regional route (400), which provides all day, every day transit connections to Durham, Patterson Place/New Hope Commons, and Downtown Chapel Hill/UNC. This location will also be served by route 405, which provides direct connections to Durham and Carrboro during peak periods. The Orange County Transit Tax is providing the local match for this project; of all the new projects submitted for funding in FY22 to the Orange Staff Working Group (SWG), this is the only project the SWG recommended for funding.

- **Local Priority:** During discussion of this project during the Orange SWG meeting, Chapel Hill Transit staff provided their support.

Projects that Were Not Selected

5) Chapel Hill Transit Electric Bus Purchase

Project Description: Chapel Hill Transit requested funding to replace two diesel buses with two electric buses and a charger.

This project initially scored most poorly of all eight projects when it came to emissions. MPO modeling staff reran the emission calculation, and this project then scored seventh out of eight. MPO staff believes that the CMAQ Emissions Toolkit may be more geared towards VMT replacement, which did not serve this project well (folks are already riding existing diesel buses instead of driving). MPO staff also had to consider geographic equity, which meant that we could not select two projects of such high dollar amount in Chapel Hill. In addition to scoring better on emissions, the Town of Chapel Hill's Estes Drive project is an existing one, which we expressed a preference for in the Call for Projects. Chapel Hill Transit was awarded \$1,093,015 in the FY18-19 CMAQ call for projects for the purchase of clean diesel buses.

6) City of Downtown Durham Wayfinding II

Project Description: This project would install pedestrian and vehicular wayfinding signage, parking lot signage, information kiosks, and Intelligent Transportation Systems signs to communicate parking and transportation information to visitors of downtown Durham.

The City of Durham's Wayfinding project scored second when it came to emissions benefits. However, there were concerns about the emissions calculation. One of the assumptions made by the City of Durham was that 10 percent of drivers in downtown Durham would become lost without a new wayfinding system. This number struck MPO staff as high given the widespread use of GPS technology. Durham previously received \$556,600 in FY18 CMAQ funding for a Downtown Wayfinding project.

7) Neighborhood Bike Routes II & III

Project Description: This project would include design and construction of bicycle boulevards on 11 corridors using signs, pavement markings, and speed and volume management measures to give priority to bicyclists.

Neighborhood Bike Routes scored fourth overall on emissions benefits. Although MPO staff had concerns that design has not been completed for the project, the fact that the project primarily involves striping plans led MPO staff to believe it could be quickly designed and constructed. The City of Durham was offered full funding for this project with a 20 percent local match, but declined in favor of partial funding for Bike Facilities II. City of Durham staff informed MPO staff that Bike Facilities II was more in keeping with Durham's priorities to

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implement projects from the 2017 Bike+Walk Implementation Plan. The City of Durham previously received \$505,498 in FY18 -19 CMAQ funding for Neighborhood Bike Routes.

8) Town of Carrboro S. Greensboro Sidewalk

Project Description: The project consists of a section of sidewalk roughly 3,100 feet in length, along one side of South Greensboro Street in Carrboro.

This project was previously submitted and received CMAQ funding totaling \$440,000 in the FY18-19 call for projects. This application is for additional funding needed, totaling approximately \$450,000, due to increases in estimated construction costs based on new information determined through the design process. The Town of Carrboro requested funding for construction in FY23. Because the current schedule for this project does not have construction being undertaken until the fall of 2022, MPO staff believes it will be a better candidate for FY23 CMAQ funding, which NCDOT has stated will be released in November of 2021. The Town can also use its STBG-DA funding allocation for this project.

Next Steps

Once the MPO Board approves a list of recommended projects for CMAQ funding, MPO staff will forward recommended projects to NCDOT for review. NCDOT makes the final determination on whether or not to grant funding requests. A funding recommendation is due to NCDOT on March 15, 2021.

Issues and Analysis

1) **Schedule of Call for Projects**

CMAQ funding was initially intended to be part of a larger call for funding which included STBG-DA, STBG-Any Area, and Regional Bicycle and Pedestrian (TAPDA) funding. After the initial call for projects was issued, MPO staff learned that the MPO would receive \$2,340,706 of COVID relief STBGDA funds. MPO staff decided to split the call for projects into two separate calls to give local jurisdictions additional time to decide how they wanted to use their STBG funds. CMAQ funding applications were due on February 10, 2021, because of an external deadline, while STBG and Regional Bike-Ped funding applications are due on March 31, 2021.

MPO staff anticipates that once the larger pot of funding is distributed, the overall distribution of funding will appear to be more geographically equitable. The CMAQ funding decision is not necessarily representative of how all federal funds will be distributed to DCHC jurisdictions and agencies in FY22.

2) **Where does CMAQ fit within the larger DCHC funding pool?**

The DCHC FY22 allocation of CMAQ comprises about 20 percent of overall federal funding for the current federal funding cycle, and 46 percent of competitive funding available to the MPO for distribution to local governments and agencies in FY22. See below for an explanation.

Competitive versus Non-Competitive Funding

DCHC allocates a portion of federal funding, primarily STBGDA funding, based on population. DCHC is believed to be the only MPO in North Carolina that allocates STBGDA funding based on population. Other MPOs in the state use an open call for projects for their STBGDA funding. In addition to providing a funding advantage to larger jurisdictions, suballocation of STBDA funds based on population allows jurisdictions to program their STBGDA funding in advance.

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DCHC awards other funding sources such as CMAQ, STBG-Any Area, and Regional Bicycle and Pedestrian funding (TAPDA) on a competitive basis. **This year, DCHC MPO also received \$2,340,706 in STBGDA COVID relief funds that was suballocated to jurisdictions based on population.** The federal law providing the STBGDA COVID funding gives states discretion on whether or not to require the typical 20 percent local match; NCDOT allowed that decision to be made by each MPO. DCHC MPO chose to offer COVID relief funds without requiring the 20 percent local match. The table below shows the current suballocation of STBGDA and STBGDA COVID relief funding. **Altogether, 58% of federal funding from this funding cycle was suballocated to local jurisdictions based on population.**

Jurisdiction	STBGDA Allocation	STBGDA COVID Relief Funds	Total
Carrboro	\$412,172	\$206,343	\$618,515
Chapel Hill	\$481,269	\$429,255	\$910,524
Chatham County	\$17,498	\$22,599	\$40,097
City of Durham*	\$2,829,234	\$1,442,230	\$4,271,464
Durham County*	\$89,672	\$57,908	\$147,580
Hillsborough	\$237,479	\$126,447	\$363,926
Orange County	\$86,600	\$55,924	\$142,524
Total	\$4,153,924	\$2,340,706	\$6,494,630

* Both the City of Durham and Durham County have already programmed their FY21-22 allocation of STBGDA COVID funds. In 2019, the City of Durham programmed the entirety of their STBGDA distribution through FY24 for bike/ped projects. Durham County uses its funds for a planning position. Although these funds have already been programmed, they are included so as not to skew the overall federal funding picture.

The table below shows the competitive funding currently available to jurisdictions and agencies:

Funding Source	Total Available	% of Competitive Funding
CMAQ	\$ 2,194,011	46%
STBG-Any Area	\$ 752,885	16%
Regional Bicycle and Pedestrian	\$ 1,812,318	38%
Total	\$ 4,759,214	100%

The table below shows how competitive funding compares to non-competitive funding for DCHC MPO in the current funding cycle.

Competitive	Total	% of Overall Funding
Competitive	\$ 4,759,214	42%
Non-Competitive	\$ 6,494,630	58%
Total	\$ 11,253,844	100%

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The table below shows how competitive funding compares to non-competitive funding if the federal funds already programed by the City of Durham and Durham County for FY 21-22 is not considered.

Funding Type	Funding Available	% of Overall Funding
Competitive	\$ 4,759,214	57%
Non-Competitive	\$ 3,575,724	43%
Total	\$ 8,334,938	100%

In summary, \$8.3 million is currently available for projects in DCHC MPO. A total of \$4.8 million will be awarded competitively. The DCHC FY22 allocation of CMAQ comprises about 20 percent of overall federal funding for the current funding cycle, and 46 percent of competitive funding available to the MPO for distribution to local governments and agencies in FY22.

3) Geographic Equity

The DCHC Federal Funding policy, last updated in 2015, states that **“when projects are being considered, equity and funding in jurisdictions over time will be considered.”** DCHC staff has interpreted this to mean that all jurisdictions in the MPO should have access to competitive federal funding sources, regardless of population. DCHC is thought to be the only MPO in North Carolina that suballocates STBGDA funds based on population, which provides a funding advantage to larger jurisdictions and allows all jurisdictions to program their funding in advance. This year, the availability of STBGDA COVID relief funds means that 58 of DCHC’s federal funding will be suballocated based on population.

While jurisdictions may have smaller populations and may therefore receive a smaller share of federal funding that is allocated based on population, the cost to construct transportation projects in smaller jurisdictions in many cases will be similar to that in larger jurisdictions. Competitive funding not based on population therefore provides a crucial opportunity for smaller jurisdictions to receive funding they may not otherwise have access to.

4) How does this decision compare to past CMAQ recommendations?

In FY18-19, the City of Durham received 57% of CMAQ funds. While the City of Durham has only received 19% of CMAQ funding for FY 22, **it is not representative of all of the federal funds that the City of Durham may receive at the end of this federal funding cycle.** MPO staff will be able to share more data about the overall distribution of funding once funding recommendations are made related to STBG-Any Area and Regional Bike-Ped funding.

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Agency	FY18&19 Funding Recommendation	% Funding Available in FY18&19	FY21 Funding Recommendation	% Funding Available in FY22	Total Received	% of Funding from Last Two Cycles
City of Durham	\$2,727,798	57%	\$422,524	19%	\$3,150,322	45%
Chapel Hill (Transit & Town)	\$1,093,015	23%	\$800,000	0%	\$1,893,015	27%
TJCOG	\$538,690	11%	\$571,487	26%	\$1,110,177	16%
Town of Carrboro	\$440,000	9%	\$ -	0%	\$440,000	6%
GoTriangle	\$ -	0%	\$400,000	18%	\$400,000	6%
Total	\$4,799,503	100%	\$2,194,011	100%	\$6,993,514	100%

In anticipation of a rescission of federal funds, MPO staff reprogrammed unobligated funds from the 2017 Call for Projects to FY19 – FY21. This reprogramming is described in an attachment. The table below shows how funds were distributed to local jurisdictions as a result of the reprogramming.

Jurisdiction	FY 19 CMAQ Funding	% of FY 19	FY20 CMAQ Funding	% of FY 20	FY21 CMAQ Funding	% of FY 21	Total CMAQ Funding Programmed	% of Total
City of Durham	\$ 2,110,393	53%	\$ 2,331,000	81%	\$ 128,410	22%	\$ 4,569,803	62%
Town of Carrboro	\$ -	0%	\$ 533,000	19%	\$ 444,000	78%	\$ 977,000	13%
Town of Hillsborough	\$ 518,850	13%	\$ -	0%	\$ -	0%	\$ 518,850	7%
Town of Chapel Hill	\$ 1,016,618	26%	\$ -	0%	\$ -	0%	\$ 1,016,618	14%
TBD	\$ 305,449	8%	\$ -	0%	\$ -	0%	\$ 305,449	4%
Total	\$ 3,951,310		\$ 2,864,000		\$ 572,410		\$ 7,387,720	100%

5) Update of the DCHC Federal Funding Policy

The current DCHC Federal Funding policy is scheduled for an update in 2024. Ambiguities in the current policy have led to concerns about the transparency and fairness in DCHC's decision making. Ideally, an update of the policy would coincide with the release of updated population data from the 2020 census or the conclusion of the MPO Governance Study, which should address some of the issues raised in this memo. It is unlikely that staff will be able to revise the existing policy in time for the second part of the current call for projects, which is due on March 31, 2021.

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However, the MPO Board could direct MPO staff to work with the Technical Committee to update the Federal Funding Policy sooner than 2024 or before the conclusion of the MPO Governance Study.

TC Recommendation

The TC voted 18-6 in favor of recommending that the MPO Board approve the list of projects proposed by MPO staff for CMAQ funding. Five voting members from the City of Durham and Durham County voted to oppose the recommendation. One member of the TC from Chapel Hill voted against the LPA staff recommendation because he misunderstood the motion.

LPA Staff Recommendation: Approve the list of projects recommended by LPA Staff and the Technical Committee.

Alternatives

The MPO Board could choose not to endorse the list of projects recommended by the Technical Committee and LPA staff and instead make a funding recommendation that aligns with one of the options proposed by the City of Durham in their memo (attached).

Both options presented by the City of Durham would mean withdrawing funding from the GoTriangle Transit Access Improvement project and recommending that the City of Durham receive an additional \$400,000 for their Bicycle Facilities II project. Should the MPO Board make this decision, GoTriangle will not be able to leverage \$400,000 in federal funding to improve regional transit access to developments that support approximately 2,500 jobs.

Attachments:

- All projects with final emissions calculations
- Original Call for Projects
- City of Durham's memo
- FY 19&21 CMAQ Reprogramming Handout
- CMAQ Funding Recommendation PowerPoint

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DCHC

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PLANNING TOMORROW'S TRANSPORTATION

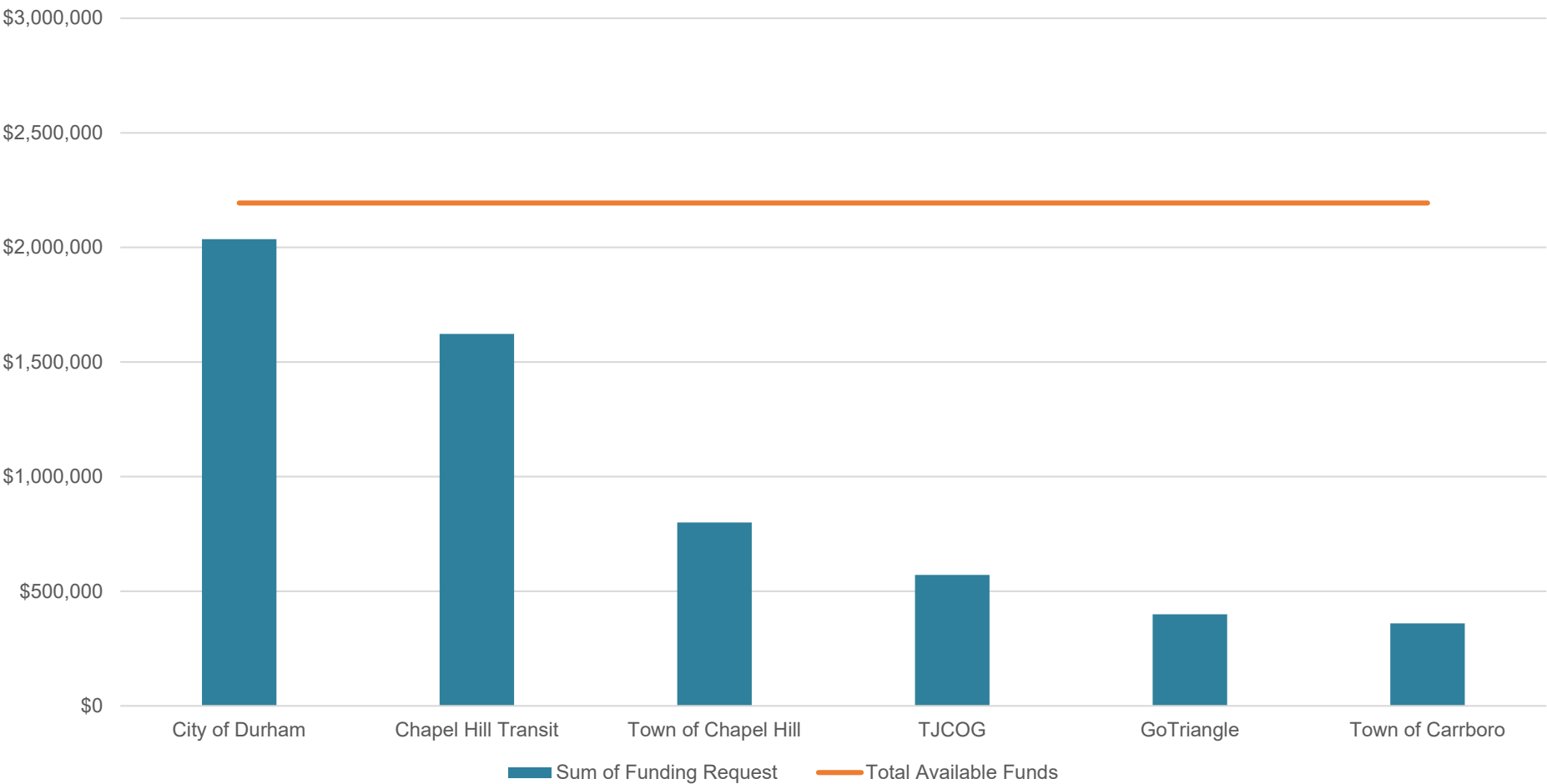
CMAQ Funding Recommendation

Anne Phillips, LPA Staff

CMAQ Background

- DCHC periodically receives CMAQ funds for disbursement
- CMAQ are federal funds for projects that show an air quality benefit
- A 20 percent local match is required for CMAQ
- The last CMAQ call for projects occurred in 2017 for FY18 &19
- DCHC MPO received \$2,194,011 in CMAQ funding for FY22
- Total requested funding from eight applications is \$5,790,001
- All submitted projects showed an emissions benefit

Funding Request by Agency



- DCHC MPO's Federal Funding Policy (2015)
 - No quantitative rubric
 - Based on general guidance in the policy, MPO staff considered the following factors:
 - › **Emissions benefit:** Federally required, an imprecise science
 - › **Project schedule:** Shovel-ready projects preferred
 - › **Other federal funding available to applicants:** STBGDA, STBG-Any Area, and STBGDA COVID Relief
 - › **Geographic equity:** All jurisdictions and agencies have a reasonable chance to receive funding, and funding is distributed throughout the MPO.
 - › **Local priorities**

Emission Reduction Estimates

Project Name	Length (miles)	Vehicle Trip Reduction	VMT Reduced	Functional Class	CO (g/Mile)	VOC (g/Mile)	NOx (g/Mile)	CO (Reduced Kg/Day)	VOC (Reduced Kg/Day)	NOx (Reduced Kg/Day)
TJCOG TDM Program/DCHC area	n/a		51,605					502	29	103
Durham Downtown Wayfinding System	n/a	n/a	2,500	Urban Minor Arterial	9.916	0.433	0.339	33.565	1.567	1.096
City of Durham Bike Facilities II	3.81	1171	1,635	Urban Minor Arterial	9.916	0.433	0.339	16.210	0.708	0.554
City of Durham Neighborhood Bike Routes II+III	8.07	568	835	Urban Local	9.65	0.443	0.335	8.058	0.370	0.280
GoTriangle Transit Access Improvements	n/a	310						4.450	0.225	0.303
Town of Chapel Hill Estes Dr Bike & Ped Improvement	0.80	91	168	Urban Minor Arterial	9.916	0.433	0.339	1.664	0.073	0.057
Chapel Hill Transit Bus Replacement	n/a	n/a	n/a					0.181	0.028	0.935
Town of Carrboro S. Greensboro Sidewalk	0.554	56	69	Urban Minor Arterial	9.916	0.433	0.339	0.686	0.030	0.023

Projects Recommended for Funding

Project	Requested Funding	Local Match	Total	Existing Project	Project Phase
City of Durham Bike Facilities II: Club & Foster	\$ 422,524	\$ 252,476	\$ 675,000	N	Design and Construction
GoTriangle Transit Access Improvements	\$ 400,000	\$ 100,000	\$ 500,000	N	Design and Construction
TJCOG TDM Program/DCHC area	\$ 571,487	\$ 142,872	\$ 714,359	Y	Program
Town of Chapel Hill Estes Dr Bike&Ped Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000	Y	Construction
Total	\$ 2,194,011	\$ 695,348	\$ 2,889,359		

Recommended Projects: City of Durham Bike Facilities II

- **Project Description:** Buffered bike facilities on Club Boulevard (Washington Street to Broad Street) and the Blackwell/Corcoran/Foster Street corridor (American Tobacco Trailhead to Washington Street) in Durham.
- **Emissions Benefit:** This project scored third overall in emissions benefits.
- **Project Schedule:** Though not an existing project, LPA staff is recommending this project for funding because it is the City's highest priority.
- **Other funding sources available to applicants:** This project is also eligible for STBG-Any Area funding and STBGDA COVID relief funds.
- **Geographic Equity:** This local project benefits the City of Durham/Durham County.
- **Local Priority:** The City of Durham stated that this project was the highest priority of its three submitted projects.

Recommended Projects: GoTriangle Transit Access Improvements

- **Project Description:** Transit access improvements, including bus pullouts, bus stops, sidewalks, and possible TSP at the intersection of US 15-501 & Eastowne Drive.
- **Emissions Benefit:** This project scored fifth once MPO staff had a chance to rerun the emissions calculations for transit projects.
- **Project Schedule:** Design in FY22 and construction in FY23. While a new project, it is small enough in scale that it can be implemented quickly.
- **Other funding sources available to applicants:** While GoTriangle does receive STBGDA funding from the MPO through its transit allocation, those funds are usually earmarked for operations and not dedicated to capital projects.
- **Geographic Equity:** While in Chapel Hill, this location will serve three regional destinations: Wegman's grocery store; UNC Healthcare facilities; and the State Employees Credit Union. These destinations will employ over 2,500 people along GoTriangle regional routes 400 and 405, which serve Durham, Chapel Hill, and Carrboro.
- **Local Priority:** The Orange County Transit Tax is providing the local match for this project; of all the new projects submitted for funding in FY22 to the Orange Staff Working Group (SWG), this is the only project the SWG recommended for funding. During discussion of this project during the Orange SWG meeting, Chapel Hill Transit staff provided their support.

Recommended Projects: TJCOG Transportation Demand Management

- **Project Description:** The regional TDM program targets businesses and commuters to change behaviors and aims to reduce growth in vehicle miles traveled (VMT) by 25%.
- **Emissions Benefit:** This project had the highest emissions benefit.
- **Project Schedule:** TJCOG regularly applies for funding from DCHC every two years. This allows for continuity in regional TDM programming.
- **Other funding sources available to applicants:** The DCHC Federal Funding Policy states that CMAQ funding should be used for the DCHC portion of the regional TDM program.
- **Geographic Equity:** This project benefits all jurisdictions in the DCHC area.
- **Local Priorities:** TDM has been and continues to be a priority for the MPO Board, and was most recently endorsed as part of the MPO Board's legislative agenda.

Recommended Projects: Chapel Hill Estes Drive Bike/Ped Improvements

- **Project Description:** Provide bicycle and pedestrian facilities along North Estes, between Martin Luther King Jr. Boulevard and Caswell Road.
- **Emissions Benefit:** This project scored sixth in emissions benefits.
- **Project Schedule:** This is a shovel ready project. Design and ROW are complete. CMAQ funding will allow this project to move into construction.
- **Other funding sources available to applicants:** This project is also eligible for STBG-Any Area and STBG COVID relief funds.
- **Geographic Equity:** This local project benefits the Town of Chapel Hill/Orange County.
- **Local Priority:** This project is a top priority for Chapel Hill, these funds, along with the Town's allocation of STBGDA COVID funds, will allow the Town to let the project for construction this summer.

Projects that Were Not Selected

- Chapel Hill Transit Electric Bus Purchase
 - Did not score well on emissions benefits, likely because of issues with the emissions calculator toolkit
 - Could not fund two projects in Chapel Hill
- City of Durham Downtown Wayfinding
 - Scored well on emissions (second overall), possibly because of faulty assumptions in calculation such as 10% of drivers becoming lost in downtown without wayfinding
- City of Durham Neighborhood Bike Facilities
 - Scored fourth overall in emissions calculations and COD was offered full funding (with 20% match)
 - Bike Facilities II was a higher priority because of Bike+Walk Implementation Plan
- Carrboro S. Greensboro Street Sidewalk
 - Construction doesn't start until fall 2022, this project is a better candidate for FY23 CMAQ funding

- **Schedule of Call for Projects**

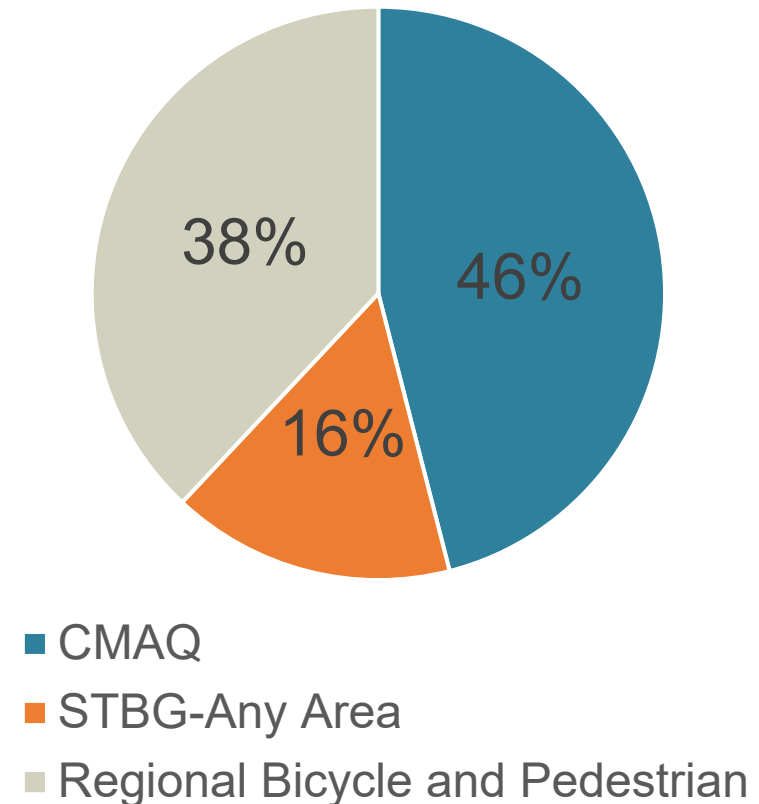
- COVID funding and external deadlines for CMAQ resulted in split federal funding calls
- MPO staff anticipates that once all federal funds are distributed, **the overall distribution of funding will appear to be more geographically equitable.**

- **Geographic Equity**

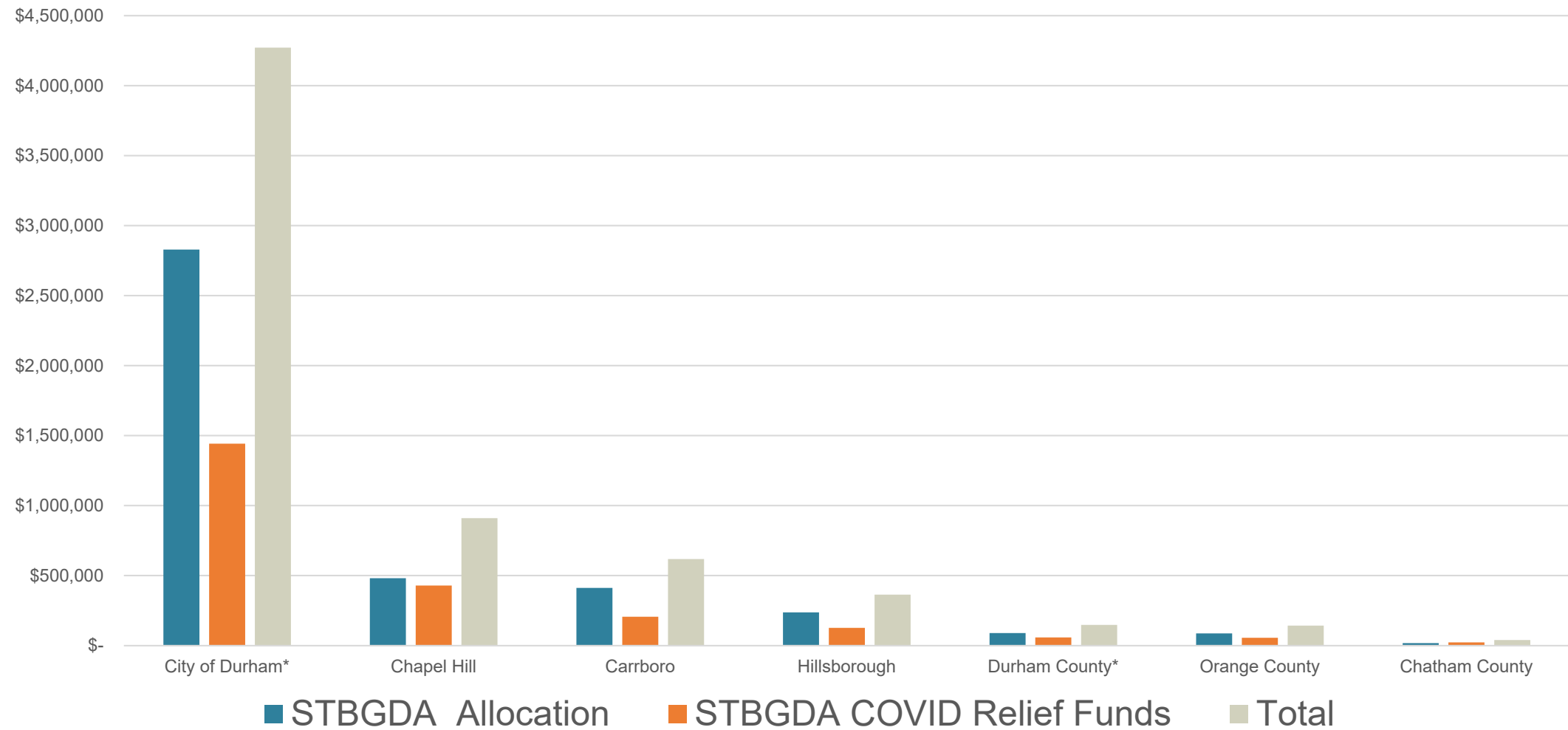
- The DCHC Federal Funding policy states that “**when projects are being considered, equity and funding in jurisdictions over time will be considered.**”
- DCHC staff has interpreted this as all jurisdictions should have access to competitive federal funding sources, regardless of population
- DCHC is thought to be the only MPO in NC that suballocates 50% of STBDA funding based on population
- 58% of funding for this cycle was allocated based on population (STBGDA and STBGDA COVID Relief Funds)

Issues and Analysis: Where does CMAQ fit within overall federal funding for DCHC agencies and jurisdictions?

- \$8.3 million is currently available for projects in DCHC MPO. \$4.8 million will be awarded based on a competitive process
- CMAQ comprises about **20 percent of overall federal funding** for the current federal funding cycle, and **46 percent of competitive funding** available for distribution
- 54%, or \$2.6 million, in competitive funding will be awarded once the March 31 STBG and Regional Bike-Ped Call for Projects is completed
- CMAQ funding is therefore not necessarily representative of the overall distribution of funding for the current federal funding cycle



Current Federal Funding Suballocated Based on Population



- **Technical Committee Recommendation**
- TC voted 18-6 in favor of the staff recommendation
 - Five members from the City of Durham and Durham County opposed the recommendation.
 - One member from Chapel Hill voted against the LPA staff recommendation because he misunderstood the motion.
- **LPA Staff Recommendation:** Approve the list of projects that MPO staff and Technical Committee has recommended for funding.
- **Alternatives**
- The MPO Board could choose not to endorse the list of projects recommended by the Technical Committee and LPA staff. The Board could instead make a funding recommendation that aligns with one of the options proposed by the City of Durham in their memo (attached).
- Both options presented by the City of Durham would mean withdrawing funding from the GoTriangle Transit Access Improvements project and recommending that the City of Durham receive an additional \$400,000 for Bicycle Facilities II. Should the MPO Board make this decision, GoTriangle will not be able to leverage \$400,000 in federal funding to improve regional transit access to developments that support approximately 2,500 jobs.
- MPO Board can also direct LPA staff to work with TC to update Federal Funding Policy earlier than 2024.

DCHC CMAQ Funding Changes

Current CMAQ Funding to Be Reprogrammed

TIP #	Project Name	Current Program Year	CMAQ \$
C-4928	Morreene Road Bike Ped	2018	\$ 2,331,000
C-5181	Jones Creek Greenway	2018	\$ 189,400
C-5605 A	Downtown Multi-Use Path	2018	\$ 128,410
C-5605 F	Durham Bike Share	2019	\$ 600,000
C-5605 G	Downtown Durham Loop Separated Bike Lane	2019	\$ 262,500
C-5650	South Greensboro Street Sidewalks	2021	\$ 440,000
TOTAL CMAQ TO REPROGRAM			\$ 3,951,310

Reprogrammed CMAQ Funding

TIP #	Project Name	Program Year	CMAQ \$	Notes
EB-4707B	Old Durham/Chapel Hill Rd - Durham	2019	\$ 1,710,393	Under construction
C-5184	Hillsborough Riverwalk Phase III	2019	\$ 518,850	Under construction
C-5179	North Estes Drive	2019	\$ 1,016,618	Going to bid winter 2019
TA-6696	GoDurham Electric Buses	2019	\$ 400,000	Will be flexed fall 2018
TBD*			\$ 305,449	
TOTAL			\$ 3,951,310	

*Expecting cost overruns for C-5605E, C-5605H, and C-5605I once engineering is completed later this year.

Future CMAQ Funding

TIP #	Project Name	Program Year	CMAQ \$	Notes
C-4928	Morreene Road Bike Ped	2020	\$ 2,331,000	Currently in design, scheduled to bid for construction in Feb. 2020
C-5181	Jones Creek Greenway	2020	\$ 533,000	Entering design, will be ready for construction fall 2019, includes increase in funding due to cost increases
C-5605 A	Downtown Multi-Use Path	2021	\$ 128,410	
C-5650	South Greensboro Street Sidewalks	2021	\$ 440,000	
C-5605 F	Durham Bike Share	Cancel	\$ -	
C-5605 G	Downtown Durham Loop Separated Bike Lane	Cancel	\$ -	

**RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR
QUALITY (CMAQ) PROJECT PROPOSALS FOR FY22**

March 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 Fixing America's Surface Transportation (FAST) Act continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program within North Carolina; and

WHEREAS, the DCHC MPO has administered a CMAQ project selection process among its local area jurisdictions; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will include these projects in its Transportation Improvement Program; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 10th day of March, 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 he signed the forgoing document.

Date: March 10, 2021

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

Emission Reduction Estimates

MPO Board 03/10/2021 Item 8

Project Name	Length (miles)	Vehicle Trip Reduction	VMT Reduced	Functional Class	CO (g/Mile)	VOC (g/Mile)	NOx (g/Mile)	CO (Reduced Kg/Day)	VOC (Reduced Kg/Day)	NOx (Reduced Kg/Day)
TJCOG TDM Program/DCHC area	n/a		51,605					502	29	103
Durham Downtown Wayfinding System	n/a	n/a	2,500	Urban Minor Arterial	9.916	0.433	0.339	33.565	1.567	1.096
City of Durham Bike Facilities II	3.81	1171	1,635	Urban Minor Arterial	9.916	0.433	0.339	16.210	0.708	0.554
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GoTriangle Transit Access Improvements	n/a	310						4.450	0.225	0.303
Town of Chapel Hill Estes Dr Bike & Ped Improvement	0.80	91	168	Urban Minor Arterial	9.916	0.433	0.339	1.664	0.073	0.057
Chapel Hill Transit Bus Replacement	n/a	n/a	n/a					0.181	0.028	0.935
Town of Carrboro S. Greensboro Sidewalk	0.554	56	69	Urban Minor Arterial	9.916	0.433	0.339	0.686	0.030	0.023

US 15-501 Corridor Study

Scope – Summary *(version: January 19, 2021)*

This scope summarizes the tasks and products needed to finish the US 15-501 Corridor Study. Staff will use this summarized scope to create a request for proposal to select a consultant known for their creative bicycle, pedestrian and transit planning solutions. The request for proposal will emphasize that the DCHC MPO seeks solutions for the US 15-501 Corridor that are truly aspirational and lead the travel of our future rather than react to it.

Review Draft Corridor Study and Process

The consultant will become familiar with the draft US 15-501 Corridor Study report, including the vision and goals, demographic and travel profiles, public participation process, alternatives, recommendations and implementation, and the conceptual design. It is important that the consultant understand how the Study's proposed transportation system for the Chapel Hill segment and the I-40/US 15-501 quadrant area did not meet the newly adopted Goals and Objectives of the DCHC MPO and the interests of several people who provided comments to the Board. The proposed design of the Chapel Hill segment favored vehicle travel over that of bicyclists and pedestrians, and included an 8-lane cross-section and Reduced Conflict Intersection (RCI) that would make bicycle and pedestrian crossing hazardous. The sole interchange proposed for the I-40/US 15-501 quadrant was viewed as providing inadequate access to the Patterson Place and New Hope Commons developments, and as making bicycle and pedestrian movement hazardous between the developments.

The consultant will review segment 1 (i.e., Chapel Hill) and the I-40/US 15-501 quadrant area because these two areas need further public input, technical analysis, and development to create a Corridor Study that can be adopted. Segments 2, 3, and 4 will also require review and further development, but the level of effort in these segments is not expected to be as high as segment 1 and the I-40/US 15-501 quadrant area.

The consultant will conduct an informational meeting with the Project Steering Committee to identify and understand the unresolved issues in the draft Corridor Study report, conceptual design, and process. The Project Steering Committee is composed of staff from the DCHC MPO, Town of Chapel Hill, City of Durham, Durham County, GoTriangle, GoDurham, and NCDOT who were involved in the US 15-501 Corridor Study.

Product

- DCHC MPO will produce: A compilation of the comments received on the draft US 15-501 Corridor Study and staff responses to the comments, which identifies

the unresolved issues. The draft report, summary report, and conceptual design in original software format; and, any demographic or travel data (e.g., counts and crashes) requested by the consultant

Conduct Issues Meeting with Stakeholders

The consultant will conduct one meeting with three different stakeholder groups to identify and understand the issues that stakeholders have with the draft Corridor Study. The stakeholder groups will be: segment 1 (i.e., Chapel Hill segment); I-40/US 15-501 quadrant area; and, segments 2, 3 and 4. There are three stakeholder groups because the issues and membership of each group is expected to be fairly distinct. If needed, the meetings will be virtual (i.e., online). The consultant will prepare any materials for the meeting, design the meeting format, and conduct the meeting. DCHC MPO staff will provide administration and coordination, including: identify and notify potential stakeholders; prepare the attendee list for each stakeholder group; and, obtain the meeting site if there is an in-person meeting.

Product

- Consultant will produce: Summary of issues in draft US 15-501 Corridor Study for each stakeholder group that might include maps and conceptual designs
- DCHC MPO will produce: Attendee list, meeting site, Web site and social media support

Conduct Solutions Meeting with Stakeholders

The consultant will conduct one meeting with each stakeholder group to identify proposed solutions to the unmet transportation needs and issues that were identified in the previous issues meeting. The consultant will identify the best meeting format and preferred format of the meetings' output materials for each of the stakeholder groups based on the issues to be addressed and the level of technical detail needed to update the draft US 15-501 Corridor Study. The consultant will prepare materials for the meeting and produce the output materials. DCHC MPO staff will provide administration of the stakeholder groups, meeting support (e.g., documenting participant input), and, the meeting site if there is an in-person meeting.

The Durham County and Orange County transit plans are expected to be drafted or approved in the April-to-June 2021 period. The consultant will need to incorporate transit services, facilities and infrastructure from those plans into the US 15-501 Corridor Study. The staff from the DCHC MPO and its partner agencies will assist with this coordination.

The product will be.

Product

- Consultant will produce: text, maps, conceptual designs, drawings, or any output material that that is needed to convey the ideas of the stakeholder group
- DCHC MPO will produce: Attendee list, meeting site; Durham County and Orange County transit plans (in draft or final form), Web site and social media support

Develop Draft Plan

The consultant will develop a draft conceptual design for segment 1, the I-40/US 15-501 quadrant area, and segments 2, 3, and 4 based on information from the stakeholder meetings. The DCHC MPO staff will update the summary report and full report. The consultant will present the draft conceptual design to the Project Steering Committee (PSC), the DCHC MPO Technical Committee, and finally to the DCHC MPO Board to be released for public comment. DCHC MPO staff will arrange the meetings and any electronic document distribution.

Product

- Consultant will produce: Draft conceptual design for segment 1, the I-40/US 15-501 quadrant area, and segment 2, 3, and 4; and, meeting presentation materials
- DCHC MPO will produce: Meetings, document distribution, and Web site and social medial support

Public Engagement

The consultant will develop the format and materials for a public engagement activity and conduct the engagement activity to get feedback on the conceptual design, summary report, and full report. The consultant will gather and organize the feedback. The DCHC MPO staff will administer the meeting, including: conduct public and social media notification; acquire an in-person meeting site (if the meeting is not virtual); and, document the public input.

It is expected that an in-person activity can be a single event for all three areas (i.e., segment 1, the I-40/US 15-501 quadrant area, and segments 2, 3, and 4). However, a virtual meeting will need to be divided into a separate meeting for the three areas.

Product

- Consultant will produce: Materials for a public engagement activity, and document the public engagement input
- DCHC MPO will produce: Public and social media notification, in-person meeting facility, and Web site support

Final Document

The consultant will incorporate the solutions into the final US 15-501 Corridor Study conceptual design. The DCHC MPO staff will make the final changes to the summary report and full report. The consultant will present the final US 15-501 Corridor Study to the DCHC MPO Board for approval.

Product

- Consultant will produce: Conceptual design for final US 15-501 Corridor Study
- DCHC MPO will produce: Summary report and final report for US 15-501 Corridor Study, and Web site support

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: March 10, 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 #2 for public comment – March 2021
- Public hearing for Amendment #2 – April 2021
- Adopt Amendment #2 – May 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 – April 2021
- Release Alternatives Analysis for public comment – June 2021
- Release Preferred Option for public comments – September 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – March 2021

Triangle Regional Model Update

- ✓ Completed
- Rolling Household Survey – nearing completion

Prioritization 6.0 - FY 2023-2032 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
- MPO applies local ranking methodology for Regional projects – August 2021
- Board releases MPO initial Regional points list for public input/comments – September 2021
- Approval of Regional Impact points – October 2021
- MPO applies local ranking methodology for Division projects – November 2021
- Board releases MPO initial Division points list for local input/public comments – December 2021
- Approval of Division Needs points – January 2022
- Draft STIP Released – February 2022
- Board of Transportation adopts FY2023-2032 STIP – June 2022
- MPO Board adopts FY2023-2032 MTIP – September 2022

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

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
- 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

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: 02/07/2021 Latest Payment Date: 02/12/2021	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: 05/29/2022 Construction Progress: 38%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Maira A. Ibarra 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: 02/22/2021 Latest Payment Date:	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: 93.58%
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: 02/15/2021 Latest Payment Date: 02/25/2021	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: 02/11/2021 Construction Progress: 76.32%
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: 01/31/2021 Latest Payment Date: 02/05/2021	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: 25.48%
Contract Number: C204256 Division: 5 TIP Number:	Route: NC-98, SR-1800, SR-1809 SR-1811, US-70 County: Durham

Length: 15.89 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,782,133.02 Work Began: 03/13/2020 Original Completion Date: 11/30/2019 Latest Payment Thru: 01/22/2021 Latest Payment Date: 01/28/2021		Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/16/2018 Revised Completion Date: 07/15/2021 Construction Progress: 62.55%	
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles 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: \$0.00 Work Began: 03/15/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: Latest Payment Date:		Route: US-501 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 0%	
Contract Number: DE00309 Division: 5 TIP Number: Length: 0.05 miles NCDOT Contact: James M. Nordan, PE Location Description: NC 751 ACADEMY RD AND BUS 501 DURHAM CHAPEL HILL BLVD Contractor Name: MOFFAT PIPE INC Contract Amount: \$972,575.00 Work Began: 09/28/2020 Original Completion Date: 01/15/2021 Latest Payment Thru: 10/31/2020 Latest Payment Date: 11/06/2020		Route: NC-751 County: Durham Federal Aid Number: 15405.1032012 NCDOT Contact No: (919)220-4680 Letting Date: 09/09/2020 Revised Completion Date: 04/21/2021 Construction Progress: 13.96%	
Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Maira A. Ibarra Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES INC Contract Amount: \$0.00 Work Began: Original Completion Date: 11/12/2021 Latest Payment Thru: Latest Payment Date:		Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: Construction Progress: 0%	

NCDOT DIVISION 5
DURHAM PROJECTS LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
15BPR.70	Rehab Brgs 310132, 310179, 310185, 310048 and 310422			Raleigh Letting (LET)		03/18/25	Kristy Alford, PE					\$3,650,000	
SM-5705AH	NC 98 at SR 1815 (Mineral Springs Road)„,Construct right turn lanes on both approaches of SR 1815 (Mineral Springs Road).	02/03/23	02/10/23	Division POC Let (DPOC)		04/10/24	Stephen Davidson						Project is suspended due to funding.
SM-5705B	Construct right turn lane on eastbound US-70 Bus (Hillsborough Rd) at US-15/501 southbound ramp.			Division POC Let (DPOC)		04/27/22	Stephen Davidson						Letting tentatively sched for March 2021.
SM-5705I	Construct Left Turn Lane on US 15/501 Southbound Ramp at US 70 Bus (Hillsborough Road)			Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$350,000	Letting tentatively sched for March 2021.
SM-5705X	Construct Turn Lanes at Intersection of US 15/501 Northbound and SR 1317 (Morreene Road)	08/26/19		Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$550,000	Letting tentatively sched for March 2021.
SM-5705AA	Construct Right Turn Lane on US 15/501 Southbound Exit Ramp at SR 1317 (Morreene Road)			Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$600,000	Letting tentatively sched for March 2021.
48937	Widen NC 54 Eastbound from Falconbridge Road to FarringtonRoad to provide a continuous right turn lane from west of Falconbridge road to I-40.			Division POC Let (DPOC)		09/08/21	Stephen Davidson						Preliminary design underway.
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902			Division POC Let (DPOC)		03/10/21	Lisa B. Gilchrist, EI	MOVE FORWARD				\$1,500,000	
BP5-R083	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815 (FLETCHER'S CHAPE			Division POC Let (DPOC)		3/13/2030	Lisa B. Gilchrist, EI				\$22,284	\$445,678	
BP5-R116	BRIDGE 96 OVER BURDENS CREEK ON SR 1945 (S ALSTON AVENUE)			Division POC Let (DPOC)		7/11/2029	Lisa B. Gilchrist, EI				\$51,070	\$1,021,398	
BP5-R142	PIPE TO BRIDGE ON (SR 1800) HEREFORD ROAD			Division POC Let (DPOC)		7/11/2029	Lisa B. Gilchrist, EI				\$75,000	\$1,500,000	
BP5-R134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD			Division POC Let (DPOC)		8/9/2028	Lisa B. Gilchrist, EI				\$37,883	\$757,651	
BP5-R133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)			Division POC Let (DPOC)		7/26/2028	Lisa B. Gilchrist, EI				\$165,696	\$3,313,920	
BP5-R126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)			Division POC Let (DPOC)		3/10/2027	Lisa B. Gilchrist, EI				\$12,167	\$243,340	
BP5-R084	BRIDGE 61 OVER MOUNTAIN CREEK ON SR 1464 (S LOWELL ROAD)			Division POC Let (DPOC)		4/8/2026	Lisa B. Gilchrist, EI				\$20,948	\$418,968	
BP5-R117	BRIDGE 110 OVER LITTLE CREEK ON SR 1110 (FARRINGTON ROAD)			Division POC Let (DPOC)		9/11/2024	Lisa B. Gilchrist, EI				\$185,481	\$3,709,612	
I-6010	I-85/US 15 DURHAM COUNTY FROM EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES.	01/19/29	01/19/29	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$14,242,000	\$53,300,000	
U-5720A	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	07/17/26	07/17/26	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$30,200,000	\$32,500,000	
U-5720B	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION	07/17/26	07/17/26	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$53,200,000	\$41,600,000	
U-5774A	NC 54 FROM US 15/US 501		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$3,800,000	\$11,000,000	
U-5774B	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEECHAPEL ROAD) IN DURHAM COUNTY	10/16/26	10/16/26	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$28,334,000	\$30,900,000	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	10/20/28	10/20/28	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$4,876,000	\$23,700,000	
U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	10/20/28	10/20/28	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$113,038,000	\$39,300,000	
U-5774G	NC 54 FROM I-40 TO NC 751		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$2,600,000	\$29,400,000	
U-5774H	NC 54 FROM NC 751 TO SR 1118 (FAYETTEVILLE ROAD)	01/01/40	01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$8,400,000	\$13,200,000	
U-5774I	NC 54 FROM SR 1118 (FAYETTEVILLE ROAD) TO SR 1106 (BARBEE ROAD)		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$13,200,000	\$20,400,000	
U-5774J	NC 54 FROM SR 1106 (BARBEE ROAD) TO NC 55		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$15,800,000	\$14,800,000	

NCDOT DIVISION 5
DURHAM PROJECTS LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	10/20/28	10/20/28	NON - DOT LET (LAP)		01/01/40	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$376,000	\$1,798,000	
U-5937	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	02/19/27	02/19/27	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$11,088,000	\$47,000,000	
U-6021	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	02/16/29	02/16/29	Division Design Raleigh Let (DDRL)		01/01/40	BENJAMIN J. UPSHAW				\$7,611,000	\$13,770,000	Project is suspended due to funding.
U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	02/16/29	02/16/29	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$54,883,000	\$140,300,000	
U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	01/16/26	07/16/27	Division Design Raleigh Let (DDRL)	01/18/28	01/01/40	ZAHID BALOCH				\$2,000,000	\$10,000,000	
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.	12/29/23	07/21/28	Division Design Raleigh Let (DDRL)	07/20/27	01/01/40	ZAHID BALOCH				\$5,000,000	\$11,000,000	
I-6006	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONETS.	01/21/28	01/21/28	Raleigh Letting (LET)		01/16/29	PAM R. WILLIAMS				\$20,000	\$54,530,000	
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	03/19/27		Division Design Raleigh Let (DDRL)		12/21/27	CHRISTOPHER A. HOFFMAN					\$9,187,000	No Change in Status
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT		10/19/27	Design Build Let (DBL)		10/19/27	PAM R. WILLIAMS				\$2,148,000	\$177,100,000	
P-5706	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	03/31/21	05/21/21	Raleigh Letting (LET)		01/19/27	BRADLEY SMYTHE				\$9,327,000	\$33,173,000	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/24	10/18/24	Division Design Raleigh Let (DDRL)		10/20/26	JOHN W. BRAXTON JR		Shelved at Final Planning Document	09/30/19	\$8,416,000	\$12,400,000	Project is suspended due to funding.
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/18/19	10/20/23	Raleigh Letting (LET)		06/16/26	PAM R. WILLIAMS				\$1,280,000	\$7,600,000	
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	04/23/19	04/23/19	Division Design Raleigh Let (DDRL)		10/21/25	JOHN W. BRAXTON JR		Shelved at R/W Plans Complete	09/30/19	\$53,500,000	\$32,000,000	ROW acquisition is suspended due to funding.

NCDOT DIVISION 5
DURHAM PROJECTS LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
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.	10/18/24		Division POC Let (DPOC)		01/22/25	CHRISTOPHER A. HOFFMAN					\$3,800,000	No Change in Status
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	08/15/24		Division Design Raleigh Let (DDRL)		01/21/25	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$5,272,000	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.	10/18/24		Division POC Let (DPOC)		01/21/25	CHRISTOPHER A. HOFFMAN					\$4,541,000	No Change in Status
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	09/05/23		Division Design Raleigh Let (DDRL)	12/19/23	12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$2,973,000	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)		12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$18,000,000	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)		12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$9,100,000	No Change in Status
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/16/22	09/16/22	Raleigh Letting (LET)		01/16/24	KEVIN FISCHER	MOVE FORWARD			\$110,000	\$2,209,000	
EB-5835	NC 55 (ALSTON AVE.) FROM SR 1171 (RIDDLE RD.) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.		06/20/22	NON - DOT LET (LAP)		09/20/23	RAYMOND JOSEPH HAYES				\$50,000	\$525,000	
P-5717	NORFOLK SOUTHER H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	09/01/21	09/01/21	Raleigh Letting (LET)		06/20/23	KUMAR TRIVEDI	MOVE FORWARD			\$4,378,000	\$23,100,000	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS			Division POC Let (DPOC)		12/07/22	JEREMY WARREN	MOVE FORWARD				\$62,000	On hold due to cash balance shortfall (Jeremy Warren is Project Manager.)
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THEAMERICAN TOBACCO TRAIL IN DURHAM	09/01/21	10/15/21	NON - DOT LET (LAP)		10/15/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$17,000	\$3,215,000	
EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	10/30/21	11/01/21	NON - DOT LET (LAP)		09/30/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$14,000	\$4,432,000	
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.		06/30/21	NON - DOT LET (LAP)		09/20/22	RAYMOND JOSEPH HAYES				\$204,000	\$589,000	
U-4724	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	04/01/21	06/01/21	NON - DOT LET (LAP)		08/15/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$2,233,000	\$5,018,000	
EB-5904	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	09/04/18	09/04/18	NON - DOT LET (LAP)		07/14/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$7,100,000	\$3,750,000	
EB-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	07/14/20	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$515,000	\$1,440,000	

NCDOT DIVISION 5
DURHAM PROJECTS LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	07/16/19	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$169,000	\$510,000	
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	09/01/20	03/31/21	NON - DOT LET (LAP)		05/30/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$177,000	\$491,000	
C-4928	SR 1317 (MORREENE ROAD) FROM SR 1314(NEAL ROAD)TO SR 1320(ERWIN ROAD)IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	04/21/20	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES				\$2,937,000	\$6,844,000	
U-4726HN	HILLANDALE ROAD PEDESTRIAN IMPROVEMENTS - SR 1321 (HILLANDALE ROAD) FROM I-85 TO NC 147 (DURHAM FREEWAY) IN DURHAM	04/18/19	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES					\$2,860,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	05/31/21	05/31/21	Division POC Let (DPOC)		04/13/22	STEPHEN REID DAVIDSON	MOVE FORWARD			\$85,000	\$800,000	Preliminary design underway.
EB-5715	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS	04/14/20	03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$296,000	\$2,680,000	
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).		03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD				\$4,413,816	
HS-2005C		01/24/22		Division POC Let (DPOC)		03/23/22	JEREMY WARREN					\$75,000	No change
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	07/19/21	07/19/21	Division POC Let (DPOC)		03/23/22	STEPHEN REID DAVIDSON	MOVE FORWARD			\$210,000	\$630,000	Surveys completed.
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM			On Call Contract (OCC)		12/09/21	JEREMY WARREN	MOVE FORWARD				\$14,000	No change
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)			On Call Contract (OCC)		10/06/21	JEREMY WARREN	MOVE FORWARD				\$80,000	No change
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)		09/07/21	JEREMY WARREN	MOVE FORWARD				\$20,000	Durham is planning
W-5705V	NC 54 AT HUNTINGRIDGE ROAD			On Call Contract (OCC)		09/07/21	JEREMY WARREN	MOVE FORWARD				\$80,000	No change
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM			NON - DOT LET (LAP)		08/18/21	RAYMOND JOSEPH HAYES				\$99,000	\$706,000	
C-5605E	DURHAM BIKE LANE STRIPING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$504,000	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$605,000	
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$540,883	
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP	10/01/19		Division POC Let (DPOC)		03/10/21	STEPHEN REID DAVIDSON	MOVE FORWARD	Shelved at Final Plans	06/15/20		\$460,000	Letting tentatively sched for March 2021.

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
U-6245 49187.1.1 49187.2.1 49187.3.1	Construct paved shoulders, turn lanes and overlay on SR 1146 (West Ten Road) from SR 1114 (Buckhorn Road) to west of SR 1137 (Bushy Cook Road)	Oct. 2020	Nov. 2020	\$829,000	Construction 100% complete	Chad Reimakoski
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Feb. 2022	Mar. 2022	\$50,400	Funds approved 9/5/19 and released 6/23/20	Chad Reimakoski Derek Dixon
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2021	FY2023	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	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	Planning and design activities underway, RFQ Advertisement DB 11/3/20	Laura Sutton
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	Funds approved 3/5/20 but not released	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	Chris Smitherman
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

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
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	Chris Smitherman
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	\$50,700,000	PE funding approved 10/10/17, Planning activities underway, Coordinating with NC54 West Corridor Study	Chris Smitherman
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 U-5848 and 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

1/14/2021

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	5/29/2022	25.9	31.94
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	54.79	77.64
DG00445	R-5787BB W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	6/25/2018	2/15/2020	8/6/2018	2/15/2020	100	92.94
DG00461		REHAB. BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION CO OF PINELLAS COUNTY INC	Howell, Bobby J	\$2,456,272.12	11/12/2018	7/15/2019	3/15/2019	12/26/2020	100	81.39
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				
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	67	66.32

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--March 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 FY 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	

How the Federal Government Could Help Kill the Highways It Built

A new Senate bill includes a \$10 billion program aimed at cities that are considering removing urban freeways and repairing the damage these projects inflicted on vulnerable communities decades ago.

By Max Reyes February 1, 2021, 2:59 PM EST Corrected February 1, 2021, 4:50 PM EST

In 1956, the U.S. Congress passed the Federal-Aid Highway Act, the \$25 billion program that launched the Interstate Highway System. The law, which encouraged highway construction across the country by offering 90% of the funding needed to build them, left behind a “horrific legacy” in scores of U.S. cities, says University of Virginia historian Peter Norton, author of “Fighting Traffic: The Dawn of the Motor Age in the American City.” As cities embraced the benefits of high-speed thoroughfares for suburban commuters, they razed swaths of downtowns and waterfronts — often targeting low-income areas and neighborhoods of color — to make room for the roadways.

Now, Senate Majority Leader Chuck Schumer has unveiled legislation that would reverse this decades-old infrastructure formula, offering billions in federal dollars for cities willing to demolish those urban highways.

As Streetsblog reported on Jan. 11, the Economic Justice Act, a spending package worth over \$435 billion, includes a \$10 billion pilot program that would provide funds for communities to examine transit infrastructure that has divided them along racial and economic lines and potentially alter or remove them. It would also help pay for plans to redevelop reclaimed land. The program contains specific language requiring projects funded through it prioritize equity and avoid displacement. It also provides grants meant to facilitate community engagement and participation as well as construction.

“It’s the first time that we’ve seen this in terms of highway removal, this sort of prioritization of people first and the [impacts] and outcomes on their lives,” says Ben Crowther, a program manager at the Congress for the New Urbanism (CNU). His organization helped to write the text of the bill’s highway program.

CNU is among a host of advocacy organizations that have been lobbying for the removal of urban highways. Their efforts include a biennial report rounding up the freeways that activists most want to see scrapped and an initiative focused on replacing such thoroughfares with surface level streets and boulevards. Promoters of the idea often cite examples like San Francisco’s Embarcadero Freeway, which was removed in 1991 after sustaining heavy damage in a 1989 earthquake. That project liberated about 100 acres of the city for waterfront development. More recently, Rochester, New York filled in a segment of sunken expressway that encircles the city’s downtown and is now exploring removing the rest of the loop. As of last year, CNU recorded close to 20 American cities that had removed highways or committed to doing so. The phenomenon isn’t unique to the U.S., either. Seoul tackled a similar project in the mid-2000s, and Madrid moved to transform a highway into a park late last decade.

The bill’s timing is particularly auspicious. While it will need to navigate a Congress riven by political tensions, Democrats control the legislative branch and the White House. Pete Buttigieg — President Joe Biden’s pick to head the Department of Transportation — has been outspoken about the damage that transportation projects have done in the past. “Black and brown neighborhoods have been disproportionately divided by highway projects or left isolated by the lack of adequate transit and transportation resources,” he said in a Dec. 20 tweet. “In the Biden-Harris administration, we will make righting these wrongs an imperative.”

“We have done this the wrong way for so long that we are now dealing with widespread apathy when it comes to civic engagement.”

The Biden administration has identified racial equity and climate change as two of four “overlapping and compounding crises” it wants to tackle. On Wednesday, the president issued an executive order tasking the Justice Department with establishing an environmental justice office. The current national focus on those topics, taken with the fact that many urban highways built in the 1960s are now reaching the end of their life cycles, make this moment a crucial one for a conversation around transportation equity and highway removal, according to Sara Zewde, an assistant professor at Harvard University and principal of design firm Studio Zewde. “Those three happening at the same time is really an inflection point,” she says.

For highway teardown advocates, the legislation is promising news. “There’s a long list of things that have to be done in order to see a highway removed,” says Claiborne Avenue Alliance co-founder Amy Stelly, a designer who has been involved with plans to demolish the much-maligned Claiborne Expressway in New Orleans. “Having the funding to actually help execute those pieces and get them done would be wonderful.”

Still, highway removals are hardly a quick or easy fix. The Big Dig, Boston’s stab at moving its congested Central Artery underground and reuniting neighborhoods long divided by the highway, became infamous for lengthy delays and extra costs. And some communities in the shadow of highways targeted for removal have expressed wariness about possible consequences, from snarled traffic to potential gentrification in neighborhoods that already saw displacement when the roads were first constructed. CNU’s Crowther described how some New Orleans residents objected to a 2014 study on removing the Claiborne Expressway because it included a rendering that showed buildings that were out of character for the existing neighborhood, underscoring fears of displacement. In Denver, meanwhile, a plan to cap a segment of urban highway led to concerns that changes would leave current residents of the nearby community behind.

While attempts to enshrine equity and public outreach in the law might help address those fears, historically unfair transportation and planning policies have left many barriers to participation that need to be addressed, says California-based urban planner Destiny Thomas. “We have done this the wrong way for so long that we are now dealing with widespread apathy when it comes to civic engagement, especially about public infrastructure and transportation planning,” she says. “This is going to require a comprehensive, multidisciplinary approach to righting a centuries-long wrong and to actively working to heal ongoing harm while also asking communities to involve themselves in the solution-finding process.”

To make a federal highway-conversion program effective, Thomas says a variety of “safety net supports” would be necessary, including the involvement of social workers, mental health experts, and housing advocates. She emphasized that the bill, if passed, would be only the first step in addressing inequity within transportation and transportation infrastructure, and could even be an early component of a reparations package.

“It is these types of policies that really begin to atone for the legacy of racism and slavery in this country, and so I think framing it as such is an important step for the administration to take,” Thomas says.