

MEMORANDUM

To: DCHC MPO Technical Committee

From: DCHC MPO Lead Planning Agency

Date: November 21, 2018

Subject: **Options for Additional STBG Funding**

On October 29, 2018, LPA staff was notified by the NCDOT STIP Unit that an additional \$1,195,265 is being made available to the DCHC MPO for a swap of STBG-Any Area funds for STBGDA funds. The end result of this swap is that DCHC MPO will have an additional \$1,195,265 of STBGDA funds available for disbursement in FY19.

There are several criteria that should be considered when programming these funds:

- Current DCHC MPO STBGDA policy;
- Geographic equity; and
- Project readiness.

With these criteria in mind, staff has developed five recommended options for use of these funds in order of preference (i.e., option 1 is the top recommendation, then option 2, etc.).

1) Apply funds to shovel-ready bike/ped projects that need additional construction funding.

Staff has identified several projects that may be ready for construction by 2020 but potentially need additional funding due to increasing construction costs. Those projects are:

- C-5181 Jones Creek Greenway
- C-5183B Alston Avenue Sidewalks
- EB-5703 LaSalle Street Sidewalks
- EB-5708 NC 54 Sidewalks
- EB-5721 Orange Bicycle Route 1 (Fordham Boulevard)

If any of these projects have completed or nearly completed the design and ROW phases, and are ready to move into construction, but need additional funds, staff recommends that these projects receive the additional funding.

2) Fund transit projects submitted to SPOT.

There are several transit projects that will likely not be funded in SPOT 5 that could be funded with these STBGDA dollars. They include:

Project Name	Federal Funding (STBGDA)	Local Match
GoTriangle DRX Vehicle Purchase (3)	\$1,080,000	\$270,000
Chatham Transit Network Minivans (3)	\$1,015,200	\$253,800
Village Neighborhood Transit Center	\$800,000	\$200,000
Orange Public Transit LTVs (2)	\$780,480	\$195,120
GoTriangle ODX Vehicle Purchase	\$384,000	\$96,000
Fayetteville Street Transit Corridor	\$320,000	\$80,000

The advantage to using these funds is they are available immediately in FY19. The disadvantage is that there would be no 10% state match, and the full 20% local match will need to be absorbed by the transit agency. The costs shown are based on the request made during the SPOT 5 process. If this option is chosen, staff recommends choosing a set of projects that provide geographic equity.

3) Allocate funds to the Duke Beltline.

The Duke Beltline is a signature bike/ped project for the region. While ROW funds have been allocated and obligated for this project, federal or state funding for construction has not been programmed. These funds, along with the City of Durham's STBGDA allocation through the MPO, would constitute a majority of the funds needed. Since ROW is complete, this project will likely obligate funds sooner than projects that have not begun the design process.

4) Program to the highest scoring unfunded bike/ped project in SPOT 5 that can be fully funded.

There are many bike/ped projects that will not be funded in SPOT 5. The list of projects that, with this \$1.195M of federal funding and the required local match, could be fully funded, according to the cost submitted during the SPOT 5 process, includes:

Project Name	Federal Funding (STBGDA)	Local Match
NC 54 Sidepath to Anderson Park	\$1,174,514	\$293,629
Old NC 86 Bike Lanes	\$990,199	\$247,550
NC 86 Bike Lanes and Sidewalks	\$614,169	\$153,542
Mount Carmel Church Road	\$469,423	\$117,356
Campus to Campus Connector/Tanyard Branch	\$450,605	\$112,651

5) Hold funds in reserve for cost overruns.

Many non-highway projects are seeing construction bids come in significantly higher than estimated. These funds could be held in reserve for the entire MPO to allocate when these cost overruns occur. The MPO would make the funds available on a first-come, first-served basis.