

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: September 10, 2014

Subject: **STP-DA and Transportation Alternatives Program – FY 2012-2018 TIP Amendment #20**

Background

Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds are directly allocated to the DCHC MPO annually based on the population of the urbanized area. The DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$351,000 annually in TAP.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process, and State DOTs are not eligible recipients of TAP funding. TAP can 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. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

On August 13, 2014, the MPO Board adopted revisions to the MPO’s policy for programming STP-DA and TAP funds. By adopting this policy, the MPO set budgets for project types and jurisdictions for FY 2015-2016. MPO staff requested that each local government provide a list of projects to program these funds. In addition, the MPO staff has conducted the competitive process for the selection of TAP projects and identified which projects can be funded.

In addition, as we are nearing the end of the federal fiscal year 2014 (September 30, 2014), MPO staff has also requested that local jurisdictions provide a status report on their FY 2014 projects. Several projects are behind schedule and have been requested to be moved to FY 2015.

Several jurisdictions requested additional time to determine project schedule and/or costs. The TIP Amendment only includes the projects that have been confirmed by local jurisdictions.

In addition TIP Amendment #20 includes several amendments and modifications necessary to match recent STIP amendments.

FY 2014 STP-DA Projects

On March 12, 2014, the MPO Board approved a TIP Amendment to program several FY 2014 STP-DA projects. Funding that was not expected to be used in FY 2014 was rolled into the FY 2015-2016 Call for Projects. Since then, several of these projects have been identified as behind schedule. The table displays the current status of projects and identified which projects are in TIP Amendment #20. Durham and NCDOT have requested additional time to determine project costs and schedules for several projects.

FY 2015 and 2016 STP-DA and TAP Projects

The MPO Board adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the August 2014 meeting. This included a policy for the required competitive process to select projects for TAP funding. The TAP funding is included in the "Regional Bicycle and Pedestrian" project category. The TAP portion of the policy was unchanged from the policy adopted in January 2014.

In spring 2014, LPA staff sent a request for which projects are requested to be considered for the TAP competitive process. Local jurisdictions responded with their project requests and LPA staff applied the competitive selection criteria. Per the required competitive process, the highest scoring project is Carrboro's Morgan Creek Greenway, then the Chapel Hill portion of the Old Durham-Chapel Hill Road project, then Durham's Morreene Road Bicycle/Pedestrian project. The TC reviewed this and developed a recommendation for funding. It appears that there will be adequate (or nearly adequate) funding for the Morgan Creek Greenway and the Chapel Hill portion of the Old Durham-Chapel Hill Road project. NCDOT requested additional time to confirm the schedule and cost for the Old Durham-Chapel Hill Road project. The TC recommends programming the Morgan Creek Greenway in TIP Amendment #20. LPA staff intends to recommend fully programming the Old Durham-Chapel Hill Road project once the schedule and cost is confirmed. Due to the MPO's high unobligated balance and delays on other projects, LPA staff recommends fully funding both projects even if it requires over-programming this category.

In July/August, member jurisdictions provided lists of which projects should be funded from the Transit and Local Discretionary categories. Some jurisdictions did not respond or needed additional time. The TC recommends programming the project requests confirmed by Triangle Transit, Orange Public Transit, Durham, Carrboro, Chapel Hill, Hillsborough, and Orange County in TIP Amendment #20.

The City of Durham has requested additional time to consider project schedules and costs for several of its projects, and Chatham County has also requested additional time to consider its funding. In addition, requested changes for planning projects (U-4727) require a corresponding UPWP amendment before being programmed in the TIP. The first UPWP amendment will be processed in November and adopted in December. When the FY 2015 UPWP was adopted, a corresponding TIP amendment was also adopted so some of the FY 2015 funding under U-4727 has already been programmed in the TIP.

LPA staff anticipates that the remainder of the FY 2015-2016 STP-DA and TAP funding will be programmed through additional TIP amendments in the coming months.

FY 12-18 TIP Amendment #20 – Recent STIP Amendments/Modifications

TIP Amendment #20 also includes several amendments/modifications necessary to match the STIP. This includes:

- W-5601: Statewide project for safety improvements – add funding
- ER-5600: Statewide project for vegetation management – add funding
- Five projects that have been identified as potential Statewide category projects in the STI process added for planning and environmental study to expedite the delivery of the projects
 - I-5702: I-40 managed lanes (feasibility study underway)
 - I-5705: I-40/NC 54 interchange improvement
 - I-5707: I-40, NC 55 to NC 147, auxiliary lane
 - I-5717: US 15-501/Garrett Rd. interchange
 - U-5720: US 70/Miami Blvd. interchange
- U-5516: US 501 (Roxboro Rd.)/Latta Rd./Infinity Rd. intersection improvement – delay
- C-5181: Jones Creek Greenway in Carrboro – delay
- TA-4923: DATA 9 replacement Buses – reprogrammed from 2014 to 2015*
- TA-5019A: DATA 7 replacement vans - reprogrammed from 2014 to 2015*

*This information for this modification was provided on August 29, 2014 and therefore, was not reviewed by the TC. This modification moved funds from FY2014 to FY2015 and did not increase, decrease or reallocate funding.

TC Recommendation

The TC recommends that the MPO Board approve the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area Amendment #20.