



Call for Projects

FY2024

Application Submissions

Local Discretionary Requests:

Agency	New or Existing	Project	STIP#	Federal	Local	Total
City of Durham	Existing	Morreene Road Bike Lanes & Sidewalks	C-4928	\$685,046	\$171,262	\$856,308
Town of Carrboro	Existing	Bicycle Detector Loops	U-4726DF	\$96,000	\$24,000	\$120,000
Town of Chapel Hill	New	Cameron Avenue Protected Bike Lanes/ Cycle Track	N/A	\$718,800	\$181,200	\$900,000
Town of Hillsborough	New	Downtown Hillsborough Parking Study	N/A	\$60,000	\$15,000	\$75,000

RFF Applications:

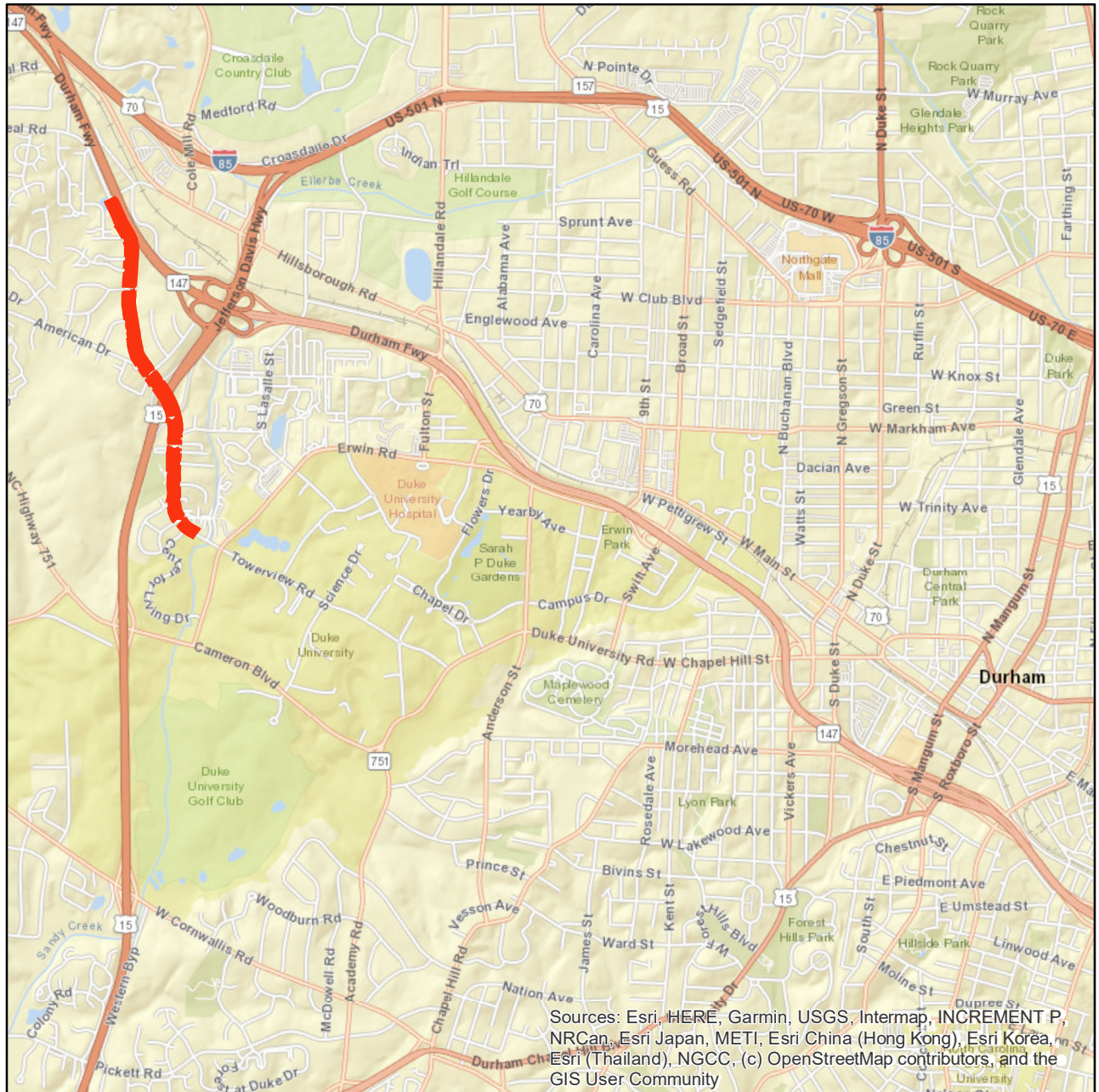
Agency	Funding Request Type	Project	STIP#	Federal	Local	Total
City of Durham	RFF_Existing	Alston Avenue Sidewalks	C-5183B	\$871,621	\$217,905	\$1,089,526
City of Durham	RFF_Existing	Hillandale Road Bike & Pedestrian Improvements	U-4726HN	\$1,645,143	\$411,286	\$2,056,429
City of Durham	RFF_Existing	Morreene Road Bike Lanes & Sidewalks	C-4928	\$860,398	\$215,100	\$1,075,498
TJCOG	RFF_Existing	Triangle TDM Program	C-5605J	\$585,675	\$148,309	\$733,984
Town of Chapel Hill	RFF_Existing	Fordham Boulevard Sidepath	EB-5721	\$594,800	\$148,700	\$743,500
Chapel Hill Transit	RFF_New	Downtown Chapel Hill Bus Stop Improvements	N/A	\$360,732	\$90,183	\$450,915
Chapel Hill Transit	RFF_New	Electric Vehicle Upgrades	N/A	\$2,160,000	\$1,050,000	\$3,210,000
Chapel Hill Transit	RFF_New	Expansion of Chapel Hill Transit bus yard	N/A	\$120,000	\$30,000	\$150,000
Go Triangle	RFF_New	Orange County Bus Stop Improvements	N/A	\$200,000	\$50,000	\$250,000
Go Triangle	RFF_New	805 corridor and NC 54 GoTriangle Bus Stop Improvements	N/A	\$250,400	\$62,600	\$313,000
Go Triangle	RFF_New	NC 55 and Meridian Parkway pedestrian improvements	N/A	\$870,000	\$218,000	\$1,088,000
NCDOT	RFF_New	10' multi-use path along Fenwick Parkway and Rosemont Parkway	N/A	\$602,197	\$150,549	\$752,746
Town of Carrboro	RFF_New	Old NC 86 Sidewalk and Bike Lanes	N/A	\$2,725,367	\$681,342	\$3,406,709
Town of Carrboro	RFF_New	Morgan Creek Greenway Phase 2	N/A	\$1,478,000	\$369,500	\$1,847,500
Town of Carrboro	RFF_New	Homestead Road Multi-Use Path	N/A	\$2,034,240	\$508,560	\$2,542,800



Local Discretionary

Application Submissions

City of Durham Morreene Road Bike Lane/Sidewalks Project Map



View results

Respondent

2 Anonymous

01:05

Time to complete

1. Provide the name for and describe your project. Is this a new or an existing project? If this is an existing project, provide the STIP number.

C-4928 - Morreene Road Bike Lanes & Sidewalks - Existing - Construction of bike lanes and sidewalks along SR 1317 (Morreene Road), from Neal Road to SR 1320 (Erwin Road) in Durham.

2. Is your project in the 2050 Metropolitan Transportation Plan and/or a local plan? If your project is in a local plan, indicate the plan and the year it was adopted.

Yes, this project is an "active transportation project" in the 2050 Metropolitan Transportation Plan and was initially identified in the 2006 City of Durham Pedestrian Plan.

3. How much federal funding are you requesting?

With the total shortfall amount of \$4,609,025, the City is requesting competitive Regional Flexible Funding (RFF) in the federal funding amount of \$860,398. For this project, the City is also requesting \$685,046 in local discretionary funding for a total project federal funding request of \$1,545,444. Please note, this will not cover the entire shortfall amount of \$4,609,025, as we are only eligible to apply for a certain proportion of the remaining competitive RFF funds. However, this project is a priority for the City of Durham, and we will continue to seek additional funding at the first available future opportunity.

4. What is the source and amount of the local match you are providing? Surface Transportation Block Grant (STBG) funds require a 20% local match.

\$386,362 total to be provided through the City's CIP with \$215,100 (20% local match) designated to the competitive Regional Flexible Funding pot and \$171,262 (20% local match) designated to the local discretionary funding pot.

5. Describe the work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The City of Durham has approved the final 100% plans. Plans are currently being revised for final submittal to NCDOT.

6. Describe the work that needs to be completed on the project and a schedule for completing the work. Indicate which fiscal year you expect each phase to obligate its funds.

Acquisitions are expected to begin in January of 2025, and construction is expected to begin in Fall of 2026.

7. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.

This project supports the MTP goal to "Connect People and Places." This project will help connect people to jobs, education, and other important destinations by improving bike and walkability along an important transportation corridor, and also increase mobility options. This project supports the MTP goal to "Promote And Expand Multimodal And Affordable Travel Choices" by increasing multimodal choices along a corridor that previously did not have those choices. This will be done by creating new bicycle and pedestrian facilities. Lastly, this project supports the MTP goal to "Promote Safety, Health and Well-Being." by increasing safety on a roadway that is currently unsafe to bicycle and walk on, and promotes public health by offering new active transport choices to residents.

8. Provide your name, agency, and contact information.

Eric Vitale
City Of Durham Transportation Department
eric.vitale@durhamnc.gov
(919) 560-4366, ext 36429

View results

Respondent

4 Anonymous

13:20

Time to complete

1. Provide the name for and describe your project. Is this a new or an existing project? If this is an existing project, provide the STIP number.

Bicycle Loop Detectors U-4726DF. This is an existing STIP project to install bicycle loop detectors at four intersections, three in downtown Carrboro (East Main/Roberson, East Main/North Greensboro, Weaver/North Greensboro) and the fourth at West Poplar Avenue/NC 54.

2. Is your project in the 2050 Metropolitan Transportation Plan and/or a local plan? If your project is in a local plan, indicate the plan and the year it was adopted.

The project was identified in the Carrboro Comprehensive Bicycle Transportation Plan (2009) and included in the MTP by reference.

3. How much federal funding are you requesting?

\$96,000 of federal funding.

4. What is the source and amount of the local match you are providing? Surface Transportation Block Grant (STBG) funds require a 20% local match.

The Town has set aside funds from the existing operational budget to cover the required 20-percent match.

5. Describe the work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The project was advertised in October 2017 and again in June 2019 but did not receive any bids at either time. NCDOT has determined that the plans need to be updated to meet current standards. The Town Council has approved a contract with an engineering firm to update the plans. The plans are now at 90% complete and the Engineer's Estimate indicates that additional funding will be necessary to complete the project.

6. Describe the work that needs to be completed on the project and a schedule for completing the work. Indicate which fiscal year you expect each phase to obligate its funds.

The plans and specification manual need to be completed and the project advertised for bid. The Town anticipates that the project would be let in spring of 2023.

7. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.

The project supports multiple goals in the MTP but particularly Goal 8, Promote Safety, Health and Well-Being, and Goal 2, Ensure That All People Have Access to Multimodal and Affordable Transportation Choices. The locations for the bike loop detectors are intended to reduce situations where cyclists tend to "run the light" rather than wait for the signal to change, creating a dangerous situation for all modes. This is particularly an issue in the downtown area around Weaver Street, East Main Street and North/South Greensboro Street. The area along West Poplar Avenue and NC 54 is part of a qualified census tract that is served by a number of modest homes and apartment buildings. The loops will help activate the signal at NC 54 and assist with the crossing at that location.

8. Provide your name, agency, and contact information.

Tina Moon
Town of Carrboro
919-918-7325
cmoon@carrboronc.gov



Town of Chapel Hill Cameron Avenue Bike Lanes/Cycle Track Project Map



View results

Respondent

3 Anonymous

25:38

Time to complete

1. Provide the name for and describe your project. Is this a new or an existing project? If this is an existing project, provide the STIP number.

Cameron Avenue protected bike lanes/cycletrack is a new project. It would include adding curb protected bike lanes or a two-way cycletrack (depending on design considerations) on Cameron Ave. from Merritt Mill Rd. to Pittsboro St., then likely some other treatment from Pittsboro St. to Columbia St. since that block is NCDOT-owned. The protected bike lanes/cycletrack would connect the Libba Cotten bikeway to UNC campus, one of the highest volume bike corridors in the region. Depending on design and implementation costs, the project may also include changes to the Merritt Mill/Cameron intersection to facilitate entering and exiting the bikeway.

2. Is your project in the 2050 Metropolitan Transportation Plan and/or a local plan? If your project is in a local plan, indicate the plan and the year it was adopted.

Yes it is in the 2050 MTP. It is also in Chapel Hill's 2017/2020 Mobility and Connectivity Plan

3. How much federal funding are you requesting?

\$718,800

4. What is the source and amount of the local match you are providing? Surface Transportation Block Grant (STBG) funds require a 20% local match.

Remaining 2015 Streets and Sidewalks bond funding

5. Describe the work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The Town has engaged in discussions with NCDOT to examine the feasibility of a two-way bike facility on this corridor, particularly on their block between Pittsboro St. and Columbia St. The Town has also received a petition with significant public support to create a cycletrack on this corridor, and the Town Council subsequently authorized staff to begin work on design.

6. Describe the work that needs to be completed on the project and a schedule for completing the work. Indicate which fiscal year you expect each phase to obligate its funds.

The necessary work includes design, public engagement, and implementation in conjunction with scheduled resurfacing. All work is anticipated to be completed by the end of FY24. The current schedule is as follows:
a. Design – FY23
b. ROW/Utilities - FY24
c. Construction – FY24

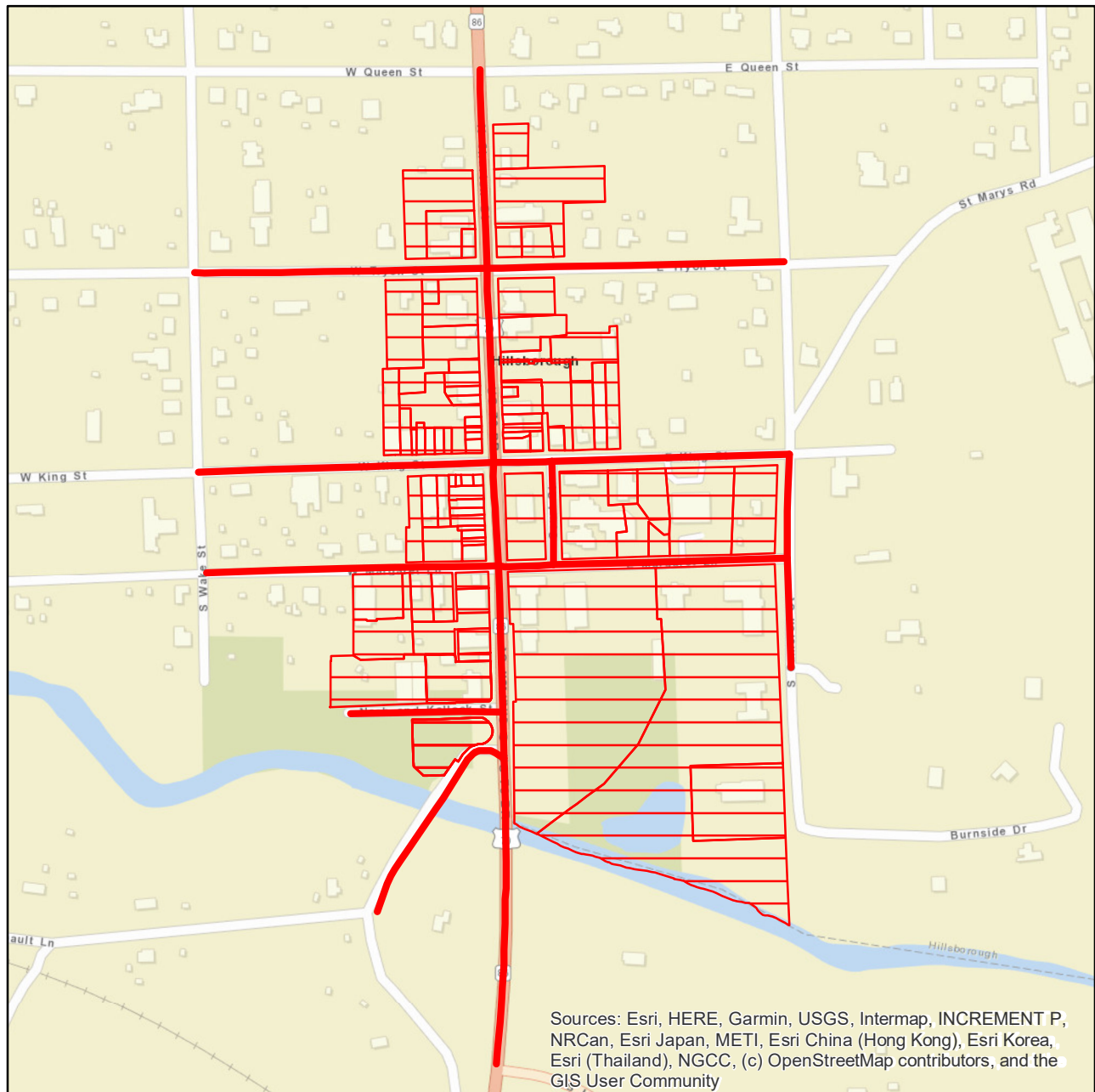
7. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.

This project supports Goal IV - Ensure That All People Have Access to Multimodal and Affordable Transportation Choices. It does this by improving bicycle facilities and filling small gaps to create a continuous bicycle network that connects major origins and destinations. This project will also support Goal V - Promote Safety, Health and Well Being - by improving bicycle infrastructure in a corridor with a history of serious injuries for cyclists.

8. Provide your name, agency, and contact information.

Bergen Watterson, Town of Chapel Hill, bwatterson@townofchapelhill.org, 919-969-5064

Town of Hillsborough Downtown Parking Study Project Map



View results

Respondent

1 Anonymous

21:35

Time to complete

1. Provide the name for and describe your project. Is this a new or an existing project? If this is an existing project, provide the STIP number.

Downtown Hillsborough parking study
This is a new planning study to be reflected in the UPWP.

2. Is your project in the 2050 Metropolitan Transportation Plan and/or a local plan? If your project is in a local plan, indicate the plan and the year it was adopted.

N/A - this is a planning study to be funded through the UPWP

3. How much federal funding are you requesting?

\$60,000

4. What is the source and amount of the local match you are providing? Surface Transportation Block Grant (STBG) funds require a 20% local match.

\$15,000 of local funding. The town, tourism board, and tourism development authority may share the local match. Tourism board funds are from local prepared meal tax. TDA funds are from local occupancy tax.

5. Describe the work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

No work has been completed. The last parking studies were prepared in-house in 2010 and focused on new county facilities in downtown. The funding request is to hire a consultant to prepare an up-to-date and defensible study. We have a particular interest to capture post-COVID activity and reflect the dynamic downtown atmosphere and business mix that was not as robust in 2010, as well as cover the important topics of delivery management and special event traffic.

6. Describe the work that needs to be completed on the project and a schedule for completing the work. Indicate which fiscal year you expect each phase to obligate its funds.

Engage a consultant to undertake a parking study for the downtown area. The scope should include adequacy of current facilities, turnover during peak times, estimated demand under a variety of redevelopment scenarios, adequacy of current ordinance requirements, and access for deliveries and unloading. The data collection needs to be done during peak tourist seasons (i.e. October) to understand the high demand events place on downtown.

7. In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.

A downtown parking study for Hillsborough supports the 2050 MTP goals of Manage Congestion & System Reliability and Stimulate Inclusive Economic Vitality for the DCHC MPO. An objective for managing congestion is to allow people and goods to move with reliability. Within the town's confined downtown area, congestion occurs rapidly with simple left turn ques or blocked driveways. Understanding and identifying improvements to the parking network along with the loading opportunities will allow improvement managements of a very constrained resource in a congested urban setting. Coordinating land use with transportation and cost-effective transportation reliability are components of inclusive economic vitality. This study will help identify measures the town can take from a variety of viewpoints to maintain and improve the vitality and access to our downtown.

8. Provide your name, agency, and contact information.

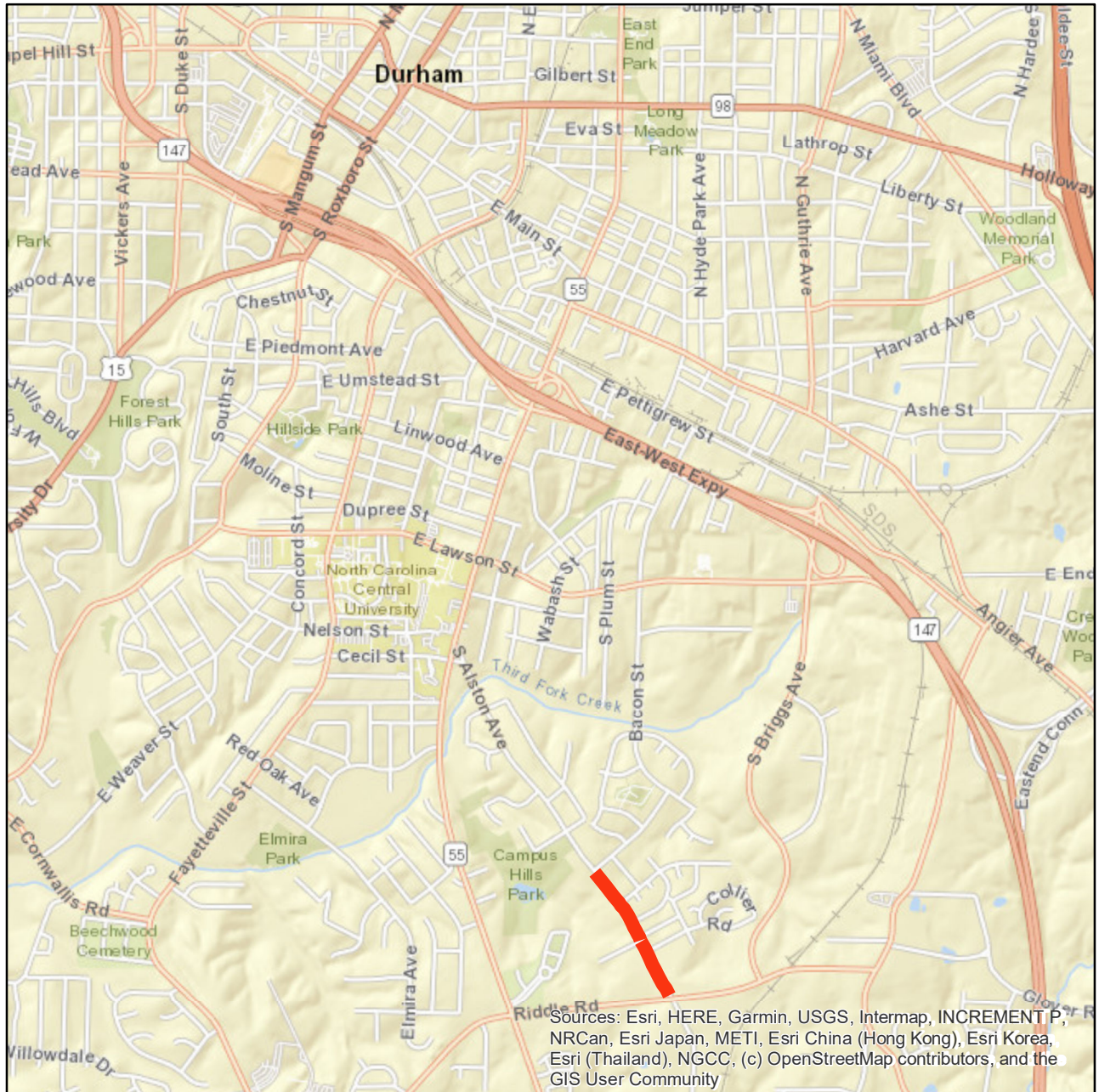
Margaret Hauth, Town of Hillsborough, margaret.hauth@hillsboroughnc.gov, 919.296.9471

The cover features a central white rectangle containing the text. This rectangle is overlaid on a larger, semi-transparent grey rectangle. To the left of the white rectangle is a solid dark blue vertical bar. The overall design is minimalist and modern.

Existing Projects

Application Submissions

City of Durham Alston Avenue Sidewalks Project Map



[View results](#)

Respondent

3

Anonymous

01:23

Time to complete

1. What is the name and STIP number for your project?

C-5183B - Alston Avenue Sidewalks

2. Describe the scope of your project. Are there any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

The installation of sidewalks along Alston Avenue from Capps Street to Riddle Road in Durham. No changes to scope.

3. Describe the original project budget and any federal funds (amount and type) associated with this project.

According to the fully executed municipal agreement, this project was originally funded in the amount of \$805,450 with \$644,360 (80%) of those funds coming from the federal funding source CMAQ and \$161,090 (20%) of those funds coming from a local match. According to a supplemental agreement from 2020, this project received additional funds from the federal funding source STBGDA to get to the current amount. This project is currently funded in the amount of \$1,484,971 with \$1,077,577 (72.6%) of those funds coming from federal funding sources of CMAQ & STBGDA and \$407,394 (27.4) of those funds coming from a local match.

4. What is the total shortfall amount?

With a revised cost estimate of \$2,574,497, the total shortfall amount is \$1,089,526.

5. How much federal funding are you requesting from DCHC MPO for this project's shortfall?

With the total shortfall amount of \$1,089,526, the City is requesting competitive Regional Flexible Funding (RFF) in the federal funding amount of \$871,621 (80%).

6. What is the source and amount of the local match you are providing? A local match of 20% is required for all funds available during the FY24 Call for Projects.

\$217,905 (20% local match) to be provided through the City's CIP.

7. Describe the work that has been completed so far on this project.

Project has been scoped, planned, and designed to 100% completion. The project was just recently advertised for bid, and the lowest bidder has been selected. The requested shortfall amount is needed to cover the lowest bidder's construction costs.

8. Describe the work to be completed (remaining phases). Provide a schedule for completing that work by fiscal year.

Contract approvals need to be completed and construction can begin. Construction is expected to begin in April of 2023 with an estimated completion date in November of 2023.

9. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project through the competitive regional flexible funding program.

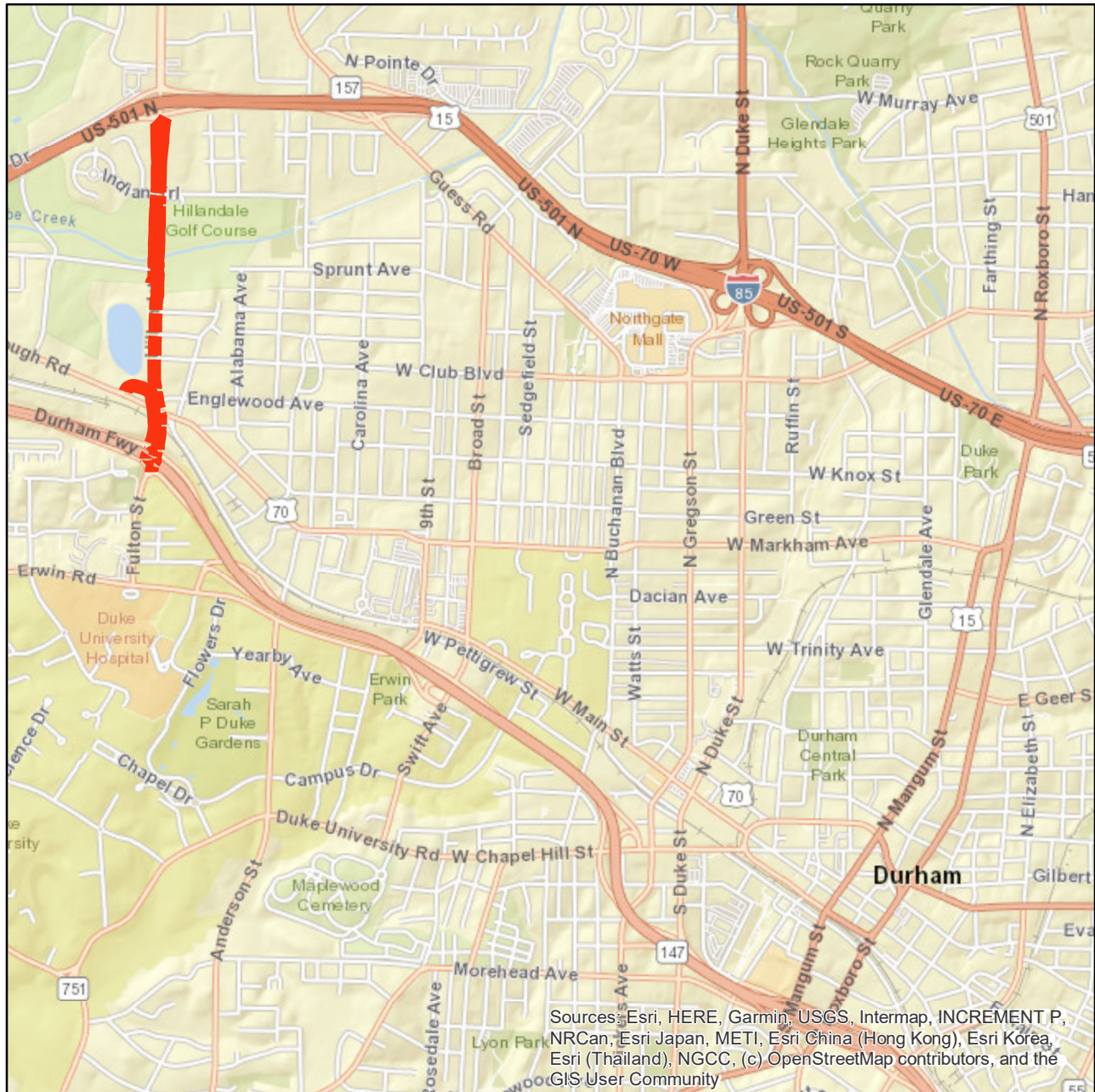
10. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

See question #2 which asks the same.

11. Provide your name, agency, and contact information.

Eric Vitale
City Of Durham Transportation Department
eric.vitale@durhamnc.gov
(919) 560-4366, ext 36429

City of Durham Hillandale Road Bike/Ped Project Map



View results

Respondent

2 Anonymous

01:26

Time to complete

1. What is the name and STIP number for your project?

U-4726HN - Hillandale Road Bike & Pedestrian Improvements

2. Describe the scope of your project. Are there any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

Construction of bicycle and pedestrian facilities on SR 1321 (Hillandale Road) from Interstate 85 to NC 147 in Durham. No changes to scope

3. Describe the original project budget and any federal funds (amount and type) associated with this project.

According to the fully executed municipal agreement, this project was originally funded in the amount of \$2,863,124 with \$2,290,499 (80%) of those funds coming from the federal funding source STP-DA and \$572,625 (20%) of those funds coming from a local match. The City additionally contributed \$244,816 of local match to this project. According to a supplemental agreement from 2019, this project received additional funds from the federal funding source STBGDA to get to the current amount. This project is currently funded in the amount of \$4,824,071 with \$3,859,257 (80%) of those funds coming from federal funding sources of STP-DA & STBGDA and \$964,814 (20%) of those funds coming from a local match.

4. What is the total shortfall amount?

With a revised cost estimate of \$6,880,500, the total shortfall amount is \$2,056,429. Please note this revised cost estimate includes the required 30% contingency and is detailed in the provided budget.

5. How much federal funding are you requesting from DCHC MPO for this project's shortfall?

With the total shortfall amount of \$2,056,429, the City is requesting competitive Regional Flexible Funding (RFF) in the federal funding amount of \$1,645,143 (80%).

6. What is the source and amount of the local match you are providing? A local match of 20% is required for all funds available during the FY24 Call for Projects.

\$411,286 (20% local match) to be provided through the City's CIP.

7. Describe the work that has been completed so far on this project.

Project has been scoped, planned, and designed to 100% completion. ROW acquisition is currently in progress and is about 50% complete at this time.

8. Describe the work to be completed (remaining phases). Provide a schedule for completing that work by fiscal year.

The remaining 50% of ROW will need to be acquired. Construction is expected to begin in Fall of 2023.

9. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project through the competitive regional flexible funding program.

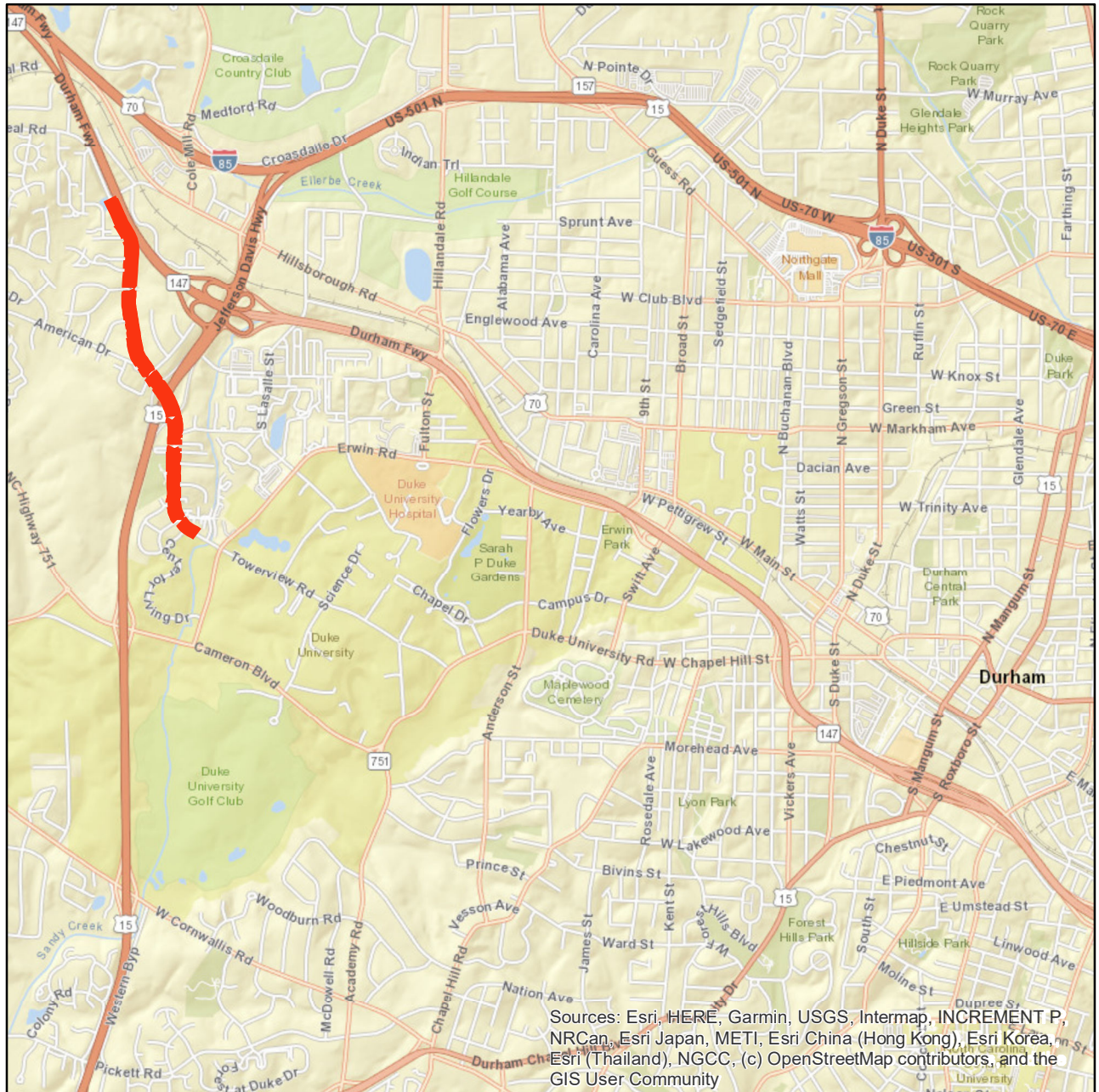
10. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

See question #2 which asks the same.

11. Provide your name, agency, and contact information.

Eric Vitale
City Of Durham Transportation Department
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(919) 560-4366, ext 36429

City of Durham Morreene Road Bike Lane/Sidewalks Project Map



View results

Respondent

1 Anonymous

06:37

Time to complete

1. What is the name and STIP number for your project?

C-4928 - Morreene Road Bike Lanes & Sidewalks

2. Describe the scope of your project. Are there any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

Construction of bike lanes and sidewalks along SR 1317 (Morreene Road), from Neal Road to SR 1320 (Erwin Road) in Durham. No changes to scope.

3. Describe the original project budget and any federal funds (amount and type) associated with this project.

According to the fully executed municipal agreement, this project was originally funded in the amount of \$6,123,750 with \$4,899,000 (80%) of those funds coming from federal funding sources of STP-DA & CMAQ and \$1,224,750 (20%) of those funds coming from a local match. The City additionally contributed \$193,250 of local match to this project. According to a supplemental agreement from 2019, this project received additional funds from the federal funding source BGANY as well as additional funds directly from NCDOT to get to the current amount. This project is currently funded in the amount of \$10,430,975 with \$8,344,981 (80%) of those funds coming from federal funding sources of STP-DA, CMAQ, STBGDA, & BGANY and \$2,085,994 (20%) of those funds coming from a local match.

4. What is the total shortfall amount?

With a revised cost estimate of \$15,040,000, the total shortfall amount is \$4,609,025. Please note this revised cost estimate includes the required 30% contingency and is detailed in the provided budget.

5. How much federal funding are you requesting from DCHC MPO for this project's shortfall?

With the total shortfall amount of \$4,609,025, the City is requesting competitive Regional Flexible Funding (RFF) in the federal funding amount of \$860,398. For this project, the City is also requesting \$685,046 in local discretionary funding for a total project federal funding request of \$1,545,444. Please note, this will not cover the entire shortfall amount of \$4,609,025, as we are only eligible to apply for a certain proportion of the remaining competitive RFF funds. However, this project is a priority for the City of Durham, and we will continue to seek additional funding at the first available future opportunity.

6. What is the source and amount of the local match you are providing? A local match of 20% is required for all funds available during the FY24 Call for Projects.

\$386,362 total to be provided through the City's CIP with \$215,100 (20% local match) designated to the competitive Regional Flexible Funding pot and \$171,262 (20% local match) designated to the local discretionary funding pot.

7. Describe the work that has been completed so far on this project.

Project has been scoped, planned, and designed to 100% completion. ROW acquisition is currently in progress and is about 20% complete at this time.

8. Describe the work to be completed (remaining phases). Provide a schedule for completing that work by fiscal year.

The remaining 80% of ROW will need to be acquired. Construction is expected to begin in Fall of 2023.

9. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

The City of Durham has not previously requested shortfall funding for this project through the competitive regional flexible funding program.

10. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

See question #2 which asks the same.

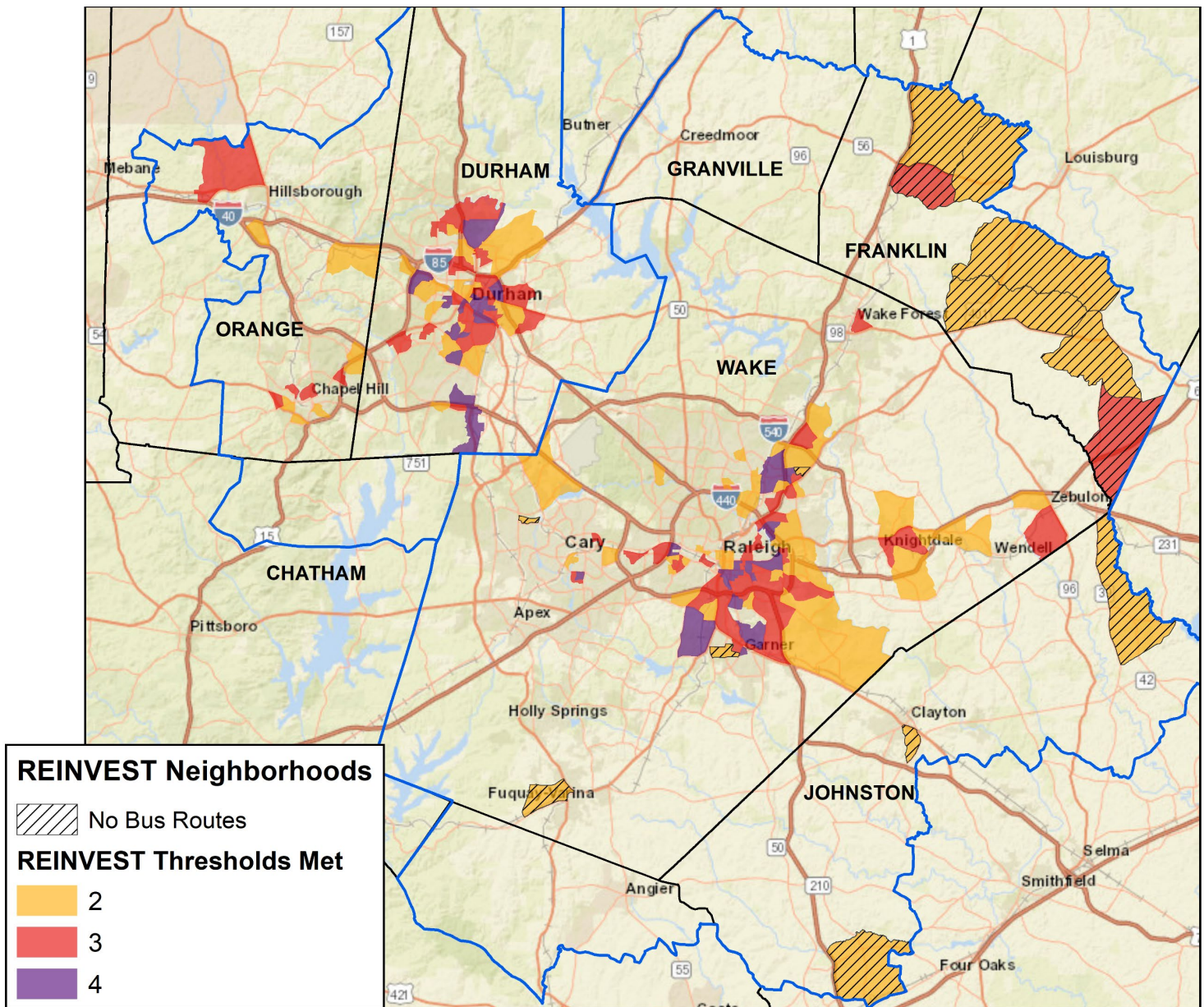
11. Provide your name, agency, and contact information.

Eric Vitale
City Of Durham Transportation Department
eric.vitale@durhamnc.gov
(919) 560-4366, ext 36429



Attachment C2. REINVEST Neighborhoods Map

The REINVEST Neighborhoods composite map below displays the total number (2-4) of indicator thresholds met for each REINVEST Neighborhood block group, while individual threshold layers can be viewed in the interactive ArcGIS Online version of the REINVEST Neighborhoods map here: <https://arcg.is/1G5GiD0>.

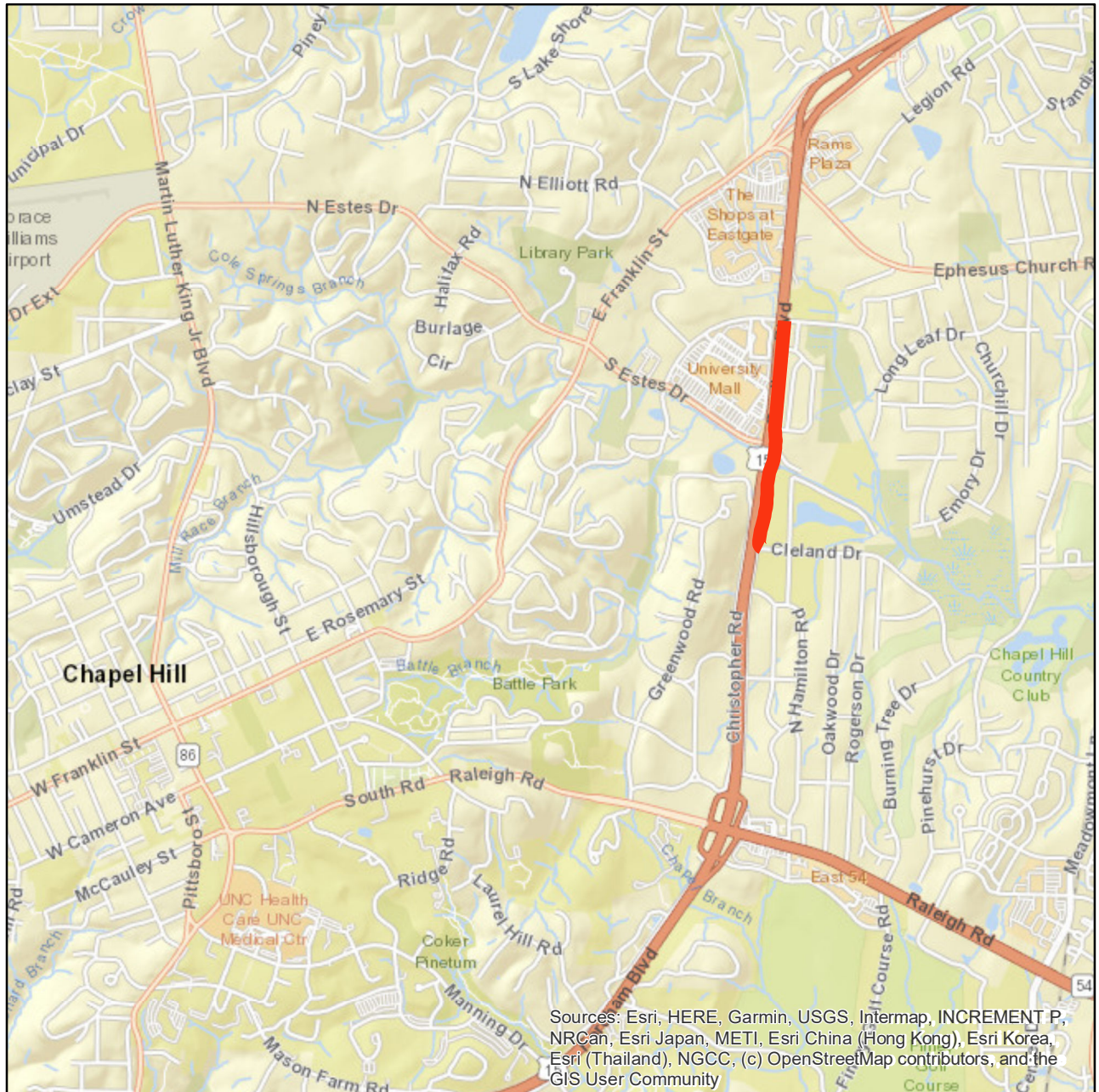


The table below details each of the four REINVEST indicators, their thresholds, and the sources of the data used to determine those thresholds. Thresholds for the Race/Ethnicity, Income, and Vehicle Availability indicators are the 75th percentile (upper quartile), meaning that 25% of all block groups with data in the DCHC MPO and CAMPO region met each indicator threshold. For the Status indicator, 127 block groups (17%) in the region met the threshold.

Indicator	Threshold	Data Source
RE: Race/Ethnicity	> 56.2% BIPOC population	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table B03002: Hispanic or Latino Origin by Race.
IN: Income	> 28% Population below 150% of poverty level	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table C17002: Ratio of Income to Poverty Level in the Past 12 Months.
VE: Vehicle Availability	> 7.3% Zero-car households	U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Table B25044: Tenure by Vehicles Available.
ST: Status	> 100 Legally-binding, affordability-restricted (LBAR) housing units OR Federal Opportunity Zone	LBAR: National Housing Preservation Database, 2020. Opportunity Zones: U.S. Economic Development Administration, 2020.

DRAFT 10.26.2021	FY2020-21 (7-120 to 6-21)	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2020-30 total
Planning and Administration	\$130,491	\$130,491	\$134,536	\$138,707	\$143,007	\$147,440	\$152,011	\$156,723	\$161,581	\$166,590	\$1,592,068
NCDOT funds	\$130,491	\$130,491	\$134,536	\$138,707	\$143,007	\$147,440	\$152,011	\$156,723	\$161,581	\$166,590	\$1,592,068
Service Delivery	\$2,021,890	\$2,270,735	\$2,341,128	\$2,413,703	\$2,488,528	\$2,565,672	\$2,645,208	\$2,727,209	\$2,811,753	\$2,898,917	\$26,514,676
NCDOT funds	\$438,272	\$407,588	\$420,223	\$433,250	\$446,681	\$460,528	\$474,804	\$489,523	\$504,699	\$520,344	\$5,130,607
DCHC funds	\$372,447	\$511,238	\$527,086	\$543,426	\$560,272	\$577,641	\$595,548	\$614,010	\$633,044	\$652,668	\$5,884,830
CAMPO funds	\$451,956	\$525,461	\$541,750	\$558,545	\$575,859	\$593,711	\$612,116	\$631,092	\$650,656	\$670,826	\$6,109,432
Service Provider Matching Funds	\$759,214	\$826,448	\$852,068	\$878,482	\$905,715	\$933,792	\$962,740	\$992,585	\$1,023,355	\$1,055,079	\$9,389,808
Monitoring and Evaluation	\$157,319	\$158,984	\$163,913	\$168,994	\$174,233	\$179,634	\$185,203	\$190,944	\$196,863	\$202,966	\$2,014,723
NCDOT funds	\$94,391	\$79,492	\$81,956	\$84,497	\$87,116	\$89,817	\$92,601	\$95,472	\$98,432	\$101,483	\$983,123
DCHC funds	\$31,464	\$39,746	\$40,978	\$42,248	\$43,558	\$44,908	\$46,301	\$47,736	\$49,216	\$50,741	\$515,800
CAMPO funds	\$31,464	\$39,746	\$40,978	\$42,248	\$43,558	\$44,908	\$46,301	\$47,736	\$49,216	\$50,741	\$515,800
Triangle Regional TDM Program	\$2,309,700	\$2,560,210	\$2,639,577	\$2,721,404	\$2,805,767	\$2,892,746	\$2,982,421	\$3,074,876	\$3,170,197	\$3,268,473	\$30,121,467
Total NCDOT funds	\$663,155	\$617,571	\$636,716	\$656,454	\$676,804	\$697,785	\$719,416	\$741,718	\$764,711	\$788,418	\$7,705,797
Total DCHC funds	\$403,911	\$550,984	\$568,065	\$585,675	\$603,830	\$622,549	\$641,848	\$661,746	\$682,260	\$703,410	\$6,400,631
Total CAMPO funds	\$483,420	\$565,207	\$582,728	\$600,793	\$619,418	\$638,620	\$658,417	\$678,828	\$699,871	\$721,567	\$6,625,232
Service Provider Matching Funds	\$759,214	\$826,448	\$852,068	\$878,482	\$905,715	\$933,792	\$962,740	\$992,585	\$1,023,355	\$1,055,079	\$9,389,808
Triangle TDM Services, Monitoring & Evaluation - 2050 MTP Projections	CONTRACTED		PROJECTED							FY2020-30 total	
	\$2,179,209	\$2,429,719	\$2,505,041	\$2,582,697	\$2,662,760	\$2,745,306	\$2,830,411	\$2,918,153	\$3,008,616	\$3,101,883	\$28,529,399
Total NCDOT funds	\$532,664	\$487,080	\$502,180	\$517,747	\$533,797	\$550,345	\$567,406	\$584,995	\$603,130	\$621,827	\$6,113,729
Total DCHC funds	\$403,911	\$550,984	\$568,065	\$585,675	\$603,830	\$622,549	\$641,848	\$661,746	\$682,260	\$703,410	\$6,400,631
Total CAMPO funds	\$483,420	\$565,207	\$582,728	\$600,793	\$619,418	\$638,620	\$658,417	\$678,828	\$699,871	\$721,567	\$6,625,232
Service Provider Matching Funds	\$759,214	\$826,448	\$852,068	\$878,482	\$905,715	\$933,792	\$962,740	\$992,585	\$1,023,355	\$1,055,079	\$9,389,808
<i>Total funds both MPOs</i>	<i>\$887,331</i>	<i>\$1,116,191</i>	<i>\$1,150,793</i>	<i>\$1,186,468</i>	<i>\$1,223,248</i>	<i>\$1,261,169</i>	<i>\$1,300,265</i>	<i>\$1,340,573</i>	<i>\$1,382,131</i>	<i>\$1,424,977</i>	<i>\$13,025,862</i>
<i>Total match funds (state/local/LSP)</i>	<i>\$1,291,878</i>	<i>\$1,313,528</i>	<i>\$1,354,248</i>	<i>\$1,396,229</i>	<i>\$1,439,512</i>	<i>\$1,484,137</i>	<i>\$1,530,146</i>	<i>\$1,577,580</i>	<i>\$1,626,485</i>	<i>\$1,676,906</i>	<i>\$15,503,537</i>
Near-term (2020 - 2030)											

Town of Chapel Hill Fordham Sidepath Project Map



View results

Respondent

4 Anonymous

11:37

Time to complete

1. What is the name and STIP number for your project?

Fordham Boulevard Sidepath - EB-5721.

2. Describe the scope of your project. Are there any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

This project will upgrade an existing sidepath between Cleland Dr. and S. Estes Dr. and add a new sidepath between S. Estes Dr. and Willow Dr. The project is fully designed and no right-of-way is needed. There are minor changes to the scope to include traffic calming treatments at the intersections where the path crosses. The cost increase is primarily due to skyrocketing construction costs over the last year.

3. Describe the original project budget and any federal funds (amount and type) associated with this project.

The project currently has \$1,006,400 in TAP and \$250,000 in STBG-DA, plus associated local match.

4. What is the total shortfall amount?

\$594,800 federal, plus \$148,700 local = \$743,500

5. How much federal funding are you requesting from DCHC MPO for this project's shortfall?

\$594,800 in federal funds

6. What is the source and amount of the local match you are providing? A local match of 20% is required for all funds available during the FY24 Call for Projects.

Remaining 2015 Streets and Sidewalks Bond funds - \$148,700

7. Describe the work that has been completed so far on this project.

The project is fully designed and permitted. No right-of-way is needed. The Town is currently seeking construction authorization and plans to bid the project in the early spring once funding is secured.

8. Describe the work to be completed (remaining phases). Provide a schedule for completing that work by fiscal year.

Construction - start FY23, complete FY24

9. Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?

Yes, one time last year. We requested and received \$160,000 in federal funds.

10. Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

There are minor changes to the scope to include traffic calming treatments at the intersections where the path crosses. The cost increase is primarily due to skyrocketing construction costs over the last year.

11. Provide your name, agency, and contact information.

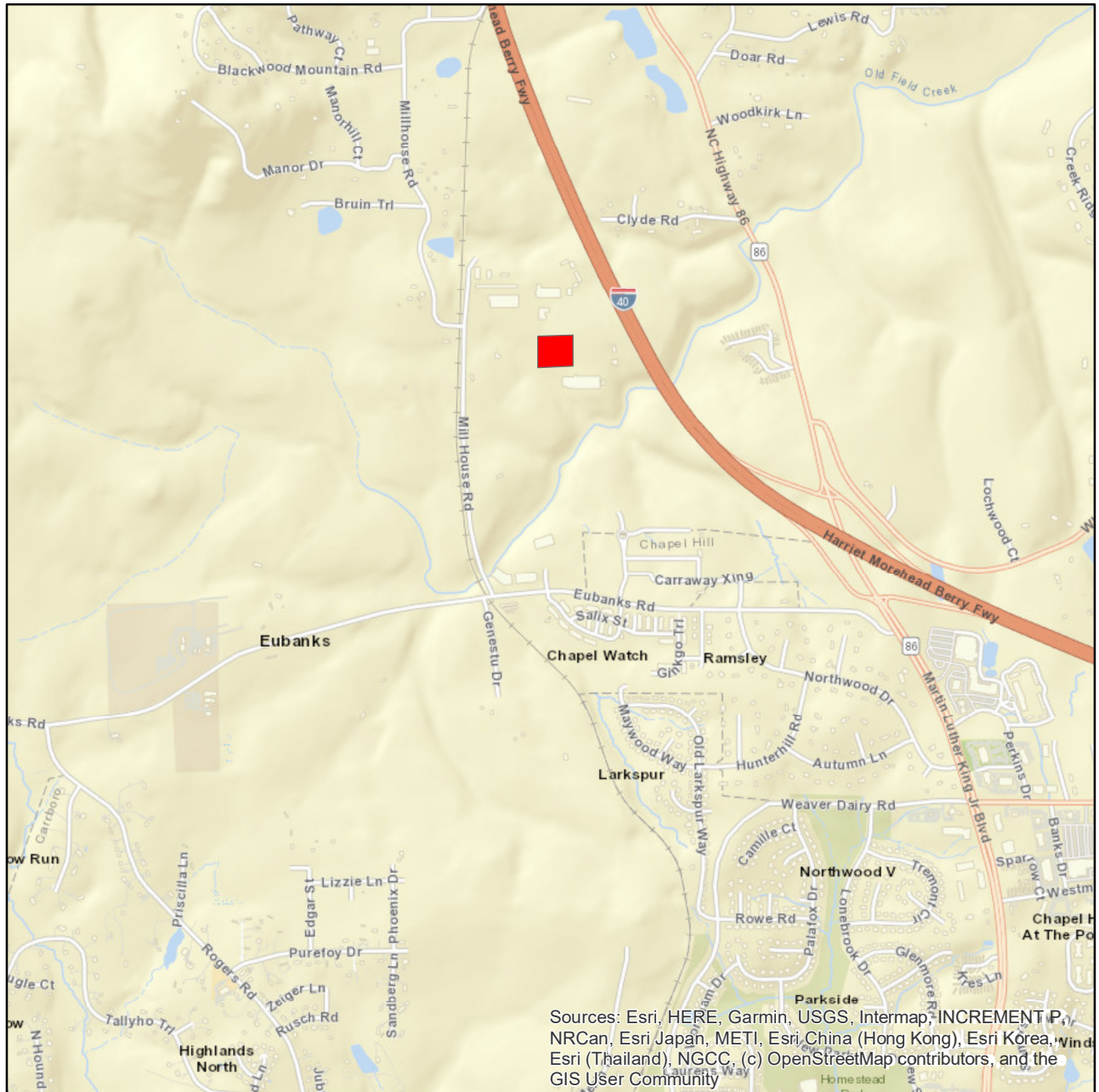
Bergen Watterson, Town of Chapel Hill, bwatterson@townofchapelhill.org, 919-969-5064



New Projects

Application Submissions

Chapel Hill Transit Facility Expansion Project Map



View results

Respondent

6 Anonymous

27:38

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

The Town of Chapel Hill is seeking funding to hire a qualified A/E Firm to convert the initial designs and concept plans for an expansion fleet bus yard into a biddable construction project. The expansion fleet will provide the needed infrastructure space as Chapel Hill Transit continues to expand its fleet of battery electric buses and moves toward a 100% electric fleet. The new lot will include space for charging infrastructure, increased generator and storage space, expansion of the planned solar panel canopy, an operations center and regional training center.

2. Is your project included in the 2050 Metropolitan Transportation Plan?

- Yes
- No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

The Town of Chapel Hill's Transit Funding Partners Greener Bus Fleet Plan

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

\$120,000.00 Federal Funding for A/E Services

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$30,000.00 local discretionary funding from the Town's Operating Budget.

6. How did you develop the cost estimate for this project?

Cost estimate developed during concept plan and initial layout design production

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The Town has completed an expansion concept plan and design to allow for ninety 40' buses, thirty 50' articulated buses, twenty two cutaway buses, and 26 service automobiles. The project will allow for the eventual NSBRT expansion of services, increase the solar production from the proposed solar panel canopy, and create a new operations center and regional training center. Funding is now needed to turn the concept into a biddable construction project.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

The Town will need to complete a Brooks Act procurement of a qualified A/E Firm to turn the concept plan into a biddable construction plan. Upon award of the grant by the MPO, it will take ~6 months to bring the project into an FTA grant and the Town's Budget. Bid to completion of documents and prep of construction bid documents will be ~12-18 months.

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

The switch to BEB electric buses, including the proposed NSBRT project, will reduce transportation sector emissions and reduce negative impacts on the environment. The increased support infrastructure is necessary to improve transit service, transit amenities, increase utilization of non auto travel models, and increase reliability and access of transportation efficiency.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

3

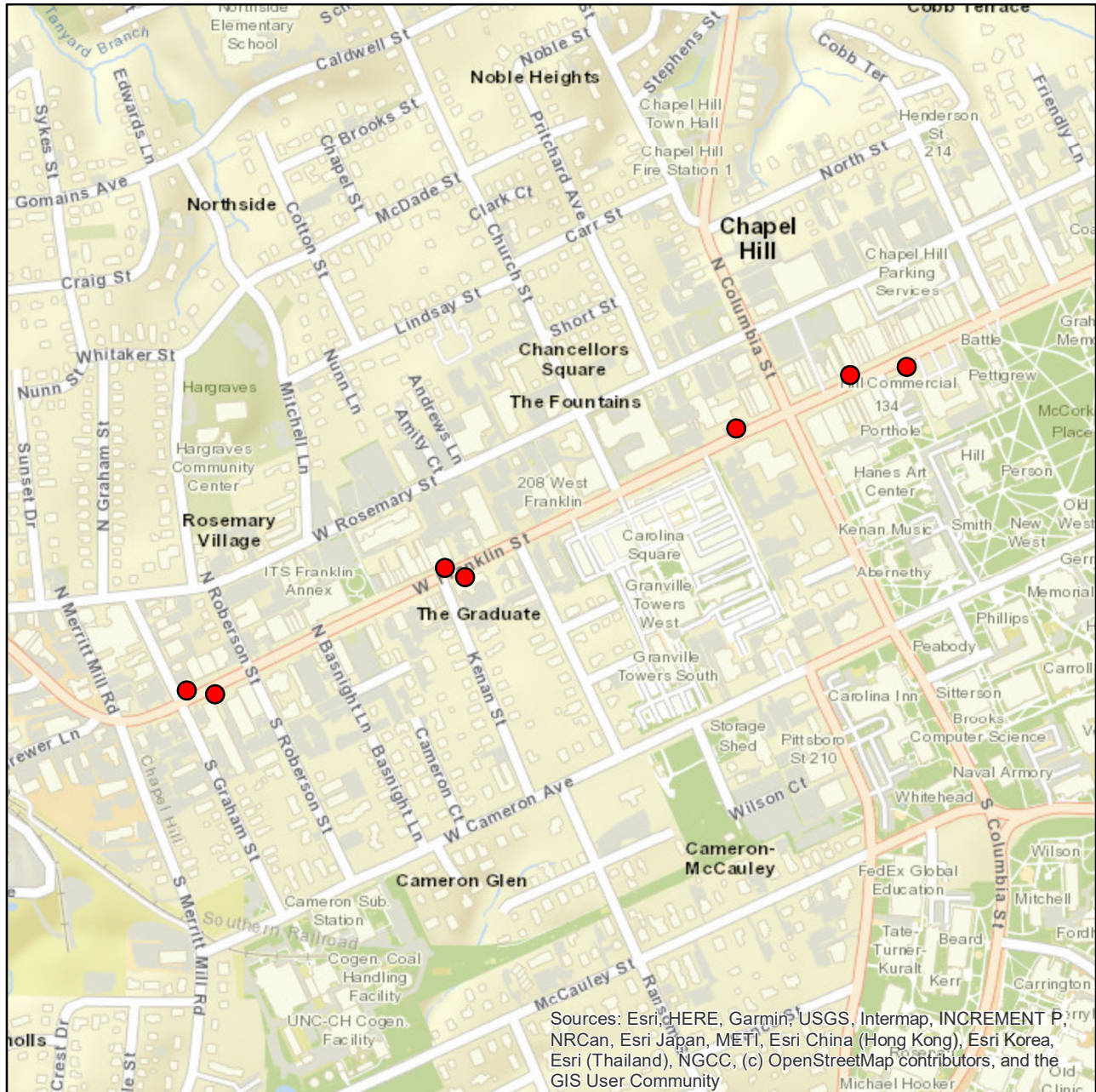
11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

No alternative funding identified

12. Please provide your name, agency, and contact information.

Timothy Schwarzauer
Town of Chapel Hill - Chapel Hill Transit
Grants Compliance Manager
919-969-4912

Chapel Hill Transit Bus Stop Improvements Project Map



View results

Respondent

7 Anonymous

12:43

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Chapel Hill Transit has been working to improve the bus stops within our service area. Changes and improvements include shelter updates, solar-powered signs, altering the slope of the ramps, and adding landing pads, tactile warning strips, and sidewalks. Chapel Hill Transit has identified seven bus stops in Downtown Chapel Hill in need of updating to be compatible with the Town's newest design for Franklin Street.

- W Franklin Street (EB) at Roberson St (floating bus stop island)
- W Franklin Street (WB) at Roberson St (floating bus stop island)
- W Franklin Street (EB) at Kenan St (floating bus stop island)
- W Franklin Street (WB) at Kenan St (floating bus stop island)
- W Franklin Street at Coffee Shop
- E Franklin Street at Coffee Shop
- E Franklin Street at Varsity Theatre

2. Is your project included in the 2050 Metropolitan Transportation Plan?

- Yes
- No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Approved by Chapel Hill Transit's Funding Partners as a priority for ADA access improvement.

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

\$360,732.00 for construction including 15% contingency

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$90,183.00 from the Town's local budget.

6. How did you develop the cost estimate for this project?

Cost breakdown and estimate developed by A/E firm responsible for design

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Bus stops have been identified, designs completed and ROW acquired.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

Project will need to be bid and construction commence. Expectation total time from award by MPO is 18 months.

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Improved ADA access, improved mobility, improved transportation amenities and incorporation of bus stops with bicycle lanes.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

2

11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

No alternative funds identified

12. Please provide your name, agency, and contact information.

Timothy Schwarzauer
Town of Chapel Hill - Chapel Hill Transit
Grants Compliance Manager
tschwarzauer@townofchapelhill.org
919-969-4912

View results

Respondent

5 Anonymous

24:10

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Chapel Hill Transit has several vehicles that have reached their useful life, and several more that will be reaching it in the upcoming years. With the recent shift to electrifying our fleet with zero-emission vehicles, Chapel Hill Transit wishes to continue this initiative by replacing our outdated diesel fleet with more electric buses. Chapel Hill Transit is seeking funds flexible to FTA (CMAQ or other) to make up the funding gap in the purchase of five electric buses. Requested funding would not exceed 80% threshold for federal funds for the project.

2. Is your project included in the 2050 Metropolitan Transportation Plan?

- Yes
- No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Yes – Chapel Hill Transit’s Funding Partners Preferred Capital Investment Plan

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO’s Federal Funding Policy.

\$2,160,000.00. Existing funding consists of a combination of already awarded federal funding (CMAQ) and VW Settlement funding. Total federal share would not exceed 80% of total project costs. Purchase of Five Buses: \$5,250,000.00 Existing CMAQ Funds for Five Buses: 2,040,000.00 Requested Federal Funding: \$2,160,000.00 VW Settlement Funding (non federal): \$668,000.00 Local Discretionary Funds: \$382,000.00

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$1,050,000.00 Local Funding Provided. See Budget Sheet for breakdown. Local funds consist of a combination of local discretionary funding and VW Diesel Settlement funds.

6. How did you develop the cost estimate for this project?

Costs are based on existing pricing currently under contract with bus builder. Any overages will be covered by local discretionary funding.

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Contract has been awarded. Upon receipt of award and flex of funds into an FTA grant, an order can be placed for the revenue vehicles. Vehicles to be replaced are beyond useful life. Current funding for five buses has a gap of \$2,160,000.00

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

A purchase order can be issued once funds are incorporated into an FTA grant and brought into the Town's budget (~6 months from award by MPO). Once the order is placed, order will be delivered and closed out in 18-24 months (current lead time on construction and delivery of BEB buses on contract).

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Chapel hill Transit is currently transitioning from a diesel fleet of revenue fixed route vehicles to Battery Electric Buses (BEB). This transition will achieve a reduction in transportation sector emissions, help achieve a net zero carbon emission and reduce negative impacts on natural and cultural environments. By replacing the oldest buses in the fleet, this project will also enhance access to improved transit amenities and increase reliability across the transportation sector and keep vehicles in the best operating state of good repair.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

10

11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

No additional funding exists

12. Please provide your name, agency, and contact information.

Timothy Schwarzauer
Town of Chapel Hill – Chapel Hill Transit
Grant Compliance Manager
tschwarzauer@townofchapelhill.org
919-969-4912

GoTriangle NC 55 and Meridian Parkway Ped Improve Project Map



View results

Respondent

10 Anonymous

04:23

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Construct bus bay, ADA accessibility improvements, passenger amenities at NC 55 and Meridian Parkway at the northbound and southbound stops, which both serve as timepoints where transit vehicles currently dwell in the travel lane until their scheduled departure. Install signalized pedestrian crossing of NC 55 at Meridian Parkway and construct sidewalk to connect the pedestrian crossing to the bus stops. This project will improve pedestrian access and safety to the paired stops at Meridian Parkway which served a combined daily ridership of 85 passengers. This project will also improve transit safety and reliability by providing bus pull-offs where transit vehicles may dwell at their timepoints outside of the general purpose travel lanes.

2. Is your project included in the 2050 Metropolitan Transportation Plan?

- Yes
- No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Durham County Transit Plan - 2017 (The bus stop improvement program is also included in the final draft of the updated Durham County Transit Plan)

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

\$870,000

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$218,000

6. How did you develop the cost estimate for this project?

Opinion of Probable Cost provided by design consultant based on 100% design drawings for the northbound stop. Southbound stop has a similar scope and used the same estimate. Sidewalk and signal cost estimates obtained from recent similar projects.

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Design and City/NC DOT permitting is complete for the NB stop. Design is ongoing for the SB stop, pedestrian crossing, and sidewalk project. Existing ROW is sufficient.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

This request includes funding for construction only. Majority of construction to occur in FY24, could extend into early FY25 given scope. Construction will include utility relocation, grading, flatwork for ADA accessible concrete waiting pads and concrete amenity pads and sidewalk, curb ramps and crosswalk, and installation of passenger amenities and pedestrian signal.

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

- "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" by providing safe and accessible locations to wait and access transit service and by filling a sidewalk gap and creating a new signalized pedestrian crossing of NC 55.
- "Improve Infrastructure Condition and Resilience" by improving and maintaining transit facilities and amenities in the best operating condition and by providing a safe location for transit vehicles to dwell to promote transit service safety and reliability.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

5

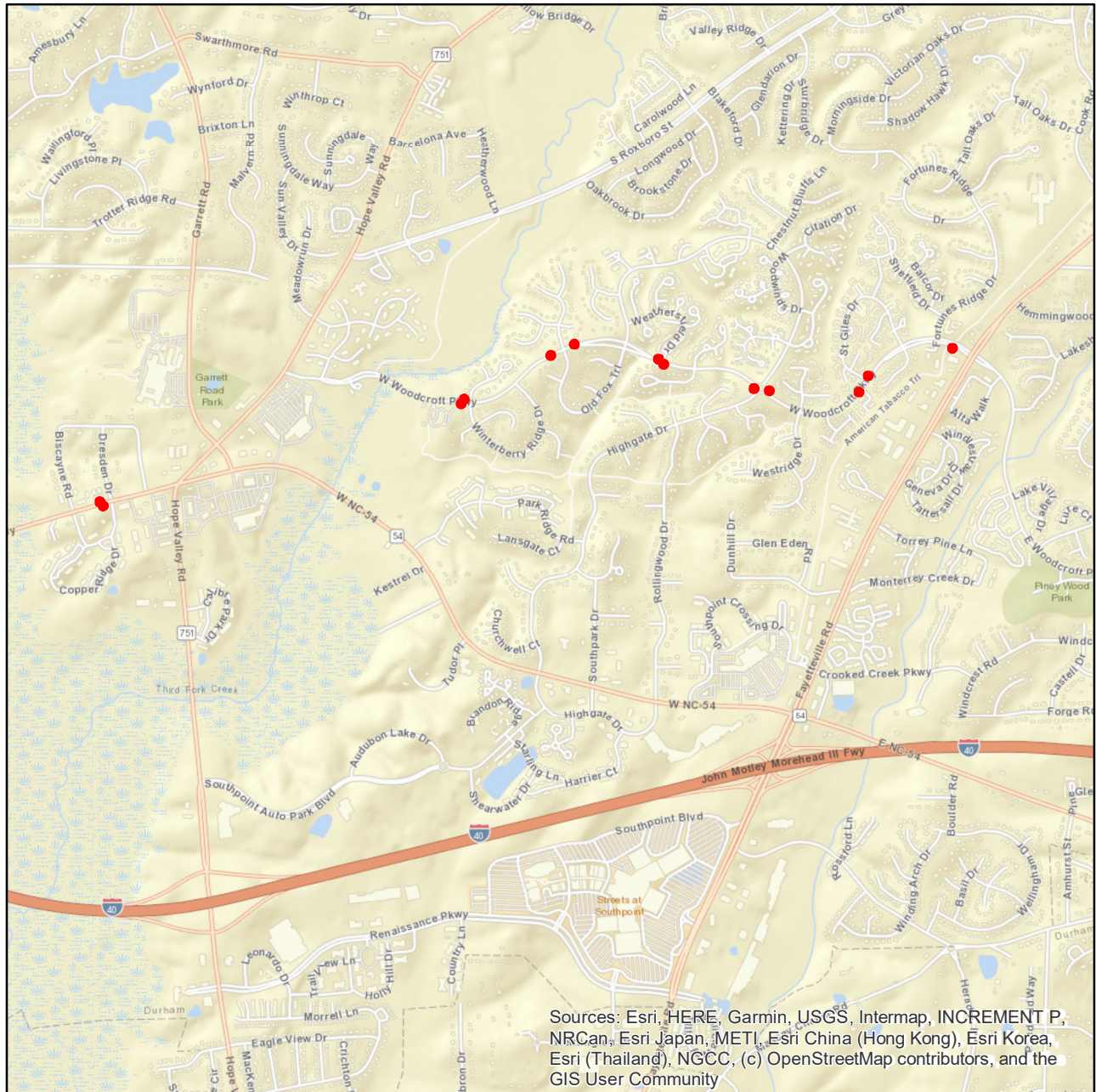
11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

Improvements at these stops could proceed at a higher cost to the Durham Transit Plan, which could require other bus stop improvements to be delayed or reduced in scope. The primary cost driver at these stop locations is the requirement for bus pull-offs necessitated due to the traffic volume and design speed of NC 55 as well as the status of these stops as timepoint where buses dwell at the stop until their scheduled departure to support the provision of reliable service. The scope could also be reduced to eliminate the sidewalk extension and crosswalk.

12. Please provide your name, agency, and contact information.

Jay Heikes, GoTriangle, jheikes@gotriangle.org

GoTriangle 805 Corridor and NC 54 Bus Stops Project Map



View results

Respondent

4 Anonymous

93:36

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

This transit project will improve 13 stops on the GoTriangle 305 Corridor on Woodcroft Parkway plus two stops on NC 54. 12 stops will add ADA-compliant landing pads and continuous pedestrian connectivity to the existing sidewalk/sidepath network from each stop where needed. Stop 1208 meets boarding warrants for seating and will also include seating.

2. Is your project included in the 2050 Metropolitan Transportation Plan?

Yes

No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Durham Transit Plan (2017)

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

250400

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

62600 (Durham local transit sales tax)

6. How did you develop the cost estimate for this project?

Used recent engineers estimate for a similar stop (6426 done November 2022)

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

GoTriangle is working on bringing all its legacy stops up to current ADA minimum standards. A counterpart project on the 305 corridor is a LAPP application for CAMPO. These stops will all be based on standard details.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

The primary differentiator between these stops is for existing curb and gutter versus at-grade street frontage. If selected for funding, GoTriangle will accelerate these stops in our design pipeline so that the standard details can mature to full design by spring of 2024 and permitted over the summer of 2024. Stops that require no additional coordination would then be bid for construction by late summer of 2024 with a one-year schedule to complete. Any stops that require additional coordination would be added to later stop construction groups once coordination and permitting are complete.

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

This project fosters the goal "Ensure That All People Have Access to Multimodal and Affordable Transportation Choices" by enhancing transit services, amenities and facilities; and the goal "Improve Infrastructure Condition and Resilience" by maintaining transit vehicles, facilities, and amenities in the best operating condition.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

5

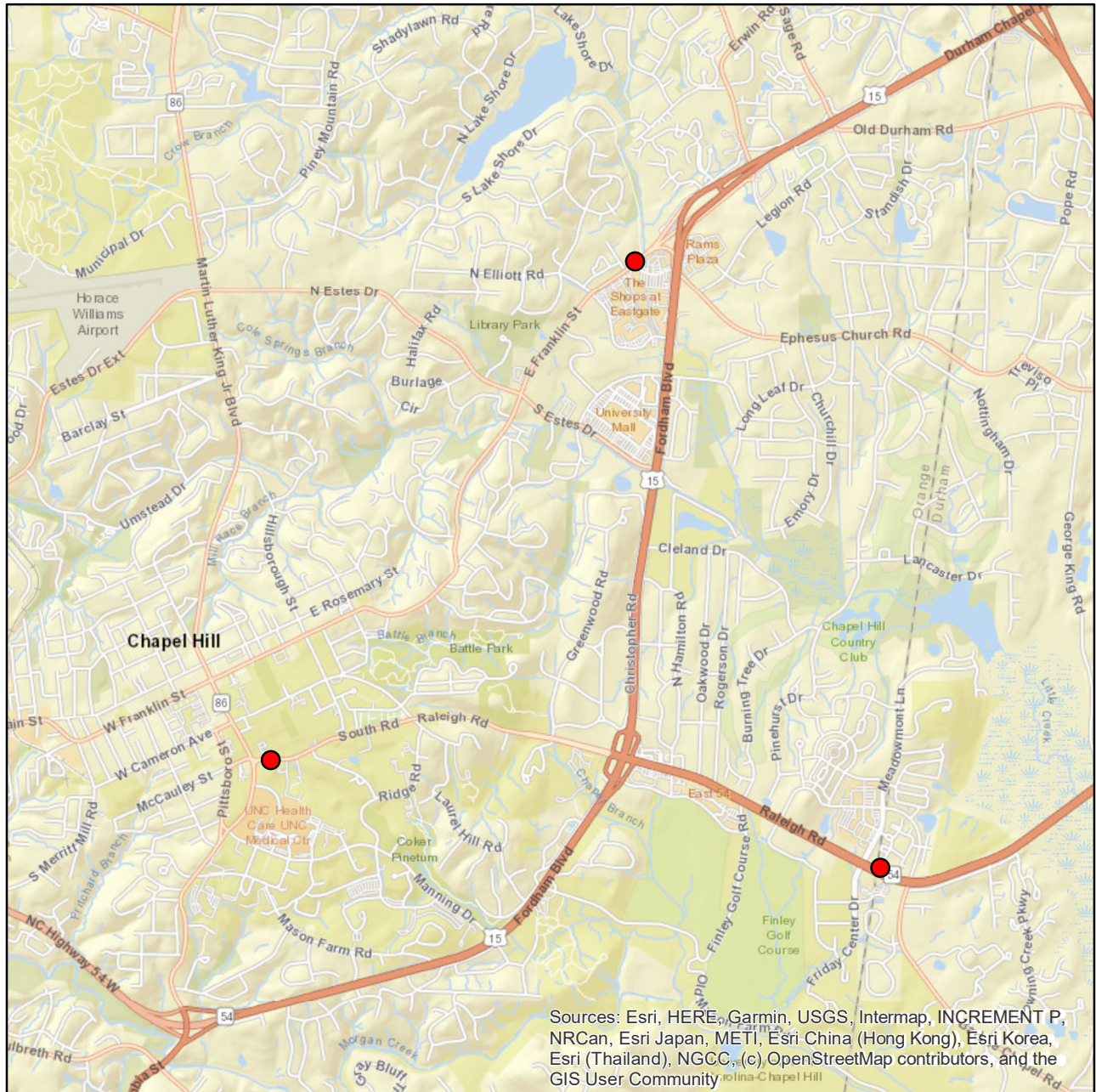
11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

We could use our standard stop improvement budget through the Durham Transit Plan; this would accelerate the improvement of these stops.

12. Please provide your name, agency, and contact information.

Paul Black, GoTriangle, pblack@gotriangle.org

GoTriangle Orange County Bus Stops Project Map



View results

Respondent

9 Anonymous

04:28

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Improve three bus stops in Orange County with ADA accessible waiting/landing pads, seating, refuse, and shelters (at two of the three locations, which are shared between GoTriangle and Chapel Hill Transit):

- Site 701: E Franklin St at Booker Creek Greenway: Install concrete ADA waiting/landing pad, concrete amenity pad, shelter, seating, bike racks and refuse receptacles. (FY19 54 daily GoTriangle boarding & alightings, FY18: 50 daily CHT boarding & alightings)
- Site 705: South Road at Coker Hall: Install retaining wall, widen sidewalk, install concrete amenity pad, shelter, seating, bike racks, and refuse receptacles. (FY19: 52 daily GoTriangle boarding & alightings, FY18: 200 daily CHT boardings & alightings)
- Site 706: NC 54 at Meadowmont Dr: Install concrete ADA accessible waiting/landing pads, seating, and refuse receptacles; install new sidewalk to connect to existing multi-use path. (FY19 12 daily GoTriangle boarding & alightings). Additionally, NCDOT has a funded crosswalk project on NC 54 at Friday Center Drive - which will support increased ridership at this stop.

Following coordination with NCDOT, UNC, and the Town of Chapel Hill additional scope has been added to each of these stops to address site specific challenges and meet applicable requirements. This request is for LAPP funds to match existing Orange County Transit plan funds for bus stop improvements to be able to complete the improvements identified and designed as a part of Orange County Transit Plan project 18GOTCD12 - Orange County Bus Stop Improvements, which includes a total of 10 stop improvements shared between GoTriangle, Chapel Hill Transit, and Orange County Public Transit. Four of which are complete, Three are fully funded and ready for construction, and the remaining three are the ones included this application that require additional funding.

2. Is your project included in the 2050 Metropolitan Transportation Plan?

Yes

No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Orange County Transit Plan - 2017 (This project is also included as carryover in the final draft of the updated Orange County Transit Plan)

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

\$200,000

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$50,000

6. How did you develop the cost estimate for this project?

Opinion of Probable Cost provided by design consultant based on 100% design drawings for two stops and in progress (roughly 50%) design drawings for a third.

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Design, NCDOT encroachment agreements, ROW is complete for two stops (sites 701 and 706), and design for a third (site 705 - South Rd at Coker Hall) is being revised is coordination with UNC Chapel Hill, no ROW is anticipated for this stop.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

This request includes funding for construction only. Construction would occur in FY24
Construction will include utility relocation, grading, flatwork for ADA accessible concrete waiting pads and concrete amenity pads, and installation of passenger amenities.

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

This project supports the following goals:

- "Ensure that All People Have Access to Multimodal and Affordable Transportation Choices" by providing safe and accessible locations to wait and access transit service
- "Improve Infrastructure Condition and Resilience" by improving and maintaining transit facilities and amenities in the best operating condition.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

5

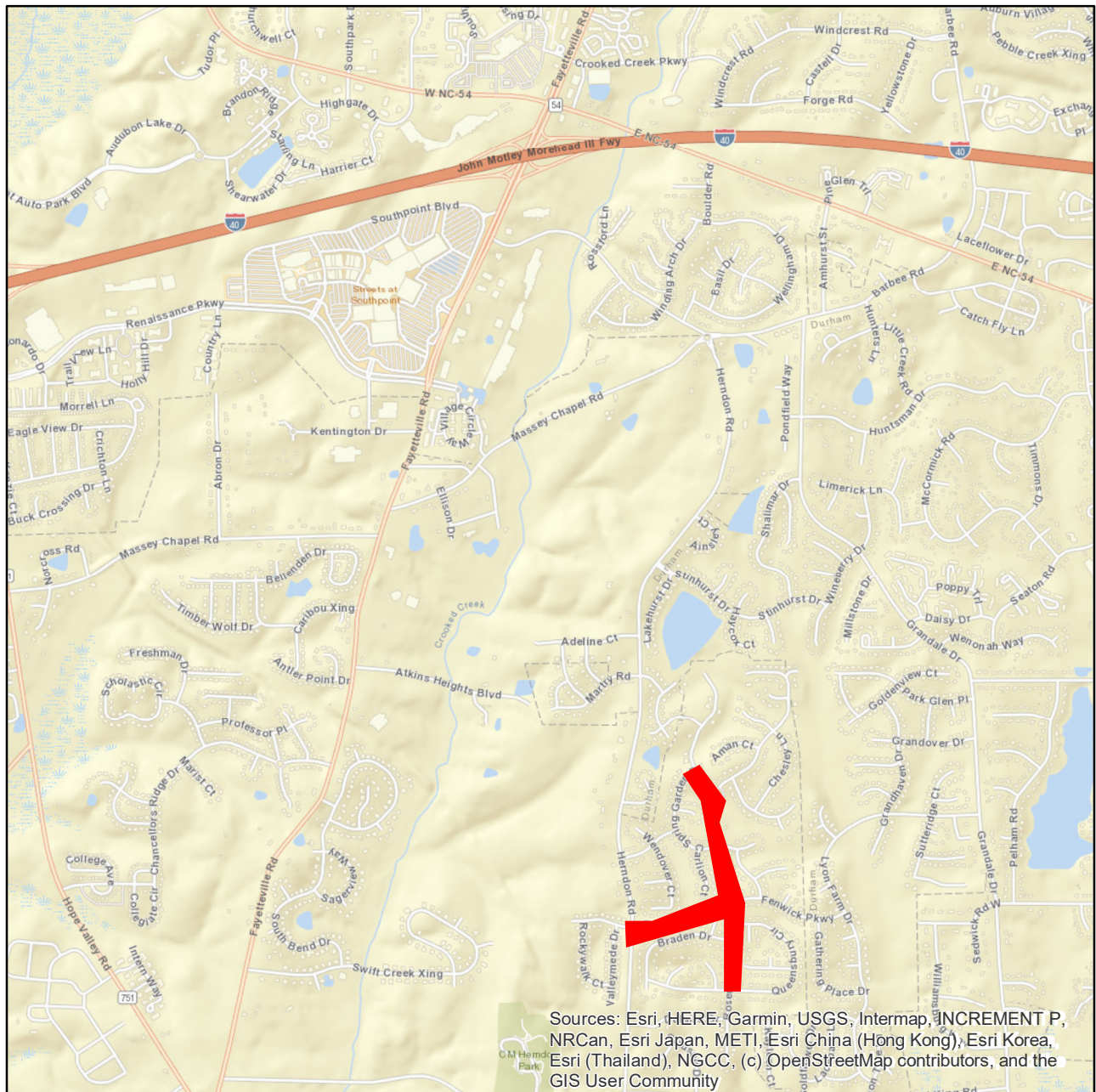
11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

Improvements at these stops will be unable to proceed due to limited funds available in the Orange County Transit Plan relative to the scope necessitated to complete these stop improvements.

12. Please provide your name, agency, and contact information.

Jay Heikes, GoTriangle, jheikes@gotriangle.org

NCDOT Multi-Use Path Fenwick/Rosemount Pkwy Project Map



View results

Respondent

8 Anonymous

38:46

Time to complete

1. Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

10' multi-use path along Fenwick Parkway and Rosemont Parkway

2. Is your project included in the 2050 Metropolitan Transportation Plan?

- Yes
- No

3. Is your project in an adopted local plan? If yes, which plan and when was it adopted?

I haven't been able to determine this, nor whether it's in the MTP.

4. How much federal funding are you requesting? Be sure that as part of your submission you include a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by the MPO's Federal Funding Policy.

\$602,197

5. What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects.

\$150,549 We're looking at several sources for the match funds and haven't made a final determination yet.

6. How did you develop the cost estimate for this project?

We have a concept and estimate which we will send.

7. Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

The work that has been completed at this time is the concept and estimate.

8. Describe all work that needs to be completed on the project and a schedule for completing that work.

We anticipate the work/costs to be completed as follows:
PE by end of FFY '24, \$119,322 total; requesting \$95,458
ROW/Util acquisition by end of FFY '25, \$159,500 total; requesting \$127,600
Construction by end of FFY '26, \$473,924 total; requesting \$379,139

9. In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Adding bike/ped facilities reduces reliance on vehicular transportation, reduces emissions and minimizes climate change. It helps ensure that people have access to multimodal and affordable transportation choices. It provides residents with active transportation choices, thereby promoting health.

10. How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

10

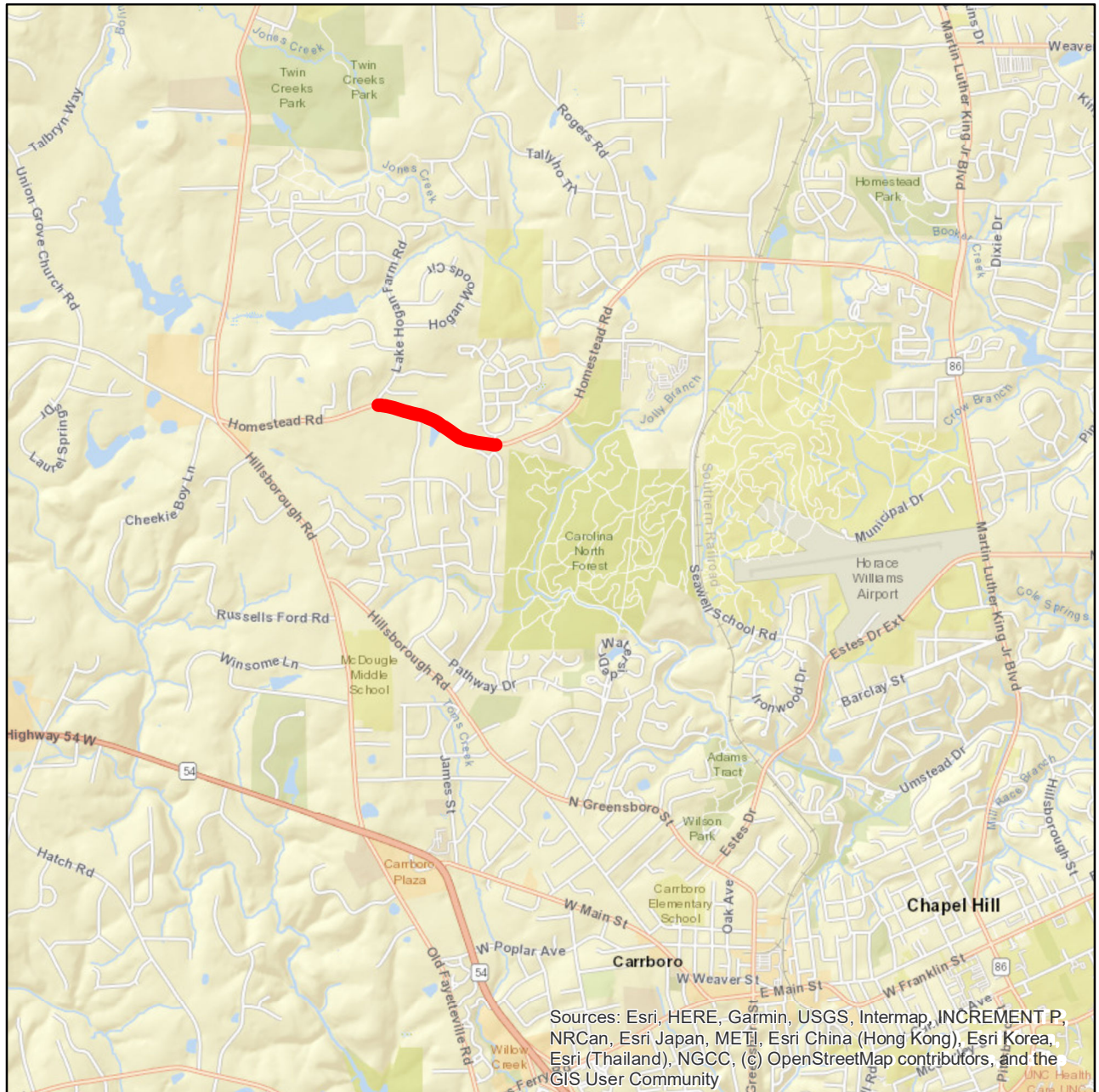
11. If you do not receive funding from the Regional Flexible Funding program, what other funding sources are available to you for this project?

Perhaps we could explore CMAQ funds through NCDOT.

12. Please provide your name, agency, and contact information.

David Keilson
NCDOT Division 5
dpkeilson@ncdot.gov
919-825-2637

Town of Carrboro Homestead Road Multi-Use Path Project Map



DCHC MPO – FY24 Call for Projects for Regional Flexible Funding (RFF) (Town of Carrboro)

Attachments:

Project map in GIS layer, and pdf

Appendix B – New Project Application

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

1) Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Homestead Road Multi-Use Path – Paved multi-use path along one side of Homestead Road (SR 1777) from Lake Hogan Farm Road to Claremont Drive, approximately 2700 linear feet.

2) Is your project included in the 2050 Metropolitan Transportation Plan? Y/N

Homestead Road Multi-Use Path – Homestead Road is identified as a regional route between Carrboro and Chapel Hill.

3) Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Homestead Road Multi-use Path – Yes. This segment of multi-use path was identified as the number 1 priority project in the Updated Carrboro Bicycle Plan (2021). The Carrboro Comprehensive Bicycle Transportation Plan (2009) recommends a multi-use path/sidepath for all of Homestead Road as part of the long-term network as does the 2022 Carrboro Comprehensive Plan, *Carrboro Connects*.

4) How much federal funding are you requesting?*

Homestead Road Multi-use Path – \$2,034,240 (federal)

5) What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects

Homestead Road Multi-use Path – \$508,560 (20% local match) for a project total of \$2,542,800. The Town has submitted a request for funding in the 2022 Orange County Transit Plan Update and the project has been included as an unfunded priority project in the plan. Other sources for local match would come from the Town General Fund.

6) How did you develop a cost estimate for your project?

Homestead Road Multi-use Path – The initial estimate was prepared by the consultant team as part of the Updated Bicycle Plan (2021). Staff updated the cost to reflect inflation in consultation with the Town Engineer. The NCDOT bike/ped estimator tool generated a cost estimate that well exceeded the estimate prepared by the Bike Plan consultant, particularly with the addition of the 45% contingency.

7) Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Homestead Road Multi-use Path – The complete project identified in the Updated Bicycle Plan (2021) includes signalized crossings at two locations, the intersection at Stratford and at Claremont. The Town has allocated ARPA funds toward a signalized crossing at Claremont; there is not currently receiving infrastructure at Stratford to move forward with a signal. As noted in the response to question #11, the Town has submitted the project during the development of the 2022 Orange County Transit Plan Update, and it has been identified as an unfunded priority. Of note, however, is the significant increase to the project cost when using the NCDOT bike/ped estimator tool adding inflation and the 45% contingency. The project can be divided into two segments if needed; the Town's preference would be to complete design for both segments and construct in phases.

8) Describe all work that needs to be completed on the project and a schedule for completing that work.

Homestead Road Multi-use Path – A source of funding needs to be identified. If programmed into the STIP, a municipal agreement will need to be initiated, an RFP advertised for design services, preparation of bid documents/permits, necessary easements acquired, bid for construction followed by project close out. The schedule is dependent on the Town securing funding for non-local match and local match. A target date of FY25 to begin the agreement/design process has been proposed, with constructed targeted for FY26 or 27 depending on the ability to obtain easements..

9) In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Homestead Road Multi-use Path – The Homestead Road Multi-use Path supports a number of goals in the 2050 MTP, particularly those relating to safety and improved multimodal infrastructure: Goal 8, Promote Safety, Health and Well-Being, Goal 2, Promote and Expand Multimodal and Affordable Travel Choices and Goal 1, Connect People and Places. Like NC 54, Homestead Road forms a barrier, separating the northern residential neighborhoods in Carrboro with the downtown. This short segment of bike/ped infrastructure along Homestead Road would provide significantly improved infrastructure along the corridor and allow for the installation of two signalized crossings to enhance multimodal travel choices for residents of all ages and abilities heading downtown and toward Chapel Hill High School/Smith Middle School. Lower- and moderate-income residents in Griffiths Landing in Winmore could assess the connection by traveling in Claremont North.

10) How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

Homestead Road Multi-Use Path – 5 points

11) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

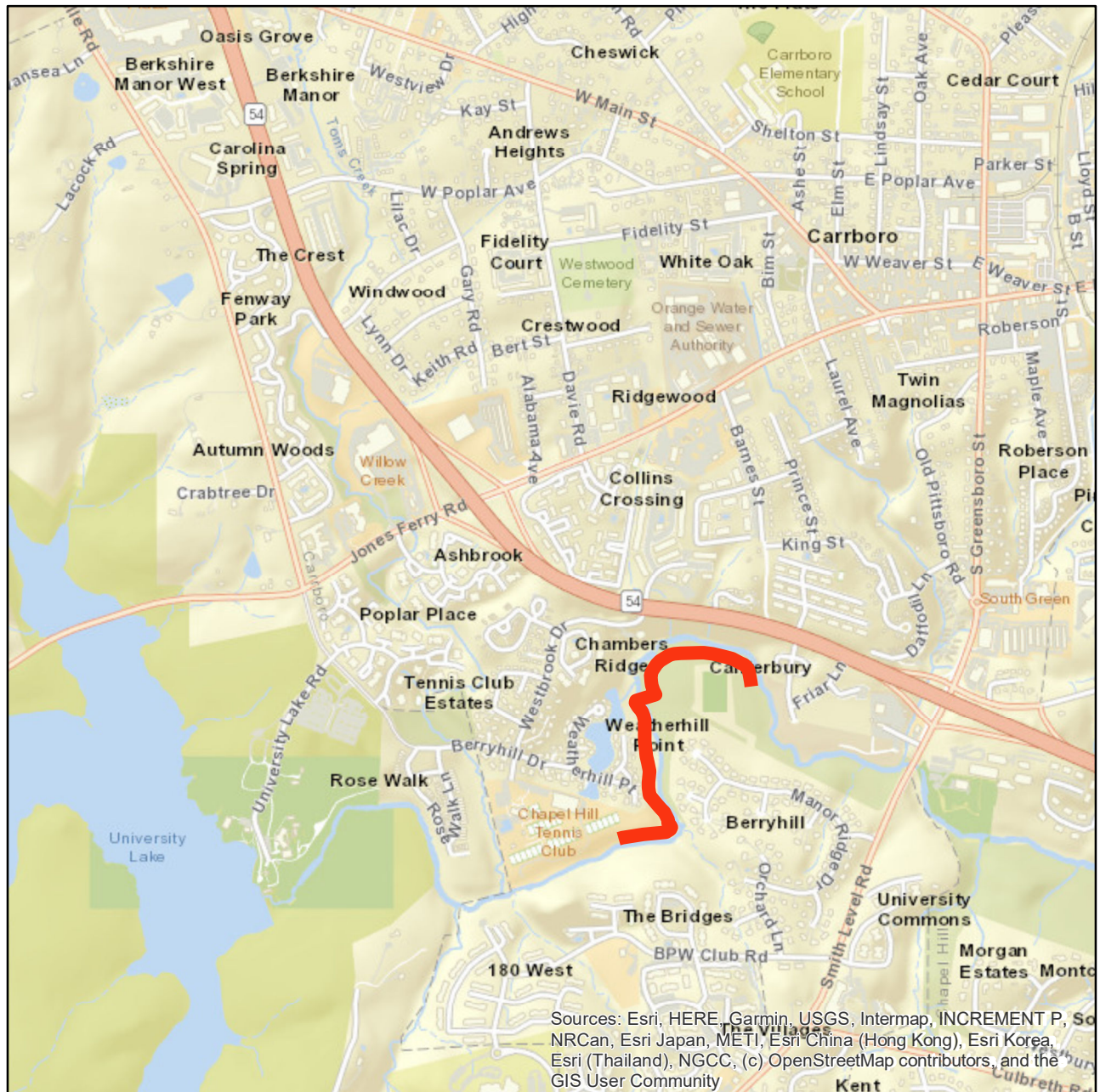
Homestead Road Multi-Use Path – Federal funds will be needed for the project to move forward either as part of the annual RFF call for projects or a future SPOT prioritization process. The Town has submitted a request for funding in the 2022 Orange County Transit Plan Update and the project has been included as an unfunded priority project in the plan, but it is unlikely that sufficient funds would become available to complete the entire project.

12) Please provide your name, agency, and contact information.

Homestead Road Multi-Use Path – Tina Moon, Town of Carrboro, 919-918-7325 or cmoon@carrboronc.gov

Project Budget with Schedule	FY	Federal	Local Match	Total
Homestead Road MUP	FY25 PE	\$234,000	\$58,500	\$292,500
	FY25 ROW	\$20,800	\$5,200	\$26,000
	FY26 CON (with CEI & 45% contingency)	\$1,779,440	\$444,860	\$2,224,300
	Preliminary Project Budget	\$2,034,240	\$508,560	\$2,542,800

Town of Carrboro Morgan Creek Greenway P2 Project Map



DCHC MPO – FY24 Call for Projects for Regional Flexible Funding (RFF) (Town of Carrboro)

Attachments:

Project maps in GIS layer, and pdf

Appendix B – New Project Application

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

1) Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Morgan Creek Greenway Phase 2 – Approximately 2800 linear feet of paved multi-use path with one crossing. The Morgan Creek Greenway is a multi-phase greenway system that will ultimately connect Smith Level Road (SR 1919) to University Lake with a potential spur to Carrboro High School. Phase 1 (EL-4828A) is currently under design and will connect with the Morgan Creek Greenway in Chapel Hill by way of an underpass under the Smith Level Road bridge.

2) Is your project included in the 2050 Metropolitan Transportation Plan? Y/N

Morgan Creek Greenway Phase 2 – The Morgan Creek Greenway is identified in the list of regional bike/ped projects connecting Chapel Hill and Carrboro.

3) Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Morgan Creek Greenway Phase 2 – Yes. The Morgan Creek Greenway Conceptual Master Plan was adopted in 2010. The system is identified in the Carrboro Comprehensive Bicycle Transportation Plan (2009), the Updated Bicycle Plan (2021), and the 2022 Carrboro Comprehensive Plan, *Carrboro Connects*.

4) How much federal funding are you requesting?*

Morgan Creek Greenway Phase 2 -- \$1,478,000 (federal)

5) What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects

Morgan Creek Greenway Phase 2 -- \$369,500 (20% local match) for a project total of \$1,847,500. The Town has submitted a request for funding in the 2022 Orange County Transit Plan Update to cover the local match, and the project has been included as an unfunded priority project in the plan. Other sources for local match would come from the Town General Fund.

6) How did you develop a cost estimate for your project?

Morgan Creek Greenway Phase 2 – The cost estimate was prepared by the Town Engineer in 2021, updated in the spring of 2022, and updated again to increase the contingency to 45%.

7) Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Morgan Creek Greenway Phase 2 – After challenges associated with the preparation of bid documents relating to the crossing for Phase 1 of the Morgan Creek Greenway, the Town Engineer prepared a feasibility analysis of the remaining crossings for the entire greenway system. This led to a recommendation to relocate the proposed alignment and crossing for Phase 2 and the development of a revised project scope/estimate. The proposed project reflects this alternate alignment. The Town has held public input meetings as part of the development of the conceptual master plan and the design for Phase 1. In August 2022, the Town held a site visit for neighbors to discuss the project and alignment. While the focus was on Phase 1, the site visit provided an opportunity to update residents on the recommended alternate alignment for Phase 2.

8) Describe all work that needs to be completed on the project and a schedule for completing that work.

Morgan Creek Greenway Phase 2 – The project needs to be programmed for funding and assigned a TIP number, a municipal agreement initiated, an RFP advertised for design services, preparation of bid documents/permits, necessary easements acquired, bid for construction followed by project close out. The schedule is dependent on the Town securing funding. A target date of FY25 to begin the agreement/design process has been proposed.

9) In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Morgan Creek Greenway Phase 2 – The Morgan Creek Greenway supports a number of goals in the 2050 MTP, particularly Goal 1, Connect People and Places and Goal 2, Promote and Expand Multimodal and Affordable Travel Choices. The apartments along the north side of NC 54 are within a Qualified Census Tract. The greenway in combination with the signalized pedestrian crossings at Westbrook and Abbey Lane (BL-0044) will substantially improve bike/ped infrastructure providing improved safety to transit stops but will also create an off-road route to Carrboro High School and Frank Porter Graham, and recreation facilities at University Lake and the Tennis Club. Once Phase 2 of the greenway is completed, the existing informal trail network can provide easy off-road connections before the remaining phases of the greenway are finished. The connection to Smith Level Road provides a walkable connection via sidewalks to Culbreath Middle School and on to Southern Village. In addition, the connection to Chapel Hill’s greenway via the underpass at the Smith Level Road bridge provides a continuous eastbound off-road multi-use path running parallel to NC 54/15-501.

10) How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

Morgan Creek Greenway Phase 2 – 5 points.

11) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

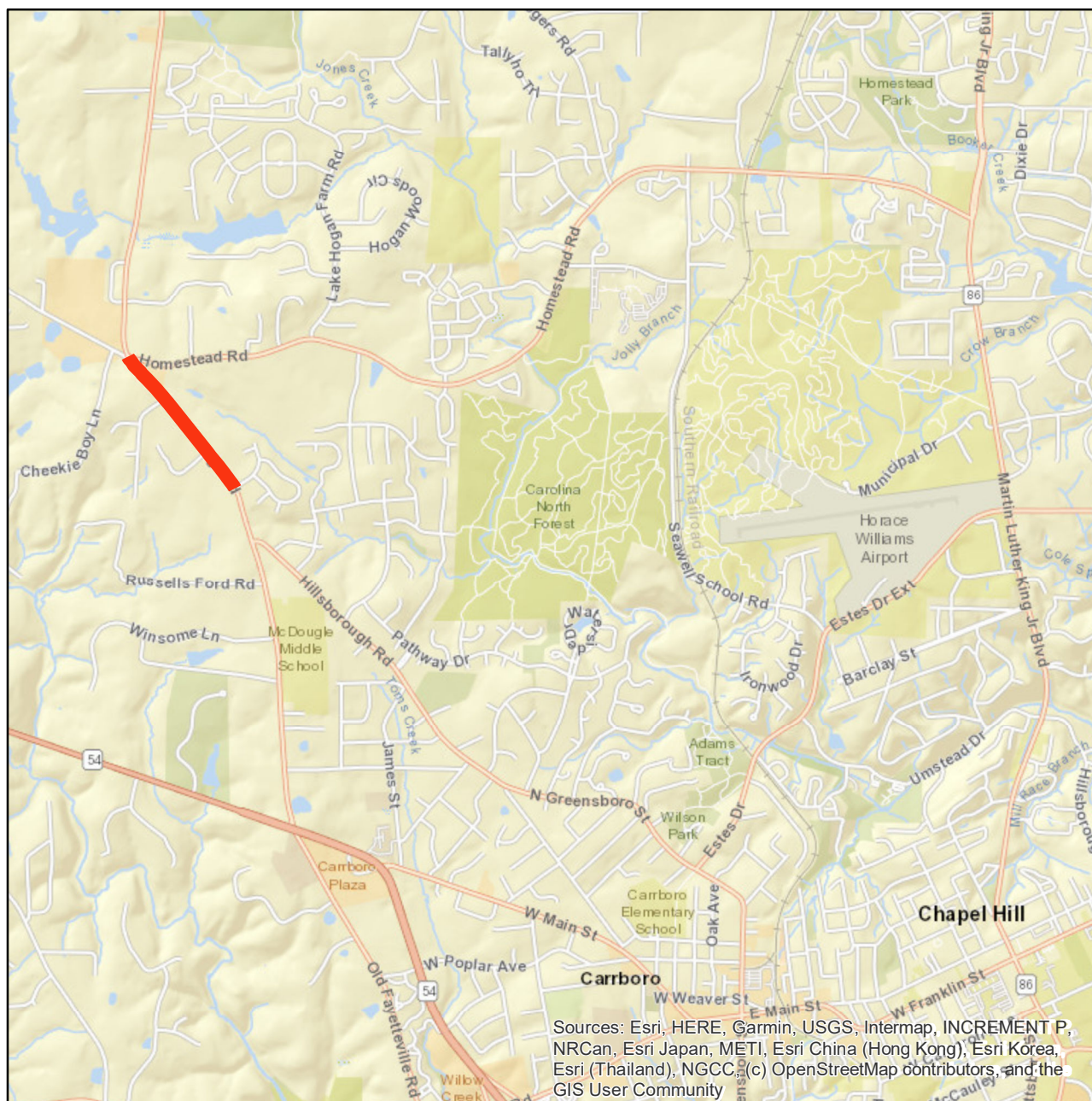
Morgan Creek Greenway Phase 2 – Federal funds will be needed for the project to move forward either as part of the annual RFF call for projects or a future SPOT prioritization process. As noted in the response to question #5, the Town has requested Orange County Transit Funds to apply toward the local match.

12) Please provide your name, agency, and contact information.

Morgan Creek Greenway Phase 2 – Tina Moon, Town of Carrboro, 919-918-7325 or cmoon@carrboronc.gov

Project Budget with Schedule	FY	Federal	Local Match	Total
<u>Morgan Creek Greenway Phase 2</u>	FY26 PE	\$180,000	\$45,000	\$225,000
	FY26 ROW/Easements	\$40,000	\$10,000	\$50,000
	FY27-28 CON (with CEI & 45% contingency)	\$1,258,000	\$314,500	\$1,572,500
	Preliminary Project Budget	\$1,478,000	369,500	\$1,847,500

Town of Carrboro Old NC 86 Sidewalk/Bike Lanes Project Map



DCHC MPO – FY24 Call for Projects for Regional Flexible Funding (RFF) (Town of Carrboro)

Attachments:

Project maps in GIS layers, and pdf

Appendix B – New Project Application

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

1) Describe the project including the project type (bike-ped, transit, etc.), location, and scope.

Old NC 86 Sidewalk & Bike Lanes – Sidewalk on one side and bike lanes along both sides of Old NC 86/Hillsborough Road from Homestead Road (SR 1777) at Calvander to Farm House Road, approximately 2957 linear feet.

2) Is your project included in the 2050 Metropolitan Transportation Plan? Y/N

Old NC 86 Sidewalk & Bike Lanes – Bike infrastructure improvements along Old NC 86 have been identified in the list of regional bike/ped project connecting Carrboro and Hillsborough. This facility would support considerable recreational cyclist use heading toward the rural network in addition to commuter use and provide safer access to existing businesses at the Calvander intersection.

3) Is your project in an adopted local plan? If yes, which plan and when was it adopted?

Old NC 86 Bike Lanes – Yes. Bicycle infrastructure improvements along Old NC 86 are identified in the Carrboro Comprehensive Bicycle Transportation Plan (2009), the Updated Bicycle Plan (2021) and reaffirmed in the 2022 Comprehensive Plan, *Carrboro Connects*.

4) How much federal funding are you requesting?*

Old NC 86 Sidewalk & Bike Lanes – \$2,725,367(federal)

5) What is the amount of the local match that you are providing? What is the source of the local match you are providing? A minimum local match of 20% is required for all funds available during the FY24 Call for Projects

Old NC 86 Sidewalk & Bike Lanes – \$681,342 (20% local match) for a project total of \$3,406,709. The local match would come from the Town General Fund.

6) How did you develop a cost estimate for your project?

Old NC 86 Sidewalk & Bike Lanes – The estimate was prepared and reviewed by NCDOT as part of a bike/ped project submittal for P4.0 and P5.0; it was updated using NCDOT's bike/ped estimator tool to reflect inflation, to add the sidewalk and to increase the contingency to 45% for the combined project.

7) Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.

Old NC 86 Sidewalk & Bike Lanes – This segment of Old NC 86 is heavily used by cyclists, particularly recreational cyclists heading toward the rural roads for longer rides. The lack of bike lanes along the full length of the corridor from the intersection with Old Fayetteville to Homestead/Dairyland Road is a safety hazard. Carrboro has worked closely with NCDOT to prepare a detailed description and to submit as both a bike/ped project and a highway modernization project for two rounds of prioritization. The Town has also discussed a possible HSIP project for the Calvander intersection. To date, the project has not scored competitively in the SPOT process and is too expensive for a HSIP project.

8) Describe all work that needs to be completed on the project and a schedule for completing that work.

Old NC 86 Sidewalk & Bike Lanes – The project needs to be programmed for funding and assigned a TIP number, a municipal agreement initiated, an RFP advertised for design services, preparation of bid documents/permits, necessary easements acquired, bid for construction followed by project close out. The schedule is dependent on securing funding, and appropriate agreements with Orange County due to the proximity of the Carrboro/Orange County boundary line. A target date of FY25 to begin the agreement/design process has been proposed, with construction anticipated for FY26 or 27..

9) In no more than one paragraph, please explain how this project supports at least two goals from the 2050 Metropolitan Transportation Plan.

Old NC 86 Sidewalk & Bike Lanes – This project supports a number of goals in the 2050 MTP particularly those related to safety and Vision Zero: Goal 6, Improve Infrastructure Condition and Resilience, and Goal 8, Promote Safety, Health and Well-Being. Commuter trips for vehicles and cyclists will only increase along this segment of Old NC 86 with new residential projects, the development of the future Twin Creeks Park and the interest in a north-south sidepath toward Hillsborough, a project identified as a regional connection in the 2050 MTP. Lower- and moderate-income residents in the mobile home parks just north of Calvander will also benefit from the improved infrastructure.

10) How many Local Priority points are you assigning to this project (maximum 10 per project, 15 per agency across all new projects submitted)?

Old NC 86 Sidewalk & Bike Lanes – 5 points.

11) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

Old NC 86 Sidewalk & Bike Lanes – Federal funds will be needed for the project to move forward either as part of the annual RFF call for projects or a future SPOT prioritization process. As noted in response to question #7, the project has not scored well in the NCDOT prioritization process to date.

12) Please provide your name, agency, and contact information.

Old NC 86 Sidewalk & Bike Lanes – Tina Moon, Town of Carrboro, 919-918-7325 or cmoon@carrboronc.gov

Project Budget with Schedule	FY	Federal	Local Match	Total
Old NC 86 Sidewalk and Bike Lanes	FY27 PE	\$440,894	\$110,224	\$551,118
	FY28 ROW/Easements	\$80,000	\$20,000	\$100,000
	FY28/29 CON (with CEI & 45% contingency)	\$2,204,473	\$551,118	\$2,755,591
	Preliminary Project Budget	\$2,725,367	\$681,342	\$3,406,709

FY24 Call for Projects Regional Flexible Funding (RFF) Scoring for New Projects

Agency	Project Name	Connectivity	Transit Access	Population/ Employment Density	Project Phase	Local Priority	Environmental Justice	Safety	Emissions	4-Year Cycle Bonus	Total Score
Chapel Hill Transit	Downtown Chapel Hill Bus Stop Improvements	10	10	10	25	2	6	12	13	3	91
Chapel Hill Transit	Electric Vehicle Upgrades	N/A	N/A	4	30	10	N/A	6	14	4	68
Chapel Hill Transit	Expansion of Chapel Hill Transit Bus Yard	N/A	N/A	1	20	3	0	2	1	3	30
Go Triangle	Orange County Bus Stop Improvements	9	10	8	20	5	12	4	10	N/A	78
Go Triangle	805 corridor and NC 54 GoTriangle Bus Stop Improvements	10	10	4	15	5	6	15	6	N/A	71
Go Triangle	NC 55 and Meridian Parkway Pedestrian Improvements	6	10	5	15	5	0	8	7	N/A	56
NCDOT	10' Multi-Use Path Along Fenwick Parkway and Rosemont Parkway	10	0	2	15	10	0	2	1	10	50
Town of Carrboro	Old NC 86 Sidewalk and Bike Lanes	6	8	1	15	5	3	4	9	N/A	51
Town of Carrboro	Morgan Creek Greenway Phase 2	9	9	5	15	5	0	2	5	N/A	50
Town of Carrboro	Homestead Road Multi-Use Path	10	0	2	15	5	0	2	3	N/A	37

FY24 Call for Projects Existing Projects Scoring (for reference)

Agency	Project Name	Connectivity	Transit Access	Population/ Employment Density	Project Phase	Local Priority	Environmental Justice	Safety	Emissions	Shortfall Score	Total Score
City of Durham	C-4928 Morreene Road Bike Lanes & Sidewalks	10	10	4	20	N/A	12	2	12	7	77
City of Durham	C-5183B Alston Avenue Sidewalks	10	10	3	30	N/A	12	14	2	7	88
City of Durham	U-4726HN Hillandale Road Bike & Pedestrian Improvements	10	10	7	20	N/A	12	8	11	8	86
Town of Chapel Hill	EB-5721 Fordham Boulevard Sidepath	10	9	5	30	N/A	9	8	8	6	85

Notes:

1. The Triangle Transportation Demand Management (TDM) Program is not scored as it is a program and not a project. However, the program is an MPO priority and funding is recommended.
2. All projects were scored based on the 2021 Federal Funding Policy. The 4-year cycle bonus is new for FY24.
3. Existing projects are scored using a separate rubric for consideration. However, the projects have been scored above for reference in how they would have scored if competing for funding as new projects. Since local priority points are only assigned for new projects, scoring is not applicable. As existing projects are considered a priority, a comparable priority category is shown using the total shortfall scoring for existing projects (rubric in appendix B)