



Technical Committee Meeting Agenda

Wednesday, April 28, 2021

9:00 AM

Meeting to be held by teleconference.

Watch on Facebook Live at <https://www.facebook.com/MPOforDCHC/>

Any member of the general public who wishes to make public comment should send an email to aaron.cain@durhamnc.gov and the comment will be read to the Board during the public comment portion of the meeting.

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

CONSENT AGENDA

4. **Approval of the March 24, 2021 TC Meeting Minutes** [21-151](#)

A copy of the March 24, 2021 meeting minutes is enclosed.

TC Action: Approve the minutes of the March 24, 2021 TC meeting.

Attachments: [2021-04-28 \(21-151\) 03.24.21 TC Minutes_LPA2.docx](#)

ACTION ITEMS

5. **CTP Amendment #3 (5 minutes)** [21-122](#)

Andy Henry, LPA Staff

The DCHC MPO Board released the Comprehensive Transportation Plan (CTP) Amendment #3 at their April meeting. Staff will provide an update to the Technical Committee today. It should be noted that the CTP is a joint process in which both the MPO Board and the North Carolina Board of Transportation (BOT) adopt the final plan. NCDOT staff has asked that Amendment #3 provide more details on project need (e.g., volume exceeds capacity, safety problems) and thus staff will work to create problem statements for the projects.

The Amendment #3 report (which provides background on the reason for the changes, lists the changes in a table, and displays the amended maps) and interactive maps are available at the MPO's CTP Web page: <http://www.dchcmpo.org/programs/ctp/default.asp#tabs4>

The proposed adoption schedule includes:

- * MPO Board released for public comment -- 4/14/21
- * Conduct public engagement -- 4/14/21 through 5/26/21
- * Board conducts public hearing -- 5/12/21
- * MPO Board adopts -- 6/9/21

TC Action: Receive update and provide comments.

6. 2050 MTP -- Deficiency and Needs Analysis (25 minutes)[21-146](#)**Andy Henry, LPA Staff**

The Deficiency and Needs Analysis is the next step in the development of the 2050 MTP. It presents regional, corridor and roadway level analysis to identify future transportation deficiencies by modeling a 2016 transportation network with 2050 population and employment, which is sometimes known as a future no-build scenario. The attached presentation helps people understand the various data and graphical tools. The detailed data, graphics, and interactive maps are available on the Deficiency tab of the 2050 MTP Web page: <http://www.dchcmpo.org/programs/transport/2050mtp/default.asp>

Staff requests that the 2050 MTP Deficiency and Needs Analysis be released for a 30-day public comment period.

TC Action: Provide comments and recommend that the DCHC MPO Board release the 2050 MTP Deficiency and Needs Analysis for a 30-day public comment period.

Attachments: [2021-04-28 \(21-146\) 2050MTP-DeficiencyAnalysis-Presentation](#)

7. Transit Safety Targets (10 minutes)[21-147](#)**Andy Henry, LPA Staff**

Since 2018, the DCHC MPO has adopted resolutions to support performance measures and targets for four federal Transportation Performance Measures (TPM), including Transit Asset Management (TAM), infrastructure condition, transportation system performance, and highway and non-motorist safety. A new TPM, called Public Transportation Agency Safety Plan (PTASP), requires transit systems that receive urbanized area formula grants to develop and implement transit safety management systems. TPM rules require the MPO to support the targets, and reflect the measures and targets in the MTP (Metropolitan Transportation Plan) and TIP (Transportation Improvement Program). The attached presentation provides additional details, and a table of the measures and targets from the safety plans of the transit systems that receive urbanized grant funding from the DCHC MPO. The attached resolution states that the DCHC MPO agrees to plan and program projects that contribute toward the accomplishment of the targets, and amends the 2045 MTP to include the measures and targets.

TC Action: Recommended that the DCHC MPO Board adopt the Public Transportation Agency Safety Plan resolution.

Attachments: [2021-04-28 \(21-147\) PTASP Presentation](#)
[2021-04-28 \(21-147\) PTASP Resolution](#)

8. FY21-22 Call for Projects Funding Recommendation (25 minutes)[21-137](#)**Anne Phillips, LPA Staff**

The FY21-22 Call for Projects was split into two parts with Congestion Mitigation and Air Quality projects due on February 10, 2021, and all other projects due on March 31, 2021. MPO staff has followed guidance in the DCHC Federal Funding Policy to make funding recommendations for Surface Transportation Block Grant Direct Attributable (STBGDA), STBGDA funds received through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), STBG-Any Area funds, and Regional and Bicycle Pedestrian Program funds.

Memos with funding recommendations for each funding source are attached.

Once the MPO Board approves the TC-endorsed slate of projects from the FY21-22 Call for Projects, MPO staff will work with the NCDOT STIP unit to ensure that the Transportation Improvement Program and State Transportation Improvement Program are amended to reflect new projects and increased funding for existing projects.

TC Action: Endorse the list of recommended projects to the MPO Board.

Board Action: Approve the TC-endorsed slate of projects from the FY21-22 Call for Projects.

Attachments:[2021-04-28 \(21-137\) Funding Recommendation PPT](#)[2021-04-28 \(21-137\) Regional Bike-Ped Memo](#)[2021-04-28 \(21-137\) STBG-Competitive Memo](#)[2021-04-28 \(21-137\) Non-Competitive Funds Memo](#)[2021-04-28 \(21-137\) STBG Competitive Scoring Rubric](#)[2021-04-28 \(21-137\) EJ Analysis](#)

9. Transportation Improvement Program Amendment #6 (10 minutes)[21-149](#)**Anne Phillips, LPA Staff**

Transportation Improvement Program (TIP) Amendment #6 includes the recommended slate of projects from the FY21-22 Call for Projects. MPO staff will work with the NCDOT STIP unit to ensure that STIP numbers are assigned to new projects and funding amounts are updated to reflect MPO Board-approved funding awards for new and existing projects.

TIP Amendment #6 also includes the following changes requested by NCDOT:

- I-3306A, I-40 Widening from I-85 to the Durham County Line, Project to use GARVEE Bonds and description modified to reflect correct scope.
- I-3306AC, NC86 Upgrade to Superstreet from Northwood Drive to ramp at I-40 Interchange, Project break re-added to schedule superstreet component for separate letting.

NCDOT has asked that the TIP be amended to reflect changes to I-3306 by June 2021 so that they can secure Federal Highway Administration approval and construction authorization in time for the current August let date for the project.

The recommended funding award of \$2,273,501 for the Durham Belt Line Trail exceeds \$1 million. In addition, NCDOT has requested that I-3306A also be released for public comment. According to the MPO Public Involvement Policy, TIP Amendment #6 should therefore be released for a 21-day public comment period before it is adopted by the MPO Board.

TC Action: Recommend that the MPO Board release TIP Amendment #6 for a 21-day public comment period.

Board Action: Release TIP Amendment #6 for a 21-day public comment period.

Attachments: [2021-04-28 \(21-149\) TIP Amendment #6 Summary Sheet](#)
 [2021-04-28 \(21-149\) TIP Amendment 6 Full Report](#)

10. SPOT 6.0 Draft Local Input Points Methodology (15 minutes)[21-148](#)**Anne Phillips, LPA Staff**

The next step in the SPOT 6.0 process is to adopt a Methodology for Identifying and Ranking New Transportation Improvement Program Project Requests. The DCHC MPO will use this Methodology to assign Local Input Points to projects submitted during the current SPOT cycle. This Methodology must be approved by the MPO Board and an NCDOT Review Committee by July 1, 2021.

The existing Methodology was adopted in February 2018 during the SPOT 5.0 cycle. The updated draft Methodology is based on the 2018 Methodology with the following changes:

- A new flex policy, introduced by NCDOT, allows up to 500 Local Input Points to be transferred between the Regional Impact and Division Needs tiers.
- DCHC now has 1900 instead of 1800 Local Input Points
- Scoring for each mode has been updated to reflect SPOT 6.0 weights and definitions
- DCHC's qualitative scoring criteria now consists of a safety criterion

Significant changes from the 2018 Methodology are highlighted in the draft document in red. According to the DCHC MPO Public Involvement Policy and NCDOT guidance, the Methodology should be released for a 21-day public comment period and a public hearing must be held.

TC Action: Provide input on the draft Methodology and recommend that the MPO Board release the draft Methodology for public comment.

Board Action: Release the draft Methodology for a 21-day public comment period.

Attachments: [2021-04-28 \(21-148\) Local Input Points Methodology Draft](#)

11. Material Change to the Durham County Transit Plan - New Regional Transit Center (15 minutes)

[21-145](#)

Jay Heikes, GoTriangle

Aaron Cain, LPA Staff

The current Regional Transit Center (RTC), operated by GoTriangle, is located adjacent to the GoTriangle offices and is seen as deficient due to its lack of proximity to major highways such as I-40 and NC-147/I-885, site access and circulation changes, and constraints to making improvements to the existing site.

The FY20 Durham Transit Work Program identified funding for a feasibility study to identify the needs, required facilities, and potential locations for a new RTC. This study was completed in early 2021. GoTriangle has identified potential federal funding sources which will require a local match, and is seeking funds from the Durham County Transit Tax to supply 20 percent of the local match.

Because a new RTC was not identified in the 2017 Durham County Transit Plan, and the requested funding is above the \$500,000 threshold for bus services as specified in the Interlocal Implementation Agreement (ILA), this request constitutes a material change to the Plan. Material changes must be approved by all three parties to the ILA: the GoTriangle Board of Trustees, the Durham County Board of Commissioners, and the DCHC MPO Board. Upon a recommendation from the TC, this request will be presented to the MPO Board at its May meeting. The Durham Staff Working Group (SWG) unanimously recommended that the governing bodies approve the material change and include this project in the FY22 Durham Transit Work Program.

TC Action: Recommend that the Board approve a material change to the 2017 Durham County Transit Plan to provide funding for the local match towards construction of a new Regional Transit Center.

Attachments:

[2021-04-28 \(21-145\) Durham Transit Plan Material Change Request Memo - R](#)

[2021-04-28 \(21-145\) Durham Transit Plan Material Change Request Presentati](#)

12. FFY21 American Rescue Plan Split Letter (5 minutes)[21-150](#)**Felix Nwoko, LPA Manager**

The American Rescue Plan Act, passed by Congress and signed into law by President Biden on March 11, 2021, provides \$30.5 billion of funding for transit agencies to address shortfalls and additional needs due to the COVID pandemic. FTA has notified DCHC MPO that the amount of 5307 and 5340 funds for the Durham-Chapel Hill-Carrboro Urbanized Area is \$33,914,436. The split letter distributing these funds to the four fixed-route transit operator is provided for the TC's review. The transit agencies have reviewed and agreed to the splits shown in the letter.

TC Action: Recommend that the Board approve the FFY21 American Rescue Plan Split Letter.

Attachments: [2021-04-28 \(21-150\) FFY21 5307 American Rescue Plan Split Letter](#)

Minutes Recording Document[21-110](#)**REPORTS FROM STAFF:****13. Report from Staff**[21-107](#)**Felix Nwoko, LPA Staff**

TC Action: Receive report from Staff.

Attachments: [2021-04-28 \(21-107\) LPA staff report](#)

14. Report from the Chair[21-108](#)**Ellen Beckmann, TC Chair**

TC Action: Receive report from the TC Chair.

15. NCDOT Reports[21-109](#)

Brandon Jones (David Keilson, Richard Hancock), Division 5 - NCDOT

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

Patrick Norman (Bryan Kluchar, Jen Britt), Division 8 - NCDOT

Julie Bogle, Transportation Planning Division - NCDOT

John Grant, Traffic Operations - NCDOT

Bryan Lopez, Integrated Mobility Division-NCDOT

TC Action: Receive reports from NCDOT.

Attachments: [2021-03-24 \(21-109\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS:

Adjourn

Next meeting: May 26, 9 a.m., Meeting to be held by teleconference.

Dates of Upcoming Transportation-Related Meetings: None

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

March 24, 2021

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on March 24, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

Nishith Trivedi (Vice Chair) Orange County
Tasha Johnson (Member) City of Durham
Evan Tenenbaum (Member) City of Durham
Pierre Osei-Owusu (Member) City of Durham Transportation/Go Durham
Brooke Ganser (Member) Durham County
Scott Whiteman (Member) Durham County
Bergen Watterson (Member) Town of Chapel Hill
Jomar Pastorelle (Member) Town of Chapel Hill
Zach Hallock (Member) Town of Carrboro
Margaret Hauth (Member) Town of Hillsborough
John Hodges-Copple (Member) TJCOG
Jay Heikes (Member) GoTriangle
Hank Graham (Member) Research Triangle Foundation
Julie Bogle (Member) NCDOT TPD
John Grant (Member) NCDOT Traffic Operations
Kurt Stolka (Member) The University of North Carolina
Tom Altieri (Member) Orange County Planning
Theo Letman (Member) Orange Public Transportation
Michael Page (Member) North Carolina Central University
Bill Judge (Alternate) City of Durham
David Keilson (Alternate) NCDOT Division 5
Steven Robinson (Alternate) NCDOT Division 7
Bryan Kluchar (Alternate) NCDOT Division 8
Cha'ssem Anderson (Alternate) The University of North Carolina
Matt Cecil (Alternate) Chapel Hill Transit/Planning
Meg Scully (Alternate) GoTriangle
Ellis Cayton (Alternate) The Raleigh-Durham Airport Authority

Sean Egan, City of Durham
Joe Geigle, Federal Highway Administration
Cy Stober, City of Mebane
Rachel Stair, Raleigh-Durham Airport Authority

Felix Nwoko DCHC MPO
Brian Rhodes DCHC MPO
Aaron Cain DCHC MPO

42 Anne Phillips DCHC MPO
43 Andy Henry DCHC MPO
44 Dale McKeel City of Durham/DCHC MPO
45 Kayla Mathews DCHC MPO

46 Quorum count: 25 of 31 voting members

47 Vice Chair Nishith Trivedi called the meeting to order at 9:03 a.m.

48 **PRELIMINARIES:**

49 **1. Roll Call**

50
51 Aaron Cain noted that the roll call could be completed by using the Zoom participant list.

52 **2. Adjustments to the Agenda**

53
54 Aaron Cain said there is an addition to the agenda for the FY21 Unified Planning Work
55 Program (UPWP) Amendment #2 request from the Town of Carrboro that will be added to the
56 end of the action items.

57 **3. Public Comments**

58 There were no public comments.

59 **CONSENT AGENDA:**

60 **4. Approval of the January 6, 2021 TC Meeting Minutes**

61 **5. Approval of the February 24, 2021 TC Meeting Minutes**

62 There was no discussion on the consent agenda. Zach Hallock made a motion to
63 approve the consent agenda. Evan Tenenbaum seconded the motion. The motion passed
64 unanimously.

65 **ACTION ITEMS:**

66 **6. CTP Amendment #3**
67 **Andy Henry, LPA Staff**

68 Andy Henry said he presented a report on the Comprehensive Transportation Plan
69 (CTP) at the February 2021 Technical Committee meeting. Since that time, a TC Subcommittee
70 meeting was held and several jurisdictions provided input. Andy Henry mentioned one major
71 change – the sidepaths are now combined with the multiuse paths so the whole network can be

viewed at once. A few other changes were made and can be viewed in blue text on the CTP Amendment #3 Report attachment. Vice Chair Nishith Trivedi said this amendment will be brought to the Orange County Board on April 21, 2021, and their comments will be shared. Andy Henry corrected the end date for the public engagement schedule from May 25, 2021 to May 26, 2021.

Julie Bogle asked if the MPO has received any more information from Orange County regarding highway improvements. Andy Henry responded that more information is needed from Vice Chair Nishith Trivedi about rural road improvements.

Bergen Watterson made a motion to recommend the MPO Board release CTP Amendment #3 for public comment. Zach Hallock seconded the motion. The motion passed unanimously.

7. 2021 CRRSSA Section 5310 Call for Projects

Felix Nwoko, LPA Manager

Felix Nwoko said the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Section 5310 apportionment was part of the federal stimulus program which must include a competitive selection process.

Jomar Pastorelle made a motion to recommend that the MPO Board authorize the release of the call for projects for CRRSSA 5310 funds. Hank Graham seconded the motion. The motion passed unanimously.

8. FFY 2021 Section 5307/5340 FULL Apportionment Split Letter

Felix Nwoko, LPA Manager

Felix Nwoko said this split letter includes the annual apportionment received by the MPO from the Federal Transit Administration (FTA) and approval by the MPO Board will allow transit operators to apply for funding. These funds are intended for transit capital costs, operating costs, and preventative maintenance. Felix Nwoko mentioned the apportionment for this year is slightly less than what the MPO received last year.

Margaret Hauth made a motion to recommend that the MPO Board approved the Section 5307/5340 Full Apportionment Split Letter. Theo Letman seconded the motion. The motion passed unanimously.

9. FFY 2021 Section 5339 Full Apportionment Split Letter
Felix Nwoko, LPA Manager

Felix Nwoko stated the Section 5339 funds are for buses and bus facilities, and that the MPO typically does this split letter on a biannual basis, but this year it will be done annually. This approval of the split letter would enable transit operators to submit applications for funding.

Pierre Osei-Owusu made a motion to recommend that the MPO Board approve the Section 5339 Full Apportionment Split Letter. Jomar Pastorelle seconded the motion. The motion passed unanimously.

10. TIP Amendment #5
Anne Phillips, LPA Staff

Anne Phillips noted that this routine Transportation Improvement Program (TIP) amendment includes projects amended by NCDOT and needs to be approved for NCDOT to access federal grant funding. Evan Tenenbaum asked about the City of Durham Projects in TIP Amendment #3. Anne Phillips clarified that NCDOT amended the State Transportation Improvement Program (STIP) to reflect the changes the MPO made in TIP Amendment #3, and they are therefore not shown here.

Evan Tenenbaum made a motion to recommend the MPO Board approve TIP Amendment #5. Pierre Osei-Owusu seconded the motion. The motion passed unanimously.

11. FY21 & 22 Amended Call for Projects
Anne Phillips, LPA Staff
Aaron Cain, LPA Staff

Anne Phillips summarized that NCDOT revised the amounts for Surface Transportation Block Grant Direct Attributable (STBGDA) and Transportation Alternatives Program Direct

124 Attributable (TAPDA) funds and increased the obligation ceiling for FY21. This affected the
 125 MPO's local discretionary calculations which therefore needed to be updated. Anne Phillips
 126 added that STBG Any Area will now be called STBG Competitive because NCDOT alerted the
 127 MPO of unobligated direct attributable funding from FY20 that has now been added to the Any
 128 Area funding pool. LPA staff stated that they were unsure if the MPO will receive any TAPDA
 129 funding for FY22.

130 Meg Scully asked if there was a 25% deduction of the STBGDA funding for transit prior
 131 to when STBGDA funding was entered into the local discretionary section of the formula. Aaron
 132 Cain responded that that is the case, and additional funding is available for transit as well.
 133 Further discussion about this will take place at a later time.

134 Evan Tenenbaum asked if projects should be submitted for Any Area funds or
 135 unobligated FY20 funds in the STBG competitive category. Aaron Cain responded it was one
 136 pot of funding, so applicants only needed to specify that they were applying for STBG
 137 Competitive funds. He also stated that all pots of money require a 20% local match except the
 138 STBGDA COVID relief funds, and the COVID relief funds cannot be used to match another
 139 federal funding request. Anne Phillips added that COVID relief funds must be used by
 140 September 30, 2024 or they will be rescinded.

141 This item was for informational purposes; no further action was required by the TC.

142 **11a. FY 21 UPWP Amendment #2**
 143 **Felix Nwoko, LPA Manager**

144 Felix Nwoko said this amendment was proposed by the Town of Carrboro to reprogram
 145 funds that were deobligated. Zach Hallock explained that fewer hours are needed for certain
 146 tasks than anticipated. Felix Nwoko added that this will be the last amendment for the FY21
 147 UPWP.

148 A motion was made by Zach Hallock to recommend the Board approve the UPWP
 149 Amendment #2. Margaret Hauth seconded the motion. The motion passed unanimously.

REPORTS FROM STAFF:

12. Report from Staff

Felix Nwoko, LPA Manager

Aaron Cain said that, as discussed with Chair Wendy Jacobs, most of the items from this TC Agenda will be put on the MPO Board Consent Agenda in an effort to conserve time for the April 2021 MPO Board meeting because there are already several presentations scheduled for that meeting.

Andy Henry brought up how equity was incorporated into the performance measures for the 2050 Metropolitan Transportation Plan (MTP) through analysis of zero-car households, low-income households, and minorities. Transportation Analysis Zones (TAZs) with a high proportion of these communities of concern need to be identified in order to perform that analysis. Andy Henry said that Yanping Zhang and other MPO staff members have come up with a methodology to identify those TAZs using census block group data. Andy Henry suggested a meeting to review the maps and provide feedback on the quantitative work that has been done so far. A poll will be sent out to determine the best time for a meeting.

Dale McKeel reminded the TC that the joint MPO Policy Priorities have been revised after the discussion at the December 1, 2020, joint board meeting with DCHC MPO and the Capital Area MPO (CAMPO). This document has been sent out to board members and will soon be sent out to TC members and put on the website. Dale McKeel reminded everybody about the new Invest for Success section and that revisions were made to the “Make NC a Leader in Active Transportation Investments” and “Strengthen Support for Demand Management and Technology” sections. Dale McKeel thanked John Hodges-Copple and Triangle J Council of Government (TJCOG) staff for their work with these updates.

Anne Phillips said the MPO would like to have a TC subcommittee meeting to review a scoring rubric for the STBG competitive funds.

13. Report from the Chair

Nishith Trivedi, TC Vice Chair

Vice Chair Nishith Trivedi had no additional report.

14. NCDOT Reports

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

David Keilson gave an update on the Alston Avenue project. David Keilson clarified the system for the estimated/revised completion dates shown for projects. Bill Judge asked about the status of unfreezing the Locally Administered Projects (LAP) projects on the 5 year projects list. David Keilson will look into the question and provide information to several people later.

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

Stephen Robinson said the start date for the SS-6007C project has been moved up to this year, which is sooner than what is on the project update list.

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

Bryan Kluchar had no additional report.

Julie Bogle, Transportation Planning Division – NCDOT

Julie Bogle had no additional report. Aaron Cain asked if Brian Lopez will start attending Board meetings as Kathryn Zeringue's replacement for the Integrated Mobility Division of NCDOT and Julie Bogle confirmed this.

John Grant, Traffic Operations – NCDOT

John Grant had no additional report.

INFORMATIONAL ITEMS:

Adjourn

There being no further business, the meeting was adjourned by Vice Chair Nishith Trivedi at 9:54 a.m.

Next meeting: April 28, 9 a.m., meeting to be held by teleconference

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

2050 Metropolitan Transportation Plan (MTP) -- Deficiency Analysis--

Andy Henry, andrew.henry@durhamnc.gov, April 28, 2021, [Web page](#)

Presentation Outline



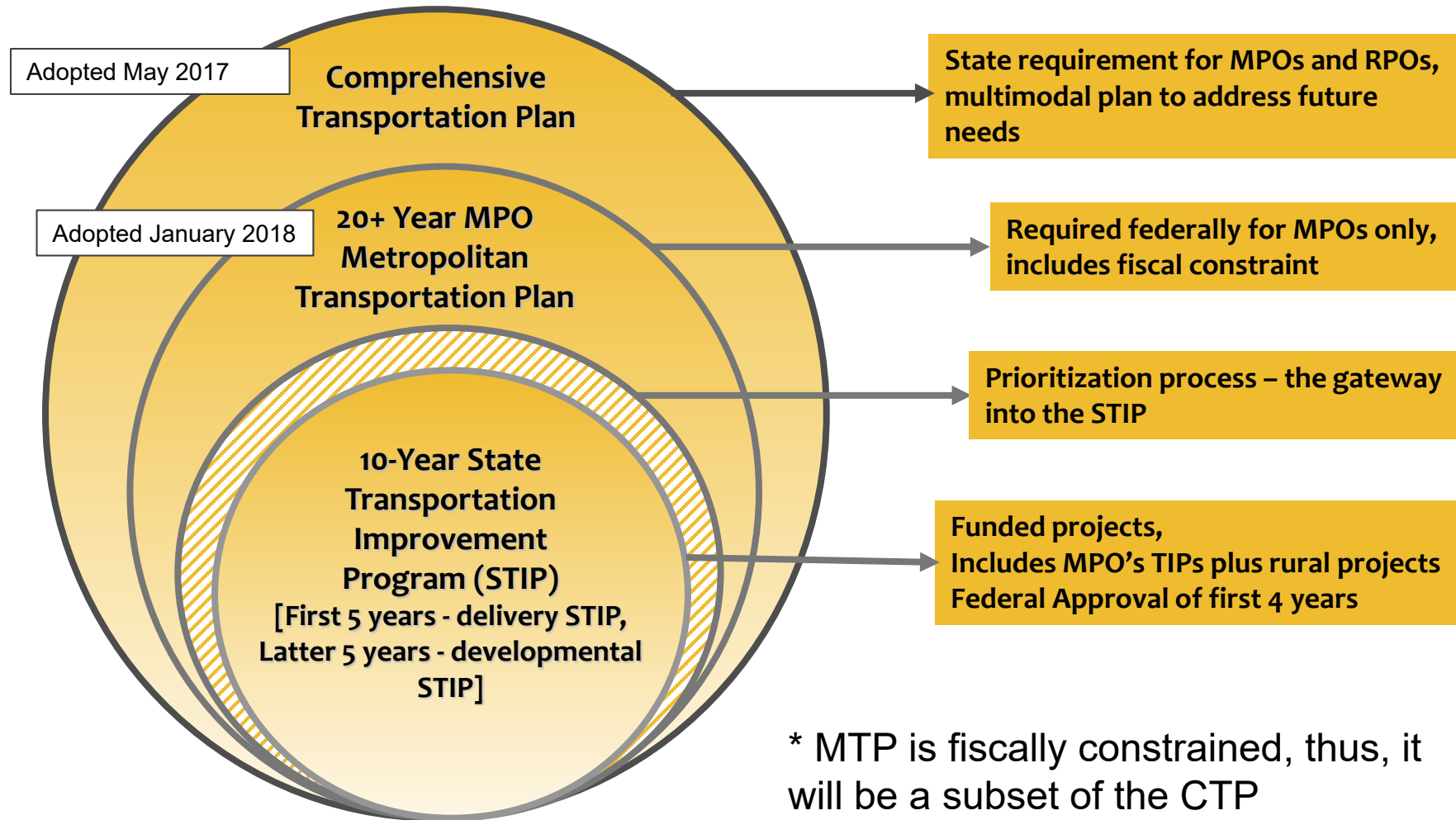
- Background and Purpose
- SE Data Update
- Deficiency Analysis tools
- MTP Schedule

Where is the data?

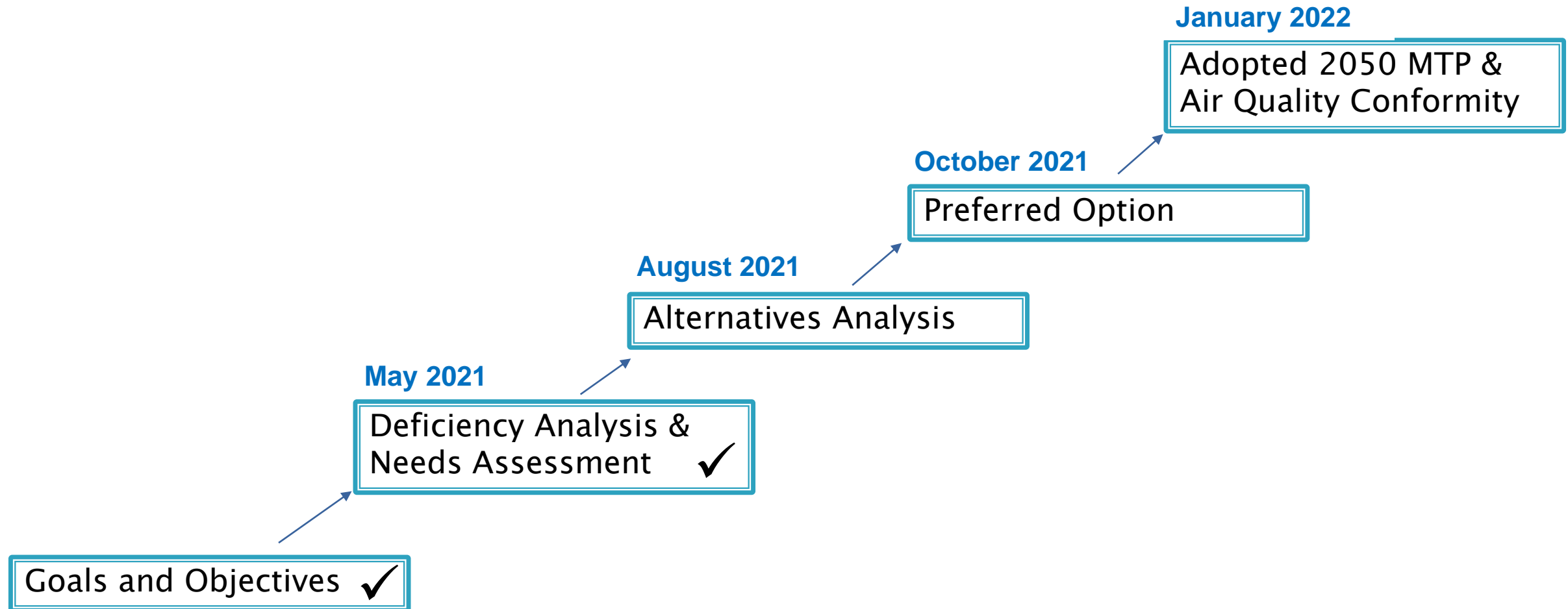
- Presentation is summary that explains how to understand data and graphics
- **DCHC Web page**. See *Deficiency* tab for detailed data, graphics, and maps:
- **CAMPO Web page**. Congestion, highway projects, transit projects, and SE Data on single, interactive map

Transportation Planning Framework

Technical Committee 4/28/2021 Item 6



2050 MTP Milestones



Deficiency Analysis

Purpose

- Purpose: ensure staff, public and Board familiar with deficiencies; receive feedback
- Today's presentation has highlights.
- Full complement of tables and maps on Web site
- We will often reference deficiency maps and documents throughout MTP development.

Previous Public Comment

Before review Deficiency Analysis data, remember what public has already told us...

MPO Goals Survey

Highest ranked policies:

- Encourage biking and walking
- Increase transit service
- Coordinate land use and transportation
- Increase car pools and ride shares

MPO Goals Survey

Most common themes:

- Reduce personal vehicle dependence
- Protect environment; increase sustainability
- Support low-income & minority populations
- Enhance transit connectivity
- Increase bicycle and pedestrian infrastructure

See Goals Web page for more info

Previous Public Comment (continued)

Peer review

MPO staff did peer review of Goals from 13 local plans in DCHC MPO planning area. These jurisdictions identified transportation themes similar to those of the DCHC MPO.

Engage Durham

Transit was the most discussed topic in the 2020 survey (among for example, housing, education, etc.)

Among top ten issues, five are relevant to DCHC MPO:

- Transit
- Engagement process
- Infrastructure
- Growth and development
- Walkability

Socioeconomic Data

Guide Totals

Population				
County	2016	2050	2016-2050	% change
Chatham*	46,051	103,345	57,294	124%
Durham	300,939	458,906	157,967	52%
Orange	143,678	193,477	49,799	35%
<i>Total</i>	<i>490,668</i>	<i>755,729</i>	<i>265,061</i>	<i>54%</i>
Employment				
County	2016	2050	2016-2050	% change
Chatham*	11,358	24,426	13,068	115%
Durham	217,114	401,168	184,054	85%
Orange	71,516	116,769	45,253	63%
<i>Total</i>	<i>299,988</i>	<i>542,363</i>	<i>242,375</i>	<i>81%</i>
* Only includes portion of Chatham County in modeling area.				

Fast growth, especially Durham and Chatham counties.

Employment growth outpaces population growth.

* More detailed household and employment forecast data is available on Deficiency Analysis Web page.

Socioeconomic Data

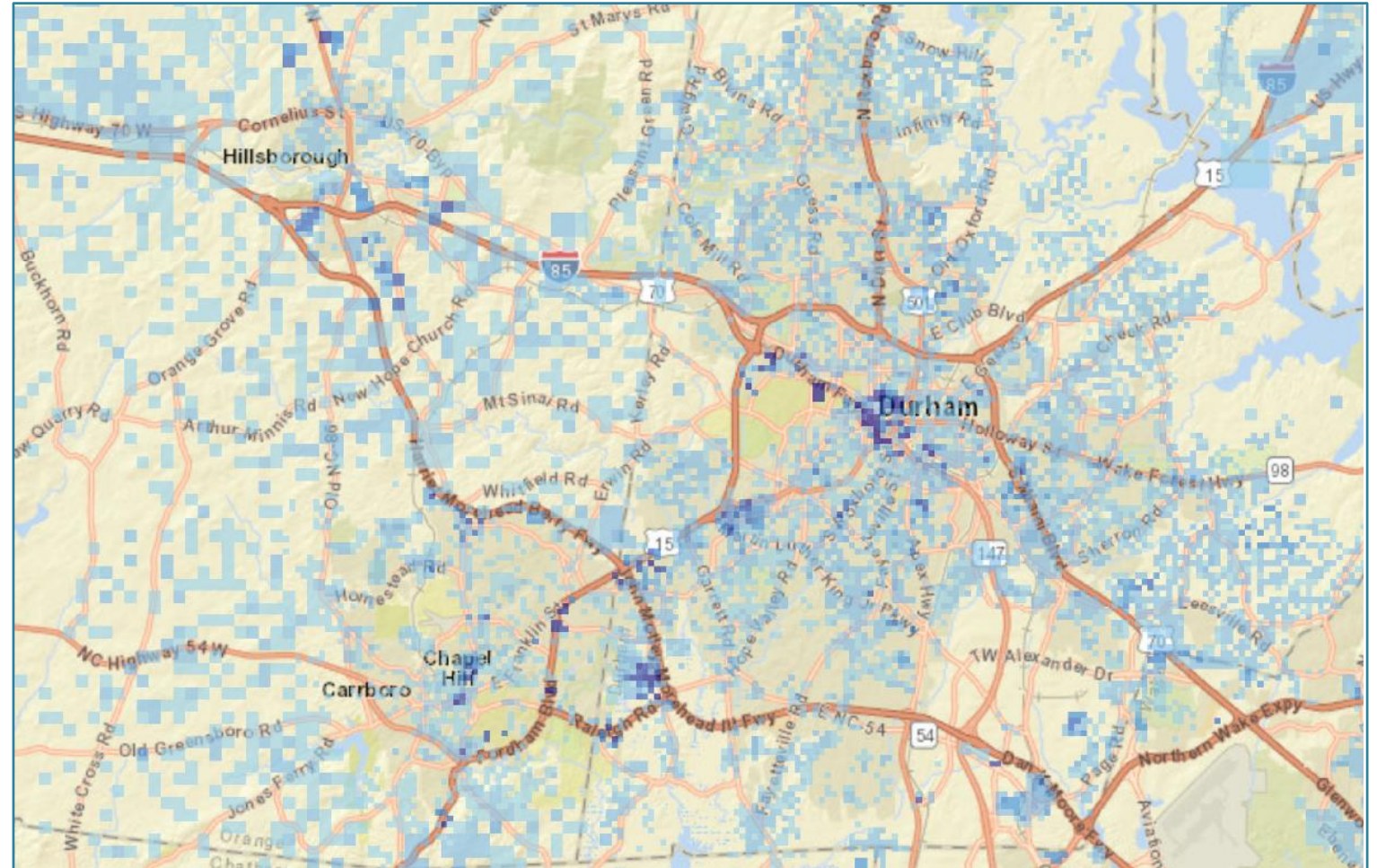
Community Plan -- Population

Community Plan allocates guide total population based on local land use plans and policies.

Note clusters along major travel corridors between Durham and Chapel Hill

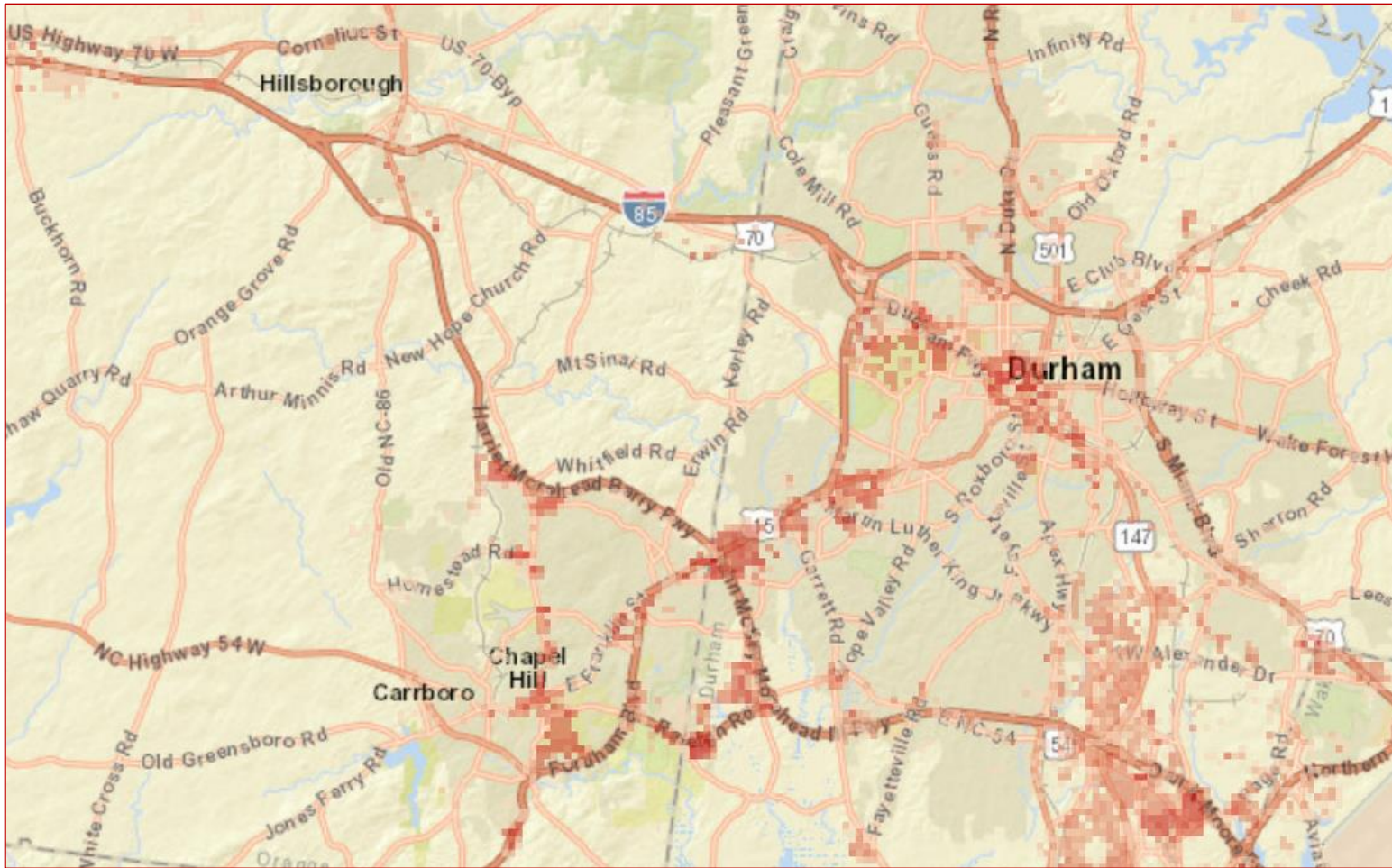
Durham County has spread north and east.

Much of Orange County growth is in towns and west US 70 corridor.



Socioeconomic Data

Community Plan -- Employment



Community Plan - based on local land use plans and policies.

Note clusters at major roadway crossroads, downtowns, and universities.

RTP and vicinity continues strong growth

Employment not as spread out as population (dwelling units).

* Larger PDF maps and an interactive online map are available on Deficiency Analysis Web page.

Performance Measures

Background

- General indicators of overall system:
 - Mobility Performance (e.g., travel time)
 - Mode Choice
 - Travel volume (e.g., VMT, VHT)
- Not specific to corridor or project.
- Useful for overall comparison of MTP Alternatives

Performance Measures

Vehicle Miles Traveled (VMT) & Vehicle Hours Traveled (VHT)

Name =	Current	E+C	2016 to
SE Data ==>	2016	2050	2050 E+C
Transportation Network ==>	2016	E+C	Change
Performance Measures			
Total Vehicle Miles Traveled (VMT-daily)	14,516,717	22,667,044	56%
Total Vehicle Miles Traveled (VMT-per capita)	33	34	4%
Total Vehicle Hours Traveled (VHT-daily)	365,641	726,741	99%
Total Vehicle Hours Traveled (VHT-per capita)	0.82	1.09	33%

VMT and VHT will dramatically increase in the Existing-plus-Committed (E+C) scenario.

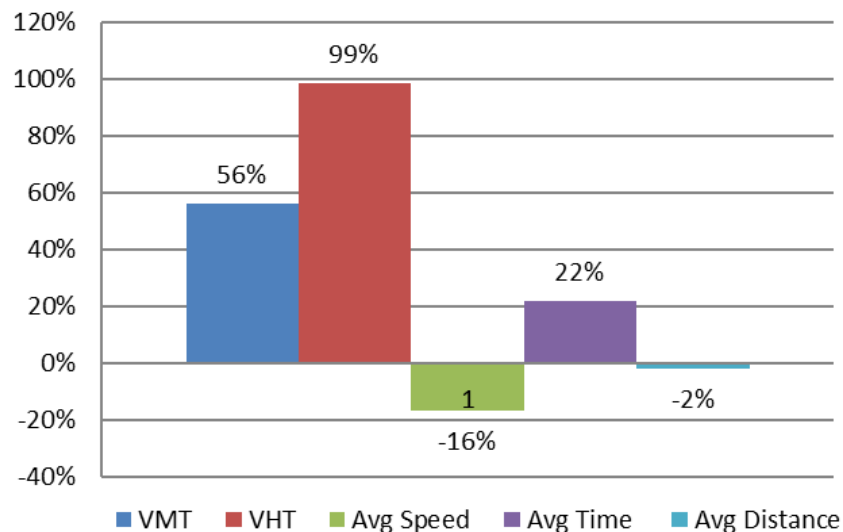
VMT driven by population (49% population increase) (note: VMT per capita is fairly stable)

VHT growth outpaces VMT because of increased congestion

Performance Measures

Changes in Mobility Measures

Percent Change: 2016 to 2050 E+C



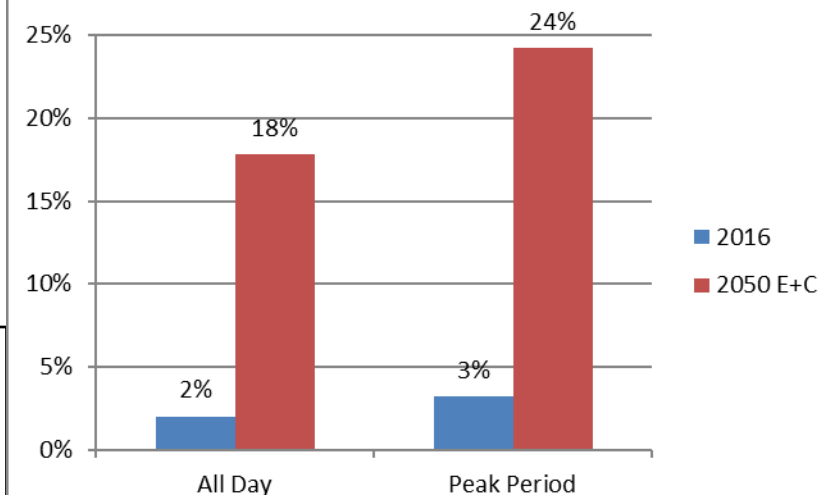
- Although average distance slightly declines, overall VMT and VHT greatly increase because population and employment grow substantially.
- VHT increase outpaces VMT increase because average speed slows due to congestion.

Notes

- VMT = vehicle miles traveled
- VHT = vehicle hours traveled

- Large increase in congested VMT

Percent of Congested VMT



Travel Isochrones

Background

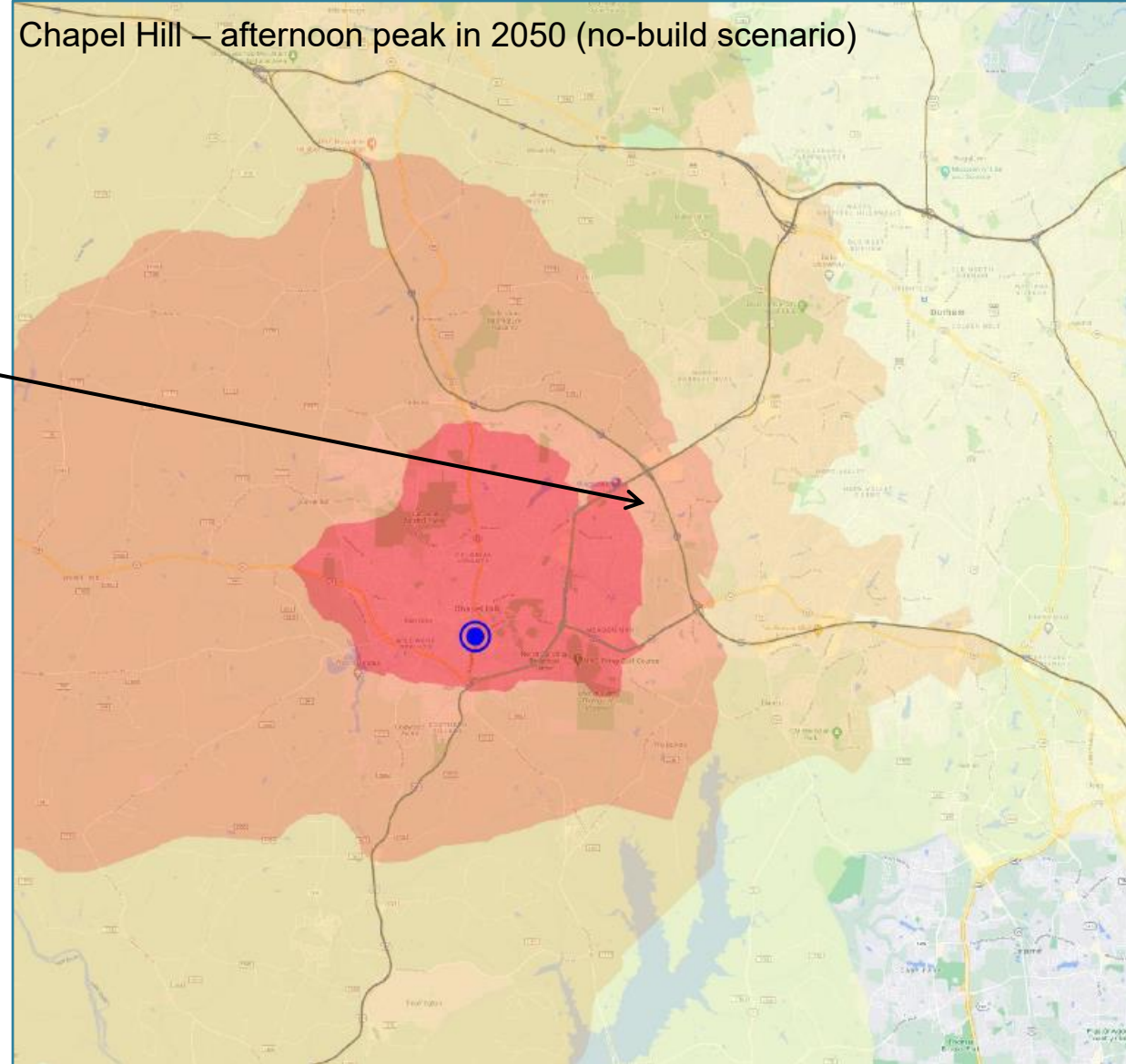
- More specific than Performance Measures – can start to see corridor mobility.
- Based on afternoon peak hour from four selected centers:
 - Downtown Durham
 - Chapel Hill/Carrboro
 - RTP
 - Downtown Raleigh
- Map illustrates “contours” for 15-, 30-, 45-minute, etc. commutes from the centers.
- Two maps for each center:
 - 2016
 - E+C (20505 SE Data using E+C network)

Travel Isochrones

Example

Contours narrow in afternoon peak hour leaving Chapel Hill to the east.

Chapel Hill – afternoon peak in 2050 (no-build scenario)



Travel Time

Background

- Shows travel time forecasts between regional centers.
- Uses morning and afternoon peak hour (“peak of the peak”).
- Based on commute between six selected centers:
 - Downtown Durham
 - Chapel Hill/Carrboro
 - RTP
 - Hillsborough
 - Pittsboro
 - Downtown Raleigh
- Compares 2016 and E+C travel times

Travel Time

Tables

Hotter the color = larger % increase

Compare 2016 and 2050 AFTERNOON Peak (percent increase)						
To ==>	Durham DWTN	RTP	Raleigh DWTN	Chapel Hill	H'borough	Pittsboro
Durham DWTN		18%	74%	49%	70%	87%
RTP	41%		93%	70%	73%	106%
Raleigh DWTN	82%	90%		87%	89%	114%
Chapel Hill	62%	63%	86%		58%	78%
Hillsborough	31%	26%	64%	27%		30%
Pittsboro	41%	35%	82%	13%	5%	

Largest increases in afternoon travel time will be to/from Raleigh, and to Pittsboro (Chatham Park residents' work-to-home commute?)

Congestion Maps (V/C)

Background

- Maps show the forecasted congestion on specific road segments: Daily and Afternoon Peak Hour will be available
- "V/C" means the traffic volume divided by the traffic capacity of the road segment. (For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9.)
- A V/C of 1.0 is equal to a Level of Service (LOS) of "E", which can be described as:
Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
- Web site has interactive map, and county-level and close-up PDF map views.

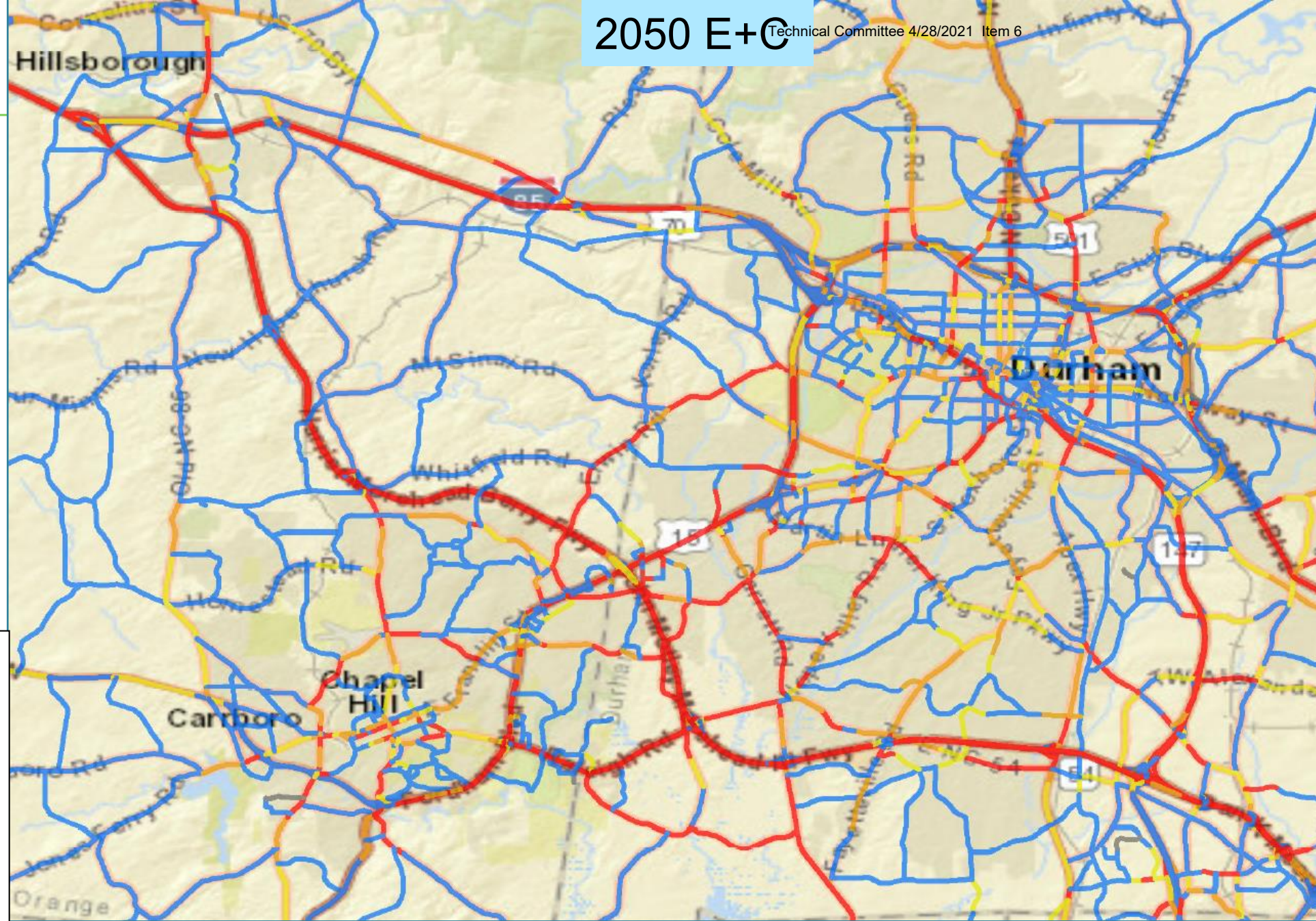
Congestion Maps (V/C)

Example

Orange and **Red** are very congested!

Congestion (V/C)

- No data
- 0.0 - 0.8 (Free Flow)
- 0.8 - 1.0 (Periodic)
- 1.0 - 1.2 (Congested)
- 1.2+ (Long Delays)



2050 E+C

Technical Committee 4/28/2021 Item 6

****Coming Attractions****

In the Alternatives Analysis

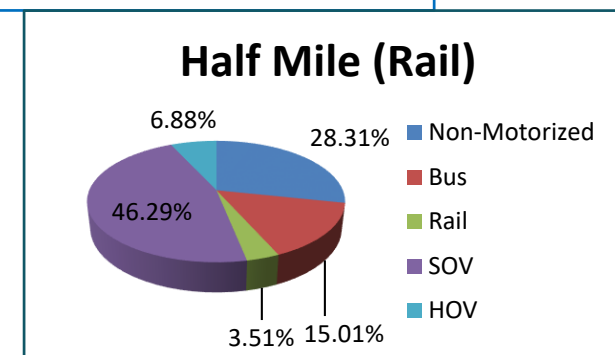
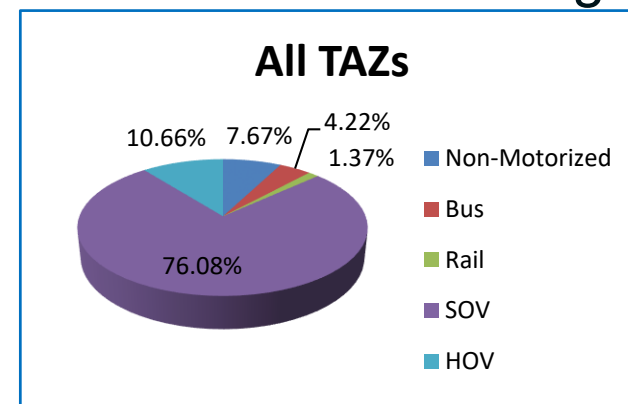
1- Equity Measures

Average commute distance, time and delay, and safety data by:

- Low-income
- Minority
- Zero-car households

2- Travel Choice Neighborhoods

- Compares mode choice for region with areas that have access to high end transit



Schedule

Board Actions

- May – Release Deficiency Analysis for 30-day public comment period
- August – Release Alternatives Analysis
(full set of public input activities)
- October – Release Locally Preferred Alternative (LPA)
- January (2022) – Adopt 2050 MTP and Air Quality Conformity Report

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DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Public Transportation Agency Safety Plan (PTASP)

Andy Henry, andrew.henry@durhamnc.gov, 01/27/21

- Background of federal Transportation Performance Measures (TPMs)
- New TPM --
Public Transit Agency Safety Plan (PTASP)
- Board action

Transportation Performance Measures (TPMs)

- ▶ Required by FAST ACT (federal transportation legislation)
- ▶ Must be integrated into the MTP
 - - Any MTP update or amendment after 7/20/21 for TPASP
- ▶ MTP and TIP must describe how MTP and TIP will contribute to achieving targets
- ▶ At this point, no known consequences for MPO if targets not achieved.

Since 2018, MPO has adopted (by resolution) four TPMs:

- A. Transit Asset Management plan (TAM) and State of Good Repair (SGR) targets
- B. Infrastructure -- pavement and bridge condition
- C. System Performance – travel time reliability
- D. Highway Safety – fatality and serious injury to motorists and pedestrians (updated in January 2019)

- ▶ PTASP final rule – July 19, 2018
- ▶ Transit systems that receive urbanized area formula grants must develop and implement safety management system (SMS)
- ▶ MPOs required to set targets for each performance measure
- ▶ MPOs required to reflect measures and targets in updated or amended MTPs and TIPs

* MPO must meet requirements by July 20, 2021.

Public Transportation Agency Safety Plan (PTASP)

Technical Committee 4/28/2021 Item 7



Transit Safety Targets for DCHC MPO				Adopted by resolution on May 12, 2021.			
	Fatalities:		Injuries:		Events:		Mechanical Failures:
Transit System	Total	Rate	Total	Rate	Total	Rate	Distance
Chapel Hill Transit - Fixed Route	0	0	0	0	0	0	0
Chapel Hill Transit - Non Fixed Route	0	0	0	0	2.34	0.6	0
GoDurham - Fixed Route	0	0	11	0.3	46	7.2	20,551
GoDurham - Non Fixed Route	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined
GoTriangle - Fixed Route	0	0	3	0.125	3	0.125	26,856
GoTriangle - Non Fixed Route	0	0	3	0.125	3	0.125	104,897
Orange Public Transportation - Fixed Route	0	0	1	0.238	1.5	1.5	25,000
Orange Public Transportation - Non Fixed Route	0	0	1	0.238	1.5	1.5	25,000

Notes:

Total is per year.

Rate is per 100,000 vehicle revenue miles.

Distance is mean miles between major mechanical failures.

Events are reportable fatalities, injuries, evacuations, collisions, and incidents.

- ▶ Adopt the PTASP resolution that states the DCHC MPO:
 - supports the targets, and agrees to plan and program projects that contribute toward accomplishment of the agency's targets; and
 - amends the 2045 MTP to include the PTASP measures and targets.

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING
ORGANIZATION (DCHC MPO)**

**RESOLUTION SUPPORTING TARGETS FOR PUBLIC TRANSPORTATION
AGENCY SAFETY PLAN PERFORMANCE MEASURES**

A motion was made by MPO Board member _____ and seconded by MPO Board member _____ for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, under 49 CFR Part 673, the Federal Transit Administration (FTA) issued Public Transportation Agency Safety Plan (PTASP) Final Rule that requires the development of safety plans that include the processes and procedures to implement a safety management system; and

WHEREAS, PTASP requires public transportation providers that receive federal funds to set their initial safety targets by December 31, 2020 (as adjusted under the Covid-19 public health emergency proclamation); and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit safety to the MPO.

NOW THEREFORE, BE IT RESOLVED, that the MPO's Board supports the Chapel Hill Transit, GoDurham, GoTriangle, and Orange County Public Transit targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets as noted in the attached table called "Transit Safety Targets for DCHC MPO."

NOW THEREFORE, BE IT FURTHER RESOLVED, that by approval of this resolution an amendment is hereby made to the 2045 Metropolitan Transportation Plan, adopted on March 14, 2018 by the DCHC MPO, to include the PTASP measures and targets.

(continued)

(Continued – Resolution Adopting PTASP Targets)

Wendy Jacobs, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: May 12, 2021

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

Transit Safety Targets for DCHC MPO

Adopted by resolution on May 12, 2021.

Transit System	Fatalities:		Injuries:		Events:		Mechanical Failures:
	Total	Rate	Total	Rate	Total	Rate	Distance
Chapel Hill Transit - Fixed Route	0	0	0	0	0	0	0
Chapel Hill Transit - Non Fixed Route	0	0	0	0	2.34	0.6	0
GoDurham - Fixed Route	0	0	11	0.3	46	7.2	20,551
GoDurham - Non Fixed Route	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined
GoTriangle - Fixed Route	0	0	3	0.125	3	0.125	26,856
GoTriangle - Non Fixed Route	0	0	3	0.125	3	0.125	104,897
Orange Public Transportation - Fixed Route	0	0	1	0.2376	1.5	1.5	25,000
Orange Public Transportation - Non Fixed Route	0	0	1	0.2376	1.5	1.5	25,000

Notes: Total is per year.

Rate is per 100,000 vehicle revenue miles.

Distance is mean miles between major mechanical failures.

Events are reportable fatalities, injuries, evacuations, collisions, and incidents.

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METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

FY21-22 Call for Projects Funding Recommendation

Anne Phillips, LPA Staff

Non-Competitive Funding: STBGDA and STBGDA-COVID

Surface Transportation Block Grant Overview

Technical Committee 4/28/2021 Item 8



- Surface Transportation Block Grants Direct Attributable provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects.
- A 20% local match is required for these funds.
- Durham County uses its STBGDA funds for a County Planning position.

Jurisdiction	Total Available
Chatham County	\$17,498
City of Durham	\$264,725
Durham County	\$0
Orange County	\$86,600
Town of Carrboro	\$470,204
Town of Chapel Hill	\$650,884
Town of Hillsborough	\$255,518

STBGDA Funding Summary

Technical Committee 4/28/2021 Item 8



Agency	Project	S/TIP ID	Requested Amount	Funding Available	Local Match	Total	Phase
City of Durham	Neighborhood Bike Routes II	N/A	\$160,000	\$264,725	\$40,000	\$200,000	Design/CON
City of Durham	Bike Lane Vertical Protection	N/A	\$104,725	\$264,725	\$26,181	\$130,906	CON
Town of Chapel Hill	Fordham Blvd Sidepath	EB-5721	\$250,000	\$650,884	\$50,000	\$300,000	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$650,884	\$34,000	\$204,000	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$650,884	\$46,177	\$277,061	CON

- DCHC MPO received \$2,340,706 of Surface Transportation Block Grant – Direct Attributable (STBGDA) funds as a result of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).
- DCHC has chosen to offer these funds with no required local match.
- The funds allocated through the CRRSAA must be obligated by September 30, 2024. Any amount that is not obligated will lapse.
- MPO staff applied the local discretionary formula to the STBGDA-COVID funds to guide the distribution of funding

Jurisdiction	Funding
Chatham County	\$22,599
City of Durham	\$1,442,230
Durham County	\$57,908
Orange County	\$55,924
Town of Carrboro	\$206,343
Town of Chapel Hill	\$429,255
Town of Hillsborough	\$126,447

STBG-COVID Funding Summary

Technical Committee 4/28/2021 Item 8



Agency	Project	S/TIP ID	Requested Amount	Phase
City of Durham	NC 55 Sidewalks	EB-5835	\$671,014	CON
City of Durham	Guess Road Sidewalks	EB-5834	\$703,906	CON
City of Durham	Bike Lane Vertical Protection	N/A	\$67,310	CON
Durham County	TBD Governance Study Related to Bike/Ped/Transit	N/A	\$57,908	N/A
Town of Carrboro	S. Greensboro St Sidewalk	C-5650	\$206,343	CON
Town of Chapel Hill	Estes Drive Bike-Ped	C-5179	\$429,255	CON
Town of Hillsborough	Exchange Park Lane Bridge Repairs	N/A	\$126,447	Repairs

Regional Bicycle and Pedestrian Program

- Regional Bicycle and Pedestrian projects should span multiple jurisdictions or otherwise provide regional benefits through increased connectivity.
- Per MPO Policy, Transportation Alternative Program (TAP) funds are combined with a set aside of Surface Transportation Block Grant Direct Attributable (STBGDA) funds for the Regional Bike-Ped program.
- Roadway capacity improvement projects are ineligible for TAP funds.
- \$2,273,501 is available for TAP funding for the FY21-22 funding cycle and funding requests totaled \$4,755,50
- **39% of competitive funding available**

Request Summary

Technical Committee 4/28/2021 Item 8



Agency	Project	Requested Amount	Local Match	Total	Phase
City of Durham	Belt Line Trail	\$2,273,501	\$568,375	\$2,841,876	Construction
Town of Carrboro	Morgan Creek Greenway	\$1,042,000	\$260,500	\$1,302,500	Design, ROW if needed, Construction
Town of Chapel Hill	Morgan Creek Greenway West	\$1,440,000	\$360,000	\$1,800,000	Construction

- MPO staff used the scoring rubric provided in the 2015 Federal Funding Policy to score all three project submittals.
- MPO staff recommends that the City of Durham's Belt Line Trail receive its full funding request as the project best meets the criteria laid out in the Regional Bike-Ped scoring rubric contained in Federal Funding Policy.

STBG-Competitive

- STBG-Any Area funds are available to any jurisdiction in the DCHC area, and were obtained by DCHC through a fund swap with NCDOT.
- Also includes unobligated FY20 STBGDA Funds
- **23% of competitive funding available**

STBG-Competitive	Available Funding
STBG-Any Area	\$752,885
FY20 Unobligated STBGDA	\$607,314
Total	\$1,360,199

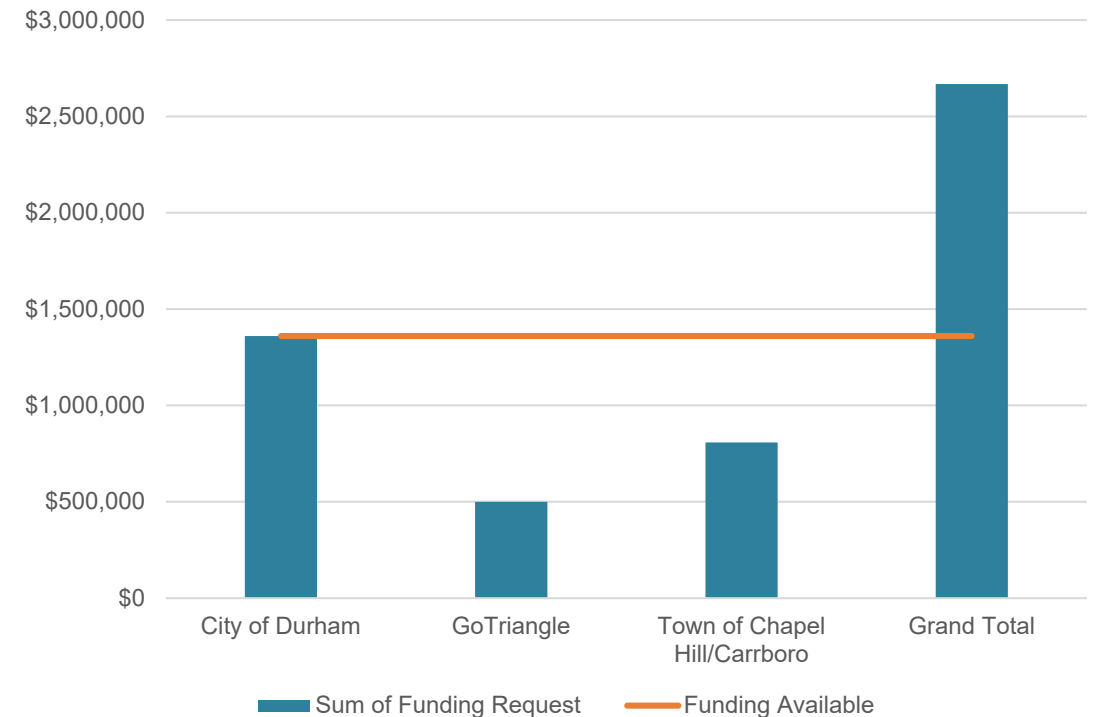
Request Summary

Technical Committee 4/28/2021 Item 8



- Three agencies submitted six projects
- The City of Durham submitted four projects
- The Town of Chapel Hill submitted an application for a shared project between Chapel Hill and Carrboro
- GoTriangle submitted one project, NC 54 Transit Safety Improvements, located in Durham.
- The total amount requested for all projects was \$2,668,199, was nearly 2X available funding: \$1,360,199.
- Funding decision guided by a rubric developed by MPO staff with input from a TC subcommittee

Funding Request by Agency



Funding Recommendation

Technical Committee 4/28/2021 Item 8

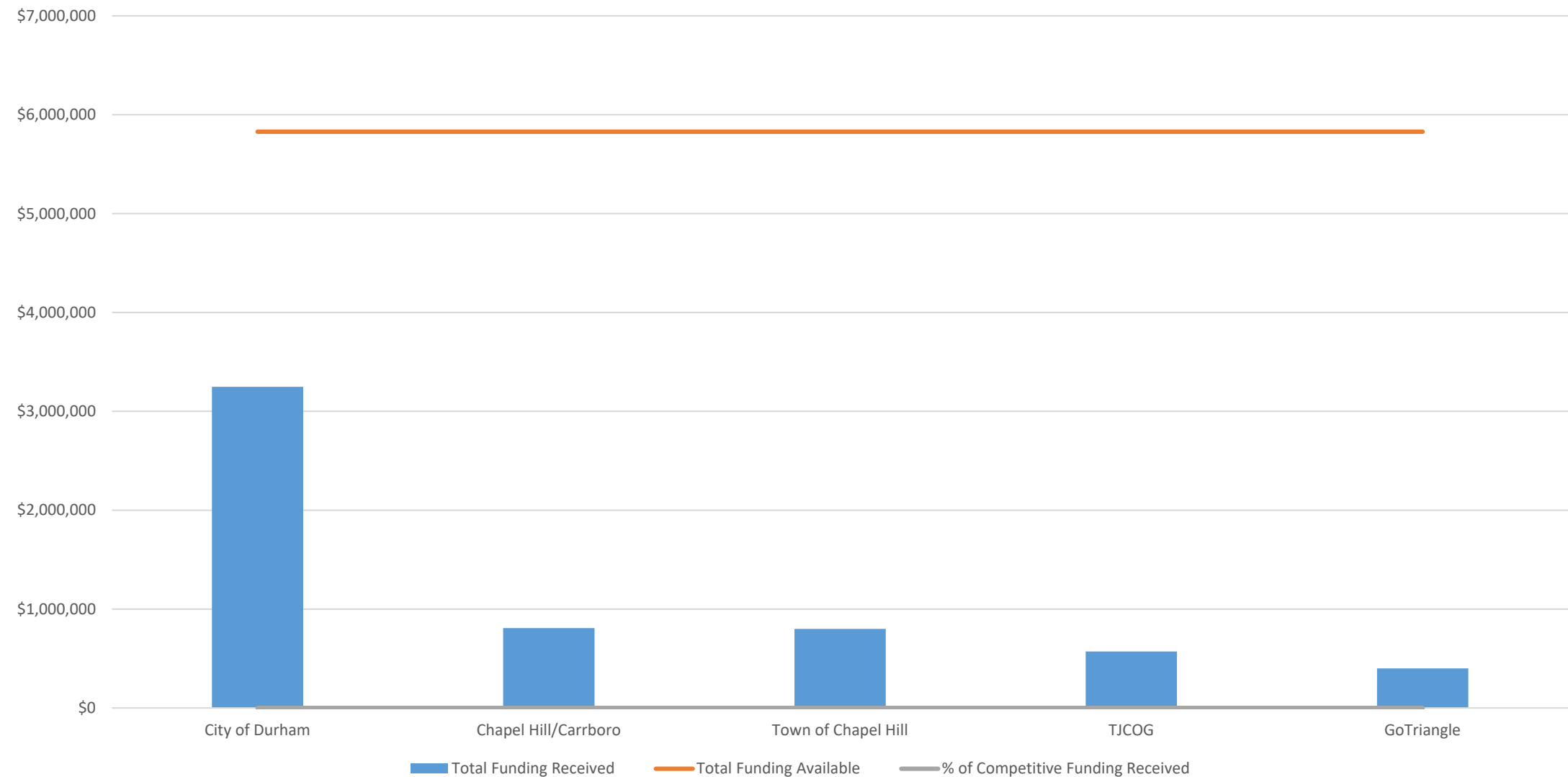


- The joint project between the Town of Chapel Hill and Carrboro scored best according to the rubric, and MPO staff is recommending that the project receive its full funding request
- Two City of Durham projects, Wayfinding and Bike Lane Vertical scored better than Neighborhood Bike Routes III
 - The City decided to receive funding for Foster Street and Chapel Hill Street Bike Lanes and Neighborhood Bike Routes III because they made the best use of available funding and best met the City of Durham and MPO's **safety and equity goals**
- GoTriangle's NC 54 Transit Safety Improvement Project scored the lowest using the rubric

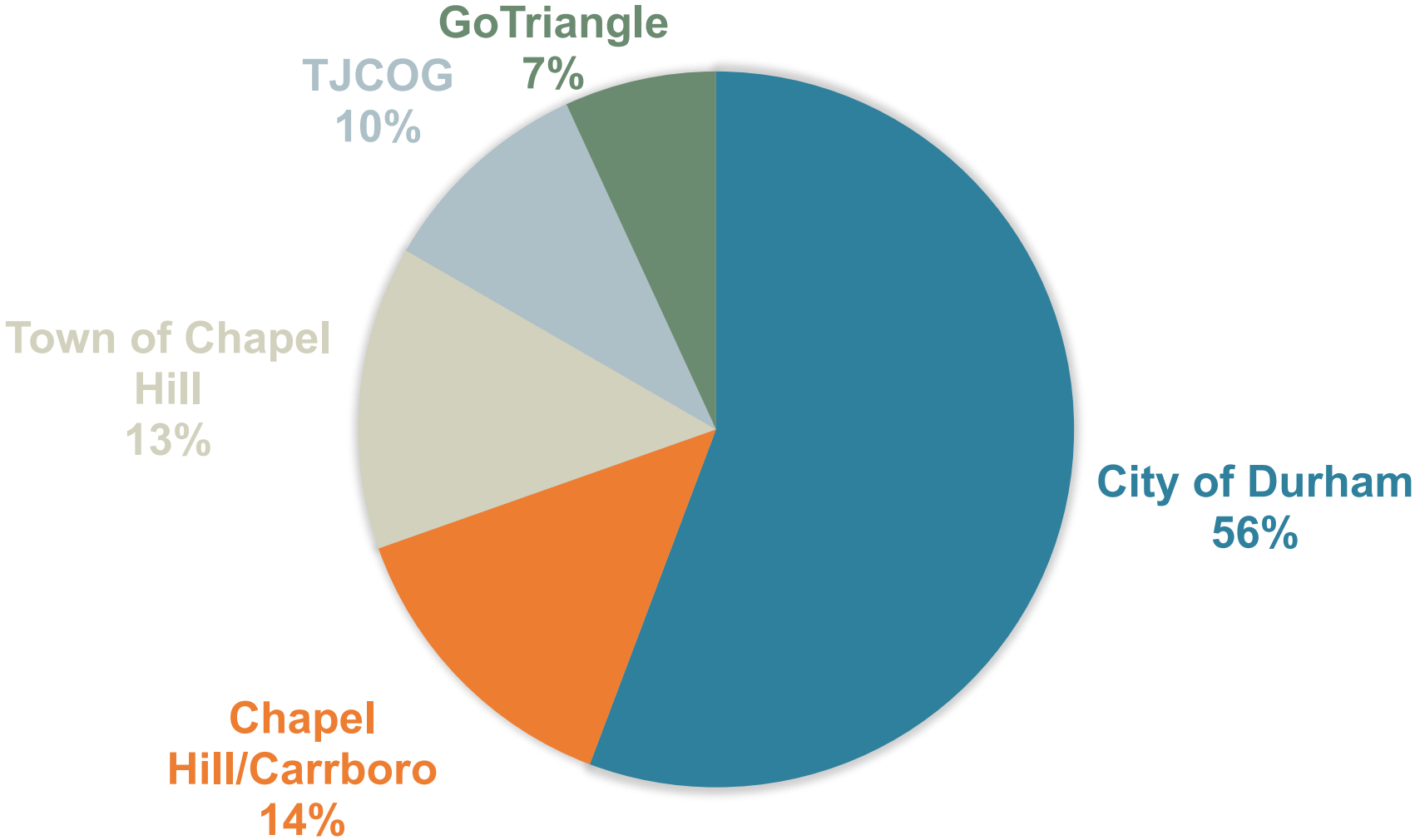
Agency	Project	Funding Request	Local Match	Total	Project Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON

Competitive Funding Distribution

Competitive Funding Distribution (Includes CMAQ)



Total Funding Received by Agency



- The Technical Committee will vote on a funding recommendation at their April 28 meeting
- MPO Board will vote on whether to approve projects recommended for funding at May 12 meeting
- MPO staff will work with NCDOT STIP unit to assign STIP numbers to new projects
- TIP Amendment #6 will add increased funding for existing projects and add recommended funding for new projects

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April 19, 2021

TO: DCHC MPO Technical Committee
FROM : Anne Phillips, Principal Planner, DCHC MPO
SUBJECT: Regional Bicycle and Pedestrian Funding Recommendation

Executive Summary

Three agencies submitted applications for Regional Bicycle and Pedestrian (Regional Bike-Ped) funding. The three agencies requested \$4,755,501, and a total of \$2,273,501 is available for FY21-22 Regional Bike-Ped funding. The funding requests are summarized in the table below.

Agency	Project	Requested Amount	Local Match	Total	Phase
City of Durham	Belt Line Trail	\$2,273,501	\$568,375	\$2,841,876	Construction
Town of Carrboro	Morgan Creek Greenway	\$1,042,000	\$260,500	\$1,302,500	Design, ROW if needed, Construction
Town of Chapel Hill	Morgan Creek Greenway West	\$1,440,000	\$360,000	\$1,800,000	Construction

MPO staff recommends that the City of Durham's Belt Line Trail receive its full funding request as the project best meets the criteria laid out in the Regional Bike-Ped Scoring rubric contained in 2015 Federal Funding Policy.

Background

According to DCHC's Federal funding policy, Regional Bicycle and Pedestrian projects should span multiple jurisdictions or otherwise provide regional benefits through increased connectivity. Per MPO Policy, Transportation Alternative Program (TAP) funds are combined with a set aside of Surface Transportation Block Grant Direct Attributable (STBGDA) funds for the Regional Bike-Ped program. TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. Roadway capacity improvement projects are ineligible for TAP funds.

Selection Criteria

The DCHC Federal Funding Policy contains a scoring rubric for Regional Bicycle and Pedestrian Funding. MPO staff used this rubric as the basis for the Regional Bike-Ped funding recommendation. The rubric and scoring criteria are described below.

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Screening Criteria

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

Scoring Criteria

- **40% Project readiness** – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - 100 points - Construction funding requested - right-of-way and design complete
 - 50 points - Right-of-way funding requested – design complete
 - 25 points - Planning requested

Agency	Project	Project Phase	Points Awarded
City of Durham	Durham Belt Line	Construction ¹	75
Town of Carrboro	Morgan Creek Greenway	Design, ROW if needed, CON	25
Town of Chapel Hill	Morgan Creek Greenway West	Construction	100

- **30% Safety**
 - Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.

MPO modeling staff used a quarter mile buffer for each project and looked at 2015-2019 NCDOT Collision data to determine the number of bicycle and pedestrian crashes.

Agency	Project	Total Bike/Ped Crashes	Points Awarded
City of Durham	Durham Belt Line	1079	100
Town of Carrboro	Morgan Creek Greenway	125	12
Town of Chapel Hill	Morgan Creek Greenway West	107	10

•15% Spans multiple jurisdictions

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

¹ Although the City of Durham is requesting construction funding, less than 10% of design for the Belt Line Trail is complete.

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Agency	Project	Jurisdictions	Points Awarded
City of Durham	Durham Belt Line	1	0
Town of Carrboro	Morgan Creek Greenway	2	50
Town of Chapel Hill	Morgan Creek Greenway West	2	50

Note: The MPO has broadly defined “regional” in the past. Examples of projects that have qualified as regional include the Hillsborough Riverwalk and those related to the American Tobacco Trail as they are part of a statewide or national trail system. The Durham Belt Line Trail is anticipated to become part of the East Coast Greenway once complete, and therefore meets the definition of a regional project.

•15% Density

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

MPO modeling staff used the Triangle Regional Model (TRM) to determine the population and employment density within a half mile buffer of each project.

Agency	Project	Population Density	Employment Density	Points Awarded
City of Durham	Durham Belt Line	4,011	11,433	100
Town of Carrboro	Morgan Creek Greenway	3,181	1,678	47
Town of Chapel Hill	Morgan Creek Greenway West	3,112	1,514	46

The submitted projects received the following overall scores:

Agency	Project	Project Readiness	Safety	Spans Multiple Jurisdictions	Density	Raw Score	Total Score
City of Durham	Durham Belt Line	75	100	0	100	275	75
Town of Carrboro	Morgan Creek Greenway	25	12	50	47	134	28
Town of Chapel Hill	Morgan Creek Greenway West	100	10	50	46	206	57

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**Next Steps**

The DCHC MPO Technical Committee will vote on a funding recommendation at their April 28 meeting. The MPO Board will vote on the funding recommendation on May 12, 2021. Once the funding recommendation is approved, the Transportation Improvement Program and State Transportation Improvement Program will be amended to reflect new projects and additional funding for existing projects.

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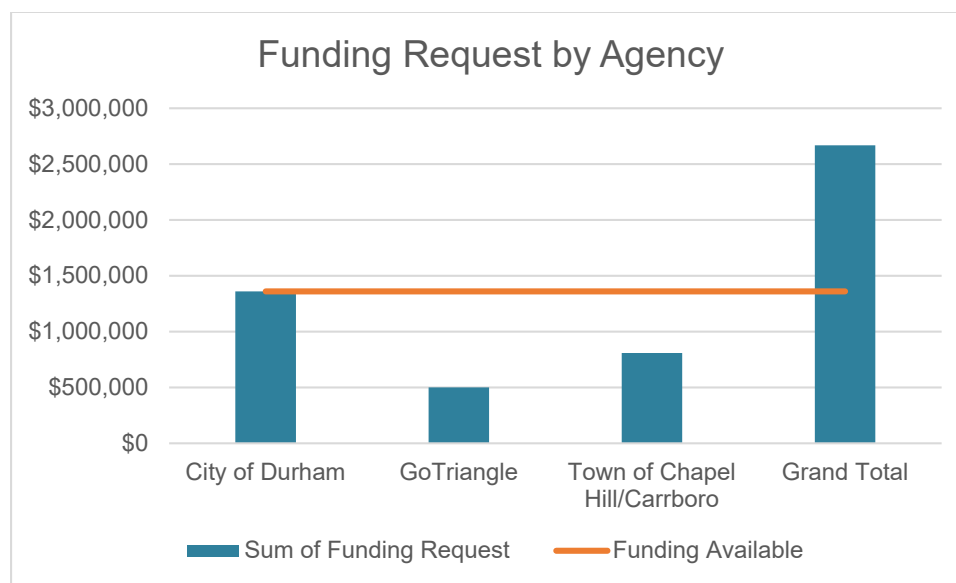


April 19, 2021

TO: DCHC MPO Technical Committee
FROM : Anne Phillips, Principal Planner, DCHC MPO
SUBJECT: STBG-Competitive Funding Recommendation

Executive Summary

Three agencies submitted six projects for STBG-Competitive funding consideration. The City of Durham submitted four projects. The Town of Chapel Hill submitted an application for a shared project between Chapel Hill and Carrboro,¹ and GoTriangle submitted one project located in the City of Durham. The total amount requested for all projects was \$2,668,199, nearly two times the available funding of \$1,360,199.



MPO staff is recommending the following projects for funding based on the results of the scoring rubric, policy goals related to Vision Zero and Zero Disparities, and local priorities:

¹ This project was also submitted for STBGDA funds and STBG-COVID funds.

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Agency	Project	Funding Request	Local Match	Total	Project Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON

Background

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

NCDOT has determined that DCHC MPO has \$607,314 of unobligated STBDA funds from FY20. This funding has been added to the Any Area funding pool for distribution. A 20 percent local match is required for these funds.

STBG-Competitive	Available Funding
STBG-Any Area	\$752,885
FY20 Unobligated STBGDA	\$607,314
Total	\$1,360,199

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The following projects were submitted for STBG-Competitive Funds:

Agency	Project	Funding Request	Local Match	Project Total	Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	Design/CON
City of Durham	Downtown Wayfinding II	\$600,000	\$120,000	\$720,000	CON
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	\$170,725	\$34,145	\$204,870	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON
GoTriangle	NC 54 Transit Safety Improvements	\$500,000	\$915,000	\$1,415,000	Design/CON

Selection Criteria

DCHC MPO's Federal Funding Policy does not contain a scoring rubric for STBG-Any Area funds. The Technical Committee and MPO Board directed MPO staff to develop a scoring rubric at their February and March meetings, respectively. This rubric will only be applied to STBG-Competitive funding until the DCHC Federal Funding Policy is updated.

The rubric was developed based on existing DCHC policies such as the 2020 Environmental Justice Report and newly adopted goals for the 2050 Metropolitan Transportation Plan; the Capital Area Metropolitan Planning Organization's bike-ped and transit scoring rubrics; NCDOT SPOT scoring, and DCHC's Regional Bicycle and Pedestrian scoring rubric. A copy of the rubric is attached. A TC subcommittee met on April 12, 2021, to provide comments which were used to update the rubric developed by MPO staff.

The process for assigning scores to each project is described below.

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Connectivity – 10 points possible

All projects met the criteria laid out in the rubric, and scored 10 points in this category.

Access to Transit

All projects improved access to transit. In accordance with the scoring rubric, five out of six projects had a transit stop directly on the project corridor and received 10 points. One project, the Chapel Hill-Carrboro Pedestrian Safety/Transit Access Improvements, was an intersection project that had a transit stop 113 feet away from the project site² and therefore scored 8 out of 10 points following the guidance laid out in the rubric.

Population and Employment Density

MPO modeling staff used the Triangle Regional Model (TRM) to determine the population and employment density within a half mile buffer of each project. Population and employment density scores were divided by population and employment density of the municipality for each project to normalize density scores. Staff used the City of Durham's population and employment density to normalize scores for the GoTriangle project, as that project is located within the Durham city limits.

Agency	Project	Population Density	Employment Density	Average % of Best	Score
City of Durham	Downtown Wayfinding II	4112	9010	100%	10
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	3698	8481	92%	9
GoTriangle	NC 54 Priority Transit Safety Improvement	1020	3451	32%	3
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	2864	2913	51%	5
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	3240	2517	53%	5
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	3979	1745	45%	5

² This was the closest transit stop to any of the three intersections included in the project.

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Project Phase

Points were assigned based on the rubric:

- Construction with partial funding = 30
- Construction phase with no other funding = 25
- Right-of-Way Phase = 15
- Design Phase = 0

Projects received points based on the earliest project phase requested. The City of Durham received partial points for Foster Street and Chapel Hill Street Bike Lanes because even though design is not complete, they did not request funding for design and design work is fully funded and underway.

Local Priority

The City of Durham assigned 10 local priority points to Foster Street and Chapel Hill Street Bike Lanes and five points to Neighborhood Bike Routes III. No other City of Durham project received local priority points.

GoTriangle only submitted one project which therefore received all 10 of GoTriangle's priority points. The Town of Chapel Hill/Carrboro project was the only project submitted by either agency, and the project therefore received 10 local priority points.

Environmental Justice and Equity

Projects received points based on whether they were located in overlapping communities of concern as identified in the most recent DCHC MPO Environmental Justice Report, and the number of overlaps in each community of concern. At least 60 percent of the project needed to be in a community of concern to these receive points. In cases where the project was in multiple overlapping communities of concern, the overlapping community of concern with the majority of the project was used. Finally, if it was difficult to tell whether the majority of the project was in one of two overlapping communities of concern, staff averaged the overlaps between the two communities of concern and rounded up the number of overlaps. This was done for two projects highlighted in red below.

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Agency	Project	# of Community of Concern Overlaps	Points
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	2	6
City of Durham	Downtown Wayfinding II	2	6
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	4	12
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	2	6
GoTriangle	NC 54 Transit Safety Improvements	1	3
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	4	12

Safety

MPO modeling staff used a quarter mile buffer for each project and looked at 2015-2019 NCDOT Collision to determine the number of bicycle and pedestrian crashes. The City of Durham's Downtown Wayfinding Project did not receive any points for safety as this project is not likely to have a significant impact on bike-ped safety if constructed. Also, because of the greater area of the project—all of downtown Durham— assigning a safety score to the project would have skewed other scores.

Agency	Project	Bike/Ped Crashes	% of Best	Score
City of Durham	Downtown Wayfinding II	0	0%	0
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	2419	100%	15
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	1416	59%	5
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	1398	58%	5
GoTriangle	NC 54 Transit Safety Improvements	771	32%	3
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	43	2%	2

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Total Scores

Agency	Project	Connectivity	Access to Transit	Population and Employment Density	Project Phase	Local Priority	EJ and Equity	Safety	Total Score
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	10	8	5	30	10	12	2	77
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	10	10	9	5	10	6	15	65
City of Durham	Downtown Wayfinding II	10	10	10	25	0	6	0	61
City of Durham	Bike Lane Vertical Protection: South Roxboro, Durham Chapel-Hill Blvd, and Broad St	10	10	5	25		6	5	61
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	10	10	5	0	5	12	5	47
GoTriangle	NC 54 Transit Safety Improvements	10	10	3	0	10	3	3	39

The joint project between the Town of Chapel Hill and the Town of Carrboro scored best according to the rubric, and MPO staff is recommending that the project receive its full funding request

Two City of Durham projects, Downtown Wayfinding and Bike Lane Vertical Protection, scored better than Neighborhood Bike Routes III. The City of Durham ultimately decided to receive funding for Foster Street and Chapel Hill Street Bike Lanes and Neighborhood Bike Routes III because these projects made the best use of available funding and best met the City of Durham and DCHC MPO's Vision Zero and Zero Disparity goals.

GoTriangle's NC 54 Transit Safety Improvement Project scored the lowest using the rubric, and MPO staff is therefore not recommending funding for this project.

Next Steps

The DCHC MPO Technical Committee will vote on a funding recommendation at their April 28 meeting. The MPO Board will vote on the funding recommendation on May 12, 2021. Once the funding recommendation is approved, the Transportation Improvement Program and State Transportation Improvement Program will be amended to reflect new projects and additional funding for existing projects.

Attachments: STBG-Competitive Scoring Rubric

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April 28, 2021

TO: DCHC MPO Technical Committee
 FROM : Anne Phillips, Principal Planner, DCHC MPO
 SUBJECT: Non-Competitive (STBGDA and STBG-COVID) Funding Requests

Surface Transportation Block Grants – Direct Attributable provide flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects.

STBGDA – Local Discretionary

The North Carolina Department of Transportation provided DCHC MPO with revised Surface Transportation Block Grant Direct Attributable (STBGDA) and Transportation Alternatives Program Direct Attributable (TAPDA) funding amounts, which has resulted in the increased availability of federal funding for the FY21&22 call for projects. Additional funding has become available due to:

- Prior year closeout
- NCDOT has increased the obligation ceiling for STBGDA and TAPDA funding in FY21 from 90% to 98%

MPO staff applied the local discretionary distribution formula to the revised STBGDA funding available, which has increased funding available to municipalities.

A 20% local match is required for these funds.

Jurisdiction	Total Available
Chatham County	\$17,498
City of Durham	\$264,725
Durham County	\$0¹
Orange County	\$86,600
Town of Carrboro	\$470,204
Town of Chapel Hill	\$650,884
Town of Hillsborough	\$255,518

¹ Durham County uses its STBGDA funds for a planning staff position.

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Agencies have indicated that they would like to use their STBGDA funds as follows:

Agency	Project	S/TIP ID	Requested Amount	Funding Available	Local Match	Total	Phase
City of Durham	Neighborhood Bike Routes II	N/A	\$160,000	\$264,725	\$40,000	\$200,000	Design/CON
City of Durham	Bike Lane Vertical Protection	N/A	\$104,725	\$264,725	\$26,181	\$130,906	CON
Town of Chapel Hill	Fordham Blvd Sidepath	EB-5721	\$250,000	\$650,884	\$50,000	\$300,000	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$650,884	\$34,000	\$204,000	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$650,884	\$46,177	\$277,061	CON

Funds not used in this funding cycle will be available for use in future funding cycles.

STBGDA COVID Relief Funds

The Durham-Chapel Hill-Carrboro (DCHC) MPO has received \$2,340,706 of Surface Transportation Block Grant – Direct Attributable (STBGDA) funds as a result of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). Although STBGDA funds typically require a 20% local match, stipulations in the CRRSAA do not require a 20% local match. DCHC has chosen to offer these funds with no required local match.

The funds allocated through the CRRSAA must be obligated by September 30, 2024. Any amount that is not obligated will lapse. In addition to being used for STBG eligible costs, these funds can be used for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses.

While these funds may be flexed to transit, NCDOT is trying to determine how this may affect the local match requirement. Local transit agencies have already received CRRSAA funds. CRRSAA funds can be used to replace previously programmed STBG(DA) funds for Locally Administered Projects (LAP), and the requisite local match, as long as the originally programmed funds have not already been obligated.

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Jurisdiction	Funding
Chatham County	\$22,599
City of Durham	\$1,442,230
Durham County	\$57,908
Orange County	\$55,924
Town of Carrboro	\$206,343
Town of Chapel Hill	\$429,255
Town of Hillsborough	\$126,447

Agencies have indicated that they would like to use their STBGDA-COVID funds as follows:

Agency	Project	S/TIP ID	Requested Amount	Phase
City of Durham	NC 55 Sidewalks	EB-5835	\$671,014	CON
City of Durham	Guess Road Sidewalks	EB-5834	\$703,906	CON
City of Durham	Bike Lane Vertical Protection	N/A	\$67,310	CON
Durham County	TBD Governance Study Related to Bike/Ped/Transit	N/A	\$57,908	N/A
Town of Carrboro	S. Greensboro St Sidewalk	C-5650	\$206,343	CON
Town of Chapel Hill	Estes Drive Bike-Ped	C-5179	\$429,255	CON
Town of Hillsborough	Exchange Park Lane Bridge Repairs	N/A	\$126,447	N/A

FY21-22 Call for Projects

STBG-Competitive Scoring Rubric

Technical Committee 4/28/2021 Item 8

Category	Description		Scoring Method	Justification	Max Points
Connectivity	Bicycle and Pedestrian: The project should connect to an existing bicycle or pedestrian facility in order to qualify for these points. To qualify for points, other facilities should be existing on the ground, under construction at time of application, or obligated for federal or state construction funding at the time of application. Scoring allows flexibility for new connections.	Transit: Directly connects the transit user with other modes, routes, systems, or destinations. The project directly serves riders and provides new connections between the transit system and other modes, routes, systems or destinations. To qualify for these points, the other modes, routes, systems, or destinations must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time of application.	For projects with less than three existing connections, one point for each planned connection up to three points maximum; 1 connection = 4 points, 2 connections = 7 points, 3 or more connections = 10 points	SPOT	10
Access to Transit	If the project improves access to transit services by being within ¼-mile of fixed-route transit stop.		Closest = 10; others relative ranked based on distance; 8 = next closest, etc. It is possible for multiple projects to get 10 points if they provide direct access to a bus stop.	Supports equity, mode shift, and a multimodal transportation network.	10
Population and Employment Density	Variable score from 0-10 points based on the relative population and employment density within a 0.5 mile buffer of the corridor. For multi-jurisdictional agencies, the municipality where the project is located will be used to normalize scores.		Relative Score	Similar to a category in the Regional Bicycle and Pedestrian scoring rubric. MPO staff will perform this analysis using the regional model.	10

Project Phase	This category is intended to ensure that the MPO is leveraging federal funds for constructing projects in a timely manner.	Construction with partial funding =30; Construction phase with no funding = 25, Right-of-Way Phase =15; Design Phase=0	Keeps with precedent of prioritizing shovel-ready projects.	30
Local Priority	Each submitting agency will receive 15 points to apply to their projects.		Allows agencies to demonstrate their priorities. Giving all agencies that submit projects the same number of points supports fair geographic distribution of projects. No project can receive more than 10 local priority points.	15
Environmental Justice and Equity	Projects will receive points if located in communities of concern identified in DCHC MPO's 2020 Environmental Justice Report. Sixty percent of a project needs to be located in a community of concern or overlapping communities of concern to receive these points.	0 or 1 Overlap CoC = 3; 2 Overlapping CoC=6; 3 Overlapping CoC = 9; 4 Overlapping CoC = 12; 5 Overlapping CoC = 15	Aligns with Zero Disparity goal of 2050 MTP	15
Safety	Projects will receive a variable score from 0-15 points based on the relative number of bike/ped crashes in previous 5 years within a 1/4 mile buffer of the project, or an alternate corridor if the project is on a new location.	Relative Score	Aligns with Zero Fatalities and Serious Injury Goal of 2050 MTP	15
				105

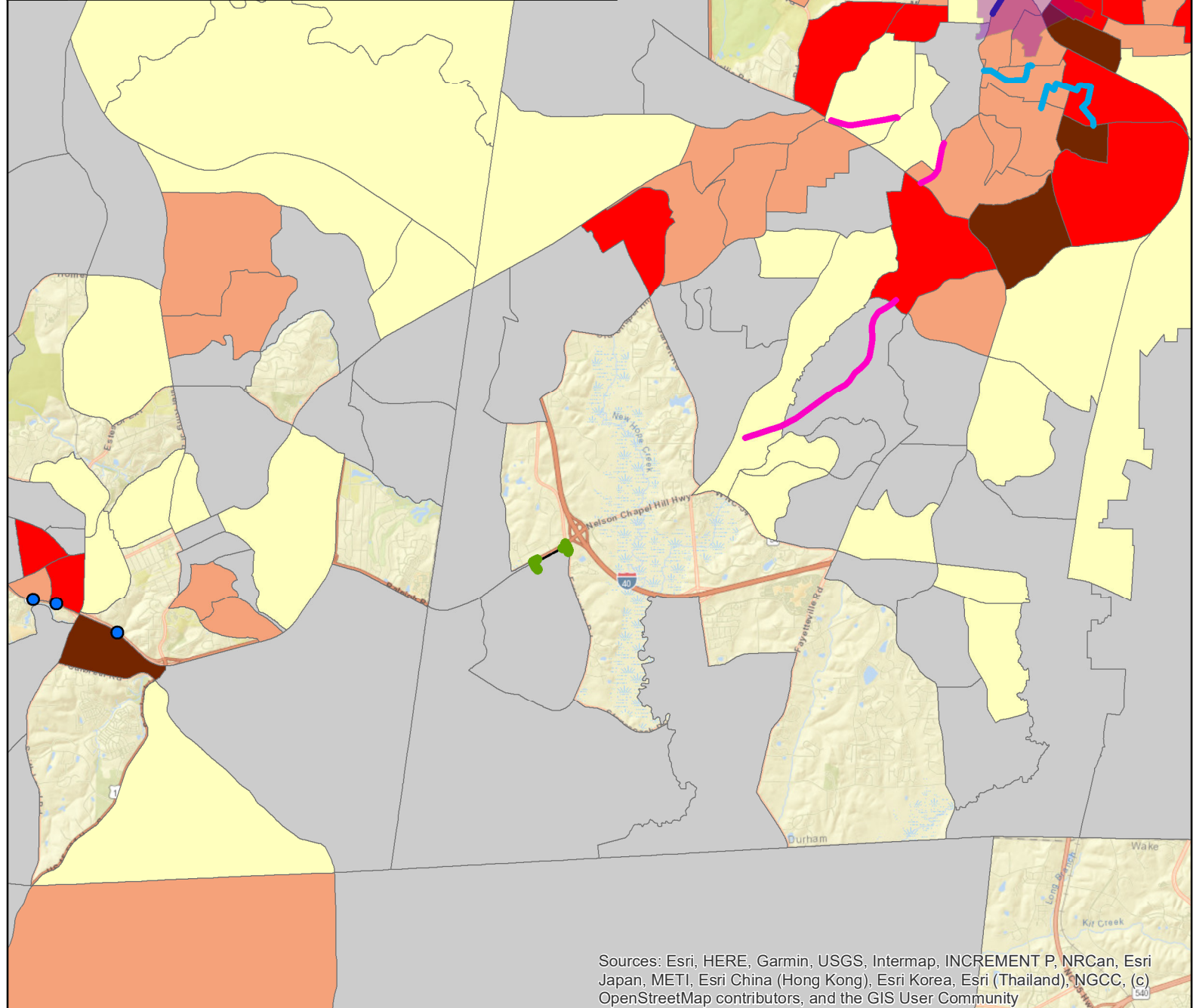
<p>Geographic Distribution of Projects</p>	<p>Per the adopted DCHC Federal Funding Policy, geographic distribution (formerly "geographic equity") will be taken into account for funding recommendations once quantitative scores have been calculated.</p> <p>The DCHC Federal Funding policy states that “when projects are being considered, equity and funding in jurisdictions over time will be considered.” DCHC staff has interpreted this as all jurisdictions should have access to competitive federal funding sources, regardless of population.</p>
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Legend

- Downtown Wayfinding II
- Bike Lane Vertical Protection
- Neighborhood Bike Routes III
- Foster St and Chapel Hill St Bike Lanes
- NC 54 Pedestrian Safety/Transit Access Improvements
- NC 54 Transit Safety Improvements

Overlapping Communities of Concern

- 1 Community of Concern
- 2 Communities of Concern
- 3 Communities of Concern
- 4 Communities of Concern
- 5 Communities of Concern



Technical Committee
April 28, 2021

TIP Amendment #6
Summary Sheet

- I-3306A, I-40 Widening from I-85 to the Durham County Line, Project to use GARVEE Bonds and description modified to reflect correct scope.
- I-3306AC, NC86 Upgrade to Superstreet from Northwood Drive to ramp at I-40 Interchange, Project break re-added to schedule superstreet component for separate letting.

Surface Transportation Block Grant Direct Attributable

Agency	Project	S/TIP ID	Requested Amount	Funding Available	Local Match	Total	Phase
City of Durham	Neighborhood Bike Routes II	N/A	\$160,000	\$264,725	\$40,000	\$200,000	Design/CON
City of Durham	Bike Lane Vertical Protection	N/A	\$104,725	\$264,725	\$26,181	\$130,906	CON
Town of Chapel Hill	Fordham Blvd Sidepath	EB-5721	\$250,000	\$650,884	\$50,000	\$300,000	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$650,884	\$34,000	\$204,000	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$650,884	\$46,177	\$277,061	CON

Surface Transportation Block Grant Direct Attributable (CRSSAA Funds)

Agency	Project	S/TIP ID	Requested Amount	Phase
City of Durham	NC 55 Sidewalks	EB-5835	\$671,014	CON
City of Durham	Guess Road Sidewalks	EB-5834	\$703,906	CON
City of Durham	Bike Lane Vertical Protection	N/A	\$67,310	CON
Durham County	TBD Governance Study Related to Bike/Ped/Transit	N/A	\$57,908	N/A
Town of Carrboro	S. Greensboro St Sidewalk	C-5650	\$206,343	CON
Town of Chapel Hill	Estes Drive Bike-Ped	C-5179	\$429,255	CON
Town of Hillsborough	Exchange Park Lane Bridge Repairs	N/A	\$126,447	N/A

STBG-Competitive (Any Area and Unobligated FY20 STBGDA)

Agency	Project	Funding Request	Local Match	Total	Project Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street and Chapel Hill Street Bike Lanes	\$429,476	\$85,895	\$515,371	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead	\$122,723	\$24,545	\$147,268	Design/CON

Regional Bicycle and Pedestrian Funding (Transportation Alternatives Funding and STBGDA)

- EB-5904 Durham Belt Line Trail Add \$2,273,501 and \$568,375 in local matching funds to reflect a TAP and STBGDA funding award from DCHC MPO.

HANDOUT ITEM N

REVISIONS TO 2020-2029 STIP

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 7

*I-3306A	I-40 FROM I-85 TO DURHAM COUNTY LINE.	GARVEE ROW	FY 2021 -	\$ 618,000 (NHP)
ORANGE	WIDEN TO SIX LANES, IMPROVE NC 86	GARVEE ROW	FY 2022 -	\$ 618,000 (NHP)
PROJ. CATEGORY	INTERCHANGE, AND INSTALL ITS.	GARVEE ROW	FY 2023 -	\$ 618,000 (NHP)
STATEWIDE		GARVEE ROW	FY 2024 -	\$ 618,000 (NHP)
	<u>PROJECT TO UTILIZE GARVEE BONDS.</u>	GARVEE ROW	FY 2025 -	\$ 618,000 (NHP)
	<u>DESCRIPTION MODIFIED TO REFLECT</u>	GARVEE ROW	FY 2026 -	\$ 618,000 (NHP)
	<u>CORRECT SCOPE.</u>	GARVEE ROW	FY 2027 -	\$ 618,000 (NHP)
		GARVEE ROW	FY 2028 -	\$ 618,000 (NHP)
		GARVEE ROW	FY 2029 -	\$ 618,000 (NHP)
		GARVEE ROW	POST YR -	\$3,704,000 (NHP)
		RIGHT-OF-WAY	FY 2021 -	\$2,400,000 (S(M))
		UTILITIES	FY 2021 -	\$ 628,000 (NHP)
		GARVEE CON	FY 2021 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2022 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2023 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2024 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2025 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2026 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2027 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2028 -	\$4,376,000 (NHP)
		GARVEE CON	FY 2029 -	\$4,376,000 (NHP)
		GARVEE CON	POST YR -	\$26,253,000 (NHP)
		CONSTRUCTION	FY 2021 -	\$ 4,250,000 (S(M))
		CONSTRUCTION	FY 2022 -	\$ 4,250,000 (S(M))
		CONSTRUCTION	FY 2023 -	\$ 4,250,000 (S(M))
		CONSTRUCTION	FY 2024 -	\$ 4,250,000 (S(M))
		CONSTRUCTION	FY 2021 -	\$25,813,000 (NHP)
		CONSTRUCTION	FY 2022 -	\$25,813,000 (NHP)
		CONSTRUCTION	FY 2023 -	\$25,812,000 (NHP)
		CONSTRUCTION	FY 2024 -	<u>\$25,812,000 (NHP)</u>
				\$198,181,000
*I-3306AC	NC 86 UPGRADE TO SUPERSTREET FROM	RIGHT-OF-WAY	FY 2024 -	\$ 550,000 (NHP)
ORANGE	NORTHWOOD DRIVE TO RAMP C/D AT I-40	UTILITIES	FY 2024 -	\$ 450,000 (NHP)
PROJ. CATEGORY	INTERCHANGE.	CONSTRUCTION	FY 2026 -	<u>\$ 4,350,000 (NHP)</u>
REGIONAL				\$ 5,350,000
	<u>PROJECT BREAK RE-ADDED TO</u>			
	<u>SCHEDULE SUPERSTREET COMPONENT</u>			
	<u>FOR SEPARATE LETTING.</u>			

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
METHODOLOGY FOR IDENTIFYING AND RANKING NEW
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT REQUESTS**

INTRODUCTION

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) *Methodology for Identifying and Ranking TIP Project Requests* describes the processes that the DCHC MPO will follow to identify projects that will be submitted for evaluation to the North Carolina Department of Transportation (NCDOT) during the Strategic Prioritization Office of Transportation's (SPOT) Prioritization process. When the results of the SPOT Prioritization process are made available, the DCHC MPO will follow this Methodology to rank projects and assign Local Input Points to high priority projects. This Methodology is designed to address the federal requirement that the Transportation Improvement Program (TIP) be consistent with the projects and investment priorities of the MPO's Metropolitan Transportation Plan (MTP) while being compatible with the state's STI process.

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations (MPOs) are required to develop a TIP in cooperation with the state and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the MTP and should reflect the investment priorities established in the current MTP. There should be an opportunity for public participation in developing the TIP including consultation, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the Durham-Chapel Hill-Carrboro (DCHC) MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the state and any public transportation provider or operator. Projects on the National Highway System shall be selected for implementation from the TIP by the state in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the state and across transportation modes. The outcome of the STI process is the draft State Transportation Improvement Program (STIP). The STI legislation applies uniformly across the state regardless of the boundaries of MPOs. The STI legislation requires the identification and submittal of potential transportation projects by the NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects for evaluation and/or allocating Local Input Points to projects does not require the MPO to include these projects in the TIP.

OBJECTIVE

This methodology is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to

produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the public.

The DCHC MPO's Technical Committee (TC) will use the Methodology to generate a list of priority projects to submit to the NCDOT SPOT for quantitative scoring. While the Methodology is designed to comprehensively address the DCHC MPO's transportation needs, there will always be factors that are not easily measured but should still be considered in the development of the DCHC MPO's priorities. The DCHC MPO TC will make its technical recommendation for the prioritization of projects based on the methodology described in this document, and the DCHC MPO Board will then be afforded the opportunity to make changes with appropriate documentation. All public involvement for this process will be conducted in accordance with the DCHC MPO's adopted Public Involvement Policy.

Steps and schedule for submission of DCHC MPO projects to NCDOT for evaluation:

Spring 2019	DCHC MPO staff work with local jurisdiction staff to develop potential new projects for Prioritization 6.0; DCHC MPO staff review projects to ensure they meet minimum requirements and are in the MTP.
November 2019	DCHC MPO staff and Technical Committee review carryover projects and make recommendations to the Board to either have those projects scored in Prioritization 6.0 as is, propose changes to projects to then be scored in Prioritization 6.0, or remove projects from consideration; DCHC MPO Board reviews and provides input on potential new projects
January 2020	DCHC MPO staff performs analysis on proposed new projects; a Technical Committee sub-committee narrows the number of projects to a final recommended list for submittal
February 2020	DCHC MPO Board reviews proposed list of new projects for Prioritization 6.0; new project list is released for public comment
April 2020	DCHC MPO Board approves project submittals for Prioritization 6.0

Steps and schedule for updating the DCHC MPO's Methodology for Identifying and Ranking TIP Project Requests:

Spring 2021	DCHC MPO staff updates <i>Methodology for Identifying and Ranking TIP Project Requests</i> document
April 2021	DCHC MPO TC reviews the <i>Methodology for Identifying and Ranking TIP Project Requests</i> and forwards Methodology to the DCHC MPO Board for public release
May 2021	DCHC MPO Board releases the <i>Methodology for Identifying and Ranking TIP Project Requests</i> for public review and comment period; DCHC MPO TC makes final review and recommendation to DCHC MPO Board
June 2021	DCHC MPO holds public hearing on <i>Methodology</i> , forwards for NCDOT Review Committee review
August 2021	DCHC MPO Board approves the <i>Methodology for Identifying and Ranking TIP Project Requests</i>

Steps and tentative schedule for the allocation of Local Input Points:

August 2021	DCHC MPO receives results of the NCDOT SPOT scoring process for Statewide, Regional, and Division projects
September 2021	DCHC MPO ranks Regional projects for the assignment of Local Input Points; DCHC MPO Board releases initial assignment of Local Input Points for Regional projects for public comment
October 2021	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Regional projects and approves assignment of Local Input Points to Regional projects
November 2021	DCHC MPO submits Regional projects with Local Input Points assigned to NCDOT
January 2022	DCHC MPO ranks Division projects for the assignment of Local Input Points
February 2022	DCHC MPO Board releases initial assignment of Division projects and the assignment of Local Input Points for public comment
March 2018	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Division projects and approves assignment of Local Input Points to Division projects
April 2022	DCHC MPO submits Division projects with Local Input Points assigned to NCDOT
August 2022	Draft FY2023-2032 STIP released

DCHC MPO GOALS FOR THE METHODOLOGY FOR IDENTIFYING AND RANKING TIP PROJECTS

The *Methodology for Identifying and Ranking TIP Projects* should result in a list of projects that are a subset of the DCHC MPO Metropolitan Transportation Plan (MTP). **For this reason, the goals for the Methodology are the same as the newly adopted goals for the 2050 MTP.¹ The goals of the 2050 MTP are as follows:**

- Protect the human and natural environment and minimize climate change
- Ensure equity and participation
- Connect people and places
- Ensure that all people have access to multimodal and affordable transportation choices
- Promote safety, health, and well-being
- Improve infrastructure condition and resilience
- Manage congestion and system reliability
- Stimulate inclusive economic vitality

PROCEDURE FOR IDENTIFYING PROJECTS FOR SUBMISSION TO NCDOT SPOT FOR EVALUATION

1) Submission of Local Priority Lists to the MPO

All MPO member jurisdictions and agencies will submit a local priority list to the MPO. The DCHC MPO requests that the MPO members apply initial screening criteria during the development of their respective lists. The initial screening criteria are listed below in this section. In addition to the initial screening criteria, MPO members may also want to consider reviewing Section 2 of this Methodology for guidance on the NCDOT's SPOT scoring criteria. The DCHC MPO will apply the NCDOT's scoring criteria when considering new project requests from DCHC MPO member jurisdictions and agencies. If a project exists in more than one jurisdiction, all jurisdictions must be in agreement on the proposed scope and details of the project.

Initial Screening Criteria

- a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current MTP? Does it implement community objectives? For the intrastate system, does it meet NCDOT mobility objectives? Does the project have a broad base of local support?
- b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c) Timing – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

DCHC MPO staff, the TC, and a TC subcommittee will review local priority lists for adherence to the initial screening criteria and apply the NCDOT scoring criteria listed in Section 2 of this Methodology, before recommending the submission of these projects to Prioritization 6.0.

¹ The 2045 MTP was in effect at the time of submission to Prioritization 6.0; the 2050 MTP is scheduled to be adopted in January 2022.

2) **Submission of Projects to the STI Process**

For the 2023-2032 TIP, the DCHC MPO submitted projects to NCDOT's SPOT office by August 2020 for the application of the NCDOT's quantitative ranking methodology. The MPO is limited in the number of new projects that may be submitted for each mode (highway, bicycle and pedestrian, public transportation, aviation, ferry and rail), but can submit an additional project for each existing project removed from the system. NCDOT Division Engineers can also submit projects for each of their Divisions but are also limited in the number of new projects per mode that may be submitted.

DCHC MPO will combine the local priority lists into a list that the MPO will use to prioritize projects for submission. In the event that more highway, bicycle and pedestrian, public transportation, or rail projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the DCHC MPO will work with a TC subcommittee to select projects based the NCDOT scoring criteria for each mode. For Prioritization 6.0 there were no ferry or aviation projects submitted within the DCHC MPO area. DCHC MPO will request that the Division Engineers submit any additional projects that the DCHC MPO may not be able to submit because the MPO is limited in the number of projects that may be submitted.

DCHC MPO Preliminary Project Ranking

Highway Projects

Highway projects may be scored and funded by any of the three funding categories (Statewide, Regional, or Division), dependent on the criteria as set forth in the STI law. The SPOT Workgroup has developed a different highway project scoring process for each of the three funding categories.

For SPOT 6.0, highway projects have been broken out into two specific improvement types, modernization and mobility. Modernization projects have a different set of default criteria and weights, and primarily consists of roadway modernization projects and projects to upgrade freeways to interstate standards. All other projects are mobility projects, which add capacity to roadways.

The DCHC MPO will use the scoring processes developed by NCDOT to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation. A project that is eligible for the Statewide funding category but is not funded under that category can cascade down to the Regional category for evaluation and possible funding. If the project is not funded under the Regional category, the project may cascade down to the Division category for evaluation and possible funding.

The NCDOT SPOT process limits the number of projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will calculate preliminary scores based on the scoring criteria developed by the SPOT 6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer 2019. This will provide a set of preliminary scores that can be used to rank projects.

For Prioritization 6.0, Divisions 5 and 7 each adopted a set of alternate criteria for highway projects at the Division Needs tier. Those alternate criteria are shown below. Division 8 will use default weights. Alternate criteria are not an option for non-highway projects.

NCDOT and DCHC MPO Scoring Criteria for Highway Projects

Mobility Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Congestion = 30%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated percent change in economic activity within the county and the percent change in the number of long term jobs that the project is expected to provide over 10 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%

Modernization Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Paved Shoulder Width = 20%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type <p>Congestion = 10%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Total = 100%</p>	--	--
Regional Impact	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type <p>Congestion = 5%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%

Division Needs - Mobility

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division 5	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Divisions 7	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Division 8 (Default)	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 5%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Division Needs - Modernization

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division 5	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Divisions 7	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Division 8 (Default)	<p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Freight = 5%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transportation Projects

Public Transportation projects may be scored and funded within the Regional or Division funding categories. Different types of public transportation projects (vehicle, passenger facility, administrative/maintenance/operations facility, and fixed guideway) have different scoring processes for the Regional and Division categories.

NCDOT and DCHC MPO Scoring Criteria for Public Transportation Projects

Public Transit Scoring (Demand Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips generated by the project in 10 years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measurement of the number of service hours devoted to the project compared to the service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the vehicle utilization ratio. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Mobility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <p>Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years.</p> <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are scored and funded within the Division Needs funding category; therefore NCDOT utilizes only one scoring process for bicycle and pedestrian projects. DCHC MPO will use the scoring processes developed by the P6.0 Workgroup to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation.

The NCDOT SPOT process limits the number of projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will calculate preliminary scores based on the scoring criteria developed by the SPOT 6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer. This will provide a set of preliminary scores that can be used to rank projects.

NCDOT and DCHC MPO Scoring Criteria for Bicycle and Pedestrian Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number of bicycle and pedestrian crashes, severity of the crashes, crash risk based on existing surroundings, and safety benefit the project is expected to provide. <p>Accessibility/Connectivity = 15%</p> <ul style="list-style-type: none"> Measurement of the quantity of destinations near the project, the quantity of connections to existing or planned bicycle/pedestrian facilities, and whether the project improves or connects to a designated bicycle route. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the population and employment density within a walkable or bikeable distance of the project. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Rail Projects

Rail projects may be scored and funded within any of the three funding categories (Statewide, Regional, or Division). The MPO will coordinate closely with the NCDOT Rail Division on the identification, prioritization, and submission of rail projects. DCHC MPO will follow the criteria developed by the P6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer 2019.

NCDOT and DCHC MPO Scoring Criteria for Rail Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight Only)	Benefit-Cost = 35% <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. Safety = 30% <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. System Opportunities = 15% <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. Capacity and Diversion = 10% <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% Economic Competitiveness = 10% <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. Total = 100%	--	--
Regional Impact	Benefit-Cost = 25% <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. Safety = 15% <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. System Opportunities = 10% <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. Capacity and Diversion = 10% <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% Economic Competitiveness = 10% <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. Total = 70% (Division Engineer and Local Input Points account for remaining 30%)	15%	15%

NCDOT and DCHC MPO Scoring Criteria for Rail Projects - continued

Funding Category	Quantitative Data	Local Input	
Division Needs	<p>System Opportunities = 15%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 10%</p> <p>Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index.</p> <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% <p>Economic Competitiveness = 5%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

RECOMMENDED ALLOCATION OF THE MPO'S LOCAL INPUT POINTS**Overview**

As previously explained in this *Methodology*, DCHC MPO will utilize the NCDOT Prioritization 6.0 scoring criteria to preliminarily rank MPO projects for submission to NCDOT for quantitative evaluation. Upon submission to NCDOT, projects within the MPO will be evaluated according to NCDOT's quantitative ranking methodology.

DCHC MPO will receive the results of the NCDOT quantitative evaluation scoring process and the project data used by NCDOT to develop the scores. NCDOT's quantitative scores will be reviewed by the DCHC MPO and staff of MPO member jurisdictions and agencies. The NCDOT's raw quantitative scores serve as the quantitative basis for the MPO's prioritization of projects.

The allocation of the DCHC MPO's Local Input Points to high priority projects serves as the qualitative component of the prioritization process. The DCHC MPO's Local Input Points will be allocated to projects that aim to achieve the goals of the adopted Metropolitan Transportation Plan (MTP) and align with the priorities of the DCHC MPO.

The DCHC MPO's project ranking process and subsequent allocation of Local Input Points must capture the goals of DCHC MPO and not just be purely based on the results of data-driven processes. The process and results should also capture input received from citizens, elected officials, and stakeholders in the DCHC MPO area. It is important to consider the needs of all communities that are located in the DCHC MPO area in the allocation of Local Input Points to priority projects.

Collaboration with NCDOT Divisions is also an important component of DCHC MPO's allocation of Local Input Points. Projects that receive the MPO's Local Input Points **and** Division Engineer Points will have an overall better score than projects that do not receive points from both the MPO and a Division Engineer. Coordinating with NCDOT Division Engineers will ensure that priority projects in the DCHC MPO area have the best possible chance to be funded in the next NCDOT STIP and MPO TIP.

New to SPOT 6.0, DCHC MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from between the Regional Impact and Division Needs project tiers. If the organization chooses to flex Local Input Points, the MPO or the Division will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

It should be noted that projects in the Statewide Mobility category are not eligible for DCHC MPO Local Input Points, and therefore will not be reviewed and prioritized by DCHC MPO as part of the process for allocation of Local Input Points (though these projects will be reviewed should they cascade down to the Regional Impact and Division Needs levels). DCHC MPO will prioritize and allocate Local Input Points to eligible projects in the Regional Impact and Division Needs funding categories.

Description of Criteria and Weights

Per the guidance that was provided by the NCDOT SPOT Office, at least two criteria, one of which must be qualitative, will be used for the purpose of allocation of local points. The table below shows the criteria to be used to rank projects for assignment of local points. Projects will be ranked based on a six-point scale.

Criteria	Maximum Points (Highway)	Maximum Points (Non-Highway)
MTP Prioritization		
Project planned for near-term (by MTP 2040 Threshold)	2	
Project planned for mid-term (by MTP 2045 Threshold)	1	
Project planned for long-term (by MTP 2050 Threshold)	0	
Consistent with Adopted Regional or Local Plan		2
Preliminary Engineering or Engineering Study Completed or Underway		1
Project is in a high-crash area as designated by a local jurisdiction.	1	1
DCHC-member jurisdiction demonstrates local funding towards progress in project	1	
Project complements non-highway transportation facility	1	1
Project supports Environmental Justice Community of Concern ²	1	1
TOTAL MAXIMUM	6	6

² For the purposes of this Methodology, an Environmental Justice Community of Concern is an Overlapping Community of Concern as identified in the 2020 DCHC MPO Environmental Justice Report.

Total Score and Project Ranking Approach

All projects will be ranked based on their score using the rubric above. The rankings will be used to inform TC and Board members regarding allocation points of using the method described in the next section.

Point Assignment Process

Projects deemed to be of top priority to the MPO will be assigned the requisite amount of points necessary in order to maximize the project's chances of receiving funding through the SPOT process. NCDOT assigns the number of local prioritization points for each MPO, RPO, and Division based on the area's population. **DCHC MPO has been allocated 1,900 points for the Regional Impacts (Regional) and Division Needs (Division) categories for Prioritization 6.0.** Each MPO, RPO, and Division can assign a maximum of 100 points and a minimum of 4 points to each project.

For the MPO's 1,900 Regional Impact Local Input Points, DCHC MPO will assign points to Regional projects among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Regional category projects in each mode. Statewide projects that cascade down to the Regional category will generally not be assigned Regional Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

- 800 points to Highway
- 500 points to Public Transit
- **600 points could be assigned to any mode and project type**

For the MPO's 1,900 Division Needs Local Input Points, DCHC MPO will assign points among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Division category projects in each mode. Statewide and Regional projects that cascade down to the Division category will generally not be assigned Division Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

- 300 points to Highway
- 500 points to Public Transit
- 500 points to Bicycle and Pedestrian
- **600 points could be assigned to any mode and project type**

Deviations from this methodology may be made for various reasons, including:

- A project costs more than the funding available in that category
- A project will not be competitive within its Region or Division even with the application of Local Input Points
- Coordination with the Division Engineer or a neighboring MPO or RPO deems a project should not receive points, or will receive points from another MPO, RPO, or Division
- The DCHC MPO Board, based on a recommendation from the Technical Committee (TC), determines that a lower ranking project is of greater priority and therefore should be assigned points (or more points than assigned through application of the Methodology)

- The DCHC MPO Board determines that a higher ranking project is of lesser priority and therefore should be assigned fewer, or no, points than assigned through application of the Methodology
- The DCHC MPO Board determines that projects in another mode are of higher priority
- The DCHC MPO Board determines that points should be awarded to a particular project to support geographic equity
- Based on public input, the DCHC MPO Board decides to deviate from the project rankings

Should a project receive Local Input Points through a deviation, the Board will note the reason for the deviation and that reason shall be published after final adoption.

Approval of the Allocation of Local Input Points

The DCHC MPO Board will release the draft Project Priority Ranking and application of Local Input Points for public comment and hold a public hearing at an MPO Board meeting. The initial list of projects proposed to receive Local Input Points will be based on the process described above. After review and public comment, the MPO Board will approve the final application of Local Input Points. The MPO Board's approval will be informed by the following:

- The final score and list of initial projects using the process described above;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The number of eligible projects within the MPO within each funding mode /project type/category;
- The priorities of the current MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2020 Environmental Justice Report;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers and neighboring MPOs and RPOs on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The MPO Board members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified. If the MPO Board varies from the recommended allocation of points, MPO staff will document the rationale and will post the documentation on the MPO's website.

After the DCHC MPO Board approves the allocation of Local Input Points to projects in the DCHC MPO area, MPO staff will submit the projects with the Local Input Points applied to NCDOT for use in Prioritization 6.0.

Public Involvement

All public involvement for this process will be conducted in accordance with the DCHC MPO's current Public Involvement Policy. As is the MPO's standard practice for all DCHC MPO Board and TC agenda items, all relevant materials, documentation of this process, and TC and MPO Board meeting materials and minutes will be posted on the DCHC MPO's website, www.dchcmpo.org.

The DCHC MPO Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at an MPO Board meeting. This public comment period and public hearing will be advertised in accordance with the Public Involvement Policy. Public comments will be documented, summarized, and responses will be provided. In addition, all DCHC MPO Board and TC meetings are public meetings and include the opportunity for public comment. Comments provided at any meeting will be considered.

The DCHC MPO web site will include the following on its Local Methodology tab for the FY2023-2032 TIP web page:

- Link to the NCDOT STI Prioritization Resources web site
- Updated drafts of the Methodology as they are available
- Schedule for adoption of the Methodology and Local Points
- Schedule of milestones in the Methodology and Local Input Points adoption process
- Preliminary and final local input point assignment sheets

DCHC MPO will follow the schedule below for public comment and adoption of this Methodology:

April 2021 – Draft Methodology reviewed by the DCHC MPO TC (materials published online for public review); TC recommends that DCHC MPO Board release *Draft Methodology* for public comment

May 2021 – DCHC MPO Board reviews Draft Methodology and releases for 21-day public comment period; TC has second review and makes recommendation to the Board

June 2021 – Board holds public hearing, reviews public comments, and adopts Methodology (including any changes based on public comment); DCHC MPO staff submits the Methodology to NCDOT Review Committee; TC reviews comments from NCDOT Review Committee and recommends changes to Methodology, if necessary

August 2021 – Board adopts revised Methodology, if necessary

Material Sharing

Comments on the DCHC MPO's *Methodology for Identifying and Ranking TIP Project Requests* or any information contained within may be submitted in writing to the DCHC MPO using the contact information below. Comments may also be offered during any DCHC MPO Board or DCHC MPO TC meeting. All meetings are open to the public and meeting schedules are available on the DCHC MPO's website www.dchcmpo.org.

Anne Phillips
Principal Planner
DCHC MPO
City of Durham DOT
101 City Hall Plaza
Durham, NC 27701
(919) 560-4366 x36443
email: aaron.cain@durhamnc.gov

*Connecting all points of the Triangle*

MEMORANDUM

TO: Durham Transit Plan Governing Bodies
FROM: GoTriangle Capital Development
DATE: April 19, 2021
SUBJECT: New Regional Transit Center FY22 Work Program Request

Action Requested

GoTriangle requests that Durham Transit Plan governing bodies approve a material change to the transit plan to include a FY22 work program request of \$600,000 and a total FY22-24 request of \$2,850,000 to support design, land acquisition, and construction of a new Regional Transit Center. This request is necessary at this time to demonstrate commitment of local funding as a part of applications for competitive discretionary federal grants for transit facilities. This request is for 20% of the local match and 10% of the total estimated project cost of \$28.5 million.

Background and Purpose

The GoTriangle Strategic Plan and the county transit plans for Wake, Durham, and Orange counties identify the need for the relocation of the Regional Transit Center to improve route efficiency, connect to planned capital investments, and improve passenger amenities. The county transit plans funded a feasibility study to identify relocation and improvement opportunities for the Regional Transit Center. GoTriangle completed this study in early 2021 and is continuing pre-development planning activities including the identification of federal funding sources and preparation of environmental documents. Local support and committed funding is an essential component of applications for discretionary grants for transit facilities.

Existing Conditions

The Regional Transit Center serves as a hub and park-and-ride for ten bus routes that directly serve Raleigh, Durham, Research Triangle Park, Chapel Hill, Cary, Apex, Morrisville, and RDU Airport. Nearly 1,000 passengers board a bus at the Regional Transit Center each weekday, pre-COVID. The center additionally serves as a hub for RTP Connect mobility-on-demand service that provides transit riders last mile connections to various destinations in and around RTP.

The Regional Transit Center opened on Slater Road in December of 2008, intended to be a temporary facility to support demolition and redevelopment of Park Center at the time. As GoTriangle grew service, supported by the county transit plans, and ridership over the intervening years, the increased usage of the Regional Transit Center has highlighted its limitations. Onsite, buses mix with other traffic, creating conflict points with other buses, vehicles picking up or dropping off passengers, drivers accessing the park-and-ride and adjacent

PO Box 13787
Research Triangle Park, NC 27709
P: 919.485.7510 | F: 919.485.7547

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properties, and pedestrians. Overhead high-voltage electrical lines prevent the installation of improved passenger amenities such as more substantial overhead canopies to protect riders from the elements. The current site lacks a signalized entrance and buses experience significant delays entering and exiting the Regional Transit Center driveway as well as delay at nearby intersections in route to the highway network during peak periods. Relocation to a new location is necessary to address the onsite and offsite limitations of the current Regional Transit Center.

Relocation Strategy

Over the past year, the consultant and GoTriangle staff have completed an existing conditions assessment, identified site operational and location criteria, conducted public and stakeholder engagement, performed a site search, and evaluated six candidate sites in detail and selected three final sites to study further and develop a conceptual facility program. The study has yielded a relocation strategy, to be considered by the GoTriangle Board on April 28, 2021:

- Preferred location: Intersection of NC 54 and the NCCR railroad tracks. This location is intended to facilitate convenient first- and last- mile transit connections between the bus network, planned BRT, Triangle Bikeway and Greater Triangle Commuter Rail projects.
- Conceptual Program: Transit center with covered platform for fixed-route buses, separate covered platform for para-transit and microtransit, enhanced passenger amenities, park-and-ride spaces, and a footprint for a future development adjacent to the site which could accommodate GoTriangle administrative space, among other uses.
- Implementation approach: Initiate design and implementation activities. Commit local share of design, land acquisition, and construction costs in the FY22 county transit plan annual workplans.

FY22 Work Program and Material Change Request

GoTriangle requests the inclusion of committed funding for design, land acquisition, and construction of a relocated regional transit center in the FY22 Durham County Transit Plan Annual Work Program. This includes a FY22 request of \$600,000 and a total FY22-24 request of \$2,850,000. This work program request is in keeping with the guidelines outlined in the “FY22 workplan development memo” shared by the MPO Transit Plan Manager. Notably, this request is consistent with the transit plan update as full funding is asserted in all three scenarios, it will aid in securing a competitive federal grant for 50% of the cost, and it will enable timely implementation of improvements identified in prior planning efforts. Further, the proposed local cost share includes 80% from other sources, limiting Durham’s contribution to 10% of the total project cost (20% of the local match). For these reasons, GoTriangle believes this submittal is justified and unique in its request for the inclusion of a material change to the transit plan as a part of FY22 work program.

The Durham Transit Plan update includes full funding for the Regional Transit Center project asserted in all three draft scenarios. The project is consistent with public engagement to date both from previous planning efforts and the Durham Transit Plan update. Specifically, it supports improved local and regional connections, faster service, improved access to good paying jobs, and it supports connections to existing microtransit in RTP as well as potential expansions of microtransit, paratransit, and crosstown service as a part of the transit plan.

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P: 919.485.7510 | F: 919.485.7547

Since the project is asserted in all three draft scenarios and consistent with public engagement, committing funding in the FY22 work program is in keeping with the goal of “FY22 workplan development memo,” prepared by the Transit Plan Manager, of ensuring maximum influence of the public engagement efforts and new plan on future programming.

Committing \$2,850,000 for design, land acquisition, and construction in the FY22 work program will support the competitiveness of federal grant applications for the Regional Transit Center project. GoTriangle anticipates that this project will be eligible for upcoming FFY21 cycles for discretionary, competitive federal grants including RAISE and 5339 Fleet and Facilities, in addition to any programs stemming from a potential Infrastructure bill. Obtaining a federal grant will halve Durham Transit Plan’s cost share of the facility from \$5,700,000 to \$2,850,000 freeing up transit plan resources to support other priorities identified in the Durham Transit Plan update. Securing commitment of local funds in the FY22 work program is essential to providing a competitive edge in over-subscribed discretionary federal grant programs.

Although funding for the design, land acquisition, and construction of the Regional Transit Center was not identified in previous transit plans, the project itself is included in the GoTriangle and GoDurham short range plans, in addition to the Wake County Transit Plan and the GoTriangle Strategic Plan. The project has also received transit plan funding for its first phase, a feasibility study, which is now largely complete. The Regional Transit Center project is necessary to support the timely implementation and efficient continuation of services identified in adopted short range transit plans. The relocation will reduce travel times and operating costs of Durham and Orange transit plan-supported services while not significantly impacting travel times or operating costs of Wake-supported services, increasing the accessibility of educational and training opportunities and good paying jobs in RTP to Durham residents. The FY22 work program request is a continuation of an existing transit plan project, as opposed to a new project not previously identified or funded by the Durham County Transit plan, making it distinct from other potential material change requests.

For these reasons, GoTriangle believes this request is in keeping with the guidelines outlined in the FY22 work program development memo and that \$2,850,000 should be committed in FY22-24 as a part of the FY22 work program adoption. Further, GoTriangle proposes to limit Durham’s contribution to no more than 20% of the local cost share, with the remaining 80% coming from sources other than the Durham County Transit Plan. The recommended draft FY22 Wake Transit Work Plan includes a commitment of 70% of the local cost share. The project would not proceed until 100% of the local cost share has been identified, including the proposed 10% local cost share from the Orange County Transit Plan.

Staff Contact(s)

- Jay Heikes, Senior Transportation Planner, 919-314-8741, jheikes@gotriangle.org
- Katharine Eggleston, CDO, 919-485-7564 keggleston@gotriangle.org



PO Box 13787
Research Triangle Park, NC 27709
P: 919.485.7510 | F: 919.485.7547

www.gotriangle.org

Regional Transit Center Relocation

May, 2021



Requested Action

Approve a Material Change to the Durham County Transit Plan and include funding for design, land acquisition, and construction:

- ▶ FY22 Funding: \$600,000
- ▶ Total FY22-24 Funding: \$2,850,000
- ▶ 20% of local match
- ▶ 10% of total estimated project cost



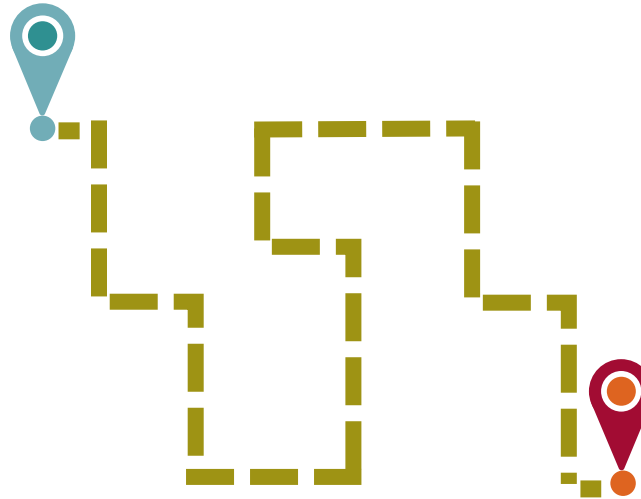
Regional Transit Center Relocation Study



Study Purpose



Safety & Functionality



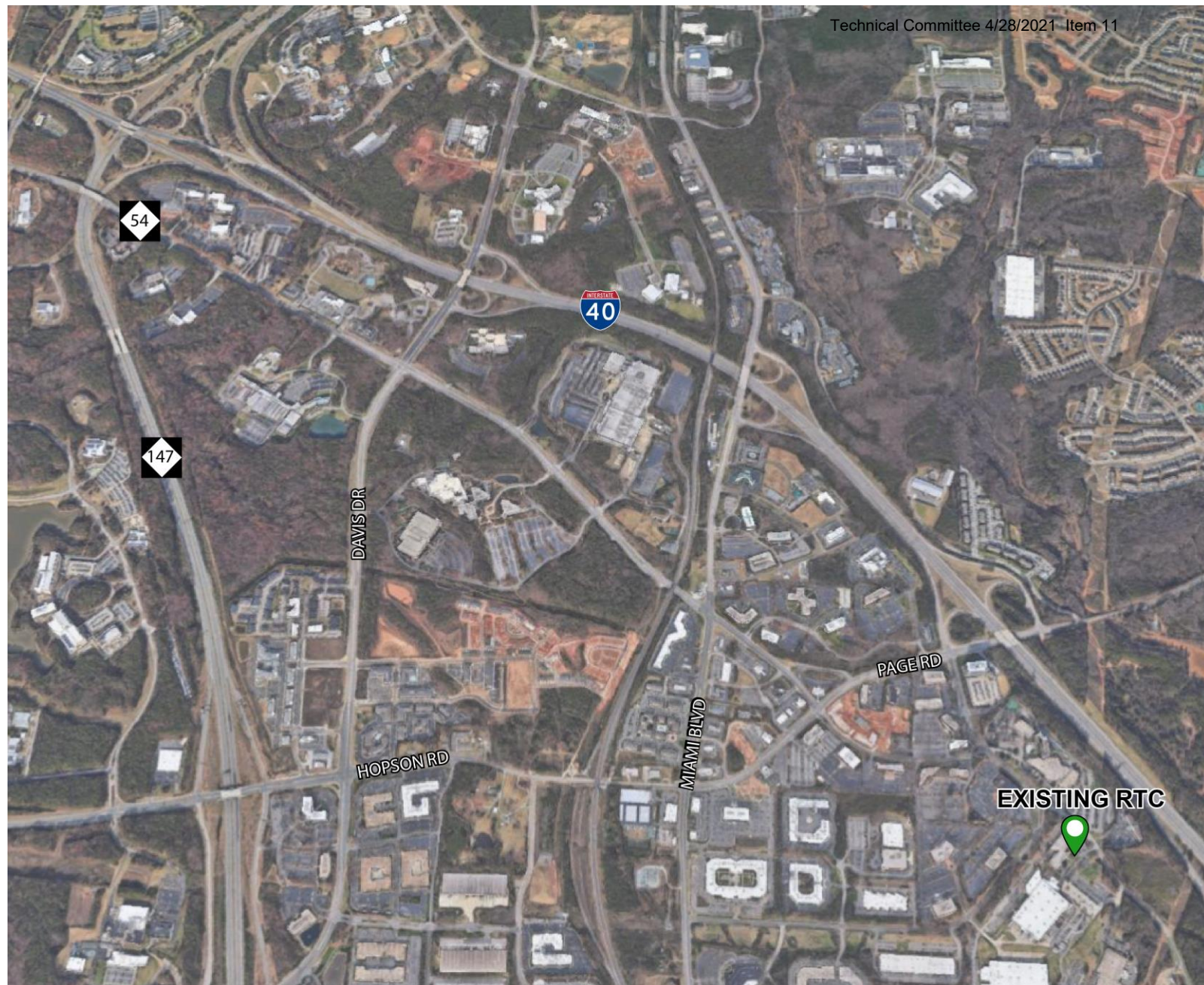
Access & Connections



Speed & Reliability

Purpose: Evaluate opportunities to relocate and improve the Regional Transit Center to enhance functionality, connectivity, and reliability.

Existing Regional Transit Center



Existing Conditions



- ▶ Serves 10 routes + Microtransit
- ▶ 1,000 daily boardings
- ▶ 100 daily park & ride users
- ▶ Own headquarters building
- ▶ Lease park & ride and RTC



Safety and Functionality

- ▶ Platform space limited and constrained
- ▶ Limited separation between users
- ▶ Buses share driveway with other vehicles

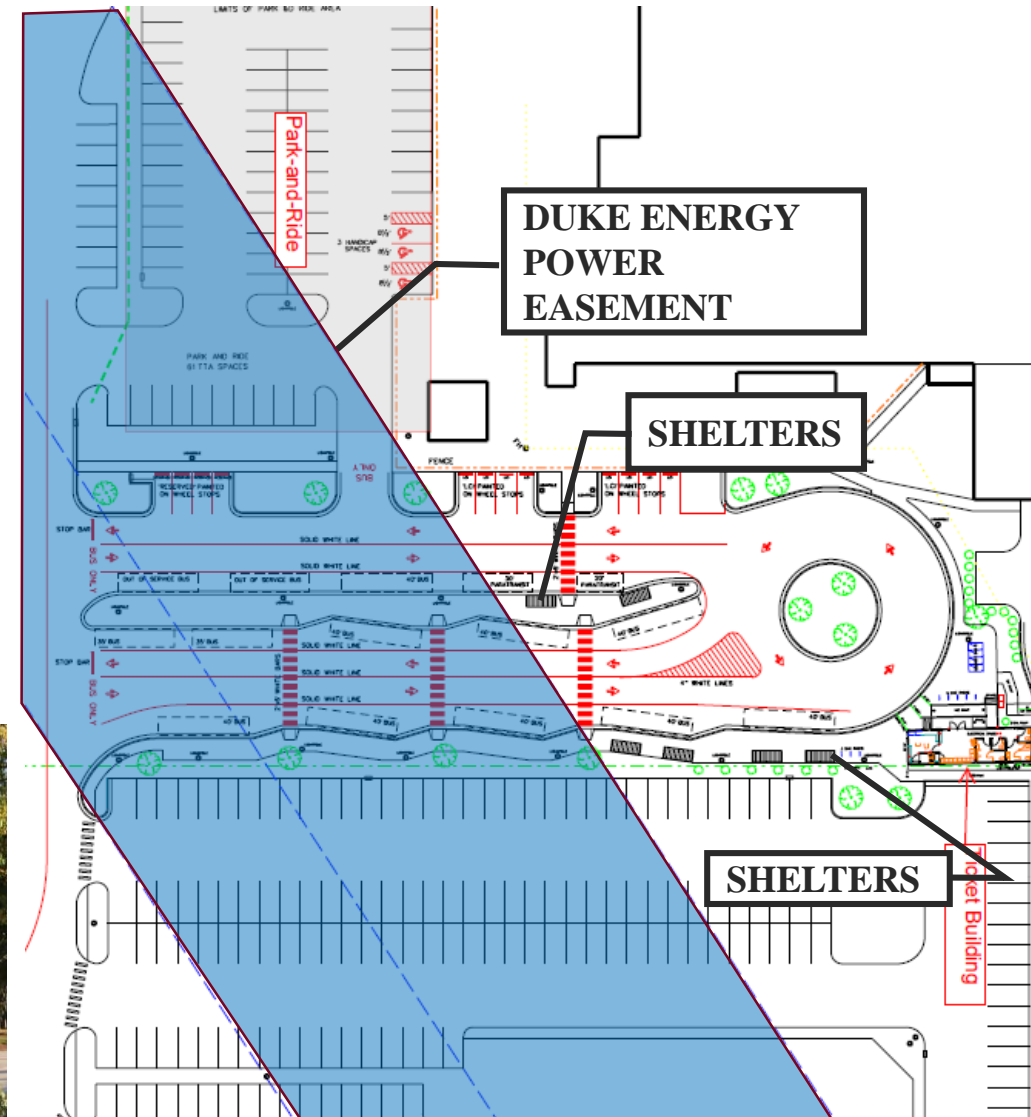


Passenger Amenities

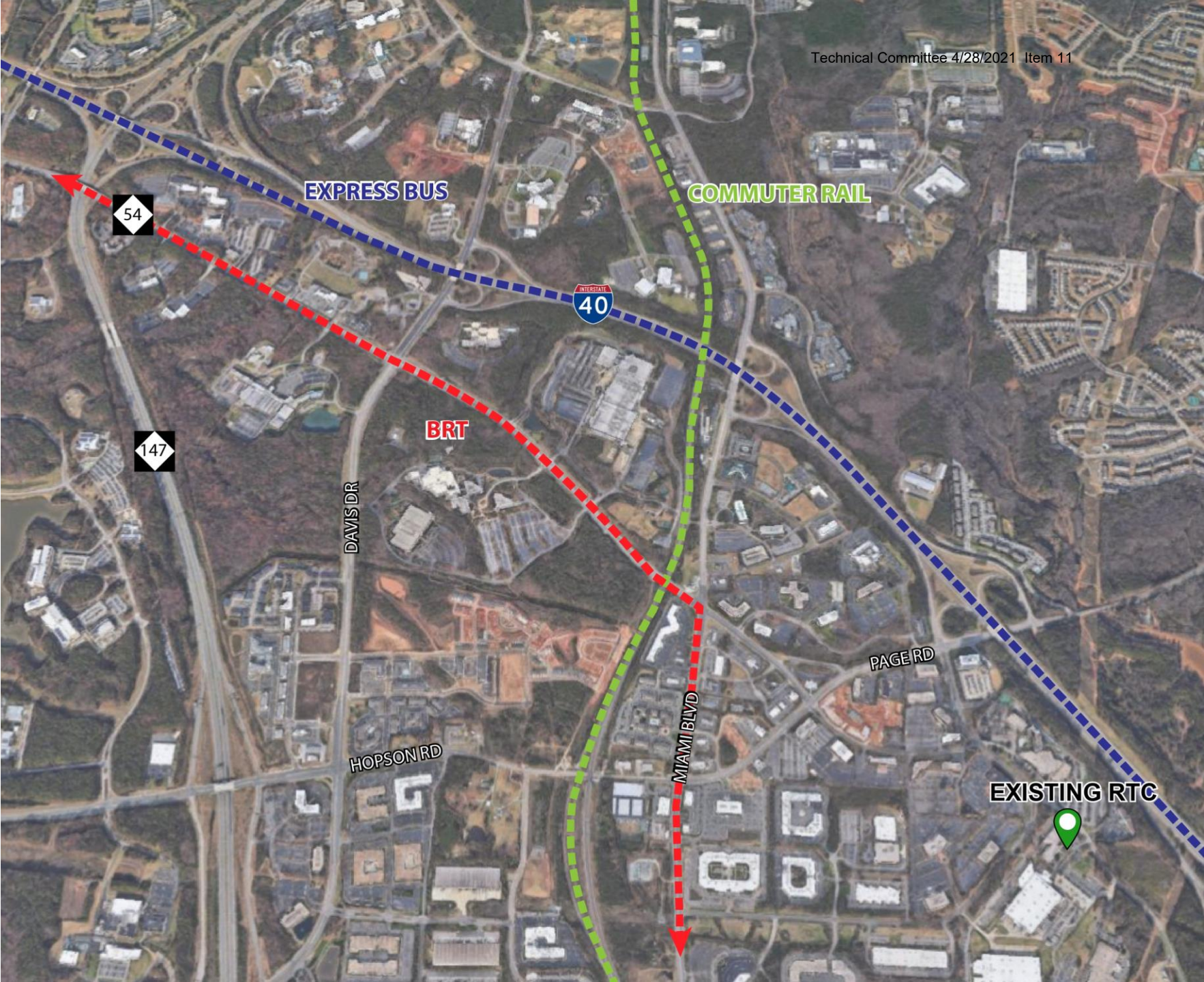
- ▶ Limited shelter coverage
- ▶ Duke Energy Easement precludes ability to add more shelters on site

What would improve the experience outside on the bus platforms? (Choose all that apply)

 61% More shelters



Access & Connections



Speed & Reliability



56% Arrive late and/or miss transfer due to delays

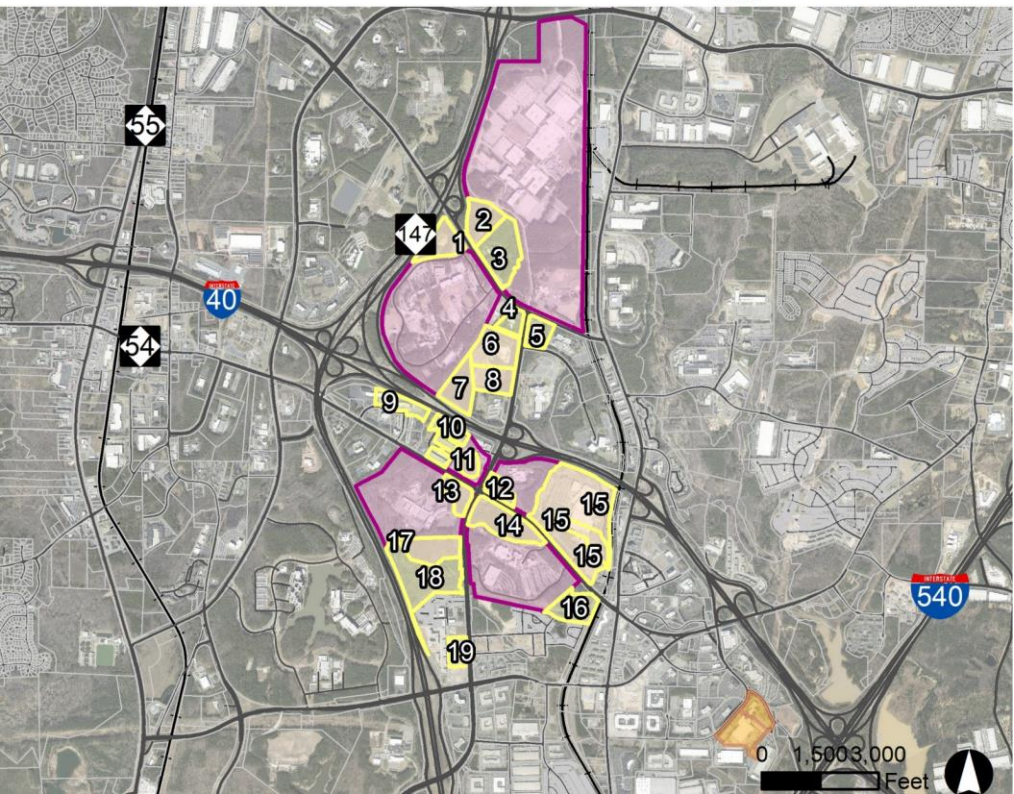
- ▶ Shared, unsignalized entrance to the site causes delays for buses
- ▶ Boarding platform location creates access conflicts between cars and buses



Site Search and Evaluation

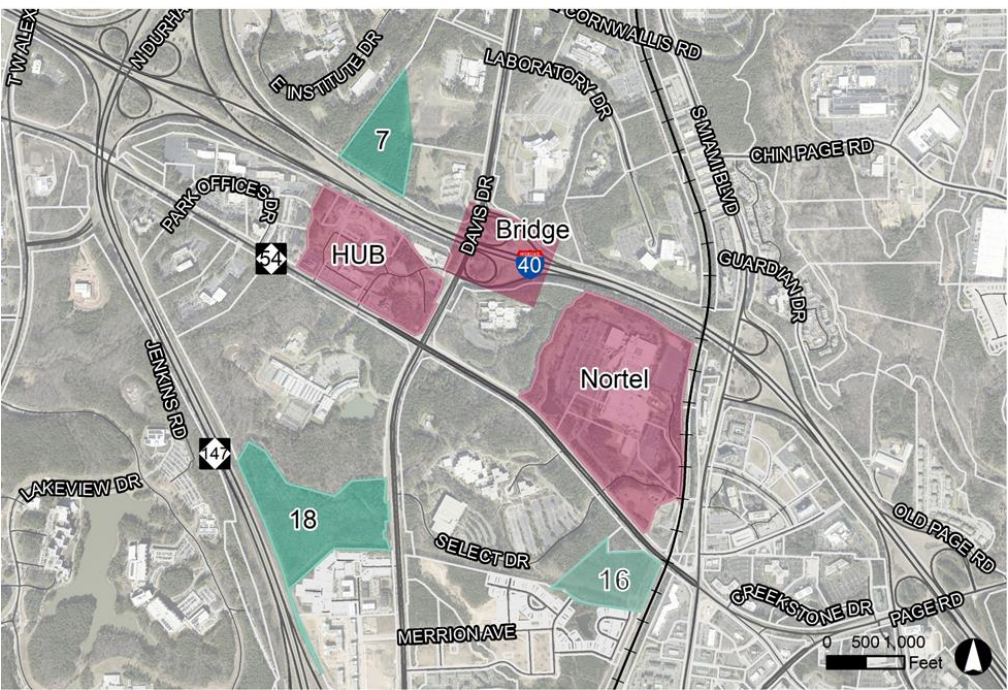
Regional Transit Center Relocation Study
Round 4

- Regional Transit Center
- Identified Parcel
- Parcels to be Subdivided
- Parcel
- Rail

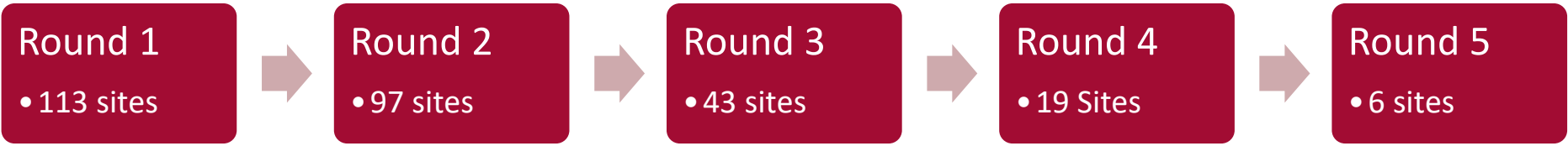


Regional Transit Center Relocation Study
Context Map

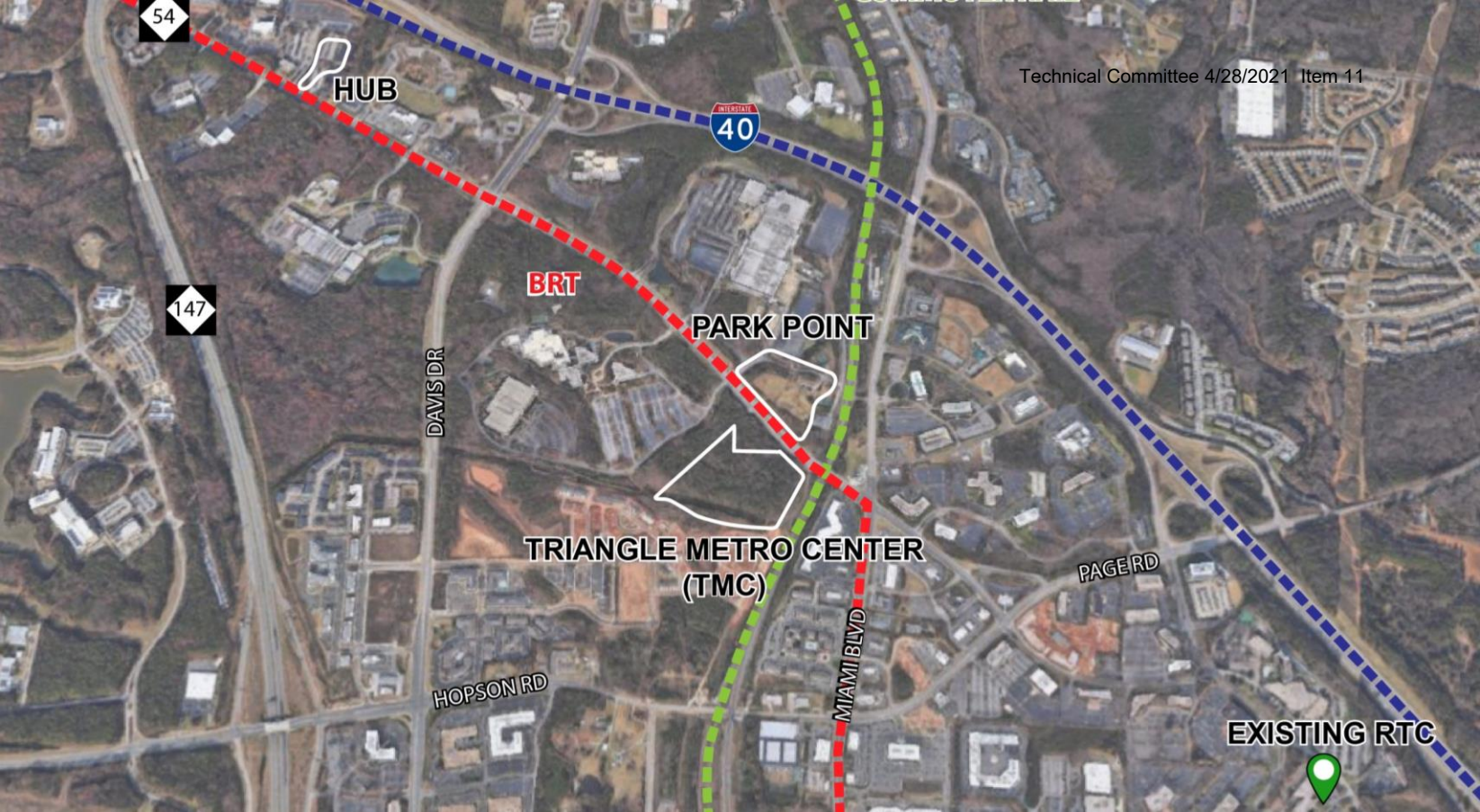
Potential Site
Opportunity Site
Rail
Parcel



Search Process



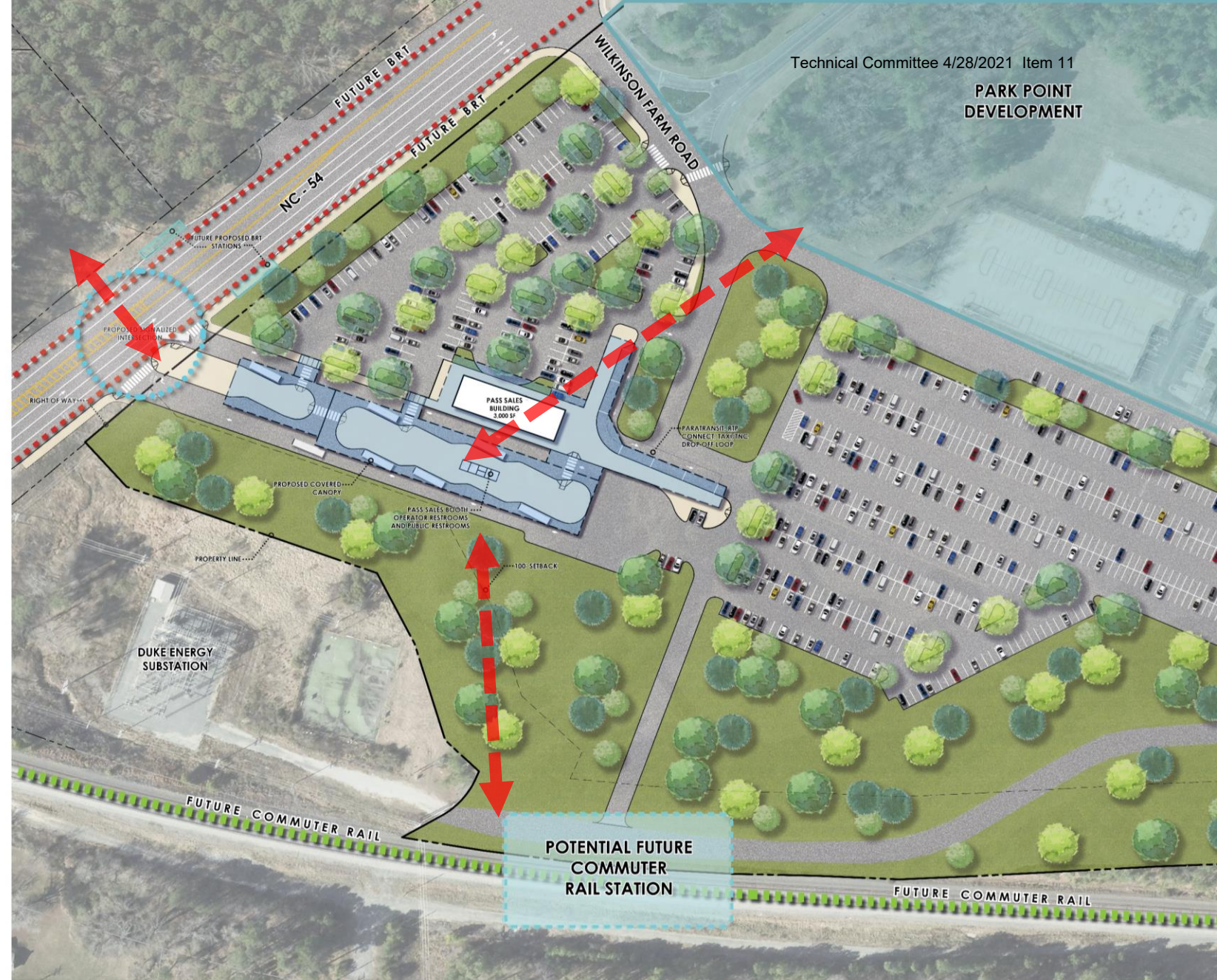
Location Evaluation



Goal		HUB	Park Point	TMC	Existing
Mobility (30%)	Improve Bus Speed and Reliability	3.80	3.80	3.00	2.60
Community (20%)	Improved access to goods, services, and potential development	4.50	4.50	3.00	1.25
Viability (20%)	Ease of acquisition and constructability	3.40	3.40	3.80	2.40
Walk Access (10%)	Access to existing employment	2.00	3.00	4.00	1.00
Multimodal (20%)	Provide connections to BRT, CRT, and Triangle Bikeway	3.60	5.00	5.00	1.35
Total		3.64	4.02	3.66	1.88

Conceptual Program

- ▶ Improved access to highway network
- ▶ Bus-only driveway and traffic signal at NC 54
- ▶ Access to planned Bus Rapid Transit, Commuter Rail, Triangle Bikeway
- ▶ First / mile last mile connectivity to Hub RTP

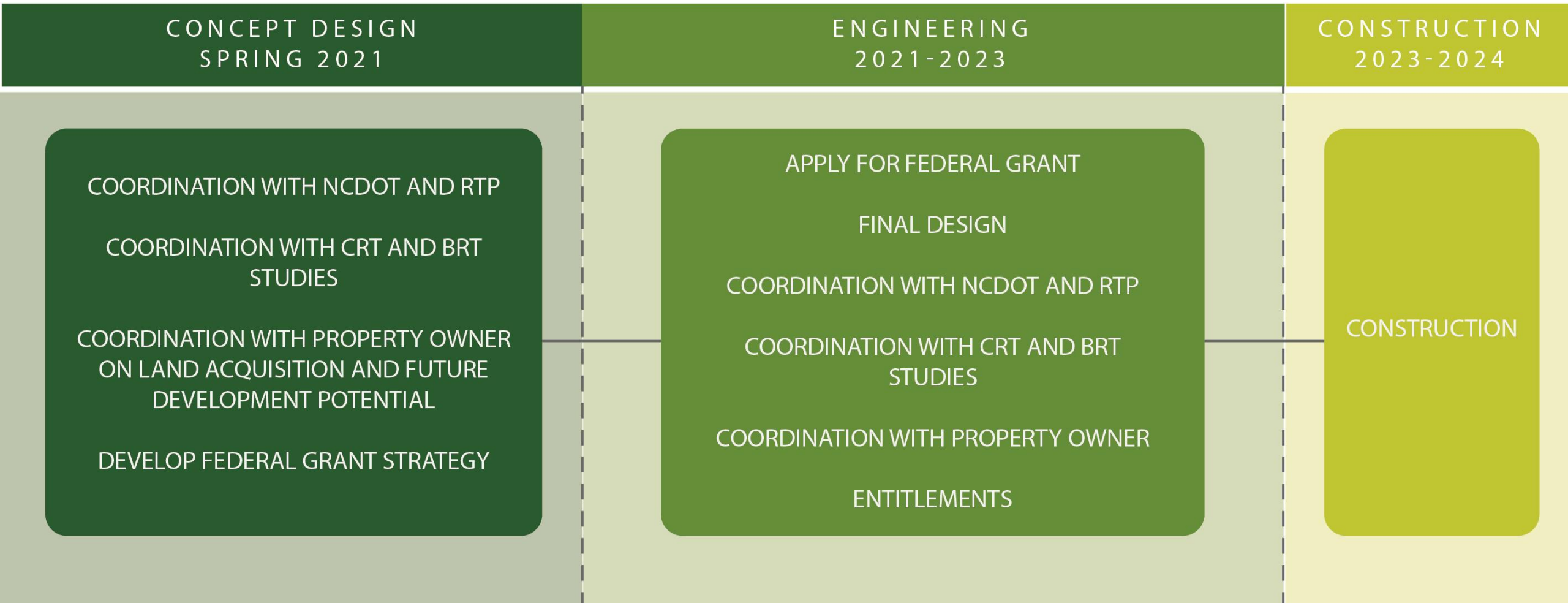


Conceptual Program

- ▶ 10 Bus Boarding Bays
- ▶ 2 Out-of-Service Bays
- ▶ Drop-Off Loop
- ▶ Pass sales booth & comfort station on boarding platform
- ▶ 5,000 SF Waiting room / meeting space / office
- ▶ Footprint for future development



Next Steps



Requested Action

Approve a Material Change to the Durham County Transit Plan and include funding for design, land acquisition, and construction:

- ▶ FY22 Funding: \$600,000
- ▶ Total FY22-24 Funding: \$2,850,000
- ▶ 20% of local match
- ▶ 10% of total estimated project cost





Thank you!


Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

Member Organizations: Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, NC Department of Transportation, Orange County, GoTriangle

April 14, 2021

Dr. Yvette G. Taylor, Regional Administrator
 Federal Transit Administration, Region VI
 Atlanta Federal Center
 230 Peachtree Street, NW, Suite 800
 Atlanta, GA 30303-8917

Attn: Elizabeth Parris Orr, Community Planner

Subject: FFY 2021 Section 5307 American Rescue Plan Act Apportionment for Durham NC UZA

Dear Dr. Yvette Taylor:

We have been advised that the FFY 2021 American Rescue Plan Act for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$33,914,436. Distribution of the FFY 2021 American Rescue Plan Act Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to the four fixed-route transit operators within the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO). The safety and security apportionments are not calculated in the table below since transit agencies will not be applying for safety and security projects with this funding as other sources of funding are used by each agency to meet their safety and security needs.

	FFY2021 CARES ACT Apportionment	Safety and Security (Minimum 1%)	Net Available for other Transit Expenditures
Chapel Hill Transit	\$8,729,446	\$ 0	\$ 8,729,446
City of Durham (GoDurham)	\$ 18,555,654	\$ 0	\$ 18,555,654
GoTriangle (formerly Triangle Transit)	\$ 5,683,579	\$ 0	\$ 5,683,579
NCDOT/PTD Orange Public Transit	\$945,756	\$ 0	\$ 945,756
Totals	\$ 33,914,436	\$ 0	\$33,914,436

The aforementioned transit agencies have reviewed and agreed to the splits stated above. As identified in this Split Letter, the Designated Recipient authorizes the assignment/allocation of Section 5307 to the Direct Recipient according to the table above. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes the responsibilities associated with any award for these funds. The transit agencies will consider low-income tier activities as part of their apportionment.



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

Member Organizations: Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, NC Department of Transportation, Orange County, GoTriangle

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at Felix.Nwoko@Durhamnc.gov.

Sincerely,

Wendy Jacobs, Chair
MPO Board

cc:

Felix Nwoko, MPO Lead Planning Agency
Sean Egan, City of Durham Transportation
Brian Litchfield, Chapel Hill Transit
Tim Schwarzauser, Chapel Hill Transit
Tom Altieri, Orange County Planning
Nishith Trivedi, Orange County Planning
Travis Myren, Orange County
Pierre Osei-Owusu, GoDurham
Theo Letman, Orange Public Transit
Deirdre Walker, GoTriangle
Saundra Freeman, GoTriangle
Ryan Mayers, Mobility Development Specialist, NCDOT PTD
Keith Melton, FTA, Region IV.
Yvetho Merisme, FTA Region IV
Robert Buckley, FTA Region IV

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: April 28, 2021

Subject: **Lead Planning Agency (LPA) Synopsis of Staff Report**

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP) – Amendment #3

- ✓ Release Amendment #3 for public comment – April 2021
- Public hearing for Amendment #3 – May 2021
- Adopt Amendment #3 – June 2021

2050 Metropolitan Transportation Plan (MTP)

- ✓ Approve Public Engagement Plan – September 2020
- ✓ Approve Goals and Objectives – September 2020
- ✓ Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- Release Deficiency Analysis – May 2021
- Release Alternatives Analysis for public comment – June 2021
- Release Preferred Option for public comments – September 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – March 2022

Triangle Regional Model Update

- ✓ Completed
- Rolling Household Survey – nearing completion

Prioritization 6.0 - FY 2023-2032 TIP Development

- ✓ LPA Staff develops initial project list – March-April 2019
- ✓ TC reviews initial project list – May 2019
- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- ✓ SPOT On!ine opens for entering/amending projects – October 2019
- ✓ MPO submits carryover project deletions and modifications – December 2019
- ✓ Board releases draft SPOT 6 project list for public comment – February 2020
- ✓ Board holds public hearing on new projects for SPOT 6 – March 2020
- ✓ Board approves new projects to be submitted for SPOT 6 – March 2020
- ✓ MPO submits projects to NCDOT – July 2020

- LPA staff conducts data review – Spring 2021
- LPA updates local ranking methodology – May 2021
- Board approves local ranking methodology – June 2021
- MPO applies local ranking methodology for Regional projects – August 2021
- Board releases MPO initial Regional points list for public input/comments – September 2021
- Approval of Regional Impact points – October 2021
- MPO applies local ranking methodology for Division projects – November 2021
- Board releases MPO initial Division points list for local input/public comments – December 2021
- Approval of Division Needs points – January 2022
- Draft STIP Released – February 2022
- Board of Transportation adopts FY2023-2032 STIP – June 2022
- MPO Board adopts FY2023-2032 MTIP – September 2022

US 15-501 Corridor Study

- ✓ 3rd public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- ✓ Release RFI for second phase of study – March 2021
- Develop RFQ for second phase of study – May 2021

Regional Intelligent Transportation System

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- ✓ Analysis of existing conditions
- ✓ Assessment of need and gaps
- ✓ Review existing deployments and evaluate technologies
- ✓ Identification of ITS strategies
- ✓ Update Triangle Regional Architecture
- ✓ Develop Regional Architecture Use and maintenance
- ✓ Develop project prioritization methodology
- ✓ Prepare Regional ITS Deployment Plan and Recommendation

Project Development/NEPA

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction
- I-85
- I-40

Safety Performance Measures Target Setting

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures

MPO Website Update and Maintenance

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

Upcoming Projects

- Congestion Management Process (CMP)
- State of Systems Report

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 02/07/2021 Latest Payment Date: 02/12/2021	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 05/29/2022 Construction Progress: 38%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Maira A. Ibarra Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 02/22/2021 Latest Payment Date:	Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 93.58%
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 02/15/2021 Latest Payment Date: 02/25/2021	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Construction Progress: 76.32%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 01/31/2021 Latest Payment Date: 02/05/2021	Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 25.48%
Contract Number: C204256 Division: 5 TIP Number:	Route: NC-98, SR-1800, SR-1809 SR-1811, US-70 County: Durham

Length: 15.89 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,782,133.02 Work Began: 03/13/2020 Original Completion Date: 11/30/2019 Latest Payment Thru: 01/22/2021 Latest Payment Date: 01/28/2021		Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/16/2018 Revised Completion Date: 07/15/2021 Construction Progress: 62.55%	
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: 03/15/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: Latest Payment Date:		Route: US-501 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 0%	
Contract Number: DE00309 Division: 5 TIP Number: Length: 0.05 miles NCDOT Contact: James M. Nordan, PE Location Description: NC 751 ACADEMY RD AND BUS 501 DURHAM CHAPEL HILL BLVD Contractor Name: MOFFAT PIPE INC Contract Amount: \$972,575.00 Work Began: 09/28/2020 Original Completion Date: 01/15/2021 Latest Payment Thru: 10/31/2020 Latest Payment Date: 11/06/2020		Route: NC-751 County: Durham Federal Aid Number: 15405.1032012 NCDOT Contact No: (919)220-4680 Letting Date: 09/09/2020 Revised Completion Date: 04/21/2021 Construction Progress: 13.96%	
Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Maira A. Ibarra Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES INC Contract Amount: \$0.00 Work Began: Original Completion Date: 11/12/2021 Latest Payment Thru: Latest Payment Date:		Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: Construction Progress: 0%	

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

NCDOT DIVISION 5
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	10/20/28	10/20/28	NON - DOT LET (LAP)		01/01/40	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$376,000	\$1,798,000	
U-5937	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	02/19/27	02/19/27	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$11,088,000	\$47,000,000	
U-6021	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	02/16/29	02/16/29	Division Design Raleigh Let (DDRL)		01/01/40	BENJAMIN J. UPSHAW				\$7,611,000	\$13,770,000	Project is suspended due to funding.
U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	02/16/29	02/16/29	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$54,883,000	\$140,300,000	
U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	01/16/26	07/16/27	Division Design Raleigh Let (DDRL)	01/18/28	01/01/40	ZAHID BALOCH				\$2,000,000	\$10,000,000	
U-6120	NC 98 (HOLLOWAY STREET) FROM SR 1938 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	12/29/23	07/21/28	Division Design Raleigh Let (DDRL)	07/20/27	01/01/40	ZAHID BALOCH				\$5,000,000	\$11,000,000	
I-6006	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONETS.	01/21/28	01/21/28	Raleigh Letting (LET)		01/16/29	PAM R. WILLIAMS				\$20,000	\$54,530,000	
I-5942	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	03/19/27		Division Design Raleigh Let (DDRL)		12/21/27	CHRISTOPHER A. HOFFMAN					\$9,187,000	No Change in Status
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT		10/19/27	Design Build Let (DBL)		10/19/27	PAM R. WILLIAMS				\$2,148,000	\$177,100,000	
P-5706	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	03/31/21	05/21/21	Raleigh Letting (LET)		01/19/27	BRADLEY SMYTHE				\$9,327,000	\$33,173,000	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/24	10/18/24	Division Design Raleigh Let (DDRL)		10/20/26	JOHN W. BRAXTON JR		Shelved at Final Planning Document	09/30/19	\$8,416,000	\$12,400,000	Project is suspended due to funding.
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/18/19	10/20/23	Raleigh Letting (LET)		06/16/26	PAM R. WILLIAMS				\$1,280,000	\$7,600,000	
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	04/23/19	04/23/19	Division Design Raleigh Let (DDRL)		10/21/25	JOHN W. BRAXTON JR		Shelved at R/W Plans Complete	09/30/19	\$53,500,000	\$32,000,000	ROW acquisition is suspended due to funding.

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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
I-5998	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 & I-6000.	10/18/24		Division POC Let (DPOC)		01/22/25	CHRISTOPHER A. HOFFMAN					\$3,800,000	No Change in Status
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	08/15/24		Division Design Raleigh Let (DDRL)		01/21/25	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$5,272,000	No Change in Status
I-6000	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.	10/18/24		Division POC Let (DPOC)		01/21/25	CHRISTOPHER A. HOFFMAN					\$4,541,000	No Change in Status
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	09/05/23		Division Design Raleigh Let (DDRL)	12/19/23	12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$2,973,000	No Change in Status
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).			Division Design Raleigh Let (DDRL)		12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$18,000,000	No Change in Status
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).			Division Design Raleigh Let (DDRL)		12/17/24	CHRISTOPHER A. HOFFMAN	MOVE FORWARD				\$9,100,000	No Change in Status
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/16/22	09/16/22	Raleigh Letting (LET)		01/16/24	KEVIN FISCHER	MOVE FORWARD			\$110,000	\$2,209,000	
EB-5835	NC 55 (ALSTON AVE.) FROM SR 1171 (RIDDLE RD.) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.		06/20/22	NON - DOT LET (LAP)		09/20/23	RAYMOND JOSEPH HAYES				\$50,000	\$525,000	
P-5717	NORFOLK SOUTHER H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	09/01/21	09/01/21	Raleigh Letting (LET)		06/20/23	KUMAR TRIVEDI	MOVE FORWARD			\$4,378,000	\$23,100,000	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS			Division POC Let (DPOC)		12/07/22	JEREMY WARREN	MOVE FORWARD				\$62,000	On hold due to cash balance shortfall (Jeremy Warren is Project Manager.)
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THEAMERICAN TOBACCO TRAIL IN DURHAM	09/01/21	10/15/21	NON - DOT LET (LAP)		10/15/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$17,000	\$3,215,000	
EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	10/30/21	11/01/21	NON - DOT LET (LAP)		09/30/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$14,000	\$4,432,000	
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.		06/30/21	NON - DOT LET (LAP)		09/20/22	RAYMOND JOSEPH HAYES				\$204,000	\$589,000	
U-4724	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	04/01/21	06/01/21	NON - DOT LET (LAP)		08/15/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$2,233,000	\$5,018,000	
EB-5904	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	09/04/18	09/04/18	NON - DOT LET (LAP)		07/14/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$7,100,000	\$3,750,000	
EB-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	07/14/20	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$515,000	\$1,440,000	

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

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
U-6245 49187.1.1 49187.2.1 49187.3.1	Construct paved shoulders, turn lanes and overlay on SR 1146 (West Ten Road) from SR 1114 (Buckhorn Road) to west of SR 1137 (Bushy Cook Road)	Oct. 2020	Nov. 2020	\$829,000	Construction 100% complete	Chad Reimakoski
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Feb. 2022	Mar. 2022	\$50,400	Funds approved 9/5/19 and released 6/23/20	Chad Reimakoski Derek Dixon
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2021	FY2023	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
I-3306A 34178.1.3 34178.1.4 34178.1.5 34178.2.2 34178.3.GV3	I-40 widening from I-85 to Durham Co. line (US 15/501 Interchange) in Chapel Hill	8/17/2021	FY2024	\$175,600,000	Planning and design activities underway, RFQ Advertisement DB 11/3/20	Laura Sutton
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski
SS-6007E 49115.1.1 49115.3.1	All Way Stop installation and flashing beacon revisions at the intersection of SR 1005 (Old Greensboro Road) and SR 1956 (Crawford Dairy Road/Orange Chapel Clover Garden Road)	Jun. 2022	Sept. 2022	\$28,800	Funds approved 3/5/20 but not released	Dawn McPherson
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/17/2026	FY2028	\$8,690,000	PE funding approved 10/10/17	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/19/2027	FY2030	\$16,900,000	PE funding approved 9/8/17, Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/16/2027	FY2029	\$11,156,000	PE funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chris Smitherman
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/20/2028	FY2031	\$50,700,000	PE funding approved 10/10/17, Planning activities underway, Coordinating with NC54 West Corridor Study	Chris Smitherman
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	7/18/2028	FY2031	\$49,238,000	PE funding approved 5/14/15, Planning and Design activities underway, Coordinate with U-5848 and I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/21/2028	FY2031	\$20,900,000	PE funding approved 10/10/17, Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2040	FY2044	\$132,000,000	PE funding approved 6/5/18, Planning and design activities underway, Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

North Carolina Department of Transportation

1/14/2021

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. DIVISION 5	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	5/29/2022	25.9	31.94
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	54.79	77.64
DG00445	R-5787BB W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	6/25/2018	2/15/2020	8/6/2018	2/15/2020	100	92.94
DG00461		REHAB. BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION CO OF PINELLAS COUNTY INC	Howell, Bobby J	\$2,456,272.12	11/12/2018	7/15/2019	3/15/2019	12/26/2020	100	81.39
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020				
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022	7/29/2019	6/10/2022	67	66.32

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--March 2021

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	After 2031	TBD	TBD	Greg Davis (910) 773-8022	\$117,700,000	Right of Way FY 2026
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$1,121,000	