



DCHC MPO Board Meeting Agenda

Wednesday, May 12, 2021

9:00 AM

Meeting to be held by teleconference.

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

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

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

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

Attachments: [2021-05-12 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. April 14, 2021 Board Meeting Minutes**[21-152](#)

A copy of the April 14, 2021 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the April 14, 2021 Board Meeting.

Attachments: [2021-05-12 \(20-152\) 04.14 MPO Board Meeting Minutes_LPA2](#)

ACTION ITEMS

7. CTP Amendment #3 (15 minutes)[21-122](#)**Andy Henry, LPA Staff**

The DCHC MPO Board released the Comprehensive Transportation Plan (CTP) Amendment #3 at their April meeting. Today, the Board will conduct a public hearing on Amendment #3 staff will provide an update. A compilation of public comments (received as of May 4th) is attached.

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 data and justification on the need to make changes to the particular projects. As a result, staff is working to create problem statements for the projects in Amendment #3 that include criteria such as volume exceeds capacity, safety data, and local plan designations.

It should be noted that Amendment #3 preserves the alignment of the Durham-Orange Light Rail Transit as a Bus Rapid Transit (BRT) facility. The principal travel corridors also have BRT alignments designated: Fordham Boulevard; US 15-501, US 15-501 bypass, and NC 147 in Amendment #3; and, NC 54 in the original CTP. In some areas, these BRT facilities and the BRT designated for the former D-O LRT alignment are redundant. However, staff chose to keep all these facilities in the CTP until there is a clearer understanding of the desired transit alignments in these corridors. The Technical Committee (TC) dedicated considerable discussion to this topic and there will likely be additional staff meetings to continue that discussion over the next several weeks.

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> Staff continues to review the details of the tables and maps for to ensure consistency and correctness.

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: Received update and provided comments. There was no action.

Board Action: Conduct a public hearing and provide comments.

Attachments: [2021-05-12 \(21-122\) CTP Amendment3 Compilation of Comments](#)

8. 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 2050 MTP Deficiency Analysis web page: <http://www.dchcmmpo.org/programs/transport/2050mtp/default.asp#tabs6>

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

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

Attachments: [2021-05-12 \(21-146\) 2050MTPDeficiencyAnalysis-Presentation](#)

9. Federal Infrastructure Update (10 minutes)[21-153](#)**Dale McKeel, LPA Staff**

On March 31, the Biden Administration proposed the American Jobs Plan. In total, the American Jobs Plan proposes more than \$2 trillion in new federal spending over the next 8 years, 2022 to 2029. Of this, more than \$600 billion would be invested in transportation infrastructure and in programs to promote resilience. The Administration's fact sheet on the proposal is at

<https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/>. Congress is now tasked with developing legislation around the President's proposal that may eventually be enacted into law. As part of this task, MPO staff has provided reference letters for three local earmark requests. DCHC MPO staff will provide a brief presentation.

No action is necessary on this item; it is for informational purposes only.

Attachments: [2021-05-12 \(21-153\) Federal Infrastructure Update](#)

10. 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.

The Durham County Board of Commissioners will consider this item at its May 10, 2021 meeting; staff will apprise the MPO Board of the Commissioners' actions at the MPO Board meeting. The GoTriangle Board of Trustees will consider this item as part of its budget approval on June 23, 2021.

SWG Action: Recommended that the Boards 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 and include this funding in the FY22 Durham Transit Work Program.

TC Action: Recommended 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.

Board Action: Approve a material change to the 2017 Durham County Transit Plan to provide funding for the local match for a new Regional Transit Center.

Attachments:

[2021-05-12 \(21-145\) Durham Transit Plan Material Change Request Memo](#)

[2021-05-12 \(21-145\) Durham Transit Plan Material Change Request Presentation](#)

[2021-05-12 \(21-145\) Durham Transit Plan Material Change Request Resolution](#)

11. 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: Endorsed 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:[2021-05-12 \(21-137\) Funding Recommendation PPT_Updated](#)[2021-05-12 \(21-137\) Regional Bike-Ped Memo](#)[2021-05-12 \(21-137\) STBG-Competitive Memo](#)[2021-05-12 \(21-137\) Non-Competitive Funds Memo](#)[2021-05-12 \(21-137\) STBG Competitive Scoring Rubric](#)[2021-05-12 \(21-137\) EJ Analysis](#)

12. 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.

GoTriangle has also asked that the TIP be modified to reflect local funding from Durham and Orange counties for the Regional Transit Center feasibility study (TD-5306).

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: Recommended 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:

[2021-05-12 \(21-149\) TIP Amendment #6 Full Report](#)

[2021-05-12 \(21-149\) Resolution on Design of I-40 NC 86 Eubanks Rd Interch](#)

[2021-05-12 \(21-149\) FY2020-2029 TIP Amendment #6 Resolution](#)

[2021-05-12 \(21-149\) TIP Amendment #6 SummarySheet](#)

13. 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 safety and sustainability criteria

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: Recommended that the MPO Board release the draft Methodology for a 21-day public comment period.

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

Attachments: [2021-05-12 \(21-148\) Local Input Points Methodology Draft](#)
 [2021-05-12 \(21-148\) Local Input Points PPT](#)

14. FY21 Unified Planning Work Program Amendment #3 (10 minutes)[21-154](#)**Felix Nwoko, LPA Manager****Tim Schwarzauser, Chapel Hill Transit**

FY21 Unified Planning Work Program (UPWP) Amendment #3 proposes to add a competitive grant that Chapel Hill Transit received from the Federal Transit Administration (FTA) to plan for transit-oriented development at 16 stations of the proposed 8.2-mile North-South Bus Rapid Transit (N-S BRT) project. The N-S BRT project will run along one of the town's busiest and most vital thoroughfares stretching from Eubanks Road in the north to Southern Village in the south.

The FTA notified Chapel Hill Transit that the grant must be included in DCHC's FY21 UPWP before funding can be released. There is no state or MPO funding in the grant - only \$592,500 in federal funds and the match of \$148,125 provided by the Chapel Hill Transit partners. This competitive grant has no funding implications for the MPO or the state. Although the deadline for amending the FY21 UPWP has passed, DCHC MPO will work with NCDOT to add this grant to the FY21 UPWP so that Chapel Hill Transit can access this funding.

Board Action: Approve FY21 UPWP Amendment #3.

Attachments:[2021-05-12 \(21-154\) UPWP Amendment Details](#)[2021-05-12 \(21-154\) FY21 UPWP amendment #3 Resolution CHT 5303](#)**REPORTS:****15. Report from the Board Chair**[21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

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

Board Action: Receive the report from the TC Chair.

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

Board Action: Receive the report from LPA Staff.

Attachments:[2021-05-12 \(21-103\) LPA staff report](#)

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

Lisa Mathis, NC Board of Transportation

**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 Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Bryan Lopez, Integrated Mobility Division-NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-05-12 \(21-104\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS**19. Recent News Articles and Updates**[21-105](#)

Attachments: [2021-05-12 \(21-105\) news articles](#)

Adjourn

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

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/In Progress)

Meeting Date	OB Directive	Status
11-13-19	Chair Seils will set up a committee, including MPO staff, to address MPO resources and governance.	<p><u>Underway.</u> The Governance Committee was formed in September 2020 with the following members:</p> <ul style="list-style-type: none"> • Damon Seils • Karen Howard • Nishith Trivedi • Ellen Beckmann • Sean Egan <p>The committee has selected a consultant and a contract is currently being negotiated. The committee will report back to the Board in June 2021.</p>
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<p><u>Underway.</u> No consulting firm responded to the MPO's RFQ for services to address the Board's concerns. Staff is investigating additional options and will update the Board at its June 2021 meeting.</p>
3-10-21	Revise the MPO's Federal Funding Policy to make staff funding recommendations based more on quantitative scoring and incorporate more funding sources. Potentially revise the current Locally Administered Project (LAP) funding process.	<p><u>Underway.</u> Staff is using the existing policy to evaluate current LAP submissions, and will provide recommendations for policy changes in Fall 2021.</p>
4-14-21	Conduct a review of proposed federal and state funding legislation and report back to the Board on its potential effects on DCHC MPO and its constituent entities.	<p><u>Underway.</u> Staff is reviewing the proposed legislation and will bring a report to the Board at its May meeting.</p>

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

14 April 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on April 14 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Pierce Freelon (Member)	City of Durham
Michael Parker (Member)	GoTriangle
Lisa Mathis (Member)	NCDOT
Mark Bell (Alternate)	Town of Hillsborough
Amy Ryan (Alternate)	Town of Chapel Hill
Lydia Lavelle (Alternate)	Town of Carrboro
Javiera Caballero (Alternate)	City of Durham
Sally Greene (Alternate)	Orange County
Brenda Howerton (Alternate)	Durham County
Nimasheena Burns (Alternate)	Durham County
Ellen Beckmann	Durham County
John Hodges-Copple	TJCOG
Zach Hallock	Town of Carrboro
Tina Moon	Town of Carrboro
Bergen Watterson	Town of Chapel Hill
Matt Cecil	Chapel Hill Transit/Planning
Sean Egan	City of Durham
Bill Judge	City of Durham
Evan Tenenbaum	City of Durham
Brian Taylor	City of Durham
Tasha Johnson	City of Durham
Theo Letman	Orange Public Transportation
Bret Martin	CAMPO Staff
Caroline Dwyer	Renaissance Planning Group
Chassem Anderson	The University of North Carolina
Kurt Stolka	The University of North Carolina
Elise Bielen	Simpson Engineering
Jay Heikes	GoTriangle
Inez Nicholson	GoTriangle
Liz Raskopf	GoTriangle
Meg Scully	GoTriangle
Richard Hancock	NCDOT Division 5
Bob Deaton	NCDOT Division 5

47	Patrick Wilson	NCDOT Division 7
48	Stephen Robinson	NCDOT Division 7
49	Bryan Kluchar	NCDOT Division 8
50	Brandon Jones	NCDOT Division 8
51	John Grant	NCDOT Traffic Operations
52	Julie Bogle	NCDOT TPD
53		
54	Aaron Cain	DCHC MPO
55	Andy Henry	DCHC MPO
56	Anne Phillips	DCHC MPO
57	Brian Rhodes	DCHC MPO
58	Dale McKeel	DCHC MPO
59	Felix Nwoko	DCHC MPO
60	Yanping Zhang	DCHC MPO
61	Kayla Mathews	DCHC MPO
62		
63	Elizabeth Macam	Resident
64	Fred Lampe	Resident
65	Tony B.	Resident
66	Mike Waldroup	Resident

67
68 Quorum Count: 9 of 10 Voting Members

69

70 **1. Roll Call**

71

72 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call of MPO Board Members

73 and Alternates was performed. The Voting Members and Alternate Voting Members of the DCHC MPO

74 Board were identified and are indicated above. Lydia Lavelle made a motion to excuse the absences of

75 Pam Hemminger, Charlie Reece, and Damon Seils. Jenn Weaver seconded the motion. The motion

76 passed unanimously.

77

PRELIMINARIES:

78 **2. Ethics Reminder**

79 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of

80 interest with respect to matters coming before the MPO Board and requested that if there were any

81 identified during the meeting for them to be announced. There were no known conflicts identified by

82 MPO Board Members.

Chair Wendy Jacobs reminded the Board Members and Alternates of the requirement to file a Statement of Economic Interest form and a Real Estate Disclosure form by April 15, 2021.

3. Adjustments to the Agenda

There were no adjustments to the agenda.

4. Public Comments

There were no public comments.

5. Directives to Staff

Chair Wendy Jacobs mentioned the 15/501 Corridor Study item needs to be revised with the latest information on the directives to staff. Chair Wendy Jacobs suggested adding to the directives that MPO staff will review the Federal Funding Policy and bring it back to the Board at the appropriate time.

CONSENT AGENDA:

6. March 10, 2021 Board Meeting Minutes

Chair Wendy Jacobs made a correction to line 283 of the March 10, 2021 Board Meeting Minutes to reflect her welcoming the proposal from Lisa Mathis to give a regular report at Board meetings.

7. 2021 CRRSSA Section 5310 Call for Projects

Felix Nwoko, LPA Manager

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

Felix Nwoko, LPA Manager

9. FFY 2021 Section 5339 Full Apportionment Split Letter

Felix Nwoko, LPA Manager

10. FY21 UPWP Amendment #2

Felix Nwoko, LPA Manager

Zachary Hallock, Town of Carrboro

Amy Ryan made a motion to approve all items on the Consent Agenda. Jenn Weaver seconded the motion. The motion passed unanimously.

ACTION ITEMS:**11. CTP Amendment #3****Andy Henry, LPA Staff**

Andy Henry gave a presentation on the Comprehensive Transportation Plan (CTP)

Amendment #3 and asked for comments. Andy Henry summarized the relationship between the CTP and the Metropolitan Transportation Plan (MTP) as well as the new highway projects, multiuse paths, transit projects, and bicycle projects included in the amendment.

Andy Henry mentioned NCDOT upper management had been unaware of the size of this amendment, and they could request changes during the upcoming review process. Chair Wendy Jacobs expressed concern over the potential disconnect between MPO staff and NCDOT management. Lisa Mathis said she will look into the sources of potential hesitancy at the state level.

Lydia Lavelle made a motion to release CTP Amendment #3 for public comment. Michael Parker seconded the motion. The motion passed unanimously.

12. TIP Amendment #5**Anne Phillips, LPA Staff**

Anne Phillips pointed out the highlighted projects in the Transportation Improvement Program (TIP) Amendment #5 summary sheet have been amended in the State Transportation Improvement Program (STIP) by NCDOT and must now be updated in the DCHC MPO TIP.

Michael Parker made a motion to approve TIP Amendment #5. Lisa Mathis seconded the motion. The motion passed unanimously.

13. Wake Transit Vision Plan Update**Bret Martin, CAMPO Staff**

Bret Martin, project manager for the Wake County Transit Plan, gave an update of the plan which now extends to 2030. Bret Martin reviewed the steps taken so far as well as the transit plan's relation to the refined transit investment strategy. One of the major influencing factors of the transit plan is financial planning, which Bret Martin compared to the levels of uncertainty associated with

hurricane forecasting. Bret Martin said that to explore different financial scenarios, five scenarios were created ranging from conservative to optimistic that include current and presumed financial impacts of the COVID-19 pandemic. Surveys available to the public and stakeholders in August and September of 2020 provided valuable input on investment priority tradeoffs, and Bret Martin reviewed each investment focus category. Lastly, Bret Martin summarized the investment strategy for each of the Wake Transit Plan's "Four Big Moves", including: 1) connect the region 2) connect all Wake County communities 3) provide frequent, reliable urban mobility and 4) enhance access to transit.

Chair Wendy Jacobs thanked Bret Martin for a great presentation and model for the transit plan update. Sally Greene asked if there is an existing or planned bus transfer stop in the Research Triangle Park (RTP) to connect to other systems. Bret Martin said GoTriangle is undertaking feasibility studies for a new regional transit center within RTP as the current center is not within RTP. Jay Heikes added that the feasibility study findings will be presented at the May 2021 DCHC MPO Board Meeting. Chair Wendy Jacobs asked about the level of collaboration between CAMPO staff and DCHC MPO staff. Bret Martin answered that although there has not been a formal process for coordination, there is frequent collaboration, and he would support a structured approach.

This item was for informational purposes and no further action was required by the MPO Board.

14. Durham County Transit Plan Update **Aaron Cain, LPA Staff**

Aaron Cain presented the two phases of outreach, the three scenarios, and the planned next steps. Phase I of the Durham Transit Plan Update included online surveys, stakeholder meetings, in-person events at major transit sites, and engagement ambassadors with an emphasis on reaching under-represented communities. Aaron Cain said Phase II of public engagement will focus on the three scenarios. More frequent service, improved bus stops, and service later at night will be included in each of the three scenarios while other factors will be addressed at varying levels in each scenario.

169 Aaron Cain outlined the three scenarios. Scenario A focuses on bus operations (reduce
170 headways, extend hours, and relieve crowding). Scenario B focuses on bus capital improvements (Bus
171 Rapid Transit) to create faster and more efficient service such as dedicated lanes as well as improved
172 regional connections. Scenario C includes commuter rail and focuses less on bus operations and capital
173 improvements.

174 Sally Greene asked about the difference in years of delay of local improvements between
175 scenario A and B. Aaron Cain said the difference would be 2-5 years, which is less than the 5-10 year
176 delay between scenario A and C. Javiera Caballero expressed the need for a scenario that includes both
177 regional and local improvements that also reduces the number of cars on the roads to reduce carbon
178 emissions. Javiera Caballero encouraged moving quickly on local corridor improvements using the
179 existing fund balance. Aaron Cain clarified that public engagement efforts are aimed at choosing the
180 best parts of each scenario to make a preferred scenario that will incorporate aspects from different
181 scenarios.

182 Jenn Weaver asked if there have been any discussions about increasing connectivity between
183 Orange County, Hillsborough, and Durham. Aaron Cain said the main organization that expressed desire
184 for improvements to the Orange-Durham Express (ODX Route) was Durham Tech, which wants Orange
185 County residents to have more direct access to Durham Tech's Durham campus.

186 Michael Parker mentioned the apparent lack of outreach into communities and groups who
187 don't currently use transit, which is necessary to reach both goals of better serving the current riders as
188 well as increasing ridership numbers. Michael Parker asked if any of the budget projections assume any
189 level of debt. Aaron Cain said some debt financing is assumed, at least in scenario C.

190 Chair Wendy Jacobs said she would like more background information on what the financial
191 assumptions are for each scenario, the potential availability of state and federal funding in the future,
192 and the context of future travel markets. Chair Wendy Jacobs said the public needs to understand the

tradeoffs between each scenario in order to provide informed input. Aaron Cain responded that maps illustrating the distance a transit user can travel in different time intervals will be included in the public outreach materials. Aaron Cain added that the preferred scenario will most likely include some combination of local and regional improvements.

This item was for informational purposes and no further action was required by the MPO Board.

15. Greater Triangle Commuter Rail Update

Jay Heikes, GoTriangle

Liz Raskopf, GoTriangle

Elise Bielen, Simpson Engineering

Jay Heikes gave an update on the Greater Triangle Commuter Rail Feasibility Study that is being performed to help elected officials reach an informed decision on whether or not to proceed with the commuter rail project, and if so, how, and when. Jay Heikes said that if commuter rail is implemented, it will help increase connectivity between local and regional transit, which will be further explored in the currently underway rail analysis, opportunity analysis, and public engagement efforts. Jay Heikes said Triangle J Council of Governments (TJCOG) is working on an affordable housing analysis and an access analysis through an equity lens.

Liz Raskopf gave an overview on the first phase of public engagement that aimed to raise awareness of the commuter rail project and feasibility study, obtain public feedback, and increase regional coordination. Liz Raskopf reviewed data for survey views, comments, and other metrics as well as efforts to reach populations underrepresented in the transit planning process. The public engagement process included both online materials and in-person events that had to be adapted to adhere to public safety guidance during the COVID-19 pandemic. Elise Bielen added more information about demographic data for survey respondents and in what areas it mirrors or departs from general population demographics. Elise Bielen shared the major takeaways of the surveys and respondents'

most commonly shared benefits and concerns. Elise Bielen reported finding overwhelmingly positive sentiments from comments in response to the question “what do you see the commuter rail train doing for your community?”

Brenda Howerton asked if there have been any efforts to reach people from Oxford Manor or those that live in public housing that may not have access to computers because individuals in those communities are more likely to use transit. Liz Raskopf said in person engagement events were conducted at Durham Station and the Village Shopping Center as well as a meeting with the Durham Housing Authority. Liz Raskopf said a next step could be to doing targeted engagement once the results of the affordable housing study are published.

Amy Ryan asked if there was an estimated fare cost for commuter rail compared to bus service. Jay Heikes said early analysis is being done on fare prices but they do not yet have an estimate. Javiera Caballero asked how the financial and tax burdens are being communicated to residents, which would likely impact a resident’s opinion of the project. Jay Heikes said one element of the current study is identifying risks and ensuring they can be mitigated. Chair Wendy Jacobs added that many lessons were learned from the former light rail project, so safeguards are built into the process for the commuter rail project.

This item was for informational purposes and no further action was required by the MPO Board.

16. Orange County Transit Plan Update
Caroline Dwyer, Renaissance Planning Group

Caroline Dwyer said the project is approaching the second phase of identifying projects and developing a preferred scenario with public input. Caroline Dwyer outlined the upcoming schedule for next steps.

This item was for informational purposes and no further action was required by the MPO Board.

17. Chapel Hill North-South Bus Rapid Transit Update**Matt Cecil, Chapel Hill Transit**

Matt Cecil mentioned existing transit services are insufficient to meet current and growing demand in Chapel Hill, and Bus Rapid Transit (BRT) with dedicated lanes is a long-term solution. Matt Cecil summarized the planned connections and travel times in the 8.2-mile-long corridor, the future timeline, and funding sources.

This item was for informational purposes and no further action was required by the MPO Board.

18. FY22 Durham and Orange Annual Transit Work Programs**Aaron Cain, LPA Staff**

Aaron Cain said the annual transit work programs set the budget for the upcoming fiscal year to implement the 2017 transit plans. Both work programs are currently out for public comment until April 30, 2021. Aaron Cain mentioned this year's Orange Transit Work Program has one major change from the previous year and the Durham Transit Work Program has several new projects.

This item was for informational purposes and no further action was required by the MPO Board.

REPORTS:**19. Report from the MPO Board Chair****Wendy Jacobs, Board Chair**

Chair Wendy Jacobs mentioned a joint MPO Board meeting with CAMPO is being planned for this summer. Chair Wendy Jacobs also directed staff to review the Federal Jobs and Infrastructure Plan from the Biden Administration so they are ready to take action if it is approved. Finally, Chair Wendy Jacobs asked Board members to support Representative Vernetta Alston's bill for a commuter rail study.

20. Report from the Technical Committee Chair**Ellen Beckmann, TC Chair**

Ellen Beckmann mentioned NCDOT has applied for an Infrastructure for Rebuilding America (INFRA) grant for funding for grade separations and railroad improvements to the North Carolina Railroad (NCRR) through Durham and Wake Counties that would overlap with the commuter rail project.

21. Report from LPA Staff
Felix Nwoko, LPA Manager

Andy Henry mentioned that no proposals were received in response to the Request for Information (RFI) for the 15/501 Corridor Study and listed some of the reasons given for not participating. Andy Henry said a Request for Qualifications (RFQ) will be released to allow necessary changes to the scope to provide a more flexible procurement process.

22. NCDOT Reports

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

Chair Wendy Jacobs introduced Brandon Jones, who is taking Joey Hopkins' position as the Division Engineer for Division 5. Brandon Jones was previously the Division Engineer for Division 8. Bob Deaton gave an update on several current projects that are underway.

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

Pat Wilson mentioned the Franklin Street repaving has been rescheduled for next year.

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

Bryan Kluchar said Patrick Norman is the new Division 8 engineer.

Julie Bogle, Transportation Planning Branch - NCDOT

Julie Bogle mentioned Joey Hopkins is now Deputy Chief of the Transportation Planning Branch.

John Grant, Traffic Operations - NCDOT

There was no additional report.

Bryan Lopez, Integrated Mobility Division-NCDOT

There was no additional report.

Lisa Mathis, North Carolina Board of Transportation

Lisa Mathis mentioned the anticipated financial stability expected to accompany declining COVID-19 cases, the several current safety campaigns, the train services resuming across the state, current job openings at NCDOT, and litter prevention messaging and litter cleanup efforts.

INFORMATIONAL ITEMS:

23. Recent News, Articles, and Updates

24. Designation of I-885 – Letter of Approval

25. Active Transportation Fact Sheet 2021-03-04

Chair Wendy Jacobs recommended everyone review the informational items.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at

12:00 p.m.

CTP Amendment #3

Compilation of Public Comments (as of 5/4/21)

Email Messages

4/26/21

Hi Andrew, I am writing to comment on the Durham-Chapel Hill Comprehensive Transportation Plan.

I am concerned specifically with a proposed **paved greenway** called **The Rocky Creek Park Trail** from West Corporation to East Geer. (On **page 71** of [CTP Amendment #3](#),) I walk the current footpath daily. This is a sewer easement and is truly green with lush vegetation (except when the city do their annual cutting.) I have seen other Durham greenways go in and it eliminates everything that's green, with what I measured is a 30 ft wide swath of foliage destroyed, ultimately leaving a 10 ft wide impervious surface. This would be next to an already unhealthy stream burdened by too much unfiltered runoff. (Wouldn't this violate the stream buffer ordinance of 50' of undeveloped land next to waterways?) Parts of the corridor are barely 50 feet wide. I would really be saddened to see Rocky Creek and it's buffer get even more damaged and polluted than it already is.

This footpath is, and has been for years, very enjoyable to me and my neighbors in Old North Durham because of the nature around it, much of it which would be destroyed by a 10 ft wide asphalt pedestrian and bike road.

To be clear I am for a path going in but just not one that is so damaging and obtrusive as the other greenways I've seen Durham recently construct in town.

Is the multi-use path that the CTP describes less invasive? It's not clear on the report. Is it a narrower surface? Does Durham have a designation that would allow a less massive and impervious roadway to go through for pedestrian and bike use.?

Thank you,

Todd Levins

4/26/21

Regarding the planned bikeway improvements. I am an avid bike rider and live where I can commute into campus at UNC.

My concern is that these plans place bikeways on or directly adjacent to major highways, and I cannot think of a worse environment to ride a bike on than right next to a loud, polluting, and downright dangerous highway.

I live adjacent to the Fordham blvd. in Chapel Hill and I would respectfully invite you to come and stand by the side of the highway, where people ignore the speed limits routinely, and tell me that this is a good place to put a bikeway. That is crazy.

Put these AWAY from these highways, on quiet streets and footpaths. I will not ride on any of these bikeways adjacent to busy highways, and I cannot understand why you are promoting them.

Come stand on the side of the Fordham blvd. with me for 5 minutes and tell me you think this is a good place for a bikeway.

Crazy,

Scott Madry, Ph.D.
402 Morgan Creek Roak
Chapel Hill.

4/26/21

Comment on Changes to Bicycle/Pedestrian and Other Transportation Projects in Long-Range Plan

I especially support better facilities for pedestrians and bicyclists, aging persons, and disabled persons.
Transportation planning needs to be a subset of planning for long term economic sustainability.

John Claydon
Hillsborough

4/27/21

Thanks Andy,

I don't have any particular comment, but I did want to express my appreciation for all the effort put into these plans, especially with respect to the bike/MUP items. I really value their availability.

Thanks,
Nathan Barber
Chapel Hill

4/27/21

- [Attachment](#) is almost impossible to read, even after enlarging the window.
- It would be helpful if the info was presented in such a way as to be able to filter for just OC, or just CH, etc.
- Some of the maps don't have streets so difficult to tell what the exact routes of bike facilities are.
- Why has (CH) Stateside Drive-Water Tower bike connector been eliminated?
- The designation of Estes Drive in CH & CB should be upgraded from Minor Thoroughfare, Existing to Major Thoroughfare, Needs Improvement (Map p. 15). It should become a 3-lane road from Franklin St to Greensboro, with a center turn lane throughout and with dedicated bike lanes and sidewalks along both sides.

Eleanor Howe

4/27/21

Dear Andy,

Thanks for your quick response and for telling me to [click the map icons at the top of \[the\] web page](#). Once I did that I could see that the Stateside Drive bike route through the OWASA water tower property is in the CTP amendment as “off road, recommended.” I can of course also see the streets & street names in this map, and focus only on Chapel Hill, or wherever. Sorry I missed this earlier!

And although Estes Drive may be considered a “local” issue affecting only Chapel Hill and Carrboro, I’d still like to see the CTP amendment recommend the improvements I suggested.

Best regards,

Eleanor

4/27/21

Hello, Mr. Henry,

I want to take this opportunity to voice my concerns about the removal of two bus stops closest to my office in January 2020. We are a state agency located 4312 Western Park Place in Durham where we have been for several decades. The community knows where we are and what we do. Shortly before COVID, we experienced a huge barrier to serving clients who could not get to our location because two bus stops (one on Operations Dr and one on Hillsborough Rd) had been removed. The next bus stop is a mile away and is not accessible to our location. Our agency serves individuals with disabilities (including physical and cognitive disabilities) so walking the distance is not an option. We have been able to get by during COVID with remote/virtual services, but as we shift back to providing services in person, I am hopeful we can find a way to work with the City and the County to make our office accessible again.

Thank you!

Ashley J. McKenna, M.S.

4/27/21

Hi Mr. Henry,

I just wanted to take a moment to reiterate a comment which you may have had several responses about so far: the removal of the bus stops closest to the Vocational Rehabilitation office at 4312 Western Park Place. As COVID restrictions ease and clients are allowed back into the office, the lack of a bus stop near this location will provide an insurmountable barrier to a number of our clients who rely on public transportation to access our services. As it is our mission to serve those with physical and mental disabilities, groups who may already have limitations in transportation and mobility, it is of the utmost importance that a bus stop be reinstated near our facility. We serve hundreds of clients, so I have no doubt that this stop will be utilized and will be a great benefit to the Durham community as a whole. Thank you for your time and for allowing the community a chance to bring up important issues in a direct way.

Best,

Daniel H. Secrest, MS Candidate

4/27/21

Hi Andrew,

Thanks so much for your work on this. I think this is the product of some really great work. I only have one suggestion, which is a "hair on fire - needs to be completed asap" type of suggestion.

The downtown loop needs to be added to the conversion to two way traffic with more bike and pedestrian infrastructure. If we want downtown Durham to be bike and pedestrian friendly, the downtown loop is killing that goal. It was built to get cars around downtown as quickly as possible. That should no longer be the goal.

Not to mention, the economic growth that would come. There is no way a suburban style McDonald's with tons of surface parking should be the highest and best use downtown. Yet, it exists there because of the two-way loop. If the walkable part of downtown is expanded, there will be more incentive for developers to create much needed housing and other improvements, making more out of a lot like the one McDonald's currently sits on (with McDonald's being motivated to sell b/c the parcel just increased in value).

More for residents, higher tax income, better pedestrian and bike infrastructure. Converting the downtown loop will have HUGE ripple effects and should be placed as a #1 goal of this plan.

Best,

Dave

4/27/21

Hi Mr. Henry,

When I look at the map of bike lanes, I see many "multi-use paths" with "0 lanes" of "0 width". Is that just a way of saying that no new infrastructure is proposed, and bikes would just use existing streets?

If that is true, I suggest that instead of using the very narrow and dangerous Broad St between Stadium Drive and Duke Homestead, you use the streets one block east, Birmingham and Winstead, wider with MUCH less motorized traffic.

Ned Kennington

4/28/21

Hello,

I am a Durham resident and would like to express support for the expansion of Bus Rapid Transit plans in the Triangle. I am pleased to see BRT taking the place of previously planned light rail connections between Durham and Chapel Hill. Our particular family travels more to Raleigh than to Chapel Hill, so we would be pleased to see more transit options in that direction. We would happily take BRT for a day at the museums in downtown Raleigh or an afternoon/evening at the Museum of Art.

Thank you for your work on behalf of our community.

Elizabeth Sappenfield

4/28/21

Dear Andrew,

I'm a Carrboro resident who likes to cycle and run. I was looking at the proposed changes and one area stood out to as something I could provide feedback on based on years of experience. I split my comment up to match the list items as I understood them.

1) Bike boulevard on James Street between W. Main St. and Hillsborough St in Carrboro (ORAN0142-B).

Better infrastructure is really needed here because it's heavily used by cyclists and pedestrians. It's a very natural part of a cycling or running route because it's the last place before 54 where you can connect to other areas. The challenge here is that car traffic is pretty heavy (and soon will get heavier with some upcoming commercial development nearby) and often pretty fast moving on a narrow street. Many residents of other neighborhoods, work trucks, etc. use this street as a way to cut through between Main and Hillsborough. I think that figuring out how to slow or reduce car traffic here would be something most cyclists and runners in town would benefit from because it's so widely used.

Aside from that, it's really hard for pedestrians to cross W. Main from James so you see people taking all sorts of different approaches. I'm not sure if that factors in but the situation as it stands makes no sense for how pedestrians actually use this intersection.

2) My other comment is about an area right nearby. W. Main from Laurel to James St. (ORAN0216-B).

This is kind of similar. There's already a bike lane but it's a really high traffic area and traffic moves faster than the speed limit because Main has no impediments until you get closer into town. I think a separated bike lane is a great idea, I just wonder if that should be accompanied by a speed limit reduction. I've spent a lot of time going up and down Main and (just my opinion) but you can tell drivers are paying less attention than they do closer to town. It's kind of like people treat that as their runway to getting on 54.

Thanks for gathering feedback and doing this kind of planning. As someone who particularly wants to feel safe while cycling, I really appreciate these efforts.

Gordon Chadwick

4/28/21

Hi Andy,

Many thanks for your response!

Are you saying that on the section of Broad Street I am talking about the proposal is to build a multi-use path that bicycles could use that is separate from the street? (I think that section is bordered by drainage ditches that would make construction of curb and gutter and a multi-use path difficult.)

Ned

4/29/21

P.S. Hi Andy, I see lots of "multi-use" paths on the map at <https://linkprotect>

As a cyclist, this is very appealing, but it seems like it would cost a LOT of money. Wouldn't that money be better spent on things like schools and hospitals and supporting children?

Thank you for promoting cycling,

Ned Kennington

4/29/21



Tab Combs @DrTCombs · 1h

Hey @DCHCMPO I have a question about amendment 3. Specifically, about the "Bike MUP" map. Where the legend indicates "existing facilities" does it mean "already called for on a plan" or actually present?

If the latter, I see some discrepancies w/ real life.



4/30/21

Hi Andrew, thank you for your work for the local community!

I am writing specifically about the bicycle/pedestrian paths being added along major roadways and the addition of the multi-use paths. As a decades-long commuter bicyclist, I am in favor of pretty much any

and every possibility for getting bikes (and pedestrians) off of roads to safer situations. I have also seen over and over how having safe transit corridors like that see a HUGE jump in the number of people biking and walking in the area, making the community safer AND healthier and reducing human-made global warming at the same time. It's a win-win-win all-around.

Thanks for considering my enthusiastic encouragement.

In peace. Ti Harmony

5/2/21

I am disappointed in there not being any transit emphasis into northern Durham north of I-85. Service up there is really bad as it is and it needs to be improved dramatically for it to be useful for people living there.

These proposed bicycle lanes should not be removed from the CTP, unless they're being replaced with a paved greenway/multi-use path:

- Durham County
 - Broad Street between Carver Street and Stadium Drive. In my opinion, there should be bike lanes on Carver Street from Broad to Roxboro Streets as well.
 - Hebron Road, having bike lanes or, more preferably, a multi-use path along the road is a MUST. The road is not safe for bicyclists due to the hills and high speed limit.
 - MLK Pkwy Extension, mainly because of the bike lanes already existing on MLK
 - N. Roxboro Street between Main Street & Monk Road. This would be very useful, especially for people who are biking from the Carver Street/Danube Lane/Hebron Road area.
 - Old Oxford Road between Hebron Rd and Roxboro Street. I feel this is necessary because of the high speed limit and narrow roadway on Old Oxford, and would honestly probably be better off being a multi-use sidepath.
 - TW Alexander Parkway. I feel this is necessary due to the high speed limit and would honestly probably be better off being a multi-use sidepath.
 - Highway 54; This one is a must, though it would be better as a multi-use path, mainly due to the high speed on NC-54 along most of the route, connecting to the ones in Meadowmont and RTP.
 - Main Street. This should be done because of how much it would help bicyclists getting across Durham via this road.

-Connor Lane

5/3/21

Good morning,

Thank you for expanding the number of bicycle lanes in Durham. As a cyclist, this work supports and affirms my values and makes me proud of the city I live in. Also, and no less important, it increases my sense of safety. In particular, the bike lanes on Washington Street make my work commute easier, safer, and more enjoyable. Please continue to include bicycle lanes in your transportation plans.

Thank you very much,

Joel Wright

5/4/21

Good morning Andrew,

I want to know if there will be another hearing for the public at a time more accessible for working people about Amendment #3 before the public involvement period ends?

I live in Hillsborough and work for the Town of Chapel Hill and would like to attend but the only available time is in the middle of summer camp registration. Will there be another opportunity?

Thanks so much,
Samantha Slayer

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DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

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

Andy Henry, andrew.henry@durhamnc.gov, May 12, 2021, [Web page](#)

Presentation Outline

MPO Board 05/12/2021 Item 8



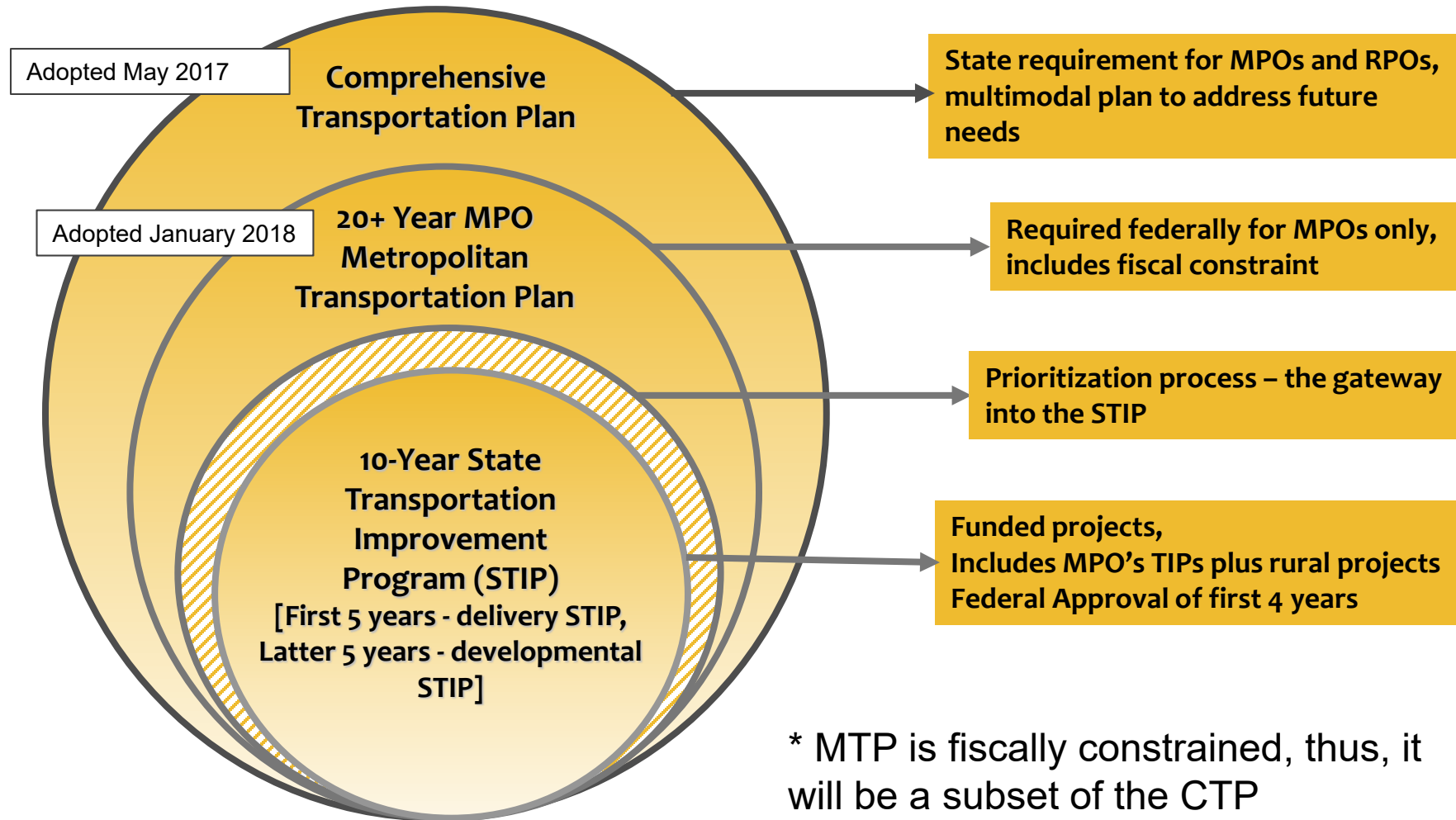
- Background and Purpose
- SE Data Update
- Deficiency Analysis tools
- MTP Schedule

Where is the data?

- Presentation is summary that explains how to understand data and graphics
- **DCHC** web page. Detailed data, graphics, and maps. Click [here](#).
- **CAMPO** web page. Congestion, highway projects, transit projects, and SE Data on single, region-wide, interactive map. Click [here](#).

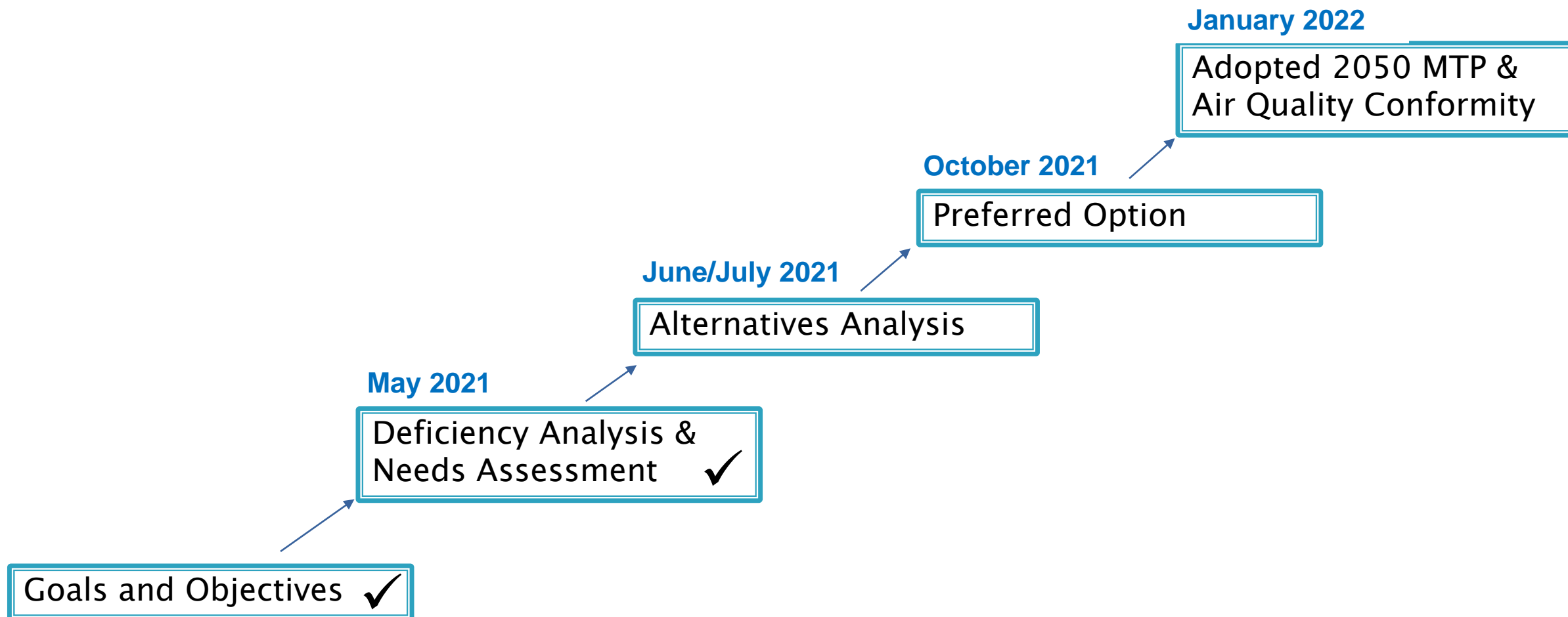
Transportation Planning Framework

MPO Board 05/12/2021 Item 8



2050 MTP Milestones

MPO Board 05/12/2021 Item 8



Deficiency Analysis

Overview

- Purpose: ensure staff, public and Board familiar with deficiencies; receive feedback
- What is it? Model 2050 population and employment on today's transportation network.
- 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

MPO Board 05/12/2021 Item 8

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

See Goals web page ([click here](#))
for Goals & Objectives and
survey response details.

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

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** growth from 2016 to 2050

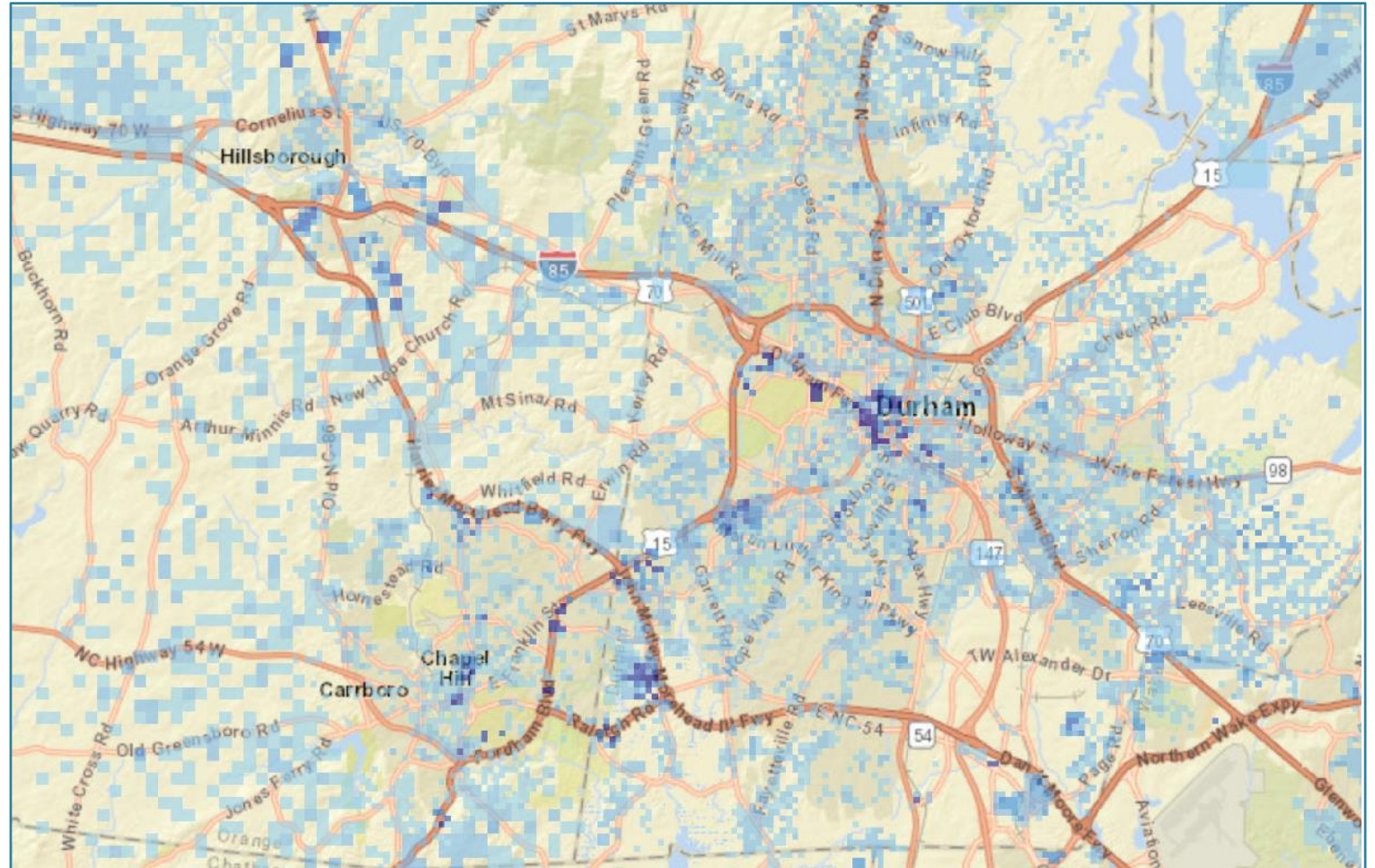
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Community Plan allocates guide total population based on local land use plans and policies.

Note clusters along major travel corridors between Durham and Chapel Hill

Durham County has spread north and east.

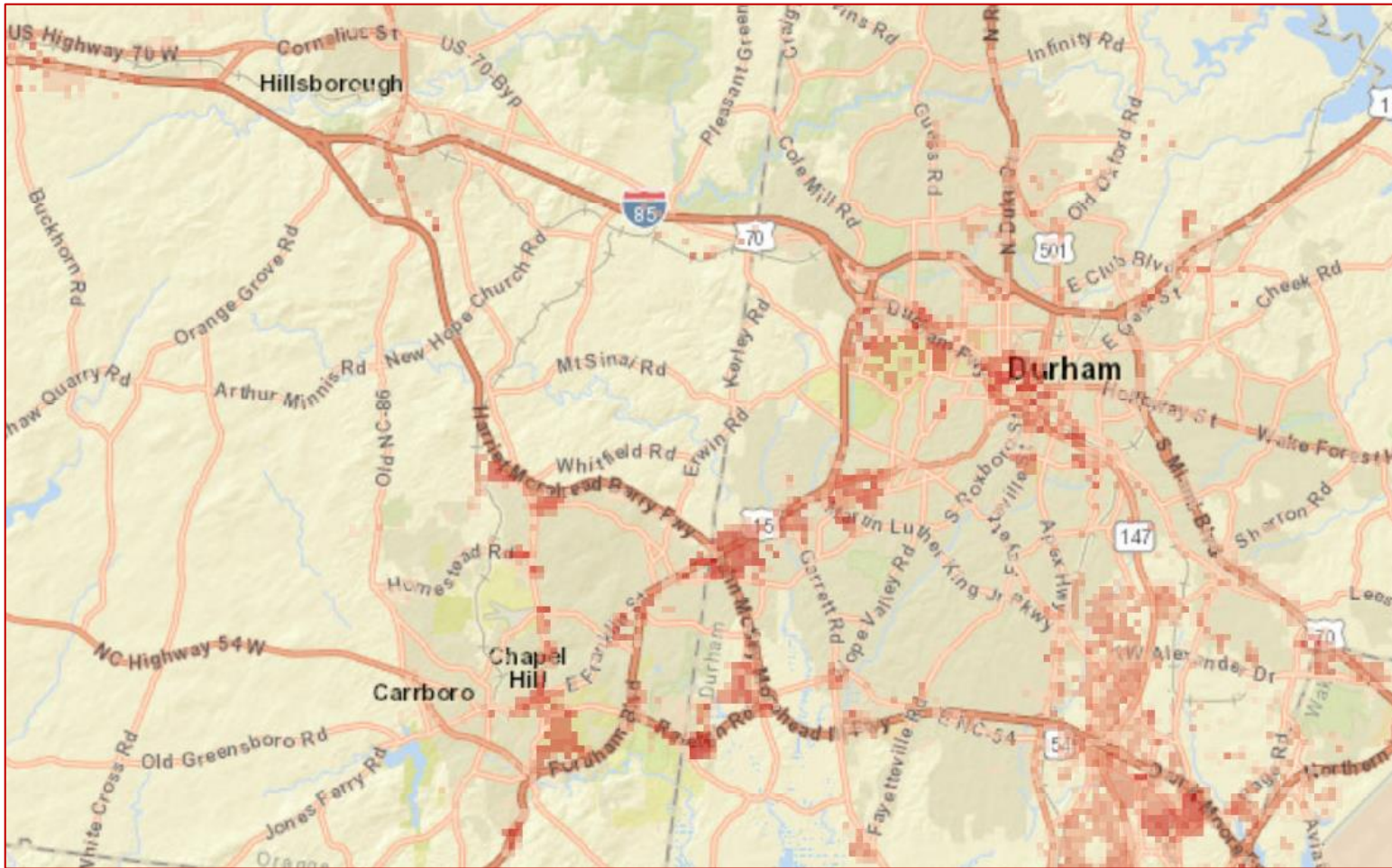
Much of Orange County growth is in towns and west US 70 corridor.



Socioeconomic Data

Community Plan – **Employment** growth from 2016 to 2050

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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.

Page 11 of 22

- 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)

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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.

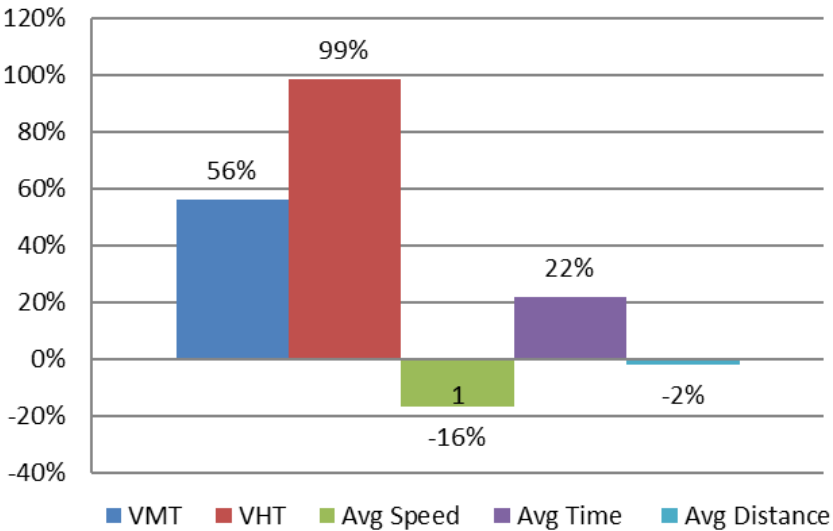
VMT driven by population (49% population increase) (note: VMT per capita is fairly stable)

VHT growth outpaces VMT because of increased congestion

Performance Measures

Changes in Mobility Measures

Percent Change: 2016 to 2050 E+C



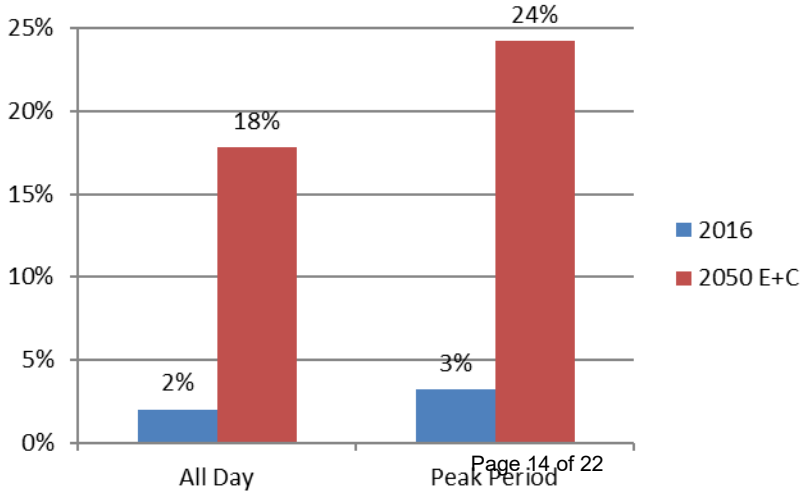
- Although average distance slightly declines, overall VMT and VHT greatly increase because population and employment grow substantially.
- VHT increase outpaces VMT increase because average speed slows due to congestion.

Notes

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

■ Large increase in congested VMT

Percent of Congested VMT



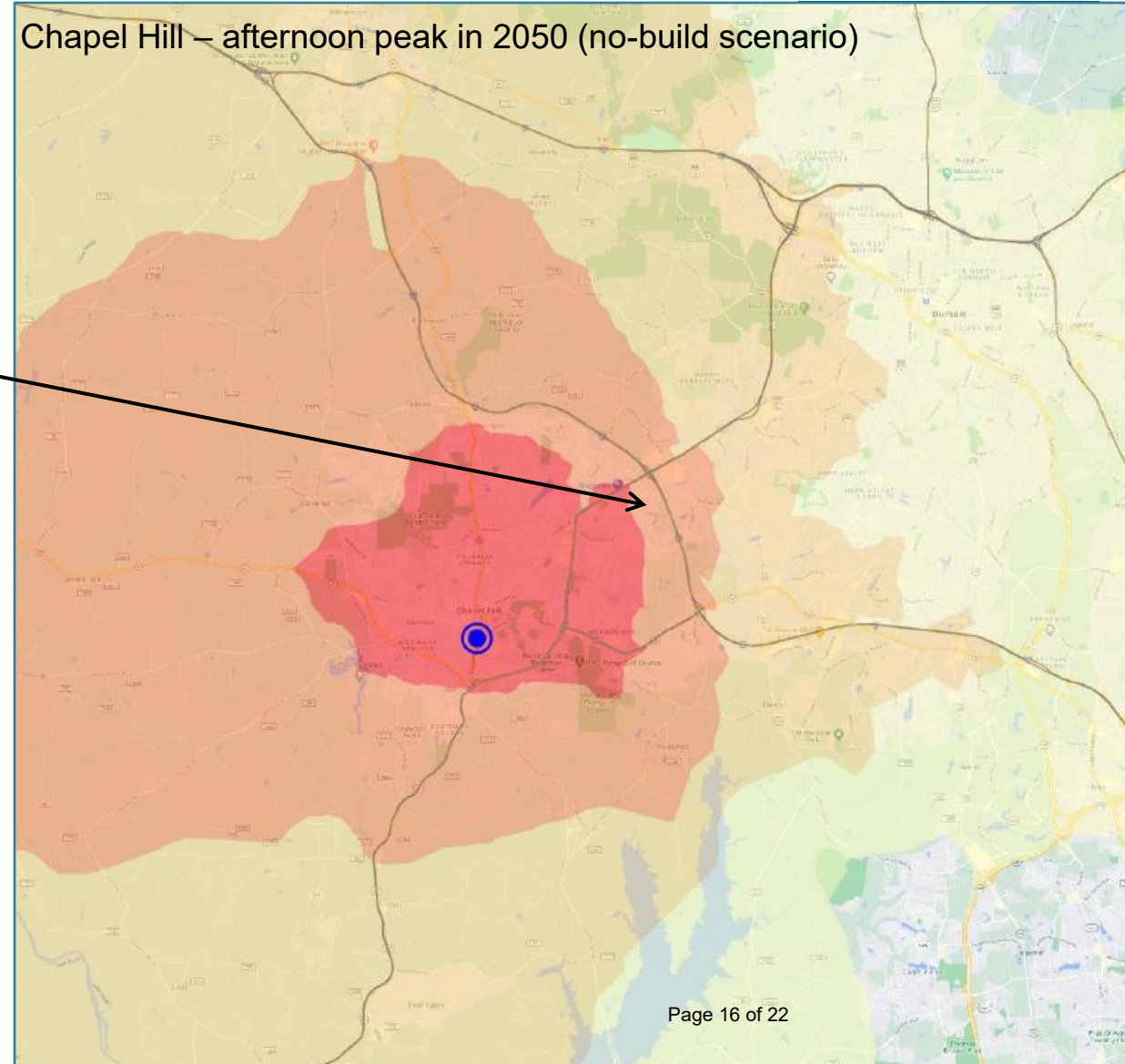
- More specific than Performance Measures – can start to see corridor mobility.
- Based on afternoon peak hour from four selected centers:
 - Downtown Durham
 - Chapel Hill/Carrboro
 - RTP
 - Downtown Raleigh
- Map illustrates “contours” for 15-, 30-, 45-minute, etc. commutes from the centers.
- Two 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

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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.

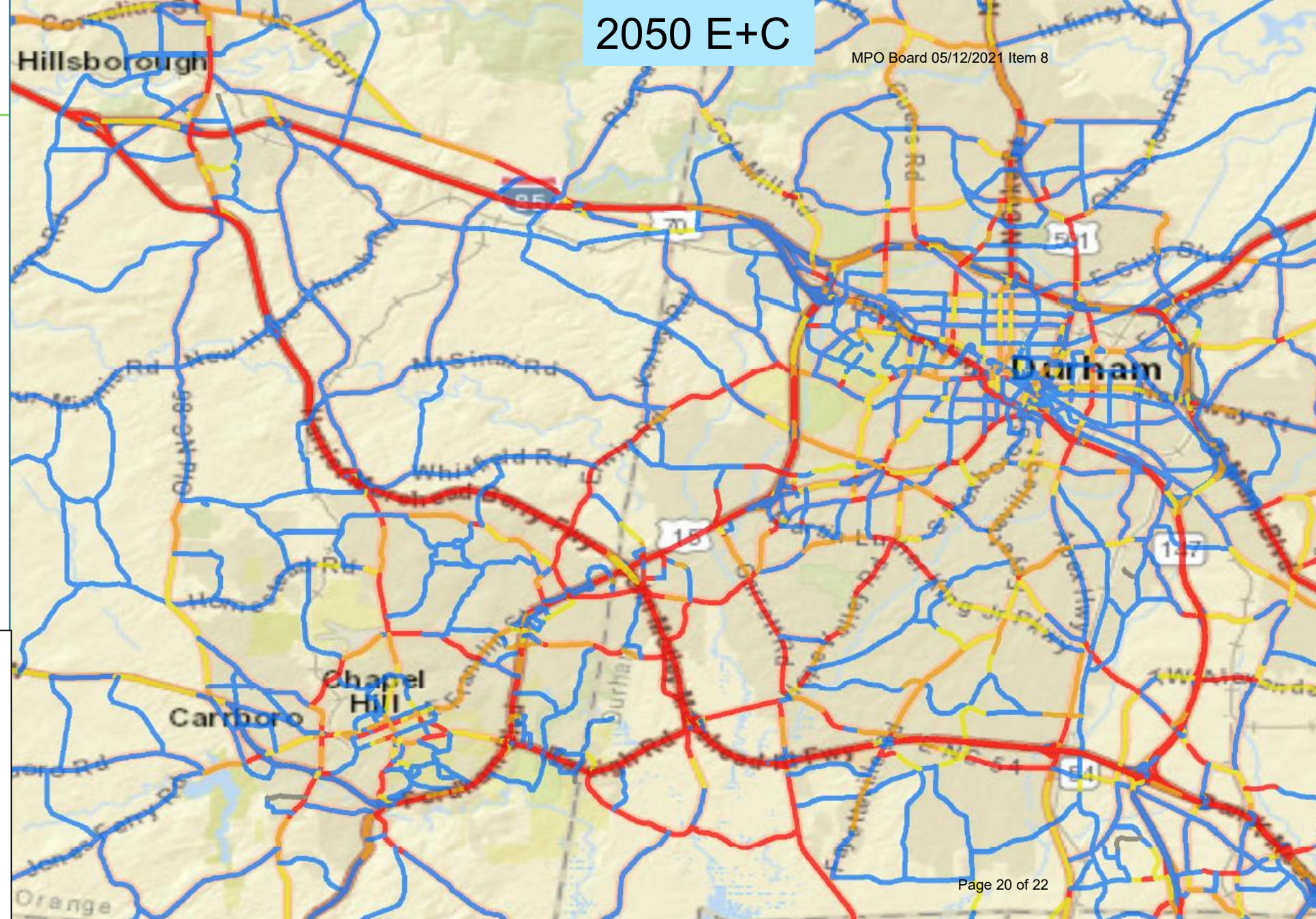
Congestion Maps (V/C)

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)



****Coming Attractions****

In the Alternatives Analysis

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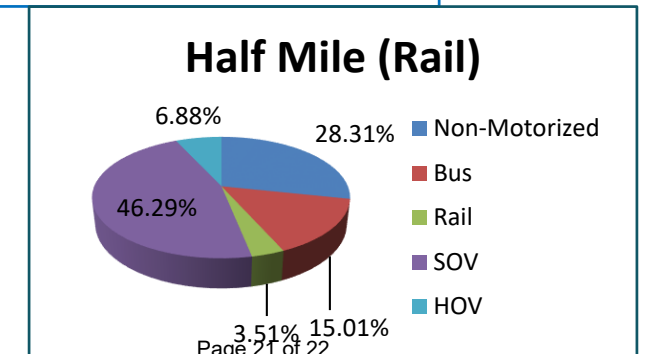
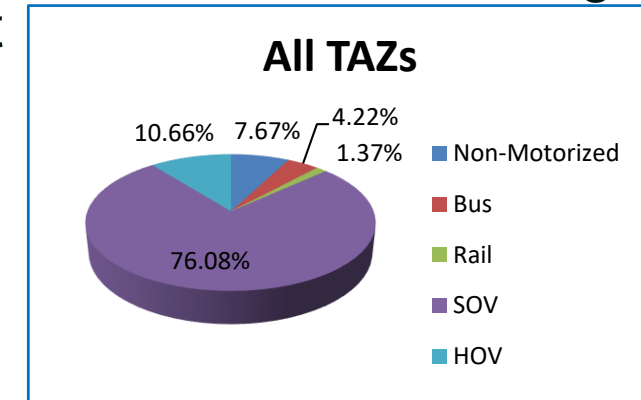
1- Equity Measures

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



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Board Actions

- May – Release Deficiency Analysis for 30-day public comment period
- June/July – 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

American Jobs Plan Update

Dale McKeel, dale.mckeel@durhamnc.gov, May 12, 2012

TRANSPORTATION INFRASTRUCTURE AND RESILIENCE

In total, the American Jobs Plan proposes more than \$2 trillion in new federal spending over the next 8 years, 2022 to 2029. Of this, more than \$600 billion would be invested in transportation infrastructure and in programs to promote resilience, including:

- **Roads and Bridges** – \$115 billion to modernize 20,000 miles of bridges, highways, roads and main streets
 - Repair most economically significant larger bridges and the worst 10,000 smaller bridges
 - Improve air quality, limit greenhouse gas, and reduce congestion
- **Roadway Safety** – \$20 billion for road safety
 - Increase funding for existing safety programs
 - Create a “Safe Streets for All” program to fund state and local Vision Zero plans to reduce crashes and fatalities, especially for cyclists and pedestrians

TRANSPORTATION INFRASTRUCTURE AND RESILIENCE

- **Modernize Public Transit – \$85 billion**
 - Double federal funding for public transit and address the repair backlog
 - Bring bus, bus rapid transit, and rail service to new communities and neighborhoods
- **Passenger and Freight Rail Service – \$80 billion**
 - Address Amtrak's repair backlog and modernize the Northeast corridor
 - Improve other existing corridors and connect to new cities
 - Enhance grant and loan programs for passenger and freight rail safety, efficiency, and electrification.
- **Electric Vehicles – \$174 billion**
 - Build a national network of 500,000 electric vehicle chargers by 2030
 - Replace 50,000 diesel transit vehicles and at least 20% of the school bus fleet
 - Spur domestic supply chains, retool factories to make batteries and electric vehicles, provide rebates and tax incentives for consumers to buy electric vehicles

TRANSPORTATION INFRASTRUCTURE AND RESILIENCE

- **Ports, Waterways and Airports** – \$25 billion
 - Airport improvements, including upgrades to existing assets, terminal road renovations and multi-modal connections
 - Invest in inland waterways, coastal ports, land ports of entry, and ferries.
- **Redress of Historic Inequities** – \$20 billion
 - New program that will reconnect neighborhoods cut off by historic investments and to help ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access
- **“Ambitious Projects” Fund** – \$25 billion
 - Fund projects that will have tangible benefits for the regional or national economy but are too large or complex for existing funding programs

TRANSPORTATION INFRASTRUCTURE AND RESILIENCE

- **Resilience** – \$50 billion
 - Dedicated investments to improve infrastructure resilience to address problems caused by wildfires, coastal or sea level rise, hurricanes, and other climate matters.

OTHER COMPONENTS OF THE AMERICAN JOBS PLAN

- Drinking water infrastructure, renewed electric grid and high speed broadband
- Development, preservation and retrofit of homes and buildings; modernize schools, colleges and early learning centers; upgrade of veteran's hospitals and federal buildings
- Investment in care economy
- Investment in research & development, manufacturing, and small business job training
- Creation of jobs that pay prevailing wages in safe and healthy workplaces

EARMARKS AND RAISE

- DCHC MPO has provided reference letters for three earmark requests:
 - North-South Bus Rapid Transit
 - Morgan Creek Greenway (Chapel Hill portion)
 - Regional transit project that includes GoTriangle, GoDurham, and Chapel Hill Transit
- USDOT has released details on the RAISE discretionary grant program (successor to TIGER and BUILD)
 - RAISE = Rebuilding American Infrastructure with Sustainability and Equity

- H 511 - allow use of state funds as local match for independent bike/ped projects funded through STI process
- H 554 - designate 2023 as Year of the Trail
- H 130 / S 403 – authorize East Coast Greenway to be added to the State Parks System
- H 388 / S 239 – pilot use of speed cameras in school zones in Durham

Questions?

*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

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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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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



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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



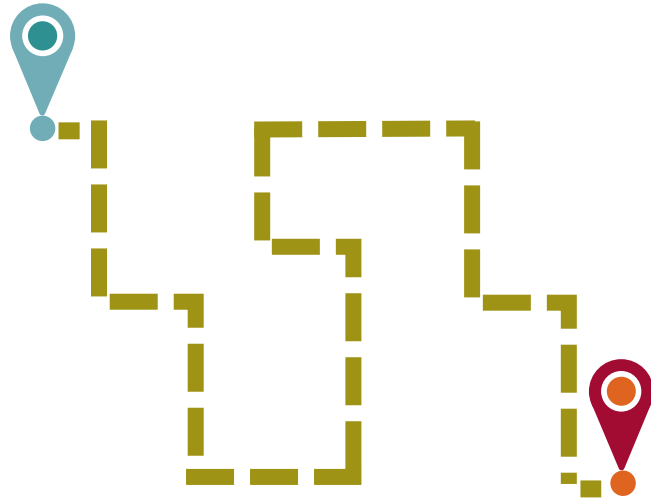
Regional Transit Center Relocation Study



Study Purpose



Safety & Functionality



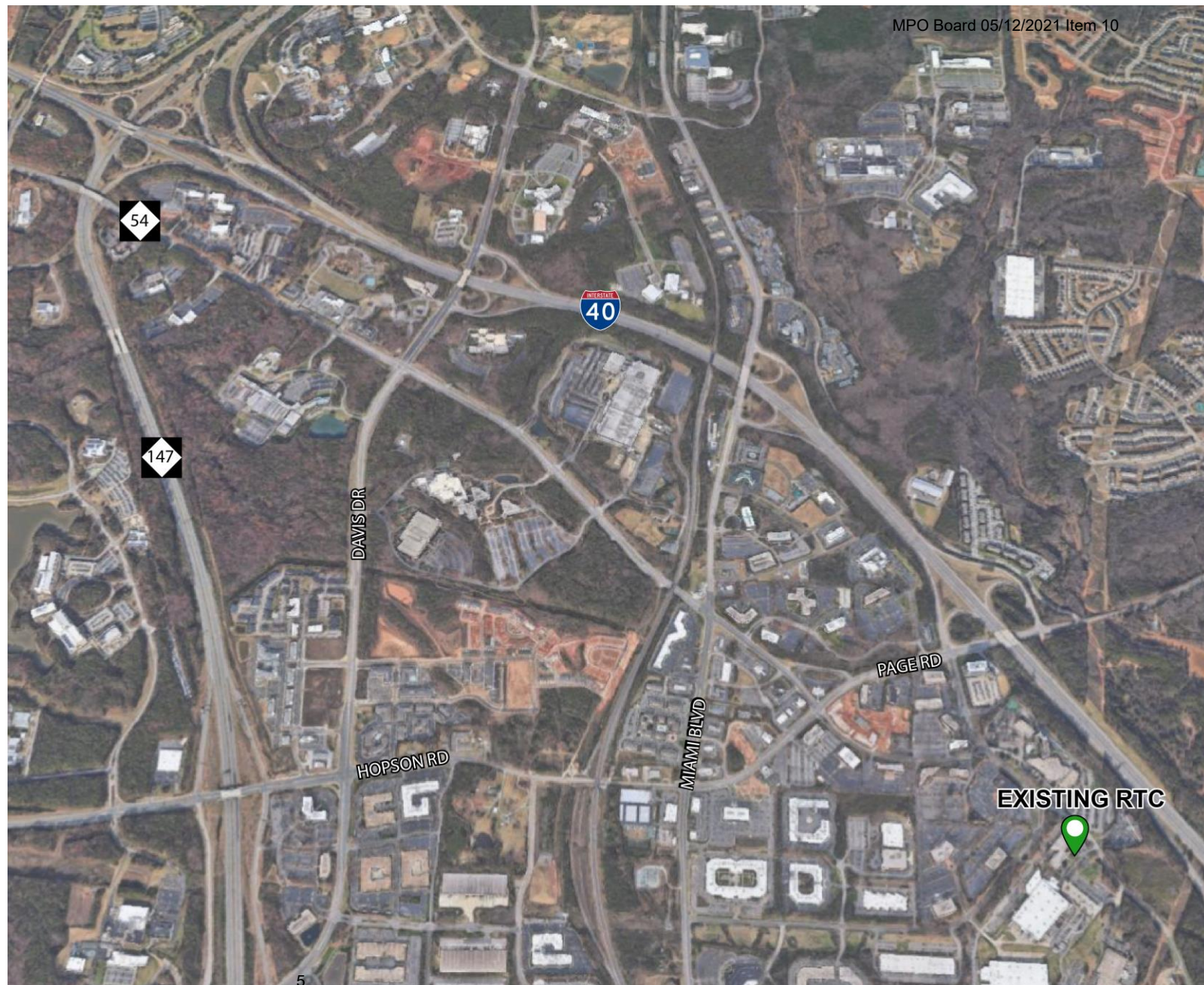
Access & Connections



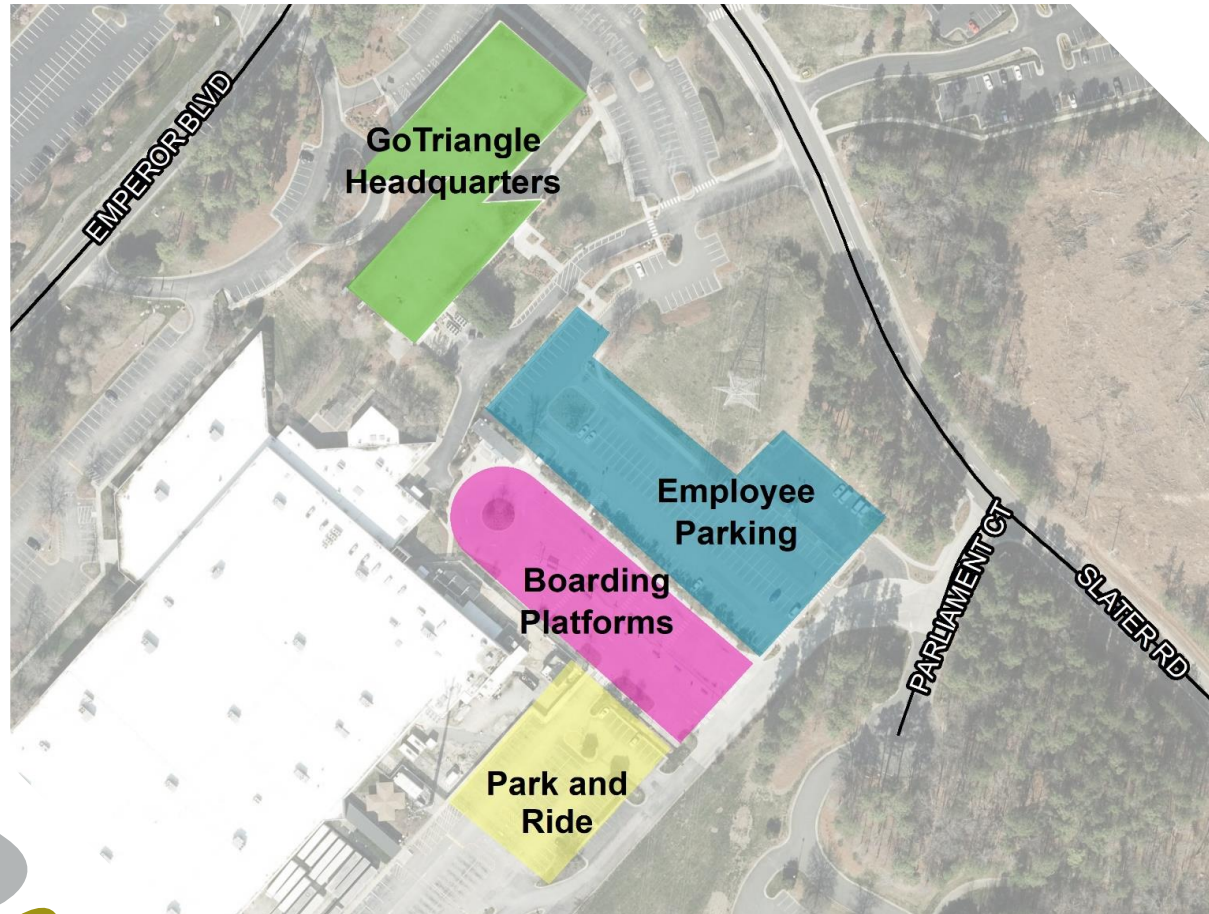
Speed & Reliability

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

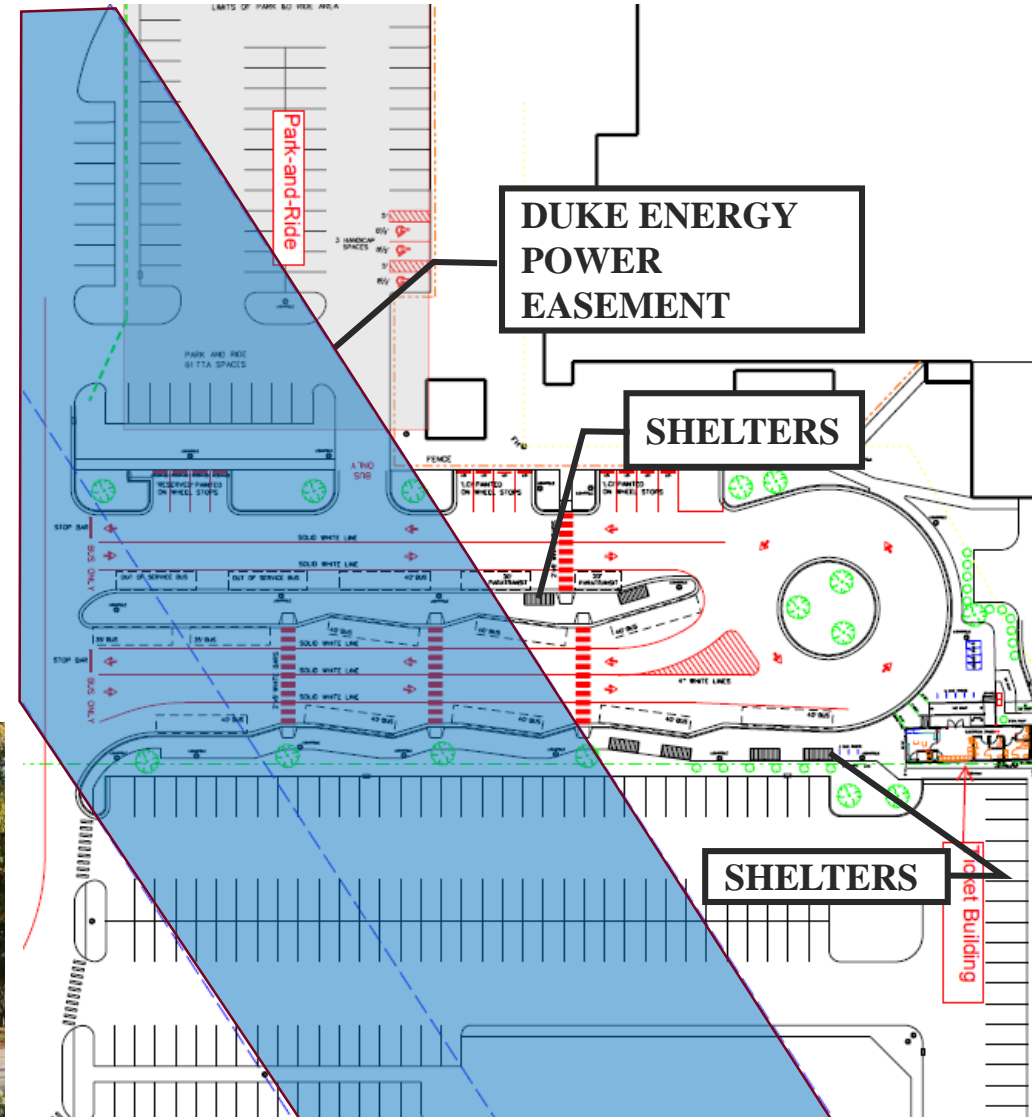
- ▶ Platform space limited and constrained
- ▶ Limited separation between users
- ▶ Buses share driveway with other vehicles



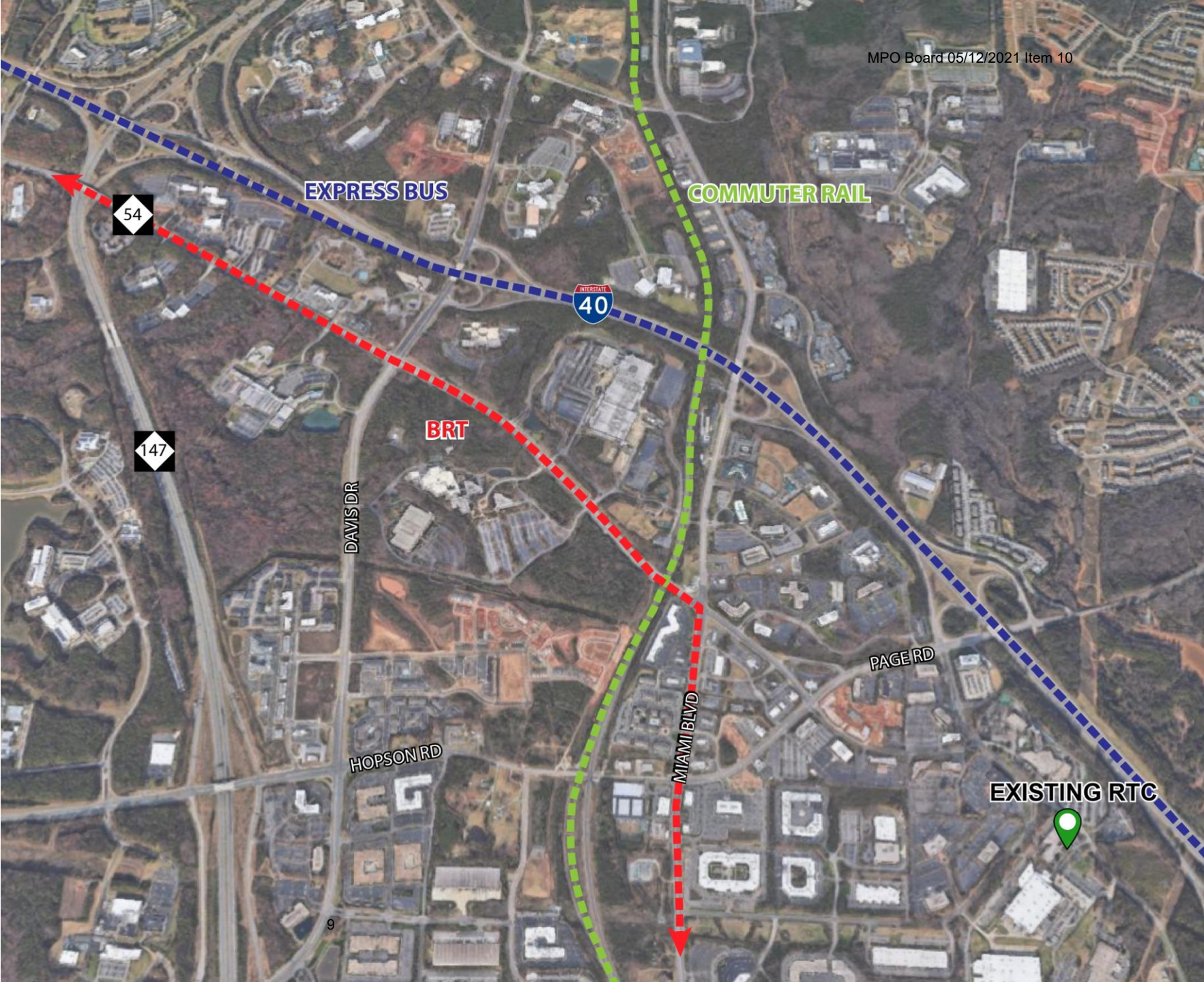
Passenger Amenities

- ▶ 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)



Access & Connections

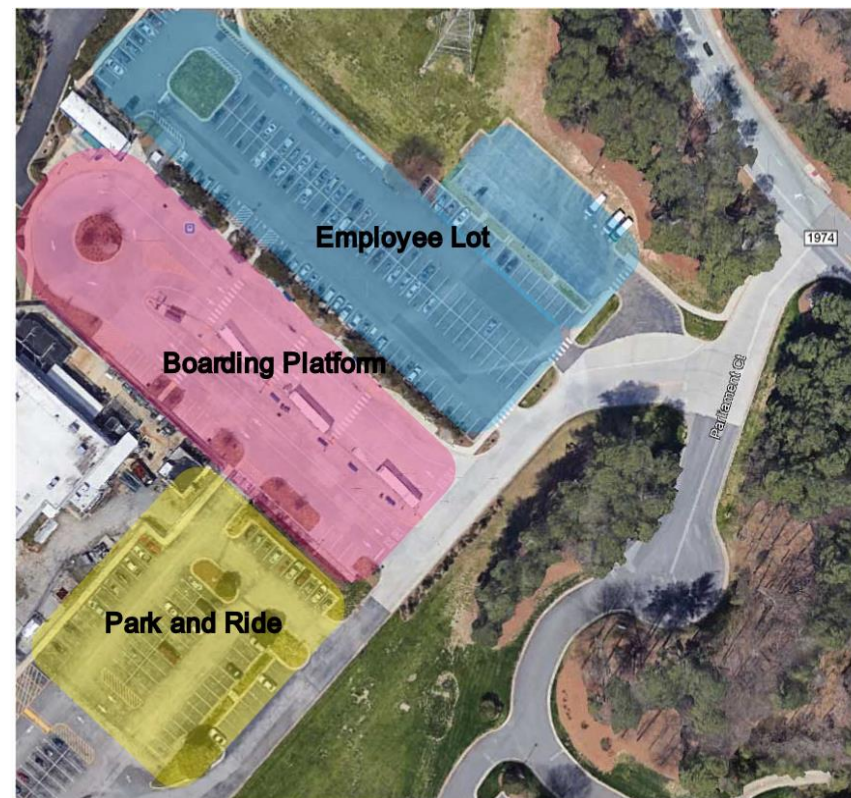


Speed & Reliability



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

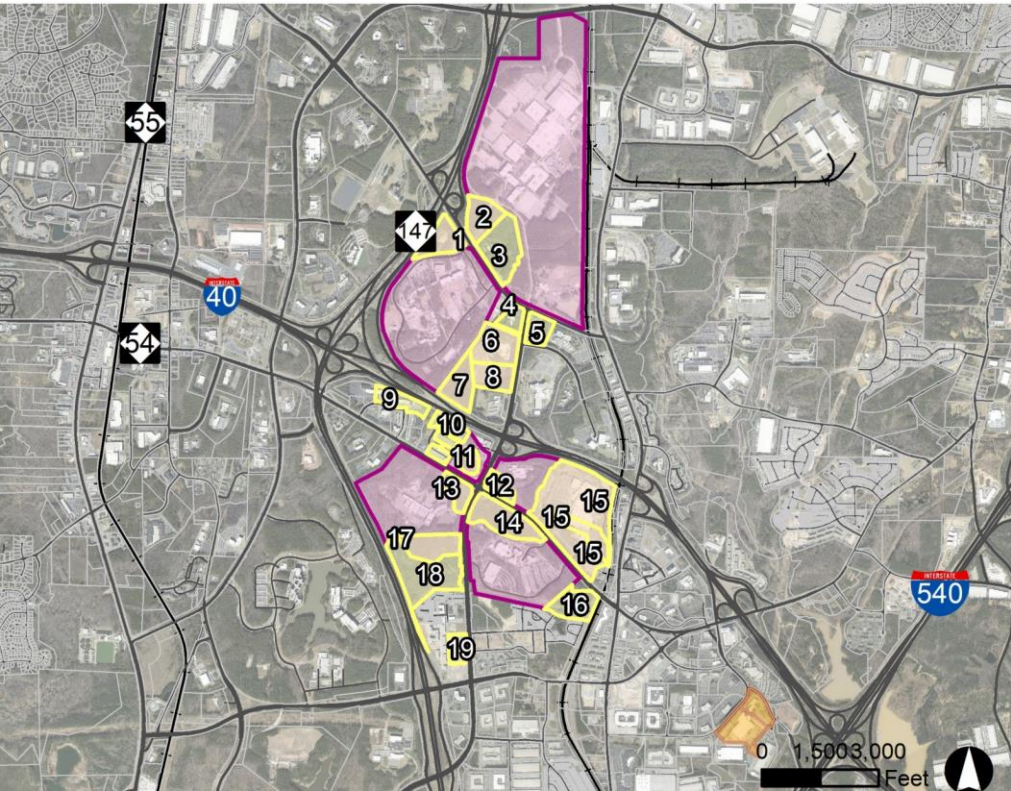
- ▶ Shared, unsignalized entrance to the site causes delays for buses
- ▶ Boarding platform location creates access conflicts between cars and buses



Site Search and Evaluation

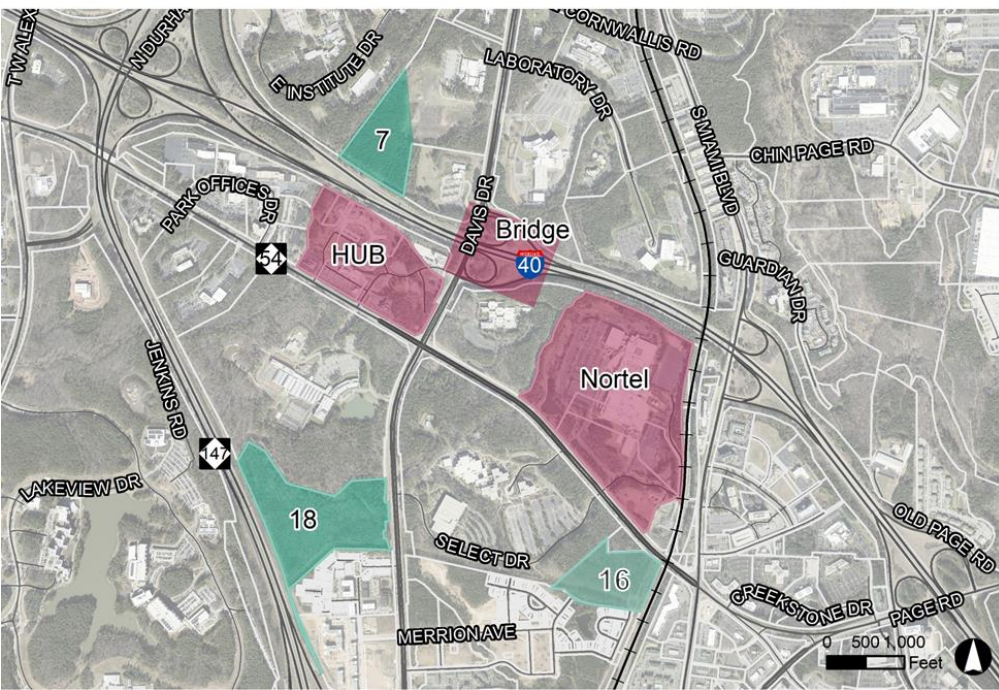
Regional Transit Center Relocation Study
Round 4

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

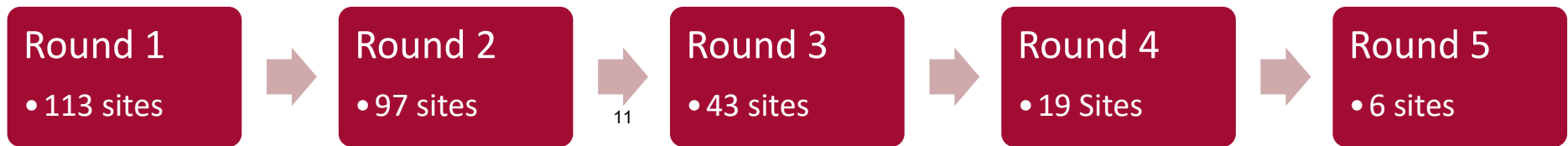


Regional Transit Center Relocation Study
Context Map

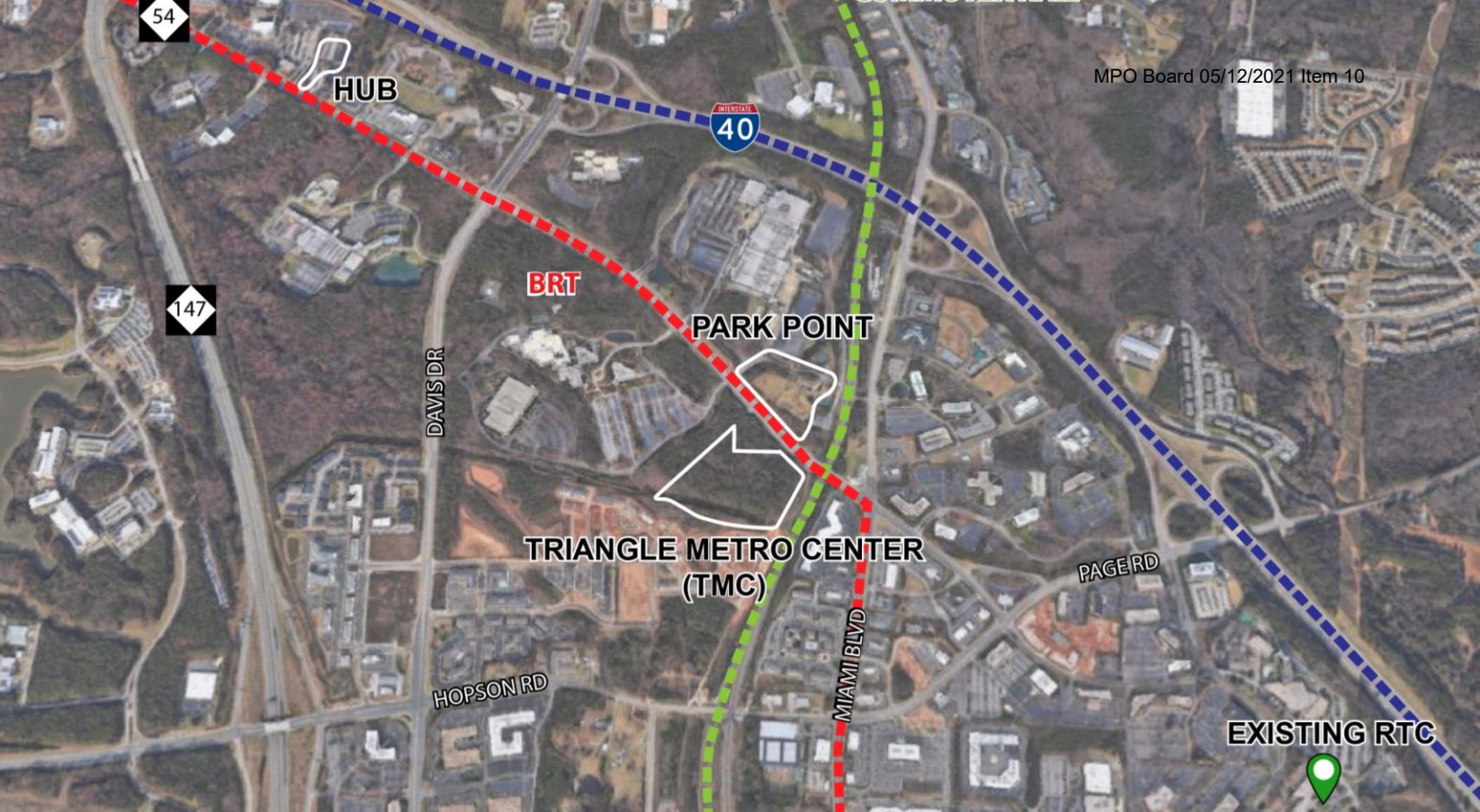
Potential Site
Opportunity Site
Rail
Parcel



Search Process



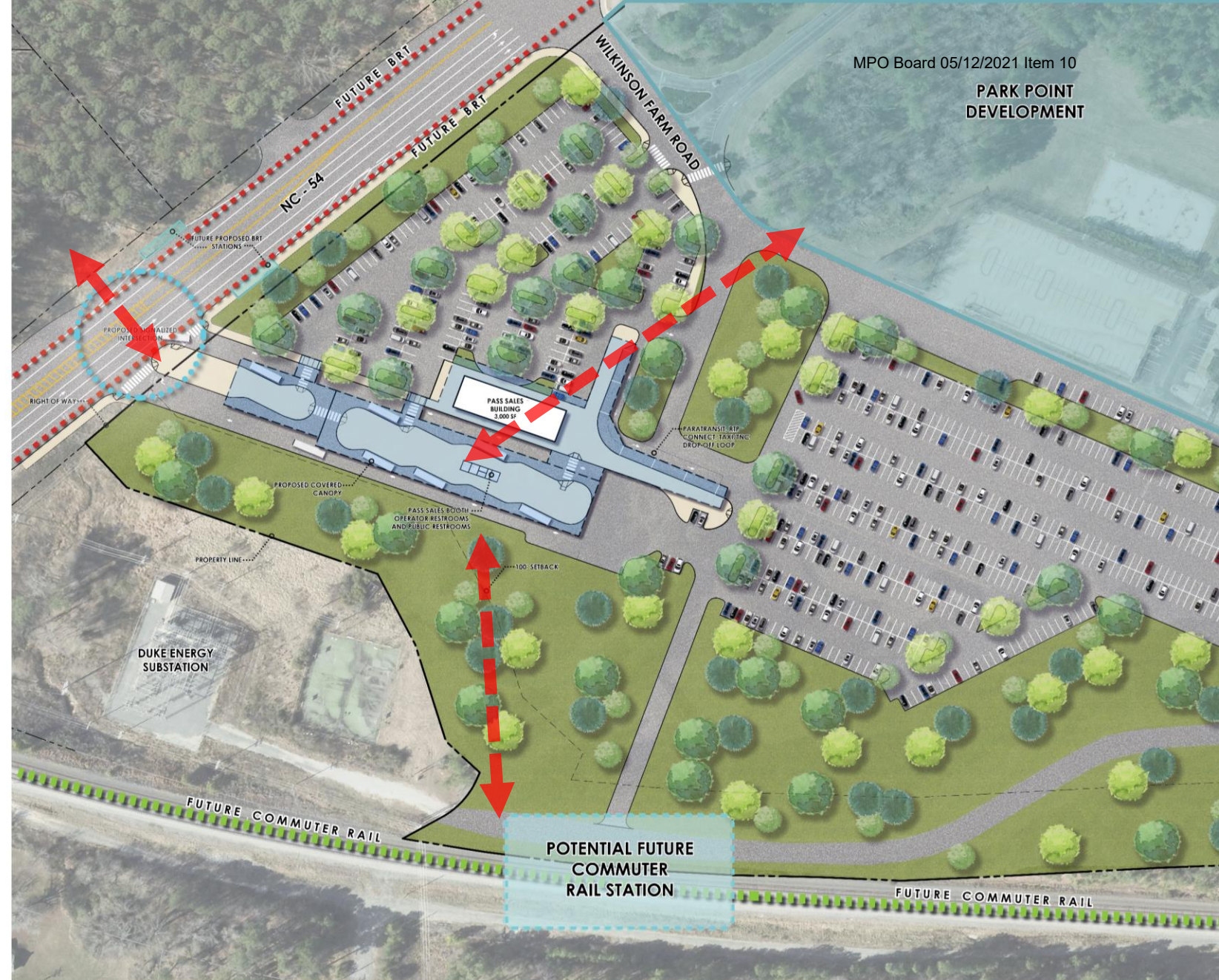
Location Evaluation



	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

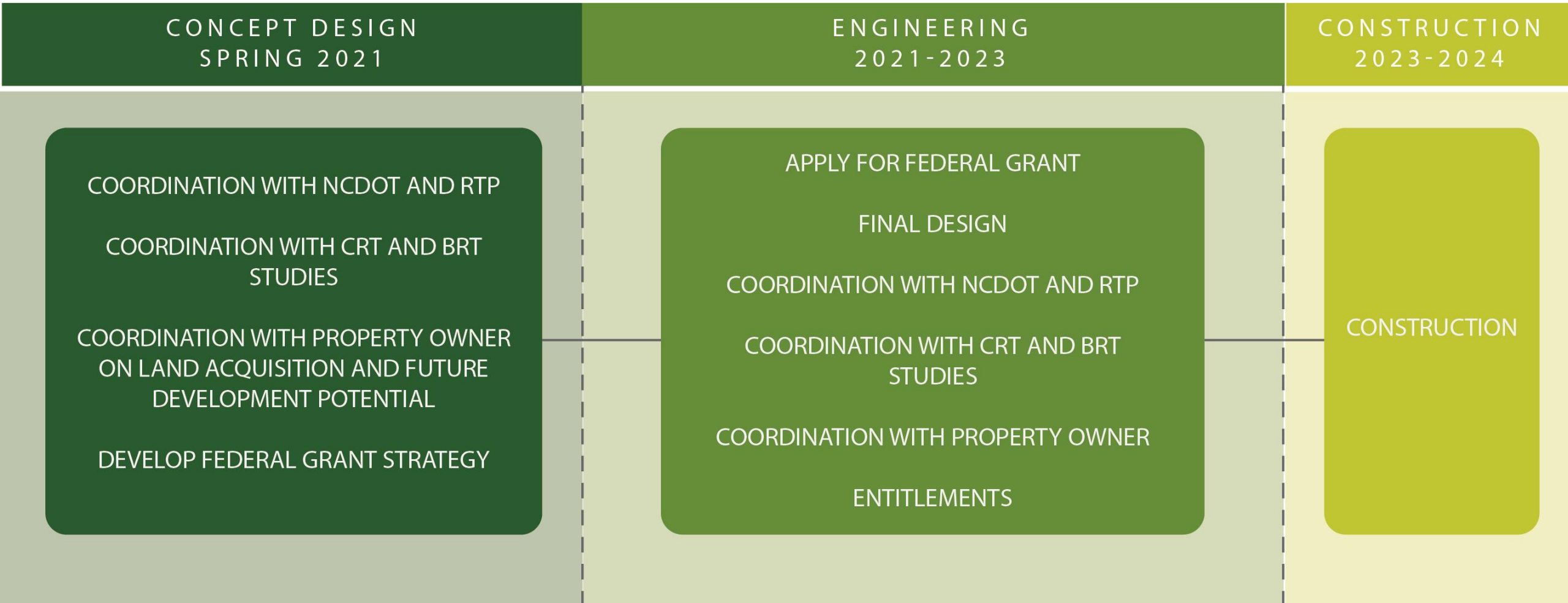


Conceptual Program

- ▶ 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!

**RESOLUTION TO AMEND THE DURHAM COUNTY TRANSIT PLAN TO
PROVIDE FUNDING FOR A PORTION OF THE LOCAL MATCH FOR A NEW
REGIONAL TRANSIT CENTER**

May 12, 2021

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

WHEREAS, the Durham County Transit Plan was adopted in April 2017 by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the GoTriangle Board of Trustees, and the Durham Board of County Commissioners; and

WHEREAS, the Durham County Transit Plan identifies projects to be funded by the Durham Transit Tax; and

WHEREAS, an interlocal agreement was adopted on March 26, 2013 by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the GoTriangle Board of Trustees, and the Durham Board of County Commissioners, and that interlocal agreement identifies the parameters for amendments to be considered material; and

WHEREAS, the interlocal agreement prescribes that all material amendments be adopted by the three signatories to the agreement; and

WHEREAS, the proposed amendment is consistent with goals and objectives of the Durham County Transit Plan; and

BE IT THEREFORE RESOLVED that the DCHC MPO Board hereby approves an amendment to the Durham County Transit Plan to fund a portion of the local match for a new Regional Transit Center, as approved on this, the 13th day of May, 2020.

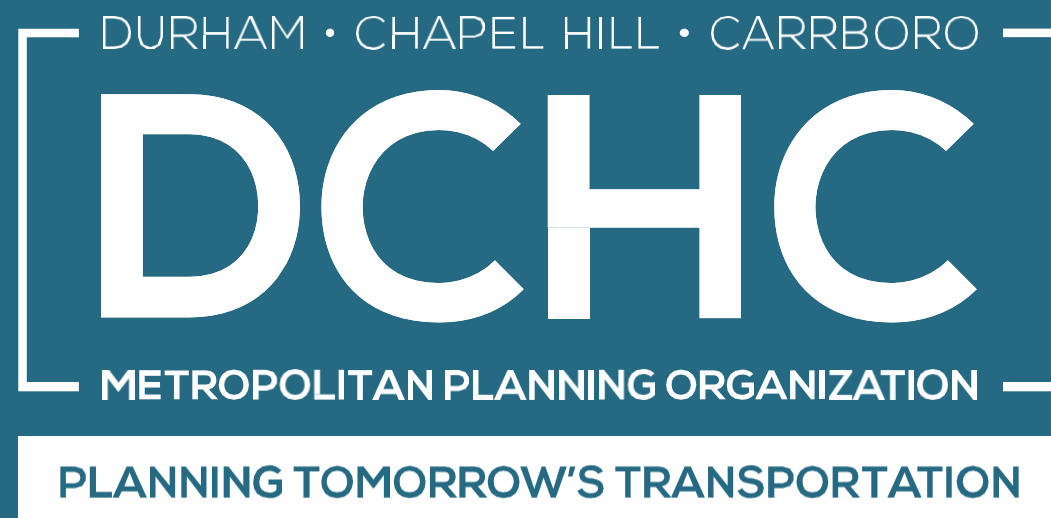
Wendy Jacobs, Chair, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

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

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



FY21-22 Call for Projects Funding Recommendation

Anne Phillips, LPA Staff

Non-Competitive Funding: STBGDA and STBGDA-COVID

Surface Transportation Block Grant Overview

- 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 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

Agency	Project	S/TIP ID	Requested/ Recommended Funding	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	\$62,500	\$312,500	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$650,884	\$42,500	\$212,500	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$650,884	\$57,721	\$288,605	CON

STBGDA – COVID Funds Overview

- 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

Agency	Project	S/TIP ID	Requested/ Recommended Funding	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.
 - Transportation Alternative Program (TAP) funds combined with a set aside of STBGDA funds
- Roadway capacity improvement projects are ineligible for TAP funds
- \$2,273,501 is available for the FY21-22 funding cycle and funding requests totaled \$4,755,50
- Requires a 20% local match
- **39% of competitive funding available**

Request Summary

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 of **\$2,273,501** as the project best meets the criteria laid out in the Regional Bike- Ped scoring rubric contained in Federal Funding Policy.

Agency	Project	Recommended Funding	Local Match	Total	Phase
City of Durham	Belt Line Trail	\$2,273,501	\$568,375	\$2,841,876	Construction

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
- Requires a 20% local match
- **23% of competitive funding available**

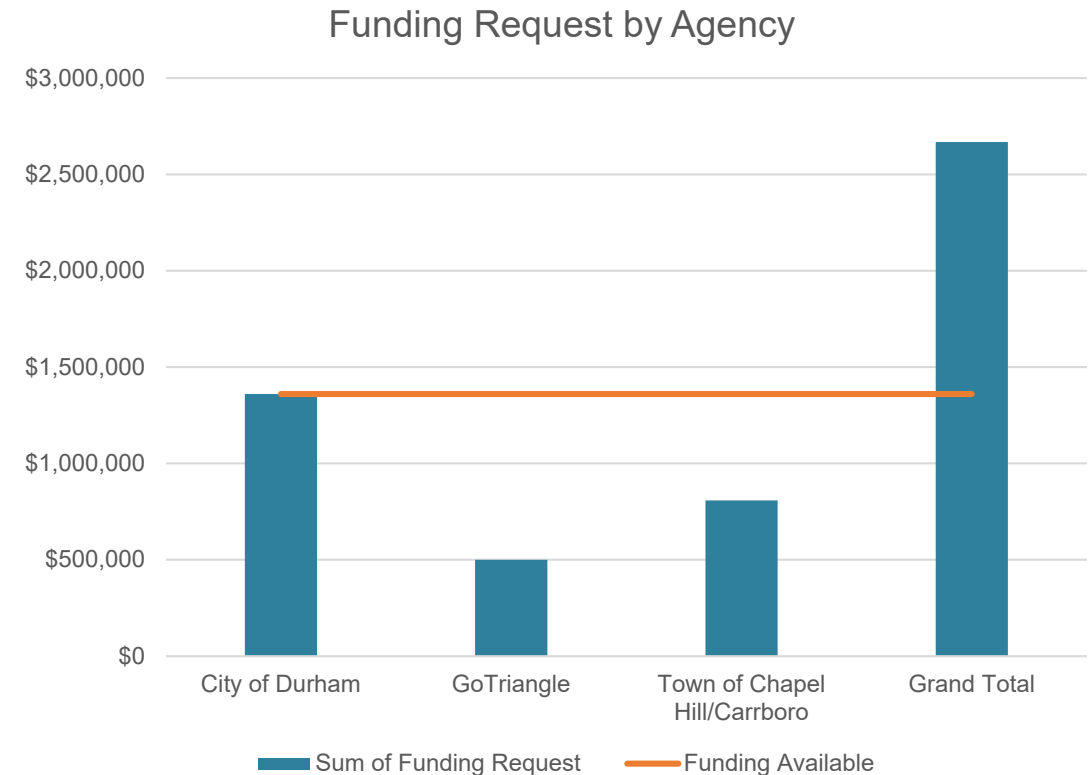
STBG-Competitive	Available Funding
STBG-Any Area	\$752,885
FY20 Unobligated STBGDA	\$607,314
Total	\$1,360,199

Request Summary

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	\$107,369	\$536,845	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	\$160,000	\$40,000	\$200,000	Design/CON
GoTriangle	NC 54 Transit Safety Improvements	\$500,000	\$915,000	\$1,415,000	Design/CON

Request Summary

- The City of Durham submitted four projects
- The Town of Chapel Hill submitted a joint project with the Town of Carrboro
- GoTriangle submitted one project in Durham
- The total amount requested for all projects was \$2,668,199, nearly 2X available funding
- Funding decision guided by a rubric developed by MPO staff with input from a TC subcommittee



Funding Recommendation

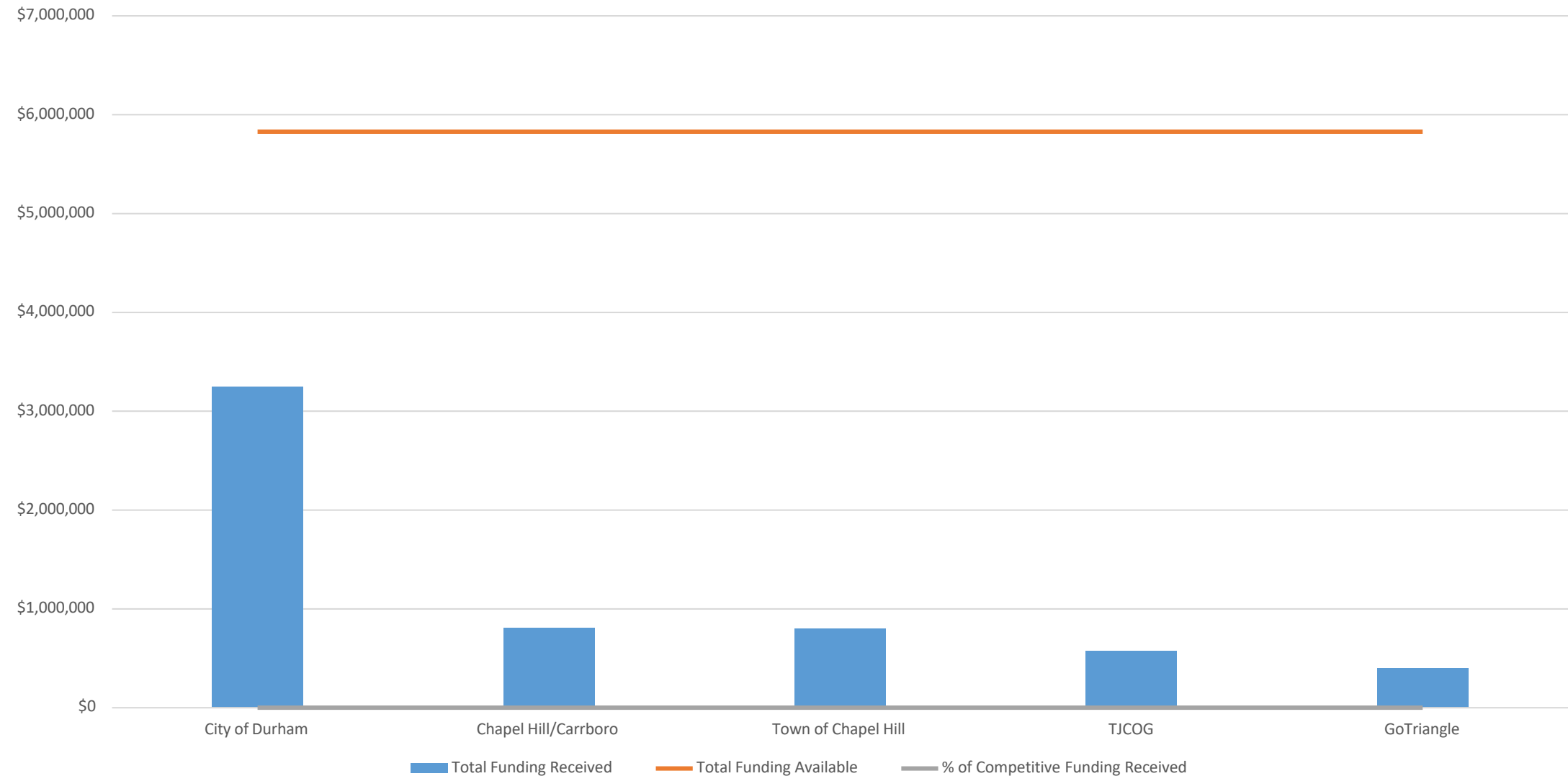
Agency	Project	Funding Recommendation	Local Match	Total	Project Phase
Town of Chapel Hill/Carrboro	NC 54 Pedestrian Safety/Transit Access Improvements	\$808,000	\$432,000	\$1,240,000	CON
City of Durham	Foster Street Bike Lanes and Chapel Hill Street Bike Lanes	\$429,476	\$107,369	\$536,845	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead*	\$122,723	\$30,681	\$153,404	Design/CON

* The City of Durham requested \$160,000 for Neighborhood Bike Routes III. The City of Durham decided to receive full funding for Foster Street and Chapel Hill Street Bike Lanes and partial funding for Neighborhood Bike Routes III because these projects made the best use of available funding and best met the City of Durham and MPO's **safety and equity goals**.

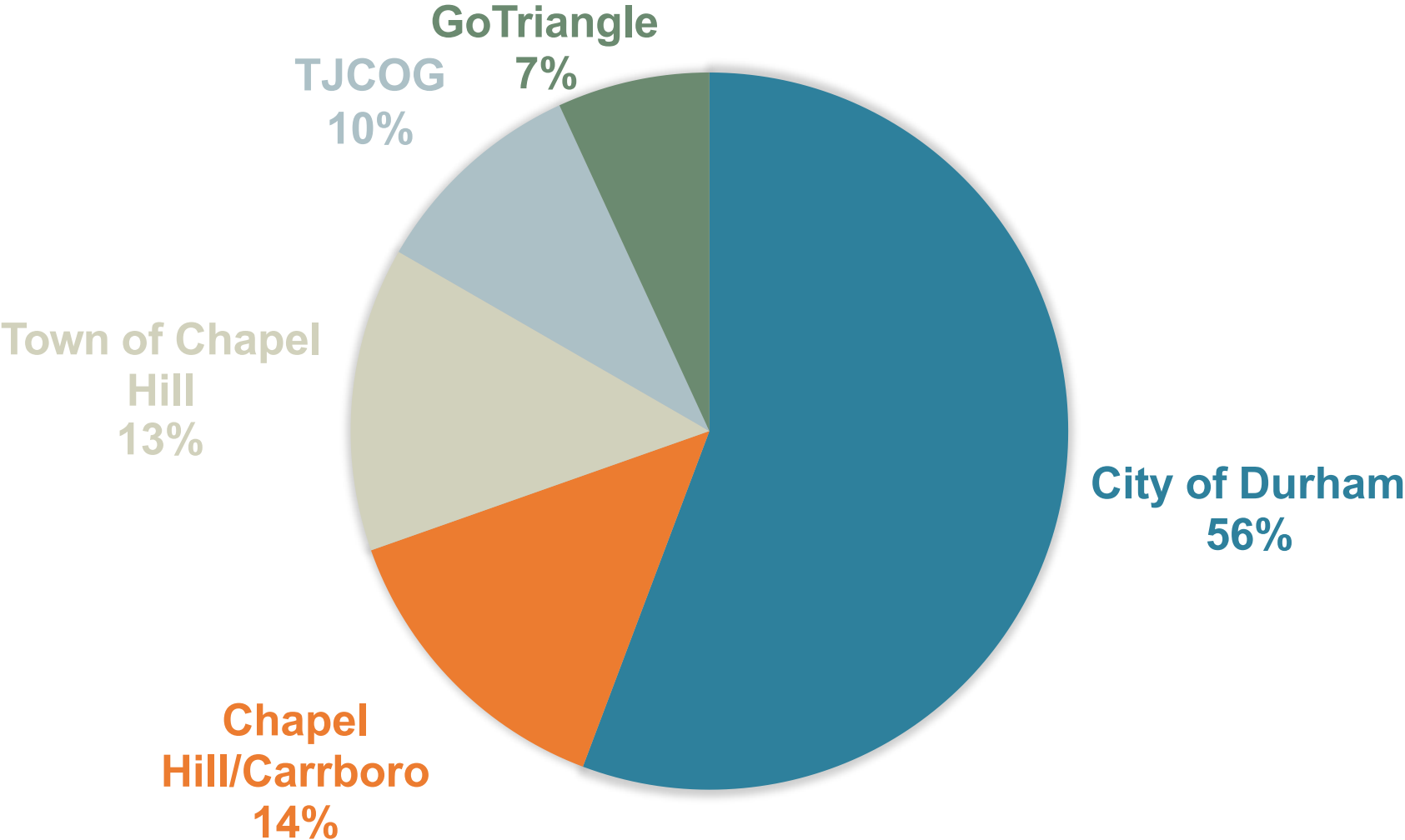
- The joint project between the Town of Chapel Hill and Carrboro scored best according to the rubric, and MPO staff recommends that the project receive its full funding request
- Two City of Durham projects, Wayfinding and Bike Lane Vertical scored better than Neighborhood Bike Routes III
 - The City of Durham decided to receive funding for Foster Street and Chapel Hill Street Bike Lanes and Neighborhood Bike Routes III because they 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 and no funding is recommended for this project

Competitive Funding Distribution

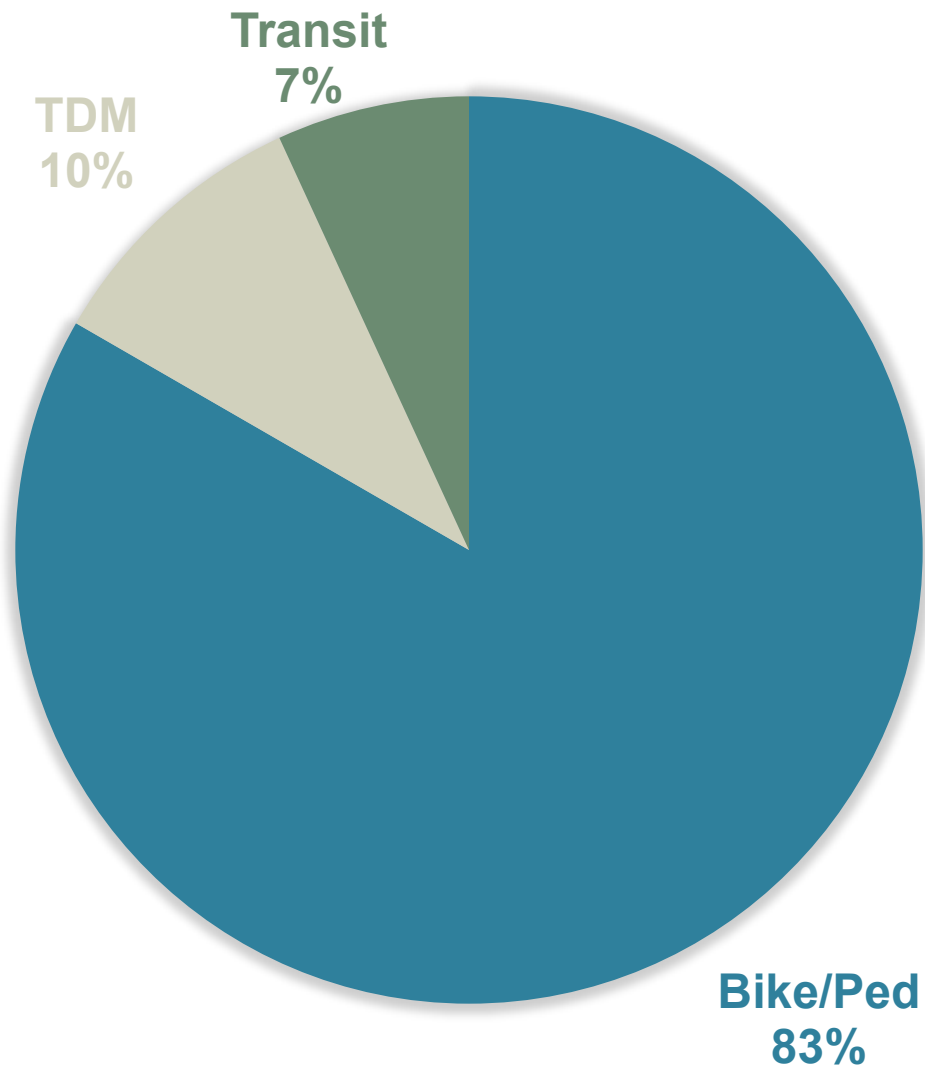
Competitive Funding Distribution (Includes CMAQ)



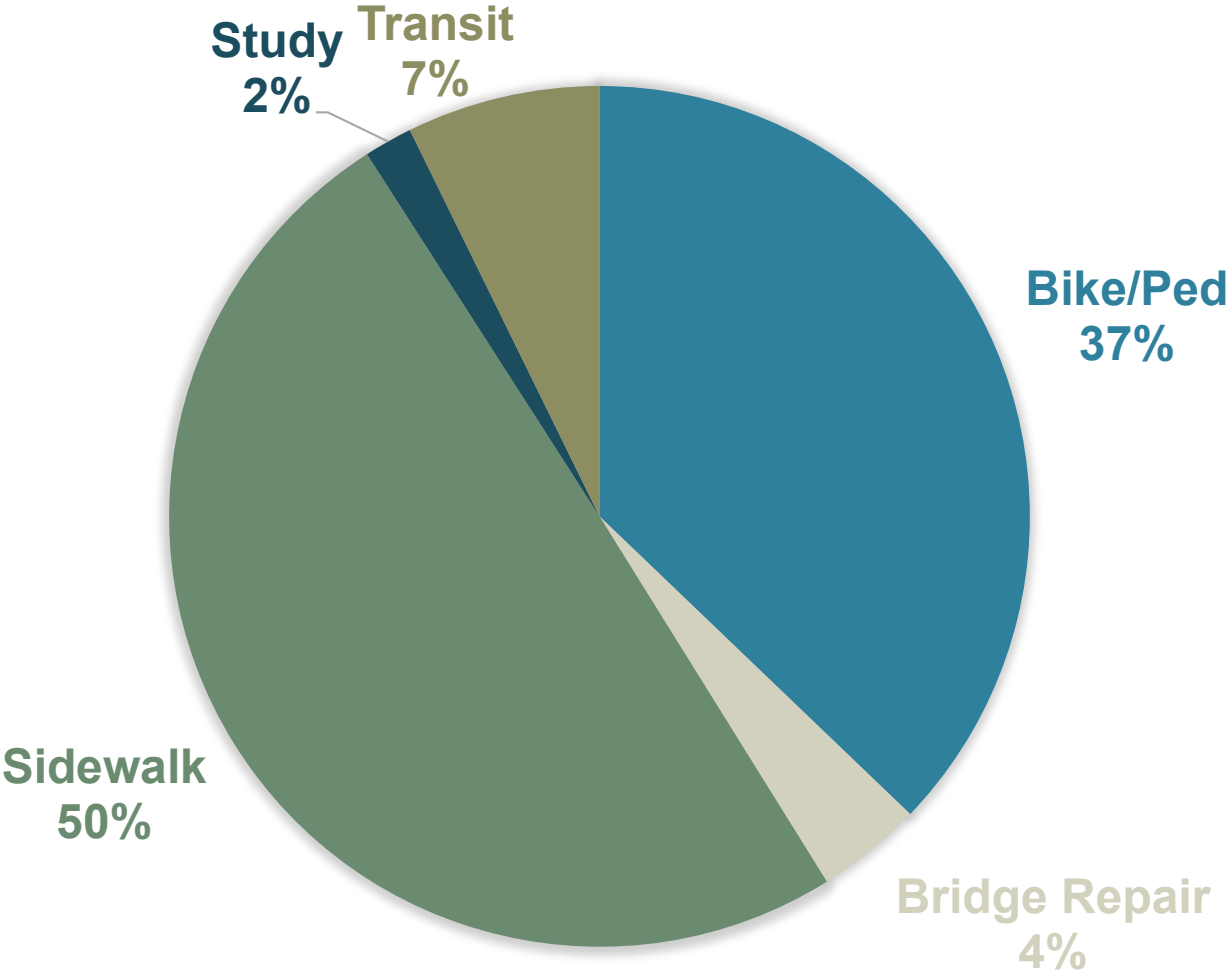
Competitive Funding Received by Agency



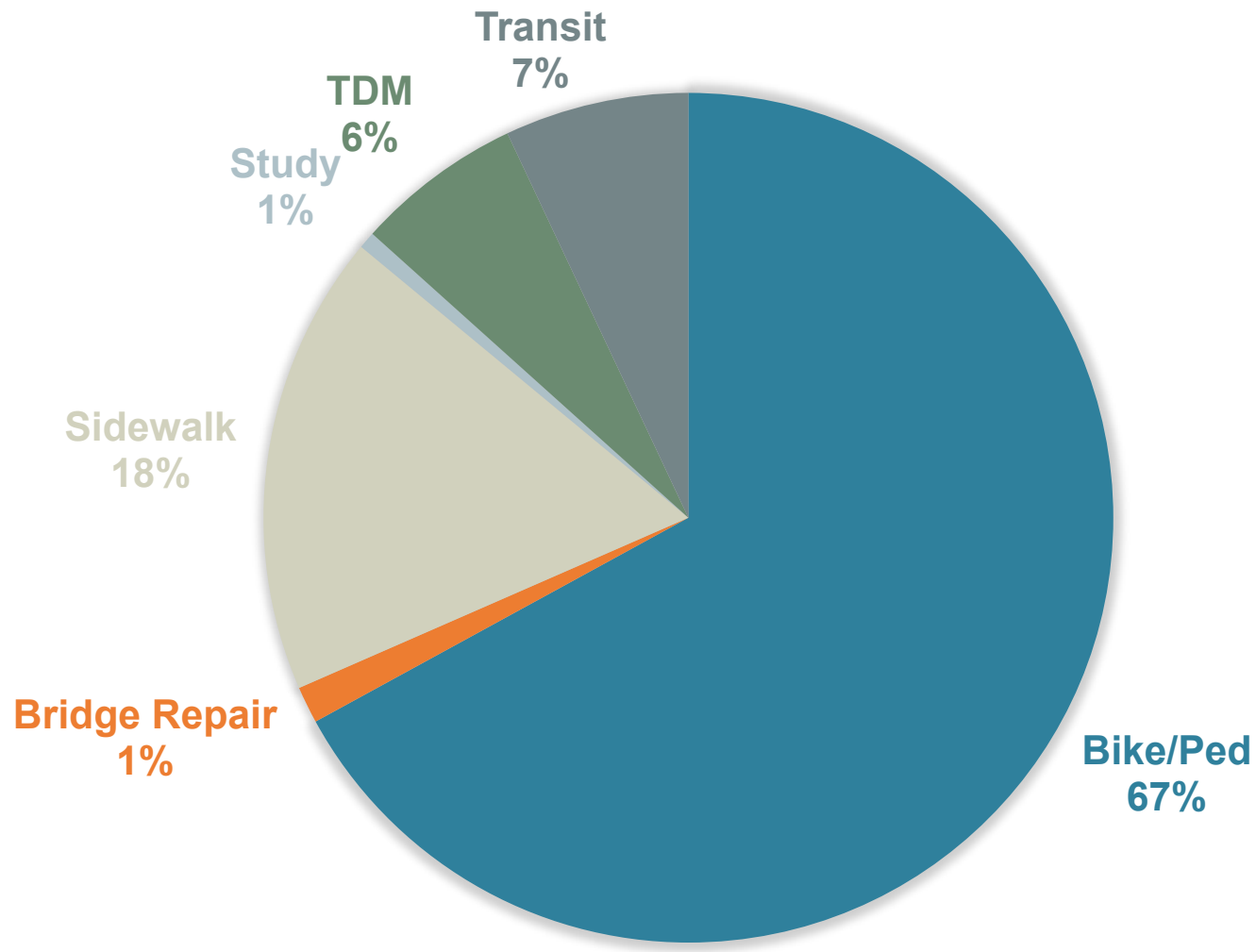
Competitive Funding by Project Type



Non-Competitive Funding by Project Type



All Funding by Project Type



Next Steps

- TC endorsed this list of projects at their April meeting
- MPO Board will vote on whether to approve projects recommended for funding at their May meeting
- MPO staff will work with NCDOT STIP unit to get STIP numbers for new projects
- TIP Amendment #6 will add increased funding for existing projects and add recommended funding for new projects

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METROPOLITAN PLANNING ORGANIZATION

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmopo.org



May 12, 2021

TO: DCHC MPO Board
 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 of \$2,273,501 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 endorsed this funding recommendation on April 28. The MPO Board will vote on whether to approve this 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 the additional funding.

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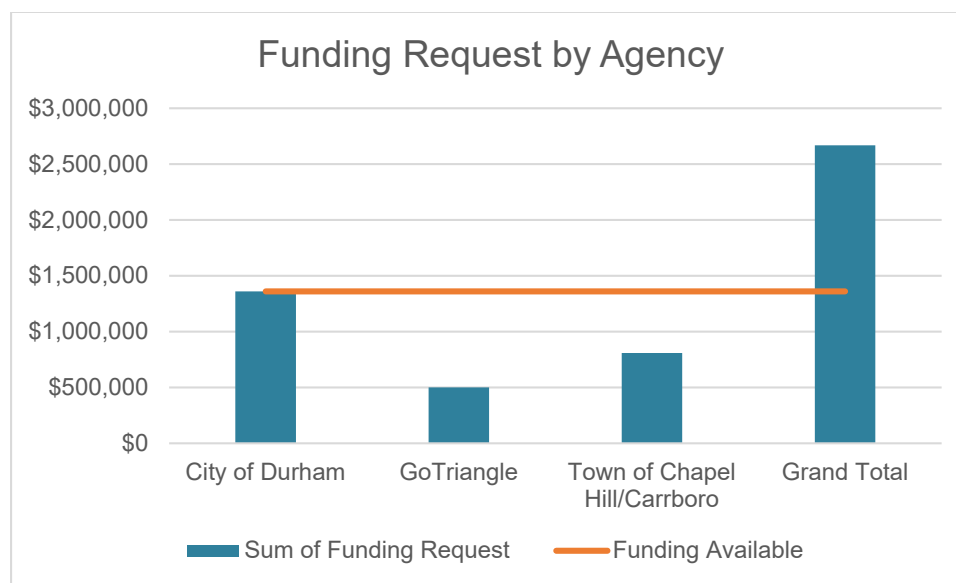


May 12, 2021

TO: DCHC MPO Board
 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 Rec	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	\$107,369	\$536,845	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead*	\$122,723	\$30,681	\$153,404	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

*The City of Durham requested \$160,000 for Neighborhood Bike Routes III. The city adjusted its funding request to make use of available funding. The other two projects received their full funding requests.

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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	\$107,369	\$536,845	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	\$160,000	\$40,000	\$200,000	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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May 12, 2021

TO: DCHC MPO Board
 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	\$62,500	\$312,500	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$650,884	\$42,500	\$212,500	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$650,884	\$57,721	\$288,605	CON

MPO staff recommends that all agencies receive the funding they have requested. 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

MPO staff recommends that all agencies receive the funding they have requested. MPO staff will work with member agencies to ensure that funding not requested in this cycle is obligated before the September 2024 deadline.

FY21-22 Call for Projects

STBG-Competitive Scoring Rubric

Category	Description		Scoring Method	Justification	Max
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	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	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

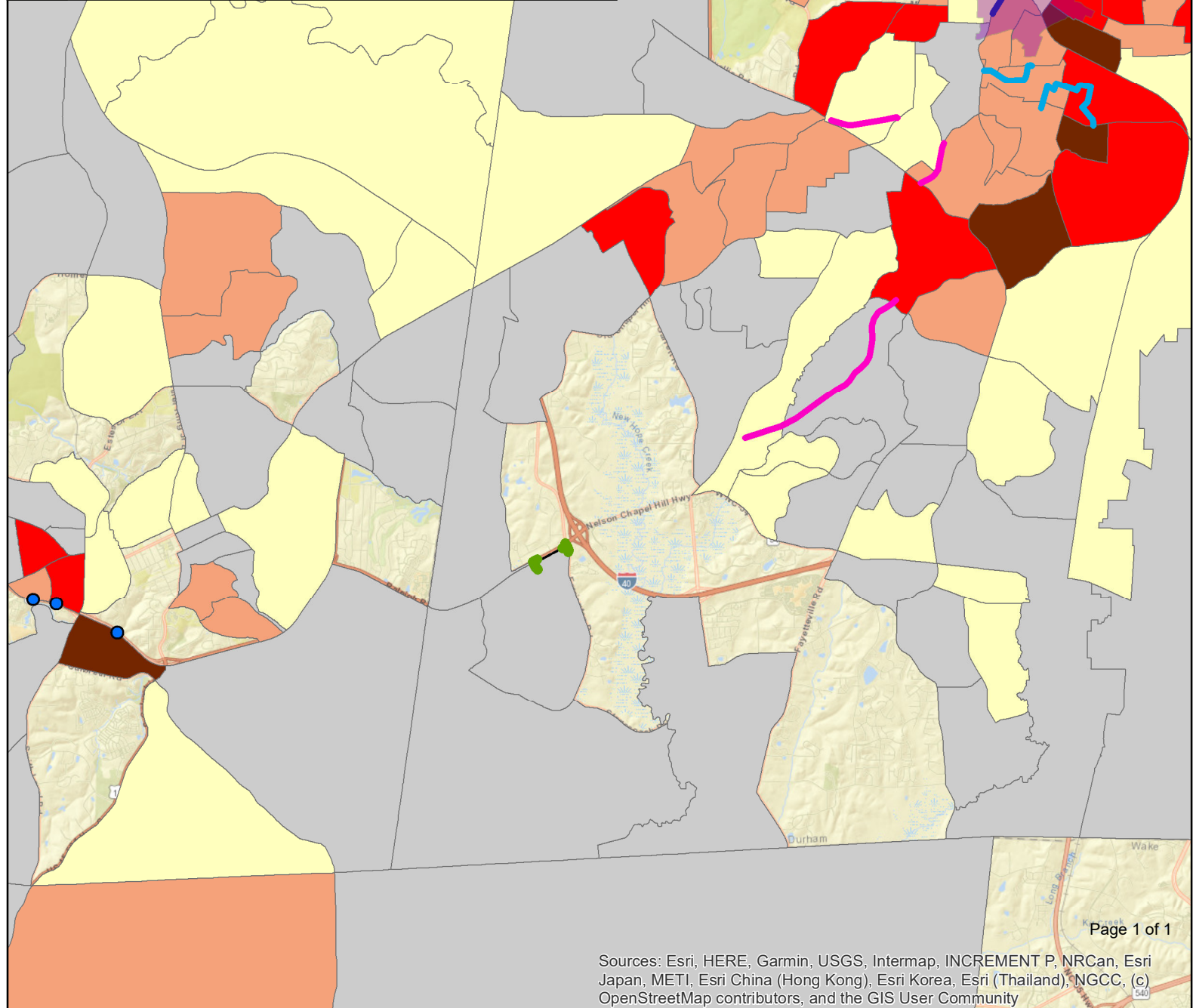
Geographic Distribution of Projects	<p>Per the adopted DCHC Federal Funding Policy, geographic distribution (formerly "geographic equity") will be taken into account for funding recommendations once quantitative scores have been calculated.</p> <p>The DCHC Federal Funding policy states that “when projects 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



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>			



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TIP Amendment Request - Regional Transit Center

Amendment Request Details

Type	New Project
Status	Initial Submission
Request Date	05/03/2021
Jurisdiction/Agency	GoTriangle
Requestor	Jay Heikes
Requestor E-mail	jheikes@gotriangle.org
DCHC Approval Date	

Proposed STIP	TIP 2020 - 2029 (Current)
Proposed TIP #	TD-5306

Project Information

Project Name	Regional Transit Center
Project Description	Construct new Regional Transit Center on new location, signalized site driveway on NC 54 with transit signal priority, transit operational improvements along NC 54 between site driveway and Miami Blvd and on Miami Blvd between NC 54 and I-40.
Additional Details	

Proposed Project Schedule

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2020	Feasibility Study	L	\$	\$	\$187,500	\$187,500
2022	Acquisition	L	\$	\$	\$350,000	\$350,000
2022	PE/Design	L	\$	\$	\$250,000	\$250,000
2023	Construction	L	\$	\$	\$1,125,000	\$1,125,000
2024	Construction	L	\$	\$	\$1,125,000	\$1,125,000
Funding Totals:			\$0	\$0	\$3,037,500	\$3,037,500

Explanation for Request

Note, this is a modification to an existing STIP project.

FY20-29 STIP presently includes TD-5306 which is the prior year local / Wake Transit funds for the Wake share (\$312,500) of the Regional Transit Center feasibility study. This request 1) adds \$187,500 of local funds (Durham and Orange Transit Plan) to prior years to show funding split in transit plans and 2) adds local DCHC funds for PE, ROW, and CON phases. CAMPO will also be updating to include the Wake FY22-24 shares for PE, ROW Acquisition, and Construction. (CAMPO / Wake Transit Plan local funds: FY22 PE = \$875,000; FY22 ROW = \$1,225,000; FY23 Con = \$3,937,500; FY24 Con = \$3,937,500)

**RESOLUTION ON DESIGN OF I-40/NC 86/EUBANKS ROAD INTERCHANGE
AS PART OF PROJECT I-3306AC OF THE TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

February 27, 2019

A motion was made by MPO Board Member MICHAEL PARKER and seconded by MPO Board Member CHARLIE REECE for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has initiated a project for widening I-40 in Orange County, which includes proposed modifications to Eubanks Road as part of reconstruction of the interchange at I-40 and NC 86; and

WHEREAS, NCDOT has developed alternative designs for modifications to Eubanks Road and has shared them with the public for feedback; and

WHEREAS, alternative 4A and precursor designs depicted a realignment of Eubanks Road through the Northwood neighborhood in Orange County that would necessitate the demolition of multiple homes and would create substantial negative impacts; and

WHEREAS, NCDOT has explored other alternatives such as alternative 4B that aligns Eubanks Road in such a way as to minimize impacts on the surrounding neighborhoods;


BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby states its opposition to alternative 4A of the I-40/NC 86 interchange, which realigns Eubanks Road in a way detrimental to the surrounding neighborhood.

BE IT FURTHER RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board is supportive of a design that supports the following criteria:

- Minimizes and mitigates adverse impacts on neighborhoods surrounding the project; and
- Supports alternative modes of travel, specifically bicycle, pedestrian, and transit; and
- Protects the feasibility of future improvements to Eubanks Road and NC 86 for the North-South Bus Rapid Transit project; and

- Staggers construction on Old NC 86 and NC 86 so that construction occurs on each road at different times; and
- Ensures sufficient access for emergency response vehicles; and
- Maintains left turn movements from Eubanks Rd. onto northbound NC 86 as much as possible, potentially as a short-term measure until traffic levels exceed certain thresholds; and
- Widens the eastbound I-40 exit ramp to create an additional lane of traffic exiting onto NC 86. This would be in addition to the proposed slip lane from the exit ramp onto Eubanks Rd.

This resolution is hereby approved by the Durham-Chapel Hill-Carrboro Board on February 27, 2019.

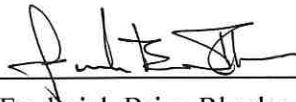
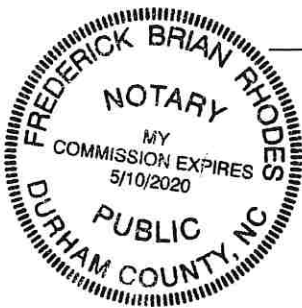


Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: February 27, 2019



Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

**RESOLUTION TO MODIFY THE 2020-2029 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #6
June 14, 2021**

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

WHEREAS, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

WHEREAS, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

WHEREAS, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2020-2029 Transportation Improvement Program as described in the attached sheets; and

WHEREAS, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; and

WHEREAS, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2045 Metropolitan Transportation Plan (MTP); and

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #6 to the FY 2020-2029 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on December 11, 2019, and as described in the “FY 2020-2029 TIP Amendment #6 Summary Sheet” on this, the 14th day of June, 2021.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: June 14, 2021

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



MPO Board
May 12, 2021

TIP Amendment #6
Summary Sheet

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.

DCHC MPO FY21-22 Call for Projects

Surface Transportation Block Grant Direct Attributable

Agency	Project	S/TIP ID	Federal Funding	Local Match	Total	Phase
City of Durham	Neighborhood Bike Routes II	N/A	\$160,000	\$40,000	\$200,000	Design/CON
City of Durham	Bike Lane Vertical Protection	N/A	\$104,725	\$26,181	\$130,906	CON
Town of Chapel Hill	Fordham Blvd Sidepath	EB-5721	\$250,000	\$62,500	\$312,500	CON
Town of Chapel Hill	NC 54 Pedestrian Safety/Transit Access Improvements	N/A	\$170,000	\$42,500	\$212,500	Design/CON
Town of Chapel Hill (Chapel Hill Transit)	W. Franklin St Bus Islands	N/A	\$230,884	\$57,721	\$288,605	CON

Surface Transportation Block Grant Direct Attributable (CRSSAA Funds)

Agency	Project	S/TIP ID	Federal Funding	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	Federal Funding	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 Bike Lanes and Chapel Hill Street Bike Lanes	\$429,476	\$107,369	\$536,845	CON
City of Durham	Neighborhood Bike Routes III: Grant, Lincoln, Plum, Lavender, Umstead)	\$122,723	\$30,681	\$153,404	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.

GoTriangle

- **TD-5306 Regional Transit Center:** Add TD-5306 to the TIP and add local funds from Durham and Orange counties for feasibility study.

**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 seven-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
Project reduces emissions/improves air quality	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	7	7

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.

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DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Local Input Points Methodology

Anne Phillips, LPA Staff

Strategic Transportation Investments (STI)

- Passed in 2013
- Quantitative method of distributing funds to transportation projects with local input
- MPOs and RPOs, and NCDOT Divisions submit projects
- STI, SPOT, PX.0 – all variations of the same thing

Three Funding Tiers

Statewide Mobility
(No Local Input)

Regional Impact
(30% Local Input)

Division Needs
(50% Local Input)

P6.0 Quantitative Scoring and Local Input

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Criteria such as congestion, safety, freight, lane width, cost effectiveness (varies by mode and project type)	100%	--	--
Regional Impact	Criteria such as congestion, safety, freight, lane width, cost effectiveness (varies by mode and project type)	70%	15%	15%
Division Needs	Criteria such as congestion, safety, freight, lane width, cost effectiveness (varies by mode and project type)	50%	25%	25%

Local Input Points Methodology

- How the MPO will assign points to projects at the Regional Impact (15%) and Division Needs tiers (25%)
- Last adopted in 2018 for SPOT 5.0
- Differences between 2018 and updated draft Methodology –
 - Flex Policy
 - MPO has 1900 instead of 1800 local input points
 - Scoring for each mode updated to reflect SPOT 6.0 weights and definitions
 - DCHC's qualitative scoring criteria now consists of safety and sustainability criteria

Qualitative Scoring Criteria

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
Project reduces emissions/improves air quality	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	1	1
TOTAL MAXIMUM	7	7

- MPO Board will vote on releasing the local input points methodology for a 21-day public comment period in May
- MPO Board will vote on approving the policy in June 2021
- Policy submitted to NCDOT by July 2021 for final review
- If any changes are needed, MPO Board would approve them in August
- Methodology used to score Regional Impact projects in November 2021
- Methodology used to score Division Needs projects in April 2022
- Final FY23-32 State Transportation Improvement Program (STIP) released in August 2022

MPO Board

May 12, 2021

UPWP Amendment #3:

Chapel Hill Transit 5303 Transit Oriented Development Grant

Task

The Town of Chapel Hill Transit Department will receive federal funding under the FTA's 5303: Pilot Program for Transit Oriented Development (TOD) to plan for TOD at 16 stations of the proposed 8.2-mile North-South BRT project, which will run along one of the town's busiest and most vital thoroughfares stretching from Eubanks Road in the north to the Southern Village in the south.

Objectives

- The funds will provide the resources needed to build capacity for TOD work among Town staff and supportive contracts that will advance the North-South BRT

Previous Work

- N-S BRT Alternative Analysis

Proposed Activities

- Perform public stakeholder engagement
- Perform market analysis
- Perform accessibility analysis
- Develop station area conceptualization and development planning
- Development of implementation plan

Products

- Completed Transit Oriented Development Plan for North-South BRT

Relationship to Other Plans and MPO Activities

Ongoing development of Chapel Hill Transit's North-South BRT Plan

Proposed Budget and Level of Effort (Staff or Consulting)

Federal Share: \$592,500

State Share: \$0

Local Share: \$152,500

All work will be performed by Town of Chapel Hill Transit Planners and consultants.

RESOLUTION

**TO APPROVE AMENDMENT #3 TO THE FY 2021 UNIFIED PLANNING WORK
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN
PLANNING ORGANIZATION (DCHC MPO)**

May 12, 2021

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2021 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2021

Now, therefore, be it resolved that the Board hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2021 as described in the attached sheets.

I, Wendy Jacobs, MPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area MPO Board, duly held on the 12th day of May, 2021

Signature of Board Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day to affix her signature to the forgoing document.

Date: May 12, 2021

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: May 12, 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 – June 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: 04/07/2021 Latest Payment Date: 04/15/2021		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: 06/12/2022 Construction Progress: 45.33%
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: 03/22/2021 Latest Payment Date: 03/31/2021		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: 93.64%
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: 04/15/2021 Latest Payment Date: 04/28/2021		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: 77.61%
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: 03/31/2021 Latest Payment Date: 04/09/2021		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: 31.16%
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: \$3,513,381.26 Work Began: 03/02/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: 03/15/2021 Latest Payment Date: 03/22/2021		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: 5.94%
Contract Number: DE00301 Division: 5 TIP Number: B5512 Length: 0.238 miles NCDOT Contact: James M. Nordan, PE Location Description: BRIDGE 89 OVER LICK CREEK ON SR 1902 KEMP RD Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$0.00 Work Began: 04/26/2021 Original Completion Date: 11/08/2021 Latest Payment Thru: Latest Payment Date:		Route: SR-1902 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00304 Division: 5 TIP Number: SM-5705AA, SM-5705B, SM-5705I, SM-5705X, W-5705 Length: 0.432 miles NCDOT Contact: James M. Nordan, PE Location Description: MULTIPLE LOCATIONS ON US 15 501 Contractor Name: JSMITH CIVIL LLC Contract Amount: \$0.00 Work Began: 04/19/2021 Original Completion Date: 11/19/2021 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 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		Route: NC-751 County: Durham Federal Aid Number: 15405.1032012 NCDOT Contact No: (919)220-4680 Letting Date: 09/09/2020

Original Completion Date: 01/15/2021		Revised Completion Date: 04/30/2021	
Latest Payment Thru: 03/31/2021			
Latest Payment Date: 04/09/2021		Construction Progress: 78.75%	

Contract Number: DE00310		Route: I-885	
Division: 5		County: Durham	
TIP Number: U-0071			
Length: 20 miles		Federal Aid Number: STATE FUNDED	
NCDOT Contact: Maira A. Ibarra		NCDOT Contact No: (919)835-8200	
Location Description: NC540 NC885 I885			
Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC.			
Contract Amount: \$0.00			
Work Began:		Letting Date: 01/13/2021	
Original Completion Date: 11/12/2021		Revised Completion Date:	
Latest Payment Thru:			
Latest Payment Date:		Construction Progress: 0%	

NCDOT DIVISION 5
DURHAM PROJECT 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.
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						Roadway and hydraulic design in progress.
2021CPT.05.15				Division Design Raleigh Let (DDRL)		04/20/21	A. Randy Finger, PE						
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. UPGRADE INTERCHANGE.		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$2,800,000	\$16,100,000	
U-5774B	NC 54 FROM WEST OF US 15/US 501 IN ORANGE COUNTY TO EAST OFSR 1110 (E. BARBEE CHAPEL ROAD) IN DURHAM COUNTY. UPGRADE ROADWAY CORRIDOR.	10/16/26	10/16/26	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$28,334,000	\$23,300,000	
U-5774C	NC 54 FROM EAST OF SR 1110 (E BARBEE CHAPEL ROAD) TO EAST OF LITTLE CREEK. UPGRADE ROADWAY CORRIDOR.	10/20/28	10/20/28	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$4,876,000	\$10,400,000	
U-5774F	NC 54 FROM EAST OF LITTLE CREEK TO EAST OF I-40. UPGRADE ROADWAY CORRIDOR AND CONSTRUCT INTERCHANGE IMPROVEMENTS AT I-40.	10/20/28	10/20/28	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$113,038,000	\$81,300,000	
U-5774G	NC 54 FROM EAST OF I-40 TO EAST OF NC 751. UPGRADE ROADWAYCORRIDOR.		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$2,600,000	\$16,900,000	

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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
U-5774H	NC 54 FROM EAST OF NC 751 TO EAST OF SR 1118 (FAYETTEVILLE ROAD). UPGRADE ROADWAY CORRIDOR.	01/01/40	01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$8,400,000	\$18,000,000	
U-5774I	NC 54 FROM EAST OF SR 1118 (FAYETTEVILLE ROAD)TO EAST OF SR1106 (BARBEE ROAD). UPGRADE ROADWAY CORRIDOR.		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$13,200,000	\$12,300,000	
U-5774J	NC 54 FROM EAST SR 1106 (BARBEE ROAD) TO NC 55. UPGRADE ROADWAY CORRIDOR.		01/01/40	Raleigh Letting (LET)		01/01/40	PAM R. WILLIAMS				\$15,800,000	\$17,100,000	
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 but remains committed in STIP.
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	ZAHD BALOCH				\$2,000,000	\$10,000,000	Uncommitted, Post-year project
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	ZAHD BALOCH				\$5,000,000	\$11,000,000	Uncommitted, Post-year project
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	
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.		09/30/27	NON - DOT LET (LAP)		09/29/28	RAYMOND JOSEPH HAYES				\$50,000	\$525,000	
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 INCLUDES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	01/19/22	03/01/22	Raleigh Letting (LET)		01/19/27	BRADLEY SMYTHE	MOVE FORWARD			\$9,327,000	\$33,173,000	

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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
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	\$6,341,000	\$12,400,000	Project is suspended due to funding but remains committed in STIP.
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.		09/30/25	NON - DOT LET (LAP)		09/30/26	RAYMOND JOSEPH HAYES				\$204,000	\$589,000	
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 but project remains committed in STIP.
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	09/30/21	09/30/21	NON - DOT LET (LAP)		09/30/25	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$376,000	\$1,798,000	
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					\$15,000,000	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				\$14,900,000	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					\$7,600,000	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				\$10,600,000	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				\$24,333,000	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				\$12,167,000	No Change in Status
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.	06/30/21	09/30/21	NON - DOT LET (LAP)		09/30/24	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$2,233,000	\$5,018,000	
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-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	09/30/22	09/30/22	NON - DOT LET (LAP)		09/30/23	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$14,000	\$4,432,000	
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	

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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-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	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	09/15/21	09/15/21	Division POC Let (DPOC)		06/22/22	STEPHEN REID DAVIDSON	MOVE FORWARD			\$85,000	\$800,000	Roadway and hydraulic design in progress. Complete Streets elements added via coordination with City.
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	
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	
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	02/05/21	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	NC 54 AT NC 55	01/24/22		Division POC Let (DPOC)		03/23/22	JEREMY WARREN	MOVE FORWARD				\$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	Preliminary design underway.
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	

NCDOT DIVISION 5
DURHAM PROJECT LIST _ 5-YEAR PROGRAM
May 2021

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
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING			NON - DOT LET (LAP)		08/02/21	RAYMOND JOSEPH HAYES					\$605,000	
C-5605E	DURHAM BIKE LANE STRIPING			NON - DOT LET (LAP)		07/08/21	RAYMOND JOSEPH HAYES					\$504,000	
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM			NON - DOT LET (LAP)		06/01/21	RAYMOND JOSEPH HAYES					\$540,883	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead	Comments/PE Suspended in May 2020
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 - Pending Final Inspection	Chad Reimakoski	DMP , Economic Development project - Medline, Construction by State Forces, Design In-house, Waiting on surveys, PE funding approved and released 8/17/20, Start work Oct.13, Completed Nov. 6
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Mar. 2021 Feb. 2022	Jul. 2021 Mar. 2022	\$50,400	Funds approved 9/5/19 and released 6/23/20 - Construction pending	Chad Reimakoski Derek Dixon	DMP , State Spot Safety, \$8100 PE, Construction by OCC, SC moved OCC from 7/1/20 to 10/5/20, HB77 Candidate, SS Move forward list 9/18/20
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	Matthew Simmons	RMP , STIP, State funding, Executive Hold
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	CMP , STIP, Federal funding, Public meeting 1/24/19, CE under I-3306A 34178.1.3, ROW acquisition (\$1,000,000) scheduled 3/20/20 and LET to 10/19/21, SCR move ROW to 9/30/20 and LET to 3/15/22, Environmental document completed 3/21/19 under I-3306A, LET combined with I-3306AA,AB,AC and W-5707C, Oct. 2020 STIP Revision - utilize Garvee bonds, delay ROW (\$10,019,000) to FY21 and accelerate CON to FY21 (DBL) to conform to bond spend targets, W-5707C signs to be incorporated into project
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	DMP , State Spot Safety, DPOC, Surveys complete, \$40,000 PE, 65% plans pending, ROW plans complete June/July, SCR moved ROW to 9/30/19 and Let from 12/5/19 to 4/3/20, SCR moved ROW to 11/27/19 and let 6/1/20, SCR moved ROW to 11/25/20 and Let 6/1/21 by CE directive (1 year push), No public meeting scheduled, Finish design In-house, PE continue working on 65% plans, SCR moved ROW to 11/24/21 and LET to 6/1/22, HB77 Candidate, SS Move Forward List 11/23/20
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	DMP , State Spot Safety, \$2700 PE, Construction by OCC to start 6/6/22, HB77 Candidate
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	DMP , STIP, DDRL, Executive Hold, CON 11/21/23, Oct. 2020 STIP Revision - delay CON to FY27(11/17/26) to balance funds
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	CMP , STIP, Federal funding, ROW acquisition (\$3,800,000) scheduled 1/18/22, scoping meeting 3/22/18, Planning document under I-0305, Project on production schedule (let 1/16/24), SCR to move LET to 10/15/24, Executive Hold, Oct. 2020 STIP Revision - delay ROW to FY25(1/21/25) and CON to FY28(10/19/27) to balance funds

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead	Comments/PE Suspended in May 2020
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	DMP, STIP, DDRL, SCR move let from 11/21/23 to 11/19/24, Executive Hold, Oct. 2020 STIP Revision - delay CON to FY28(11/16/27) to balance funds
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	DMP, STIP, DPOC, waiting on feasibility corridor study from DCHCMPO, NTP 1/23/18, scoping meeting 6/25/18, ROW acquisition (\$730,000) scheduled 6/15/20, MCDC scheduled 4/15/20, SCR to move CON to 6/21/22, Division Hold, Oct. 2020 STIP Revision - utilize BUILD NC BONDS, delay ROW to FY26(5/15/26) and CON to FY28(6/20/28) to balance funds
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 I-5967	Laura Sutton	CMP, STIP, State funding, ROW acquisition (\$10,361,000) scheduled 1/18/22, scoping meeting 9/22/16, Public meeting held 1/8/19, Planning document State EA/FONSI scheduled 12/31/19 (moved to 1/2/24), Project on production schedule (let 1/16/24), SCR to move ROW to and CON to 7/16/24, CON - BUILD NC BONDS, Executive Hold, Oct. 2020 STIP Revision - No Build NC bonds, delay ROW to FY26(1/16/26) and CON to FY29(7/18/28) to balance funds
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	CMP, STIP, Federal funding, Funding approved 10/10/17, Scoping meeting held 4/18/19, ROW acquisition (\$5,488,000) scheduled 11/17/23, Planning document under I-0305, SCR move LET to 11/18/25, Executive Hold, Oct. 2020 STIP Revision - delay ROW to FY27(11/20/26)and CON(11/21/28) to FY29 to balance funds
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	CMP, 2020-2029 STIP, Federal funding, ROW acquisition (\$1,400,000) scheduled 1/17/25, Project on Production LET, SCR move ROW to 1/19/29 and LET to 1/1/40, Executive Hold

North Carolina Department of Transportation

3/8/2021

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	41	38
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	70.17	91.62
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	83.62
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	73.24
DG00507		48 SECONDARY ROADS IN ALAMANCE COUNTY AND ONE SECONDARY ROAD IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Hayes, PE, Meredith D	\$1,042,639.12	7/1/2021	6/30/2022				

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--May 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 1/2026
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	

GoDurham adds two electric buses to fleet on Earth Day



GoDurham

This is one of the two electric buses that joined the GoDurham fleet Thursday.

GoDurham's first electric buses hit the road in Durham

THE NEWS AND OBSERVER BY RICHARD STRADLING RSTRADLING@NEWSOBSERVER.COM

DURHAM GoDurham has become the latest bus system in the Triangle to go electric.

The first two electric buses to join [GoDurham's fleet of diesels](#) arrived from the factory in California and were unveiled during an Earth Day ceremony Thursday morning.

A short time later, one of the buses began picking up passengers on the city's busiest bus route, along Holloway Street.

Riders may first notice their distinctive blue and black design, featuring silhouettes of trees along with a bull and the city skyline.

GoDurham becomes the third public bus system in the Triangle to put electric buses on the road, after Raleigh-Durham International Airport and GoTriangle. GoRaleigh and Chapel Hill Transit have electric buses on order.

So far, the bus purchases have all been made with the help of federal grants. Money from the [Federal Transit Administration's Low or No Emission Vehicle Program](#) paid 80% of the cost of the GoDurham buses, with local taxpayers covering the rest.

Bus systems usually seek the subsidies because electric buses and the charging equipment that comes with each one cost more than standard diesels. GoDurham paid about \$1 million apiece for the electric buses, or \$450,000 more per bus compared to a comparable diesel, according to Sean Egan, director of the city's transportation department.

But lower fuel and maintenance costs for electric buses over their 12-year lifespan are expected to make up the difference in the purchase price, Egan said, plus the buses are better for the environment. While the buses will use power from the grid that may be generated by fossil fuels, they won't emit any exhaust.

"Investment in clean, quiet, zero-emissions technology aligns with the City of Durham's strategic goal of having a sustainable natural and built environment," Egan said in a written statement. "This also reflects the input we have received from community engagement to reduce our carbon footprint, improve air quality and reduce noise pollution, particularly for historically disadvantaged communities served by GoDurham."

Egan said the city has not decided where the electric buses will be used regularly. GoDurham will evaluate their performance on several routes in coming months to determine where to incorporate them into regular service, he wrote in an email, "with priority given to routes that serve traditionally disadvantaged communities such as the Route 3 on Holloway Street."

CHAPEL HILL, RALEIGH HAVE ELECTRICS ON ORDER

The transition to alternative-fuel buses is still just getting started in the Triangle. The two electrics join 57 diesel buses in GoDurham's fleet, which carried 20,000 passengers a day on average before the coronavirus pandemic. In January, the city ordered six more electric buses that are expected to arrive by the end of the year, Egan said.

Chapel Hill Transit [will soon receive the first of 10 electric buses](#) it has ordered, allowing it to retire some of its 93 diesel buses. GoRaleigh has [five electrics on order](#), though the [Raleigh Transit Authority](#) has also begun replacing its 100 diesel buses with those powered by compressed natural gas or CNG, which is cheaper and burns cleaner than diesel.

GoTriangle [put its first two electric buses into service](#) in early 2020, and Duke University [added two electrics early this year](#).

The pioneer in electric buses in the Triangle was RDU. The airport [purchased four of the buses](#) using a grant from the Federal Aviation Administration and began using them to carry passengers between the terminals and remote parking lots in May 2019.

RDU was happy enough with its electrics that the Airport Authority decided in early 2020 to [buy four more, this time without government subsidies](#). But when COVID-19 decimated air travel, RDU closed its remote parking lots, parked its shuttle buses and canceled the order for four more electrics.

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Planners already preparing for traffic Apple hub will add to area roads

Posted April 27, 2021 8:10 p.m. EDT
Updated April 28, 2021 8:33 a.m. EDT

By Keely Arthur, WRAL reporter

[RESEARCH TRIANGLE PARK, N.C.](#) — Apple's move to the Triangle means an influx of people, money – and traffic.

"It's a safe bet that we need to continue to make some critical investments in transportation and mobility," Joe Milazzo, executive director of the Regional Transportation Alliance, said Tuesday.

Major projects are already underway, such as extending the N.C. Highway 540 toll road across southern Wake County. The section connecting Holly Springs to Garner should be finished in 2023 – the same time Apple arrives. Improvements to Capital Boulevard and U.S. Highways 64 and 70 also are in the works.

Several approaches will be needed to ease the potential traffic congestion, Milazzo said, such as bus rapid transit, which combines dedicated lanes for buses and priority at traffic signals to speed riders on their commutes.

"Right now, you might look around and say, 'I don't see any miles of this bus rapid transit that I thought was coming.' That's fair, but in less than 10 years, this region is going to have 55 miles of bus rapid transit in Wake, Durham, Orange and Johnston counties," he said.

Officials are looking at building a commuter rail system between west Durham and Garner, including a stop a couple of miles from the Apple site, if it proves to be cost-effective.

"I think we're very close to it becoming a reality. We'll just have to see how the study pans out and let folks make their decision next year," said Charles Lattuca, president and chief executive of GoTriangle.

Milazzo said businesses can help keep traffic off area roads by allowing people to work from home, even after the pandemic. Keeping employee hours flexible will help cut rush hour congestion, he said.

"We need to continue to be flexible with the approaches we are looking at or solutions [and] pivot if something comes up," he said. "We need to do something different."

In Austin, pride, growth and transit followed Apple investment

Posted April 26, 2021 6:01 p.m. EDT
Updated April 26, 2021 6:21 p.m. EDT

By Joe Fisher, WRAL reporter

AUSTIN, TEXAS — Since Apple designated Austin as the site of a second headquarters in 2018, the Texas capital has seen cranes tower over downtown, a constant reminder of the growth to come – a \$1 billion campus and 5,000 jobs promised by 2022.

With Monday's announcement that North Carolina would get its own Apple campus, WRAL News sent Joe Fisher to Austin to see what the Triangle can learn.

"We are trying to have that growth while preserving the magic of this place," said Austin Mayor Steve Adler.

Apple already employs about 7,000 high-paid workers in Austin.

Adler says the Triangle will see some similar boosts in the coming years.

"I think in this community, Apple has a really good brand. They did everything they say they were going to do and more," he said.

Like RTP, Austin is known as a technology hub. Business leaders there say the Triangle can expect more development to follow.

"This is chapter one of a future of technology and innovation investments for you. That's what we have seen in Austin," Laura Huffman, president and CEO of the Greater Austin Chamber of Commerce, told WRAL News.

Adler said the growth has not come without challenges. Thousands of new jobs have put pressure on housing affordability and congestion on the roads. Last year, Austin voters approved a tax increase for a new light rail system and bus rapid transit.

"We just need to move more people more places in the city, and that's not going to happen until the alternative to cars is faster, cheaper, safer and more convenient," he said. "That's been a real significant investment in our community."

Austin's light rail is expected to roll out by 2029. By then, Apple is expected to have added thousands of more jobs in a city it has called home for 30 years.

"People are really proud to have Apple here," Huffman said. "It's such cutting edge technology."