



Technical Committee Meeting Agenda

Wednesday, May 26, 2021

9:00 AM

Meeting to be held by teleconference.

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

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

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

CONSENT AGENDA

4. **Approval of the April 28, 2021 TC Meeting Minutes** [21-156](#)

A copy of the April 28, 2021 meeting minutes is enclosed.

TC Action: Approve the minutes of the April 28, 2021 TC meeting.

Attachments: [2021-05-26 \(21-156\) 04.28 TC Minutes_LPA2](#)

ACTION ITEMS

5. **Triangle Bikeway Study Update (20 minutes)** [21-157](#)

Dale McKeel, LPA

The Triangle Bikeway Study is assessing a 17-mile bicycle and pedestrian facility to link Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill along I-40 and NC 54. The current planning effort includes design and construction recommendations between Raleigh and RTP, and a corridor assessment for the connection west to Durham and Chapel Hill. The bikeway will connect Triangle communities, making both short and long bike/ped trips for work, play, and daily errands possible. A presentation was made to the MPO Board at its November 2020 meeting. This presentation provides an update on the study.

TC Action: Receive update and provide comments.

Attachments: [2021-05-26 \(21-157\) Triangle Bikeway Study Update](#)

6. 2050 MTP -- Alternative Analysis (25 minutes)[21-155](#)**Andy Henry, LPA Staff****John Hodges-Copple, TJCOG**

The Board released the Deficiency and Needs Analysis for public input at their April meeting. The next step in the 2050 MTP process is to develop and release the Alternatives Analysis. The purpose of the Alternatives Analysis is to propose a variety of development and transportation foundations for the region's future to motivate public and agency discussion that will guide the development of the adopted 2050 MTP. The attached presentation provides an overview of the development and transportation foundations, performance measures to be used to compare the alternatives, public engagement activities, and the schedule. A table of the Goals, Objectives and Performance Measures is also attached to show which Measures will be available for the Alternatives Analysis.

The DCHC MPO Board does not usually meet in July. Therefore, staff would like to receive authorization from the Board to release the Alternatives Analysis when the multiple land use and travel demand models, documentation, and presentation are complete in late June or early July instead of waiting for the August MPO Board meeting. This earlier release will allow more time for staff to incorporate public comments into the Preferred Option (i.e., draft 2050 MTP).

TC Action: Provide comments, and recommend that the DCHC MPO Board authorize staff to release the Alternatives Analysis when the modeling and documentation are complete.

Attachments:[2021-05-26 \(21-155\) 2050MTP-AltsAnalysis-PMs](#)[2021-05-26 \(21-155\) 2050MTP-AltsAnalysis-Presentation](#)

7. Transportation Improvement Program Amendment #6 (5 minutes)[21-149](#)**Anne Phillips, LPA Staff**

The DCHC MPO Board released Transportation Improvement Program (TIP) Amendment #6 for a 21-day public comment period at their May meeting. The public comment period has been advertised on the MPO's website, social media accounts, and in the Herald Sun. No comments have been received.

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).

TC Action: Recommend that the MPO Board approve TIP Amendment #6.

Board Action: Approve TIP Amendment #6.

Attachments:[2021-05-26 \(21-149\) TIP Amendment #6 Full Report](#)[2021-05-26 \(21-149\) FY2020-2029 TIP Amendment #6 Resolution](#)[2021-05-26 \(21-149\) TIP Amendment #6 SummarySheet](#)[2021-05-26 \(21-149\) C-5600_C-5601_June2021_ItemNhandout_fast-track](#)

8. SPOT 6.0 Draft Local Input Points Methodology (5 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.

The DCHC MPO Board released the draft Local Input Points Methodology for a 21-day public comment period at their May meeting. The public comment period has been advertised on the MPO's website, social media accounts, and in the Herald Sun. No comments have been received.

TC Action: Recommend that the MPO Board adopt the 2021 Local Input Points Methodology.

Board Action: Adopt the 2021 Local Input Points Methodology.

Attachments: [2021-05-26 \(20-148\) Local Input Points Methodology Draft](#)
 [2021-05-26 \(20-148\) Local Input Points Methodology Updated](#)

9. 2021 CRRSSA Section 5310 Project Selection (5 minutes) [21-133](#)**Felix Nwoko, LPA Manager**

DCHC MPO received a CRRSAA (CARES Act) 5310 apportionment in the amount of \$47,435. This is a 100% federal grant and must be administered under the umbrella and guidelines of FTA section 5310, Enhanced Mobility for Seniors and Individuals with Disability program, including a competitive section process. The DCHC MPO Board released the call for projects on April 14, 2021. The deadline for applications was May 14, 2021.

One application was received; it is from GoDurham ACCESS to enhance service for seniors and those with disabilities. The application is attached. Staff recommends providing the full funding amount to GoDurham ACCESS.

TC Action: Recommend that the Board approve the use of CRRSSA 5310 funds for the GoDurham ACCESS application.

Attachments: [2021-05-26 \(21-133\) 2021 CRRSSA 5310 Application - GoDurham ACCESS](#)

REPORTS FROM STAFF:**10. Report from Staff** [21-107](#)**Felix Nwoko, LPA Staff**

TC Action: Receive report from Staff.

Attachments: [2021-05-26 \(21-107\) LPA staff report](#)

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

TC Action: Receive report from the TC Chair.

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

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

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

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

Julie Bogle, Transportation Planning Division - NCDOT

John Grant, Traffic Operations - NCDOT

Bryan Lopez, Integrated Mobility Division-NCDOT

TC Action: Receive reports from NCDOT.

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

INFORMATIONAL ITEMS:**Adjourn**

Next meeting: July 28, 9 a.m., Meeting location to be determined.

Dates of Upcoming Transportation-Related Meetings: None

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

April 28, 2021

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on April 28, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

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

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

Felix Nwoko DCHC MPO
Brian Rhodes DCHC MPO

42 Aaron Cain DCHC MPO
43 Anne Phillips DCHC MPO
44 Andy Henry DCHC MPO
45 Dale McKeel City of Durham/DCHC MPO
46 Kayla Mathews DCHC MPO
47 Filmon Fishastion, DCHC MPO

48 Quorum count: 27 of 31 voting members

49 Chair Ellen Beckmann called the meeting to order at 9:00 a.m.

50 **PRELIMINARIES:**

51 **1. Roll Call**

52
53 The roll call would be completed using the Zoom participant list.

54 **2. Adjustments to the Agenda**

55
56 There were no adjustments to the agenda.

57 **3. Public Comments**

58 There were no public comments.

59 **CONSENT AGENDA:**

60 **4. Approval of the March 24, 2021 TC Meeting Minutes**

61 There was no discussion on the consent agenda. John Hodges-Copple made a motion
62 to approve the consent agenda. Kumar Neppalli seconded the motion. The motion passed
63 unanimously.

64 **ACTION ITEMS:**

65 **5. CTP Amendment #3**
66 **Andy Henry, LPA Staff**

67 Andy Henry gave a presentation on Comprehensive Transportation Plan (CTP)
68 Amendment #3. Andy Henry mentioned the North Carolina Department of Transportation
69 (NCDOT) was unaware of the size of this amendment, so MPO staff has worked to provide
70 more information through additional project statements. Chair Ellen Beckmann suggested
71 including the NCDOT Integrated Mobility Division table referencing what type of

bicycle/pedestrian facility is appropriate for different roads. Andy Henry said he will add that to the amendment.

Andy Henry discussed the proposal to replace the Durham-Orange Light Rail Transit (DO-LRT) alignment with Durham-Orange Bus Rapid Transit (DO-BRT) along with adding in other high capacity corridors. John Hodges-Copple mentioned the potential loss of right of way access if proper steps are not taken to maintain right of way along the old DO-LRT alignment and suggested leaving the DO-BRT in CTP Amendment #3. Bill Judge said the City of Durham's attorney is concerned with the issue of alignment through specific parcels, but the City of Durham is generally supportive of some type of depiction showing where the alignment deviates from a main road to serve a certain future transit development area.

Jay Heikes mentioned that because the CTP is not fiscally constrained or on a timeline, it is the place for the MPO to document any anticipated future need. Jay Heikes discussed his concern about a land use development issue affecting this long-term documented list of needs and said GoTriangle is interested in resolving the land use issue outside of the long-range transportation plan process.

There was a discussion on what to do with the currently preserved alignment previously dedicated to DO-LRT. Scott Whiteman said that because this is a specific corridor based on a project that is no longer being pursued, it currently presents a problem for the City and County of Durham because they want to reserve as much right of way as possible using the CTP. Scott Whiteman suggested removing this corridor until there is a new plan for the corridor.

Andy Henry clarified that as CTP Amendment #3 currently stands, the DO-LRT is going to become DO-BRT for high capacity transit.

Chair Ellen Beckmann said it is important to Durham to reserve the ability to serve these development areas and have the opportunity to have as many exclusive lanes as possible. Pierre Osei-Owusu agreed with Chair Ellen Beckmann and John Hodges-Copple that the priority should be to preserve as much right of way as possible.

There was discussion that this issue needs to be resolved in coordination with lawyers/attorneys and therefore this issue cannot be resolved at this time. MPO staff will facilitate further meetings regarding this topic.

Jay Heikes said that given that CTP Amendment #3 has already been released for public comment, GoTriangle has concerns with making a substantial change to what has been released for public comment and said if a change to the fixed guideway/alignment issue is needed, it should be included in CTP Amendment #4 rather than holding up the current amendment process. Chair Ellen Beckmann said that will be considered.

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

6. 2050 MTP -- Deficiency and Needs Analysis
Andy Henry, LPA Staff

Andy Henry asked for comments on the Deficiency and Needs Analysis, which is the next step in the development of the 2050 Metropolitan Transportation Plan (MTP). Andy Henry reviewed the purpose of the deficiency analysis, the upcoming public comment process, and the themes gathered from previous public comment periods. Andy Henry presented population and employment data projections for 2050 as well as the percent change from 2016 to 2050 in each jurisdiction. More detailed data and interactive maps can be found on the DCHC MPO website.

Andy Henry shared some of the deficiency analysis tools, including performance measures that indicate conditions of the overall system, travel isochrones to demonstrate projected corridor mobility for the 2050 no-build scenario, travel time tables, and volume/capacity maps for specific roadway segments. Felix Nwoko asked if there have been discussions about the impact of Apple coming to the Triangle, and Andy Henry said the general employment growth data encompasses those projected job estimates. John Hodges-Copple added that once the development becomes more finalized, it will be integrated into the CommunityViz model for the preferred scenario.

Chair Ellen Beckmann suggested more explicitly relating the performance measures to the MPO's goals and objectives.

Scott Whiteman made a motion to recommend that the DCHC MPO Board release the 2050 MTP Deficiency and Needs Analysis for a 30-day public comment period. Jay Heikes seconded the motion. The motion passed unanimously.

7. Transit Safety Targets

Andy Henry, LPA Staff

Andy Henry said the new Public Transit Agency Safety Plan (PTASP) are part of the Transportation Performance Measures (TPM) that are federally required to be integrated into the MTP. The PTASP requires MPOs to reflect measures and targets in updated or amended MTPs and Transportation Improvement Programs (TIPs). Andy Henry reviewed the DCHC MPO transit safety targets. Pierre Osei-Owusu and Felix Nwoko discussed whether the target period referred to a calendar year or a fiscal year.

Pierre Osei-Owusu made a motion to recommend that the DCHC MPO Board adopt the Public Transportation Agency Safety Plan resolution in June after the Durham ACCESS targets have been correctly added to the table. Hank Graham seconded the motion. The motion passed unanimously.

8. FY21-22 Call for Projects Funding Recommendation

Anne Phillips, LPA Staff

Anne Phillips reviewed the non-competitive funding distributions for Surface Transportation Block Grant Direct Attributable (STBGDA) and STBGDA funds received through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which must be obligated by September 30, 2024. Anne Phillips reviewed the Regional Bicycle and Pedestrian projects that applied for STBGDA and Transportation Alternative Program (TAP) funds that were scored using the MPO Federal Funding Policy.

148 Anne Phillips outlined the STBG-Competitive funding distribution comprised of STBG-
149 Any Area funds and unobligated FY20 STBGDA funds. The total funding requests were nearly
150 double the amount of funding available. A scoring rubric for this funding source was developed
151 with input from a TC Subcommittee meeting. Anne Phillips stated that because the City of
152 Durham's project scores were clustered in the middle, City of Durham staff and MPO staff met
153 to decide how to distribute funding to prioritize the MPO's safety and equity goals.

154 Anne Phillips outlined the next steps following Board approval, including a public
155 comment period and procurement of State Transportation Improvement Program (STIP)
156 numbers for new projects needed to finish TIP Amendment #6. Jay Heikes thanked MPO staff
157 for the quick turnaround putting the scoring rubric together while the Federal Funding Policy is
158 updated. Jay Heikes suggested adding a breakdown of project funding by mode, and Anne
159 Phillips agreed.

160 Jay Heikes made a motion to endorse the list of recommended projects to the MPO
161 Board. Bill Judge seconded the motion. The motion passed unanimously.

162 **9. Transportation Improvement Program Amendment #6**
163 **Anne Phillips, LPA Staff**

164 Anne Phillips said this item requires action to add the previously endorsed projects to the
165 TIP, which would then allow NCDOT to update the STIP to include projects added during the
166 FY21-22 Call for Projects. Additionally, NCDOT has asked the MPO to fast track an amendment
167 for projects I-3306A and I-3306AC to meet an August let date. Anne Phillips said TIP
168 Amendment #6 will need to be released for public comment per the MPO's Public Involvement
169 Policy because the Durham Belt Line Trail exceeds \$1 million.

170 Evan Tenenbaum made a motion to recommend that the MPO Board release TIP
171 Amendment #6 for a 21-day public comment period. Scott Whiteman seconded the motion. The
172 motion passed unanimously.

10. SPOT 6.0 Draft Local Input Points Methodology
Anne Phillips, LPA Staff

Anne Phillips mentioned that in 2018 the MPO adopted a Local Input Points Methodology for SPOT 5.0 and substantial changes have since occurred that require a public comment period and Board approval. One of the major changes is NCDOT's new flex policy that allows local input points to be transferred between the Regional Impact and Division Needs tiers.

Anne Phillips highlighted the qualitative scoring criteria with scale of 1-6 points and the replacement of one of the criterion that previously focused on the light rail project with a criterion focused on safety. Anne Phillips asked for comments or suggestions on the qualitative scoring criteria. John Hodges-Copple suggested adding sustainability as a criterion. Anne Phillips said that instead of replacing the safety criterion, sustainability could be included as an additional point for a total of 7 points. There was discussion on how to measure sustainability. Chair Ellen Beckmann mentioned Vehicle Miles Traveled (VMT) as an important metric related to sustainability. Jay Heikes suggested added sustainability instead of replacing the safety criterion. Anne Phillips asked if anyone has ideas for the sustainability criterion to send them to her.

Jay Heikes made a motion to recommend that the MPO Board release the draft Methodology for public comment. Tom Altieri seconded the motion. The motion passed unanimously.

11. Material Change to the Durham County Transit Plan - New Regional Transit Center
Jay Heikes, GoTriangle
Aaron Cain, LPA Staff

Jay Heikes gave an update on the new regional transit center request for \$600,000 in FY22 and a total of \$2,850,000 from FY22-FY24. Jay Heikes said GoTriangle believes this request is consistent with the guidelines set out for FY22 work plan development and gave the following three justifications: 1) This is a continuation of a previously funded transit plan project

(the feasibility study) 2) the project fulfills needs identified in previous short range transit plans and is included in all three pending transit plan scenarios 3) commitment of local funding will support applications for competitive federal grant programs. Jay Heikes then reviewed the feasibility study purpose and the existing regional transit center location as well as the proposed new location.

Sean Egan brought up the Durham Staff Working Group (SWG) decision in February 2021 to not allow material changes to the transit plans at that time due to development of updated transit plans that were tentatively scheduled to be completed and approved this upcoming fall, but are behind schedule. Sean Egan said the need for service improvements remains high and have similar justifications for the material change for the regional transit center. Sean Egan asked that moving forward, the material changes for service improvements that were also not initially recommended in February 2021 be considered for inclusion.

Aaron Cain mentioned that the recommendation to not proceed with projects that would require material changes came from GoTriangle Finance because service improvement costs continue in perpetuity creating a much larger overall financial commitment than a capital project. Chair Ellen Beckmann confirmed that one other project proposed to the SWG that would require a material change was microtransit, which has since been reduced in scope so as to not require a material change and is included in the draft FY22 work program.

Chair Ellen Beckmann said she hopes GoTriangle is aggressively pursuing federal grant opportunities. Jay Heikes said GoTriangle will prepare the application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, which requires similar application materials as the Federal Transit Administration 5339 Bus and Bus Facilities Discretionary Program, and GoTriangle will apply for both grants.

John Hodges-Copple made a motion to recommend that the Board approve a material change to the 2017 Durham County Transit Plan to provide funding for the local match towards

225 construction of a new Regional Transit Center. Chance Mullis seconded the motion. The motion
226 passed unanimously.

227 **12. FFY 21 American Rescue Plan Split Letter**
228 **Felix Nwoko, LPA Manager**

229 Felix Nwoko said the MPO received over \$30 million from the American Rescue Plan
230 and the action is to recommend the MPO Board approve a split letter to distribute funds among
231 the MPO's transit agencies. Sean Egan asked if there were any plans to modify or amend this
232 proposal before it is brought before the MPO Board. Felix Nwoko said that if there are any
233 changes, the TC will review this item again before it proceeds to the MPO Board.

234 Bill Judge made a motion to recommend that the Board approve the FFY21 American
235 Rescue Plan Split Letter. Chance Mullins seconded the motion. The motion passed
236 unanimously.

237 Chair Ellen Beckmann left the meeting at 11:30 AM and Vice Chair Nishith Trivedi
238 began chairing the meeting.

239 **REPORTS FROM STAFF:**

240 **13. Report from Staff**
241 **Felix Nwoko, LPA Manager**

242 There was no additional report.

243 **14. Report from the Chair**
244 **Ellen Beckmann, TC Chair**

245 There was no additional report.

246 **15. NCDOT Reports**
247 **Brandon Jones (David Keilson, Richard Hancock), Division 5 – NCDOT**

248 David Keilson said that Alston Avenue has been reopened to through traffic while
249 Holloway Street remains closed and is expected to reopen in June.

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

251 Stephen Robinson had no additional report. Vice Chair Nishith Trivedi asked if the I-85
252 widening is still on schedule and Stephen Robinson said the dates included in the packet are
253 the most up to date.

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

255 There was no additional report.

256 **Julie Bogle, Transportation Planning Division – NCDOT**

257 There was no additional report.

258 **John Grant, Traffic Operations – NCDOT**

259 There was no additional report.

260 **Bryan Lopez, Integrated Mobility Division-NCDOT**

261 There was no additional report.

262 **INFORMATIONAL ITEMS:**

263 **Adjourn**

264 There being no further business, the meeting was adjourned by Vice Chair Nishith
265 Trivedi at 11:38 a.m.

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



TRIANGLE BIKEWAY STUDY

Triangle Bikeway Update Date



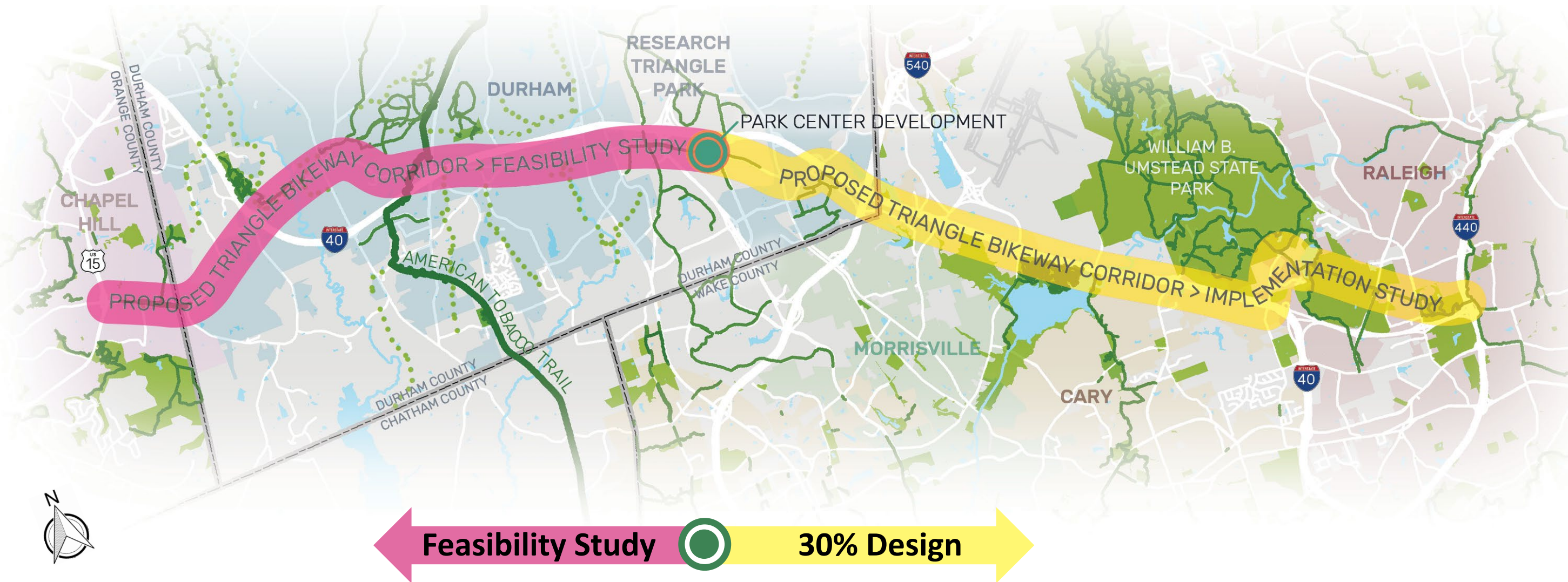
Agenda

- > **Public Input**
- > **NCDOT TIP #U-5774 Update**
- > **Alternative Alignments Map + Matrix**
- > **Upcoming Outreach Events**



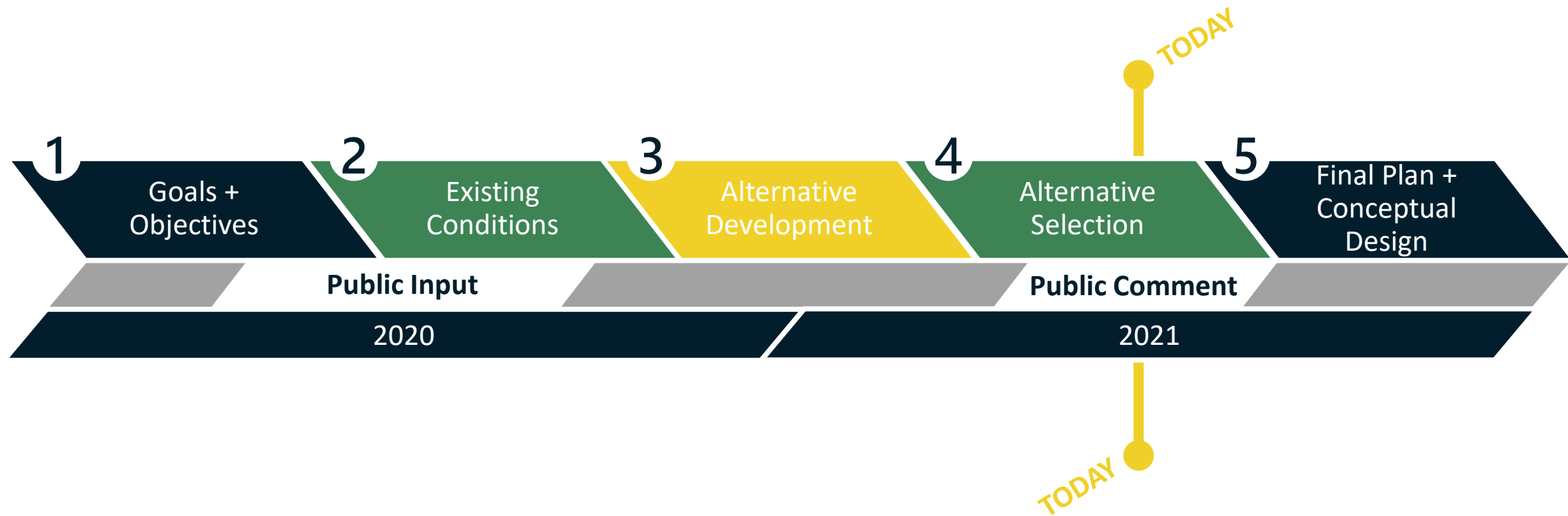


Study Area





Schedule





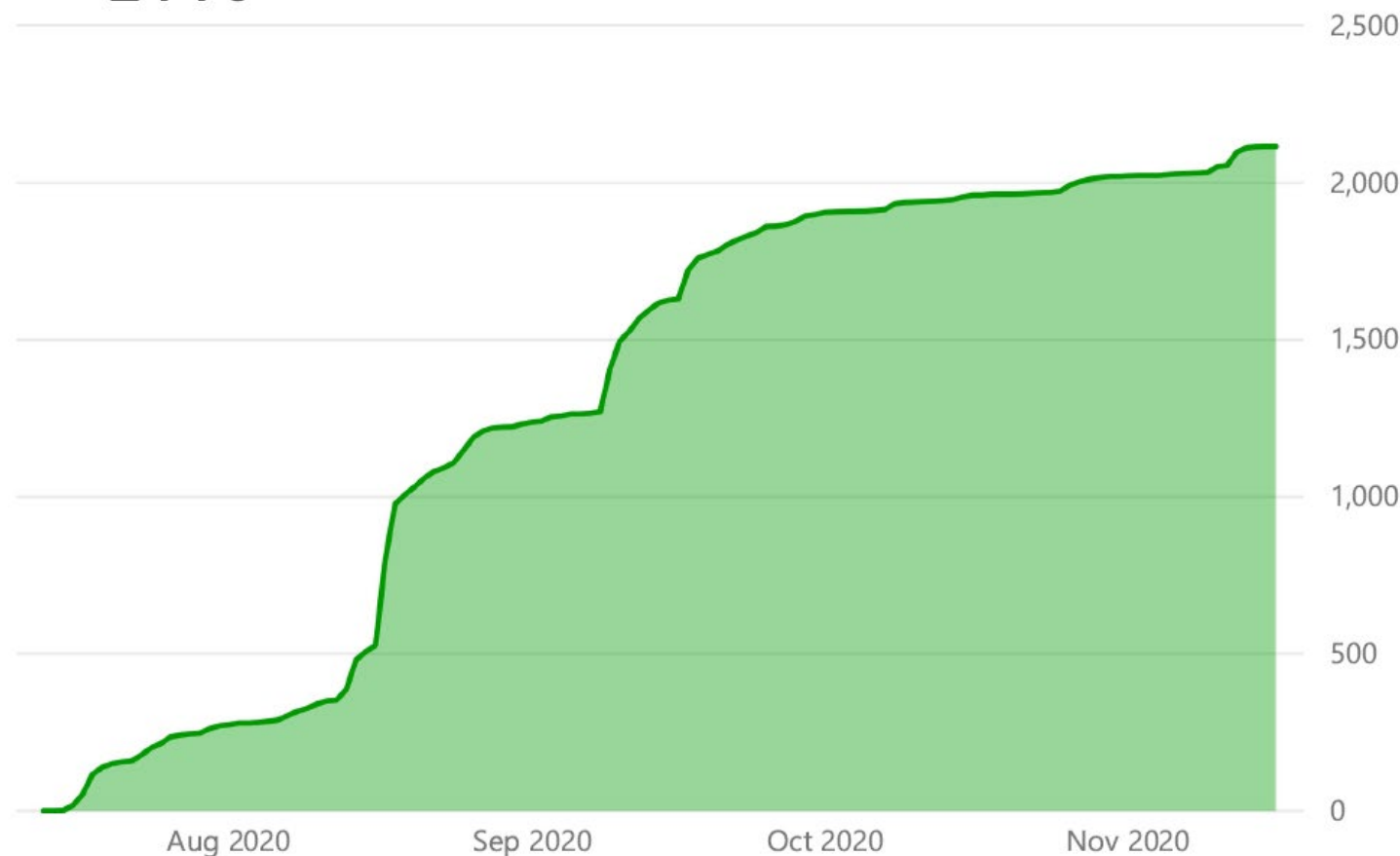
TRIANGLE BIKEWAY STUDY

Public Input



Survey Report

Participants

2116

Key Takeaways

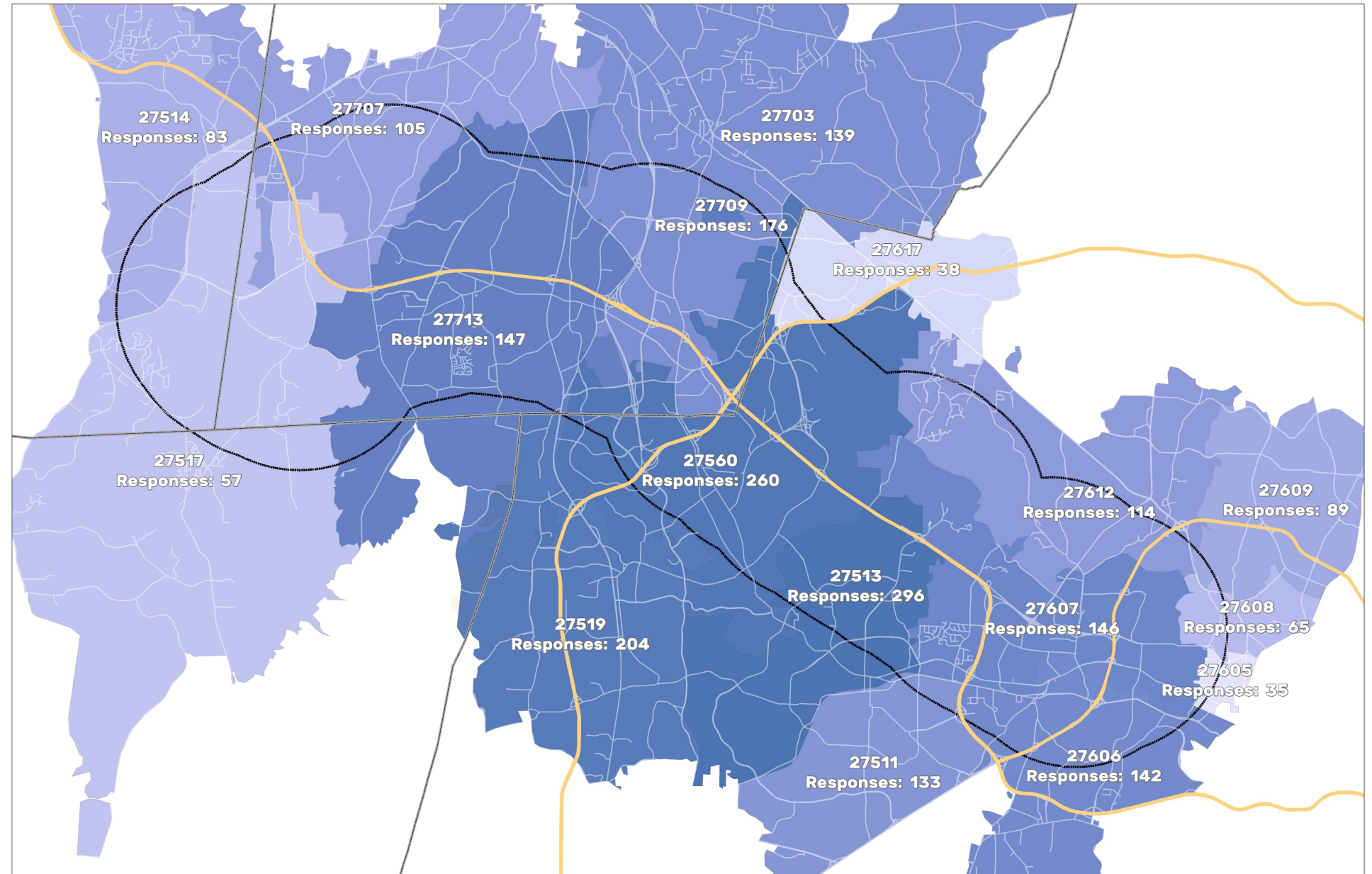
- > All corridor zip codes well represented
- > Good mix of live / work
- > Clear preference for separated facilities – greenways / protected bike lanes
- > 67% would use weekly
- > Need further input on proximity to I-40



TRIANGLE BIKEWAY STUDY

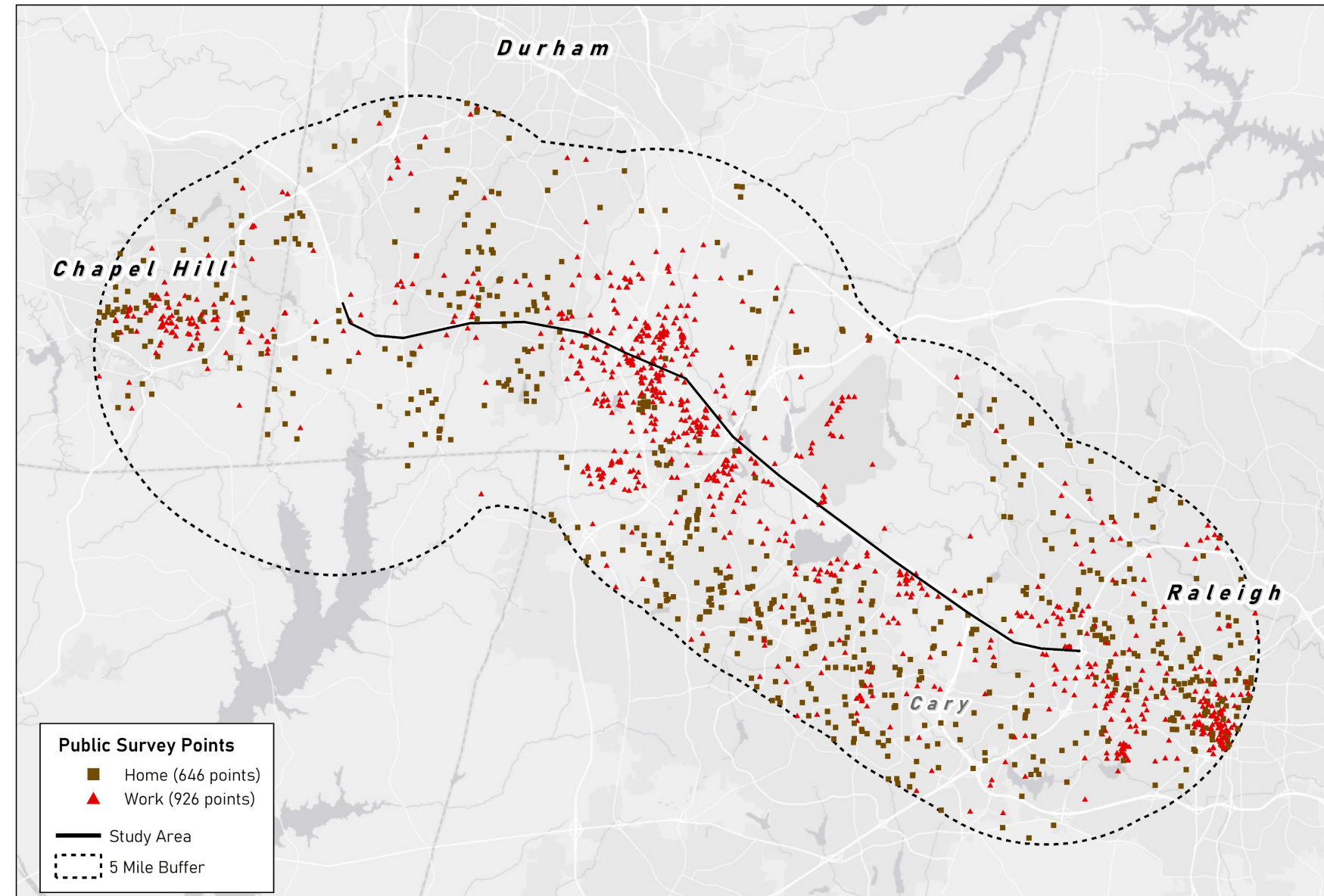
Technical Committee 05/26/2021 Item 5

- > 2116 total respondents
- > 17 zip codes in corridor
- > All municipalities well represented
- > Live or work



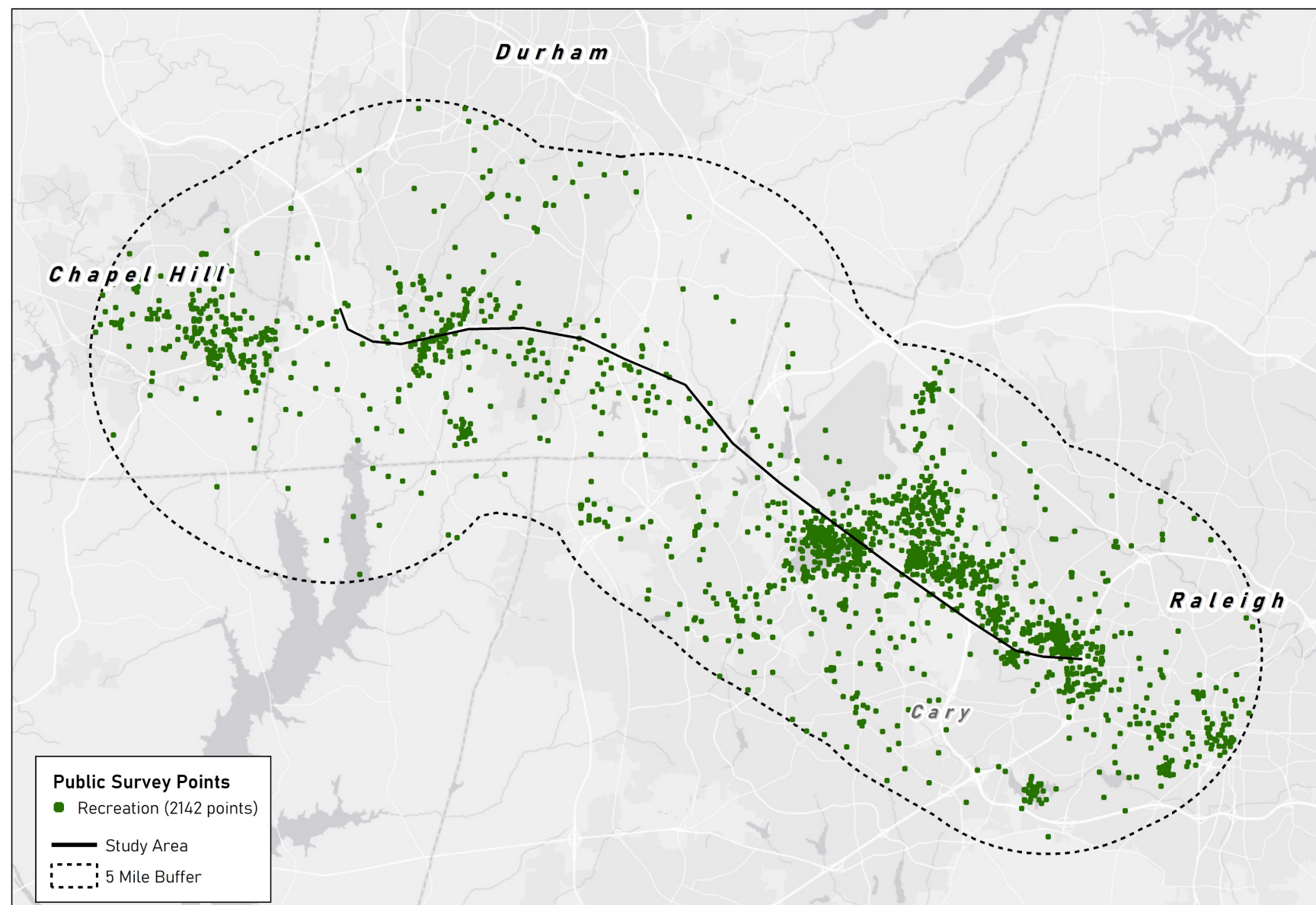
Live/work throughout area

- > Raleigh
- > Cary
- > Morrisville
- > RTP
- > Durham
- > Chapel Hill



Recreation destinations

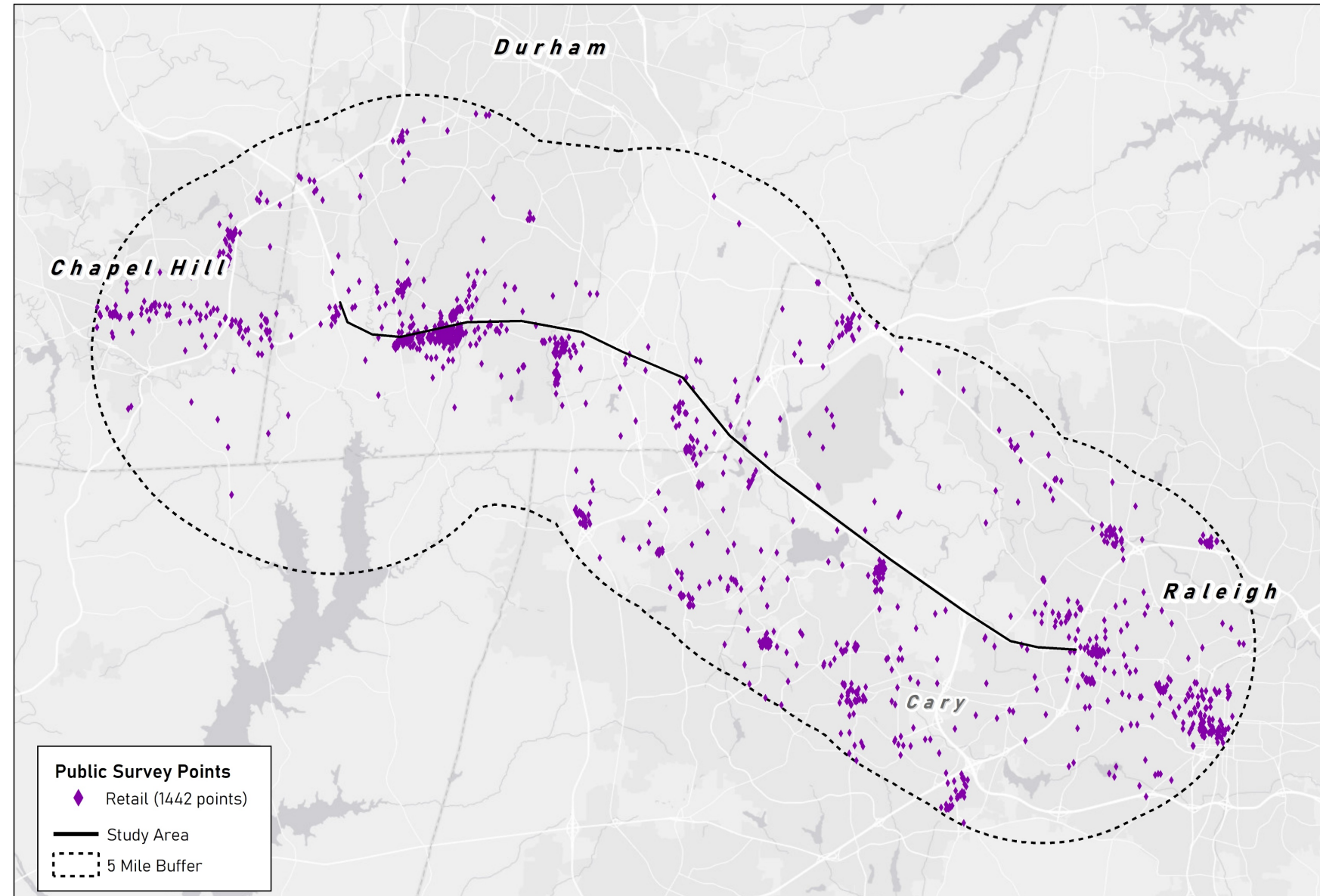
- > American Tobacco Trail
- > Umstead State Park
- > Lake Crabtree
- > Local greenways/trails
- > NC Museum of Art
- > Mountains-to-Sea Trail
- > RTP Trails
- > NC Botanical Gardens
- > Jordan Lake
- > Lake Johnson





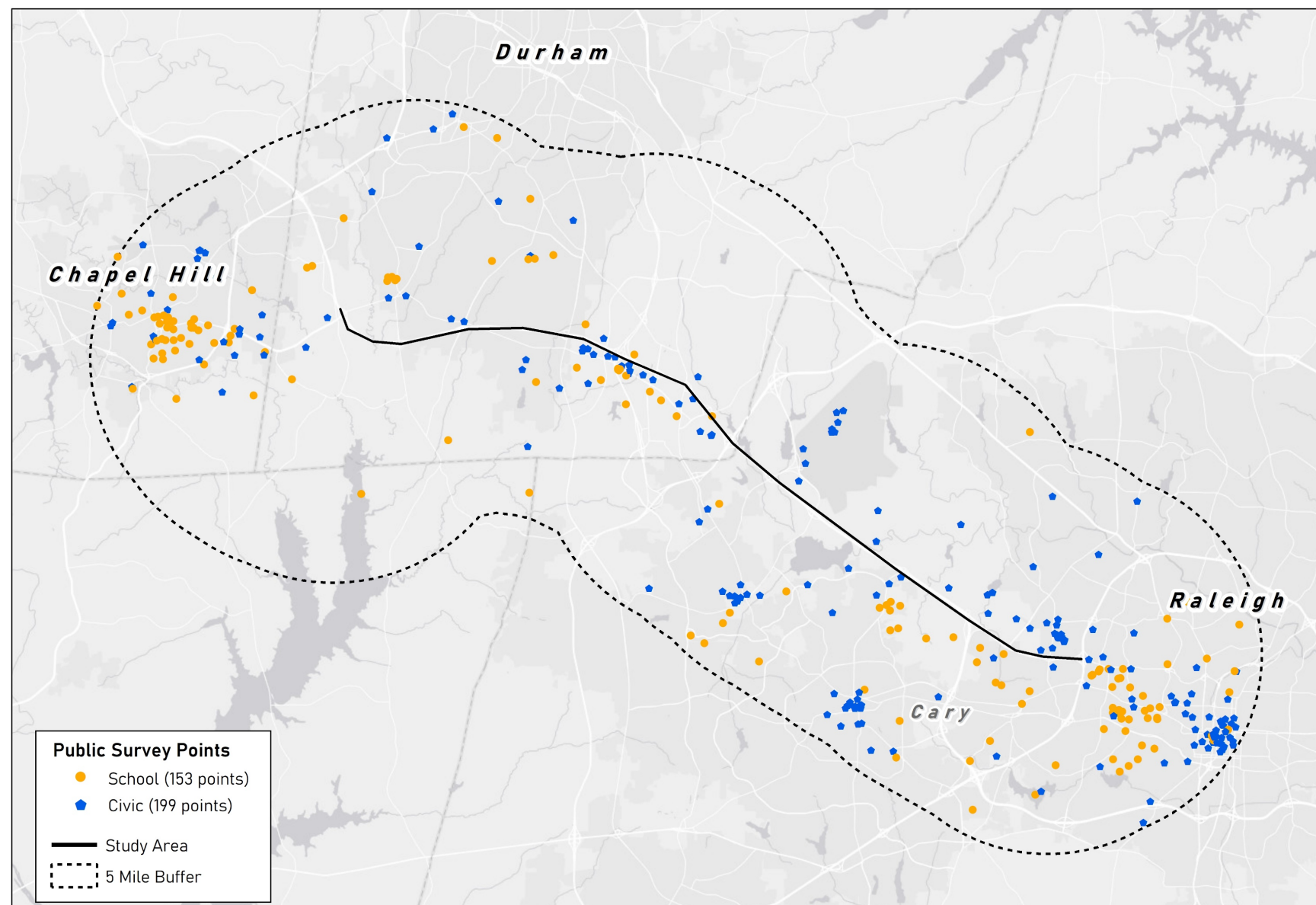
Retail destinations

- > Southpoint Mall
- > Crabtree Mall
- > Grocery stores
- > NC Farmers Market
- > Downtown areas
- > Restaurants
- > Commercial centers
- > Breweries
- > Bike shops



School/civic destinations

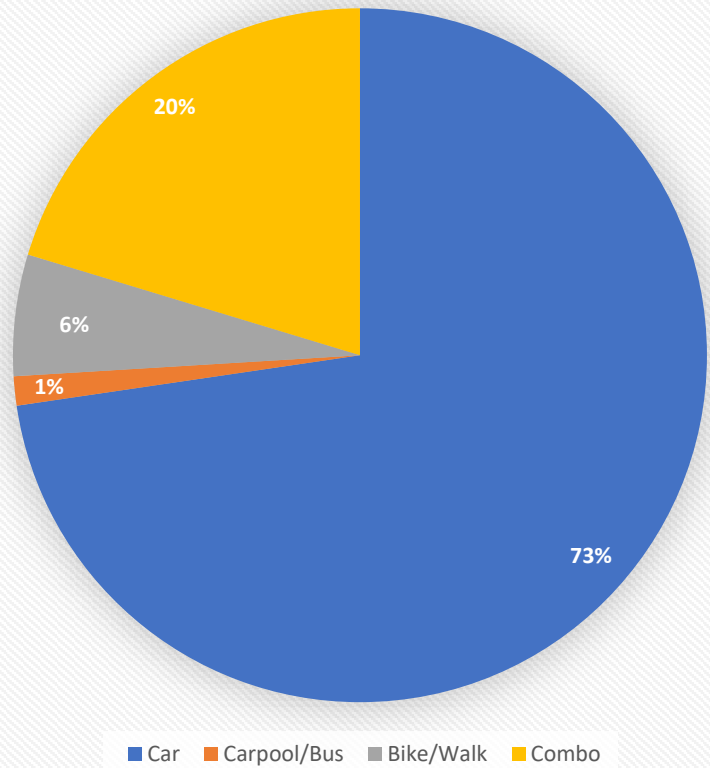
- > Municipal buildings
- > Museums
- > Public libraries
- > Universities
- > Community colleges
- > K-12 schools
- > Churches
- > Volunteer opportunities



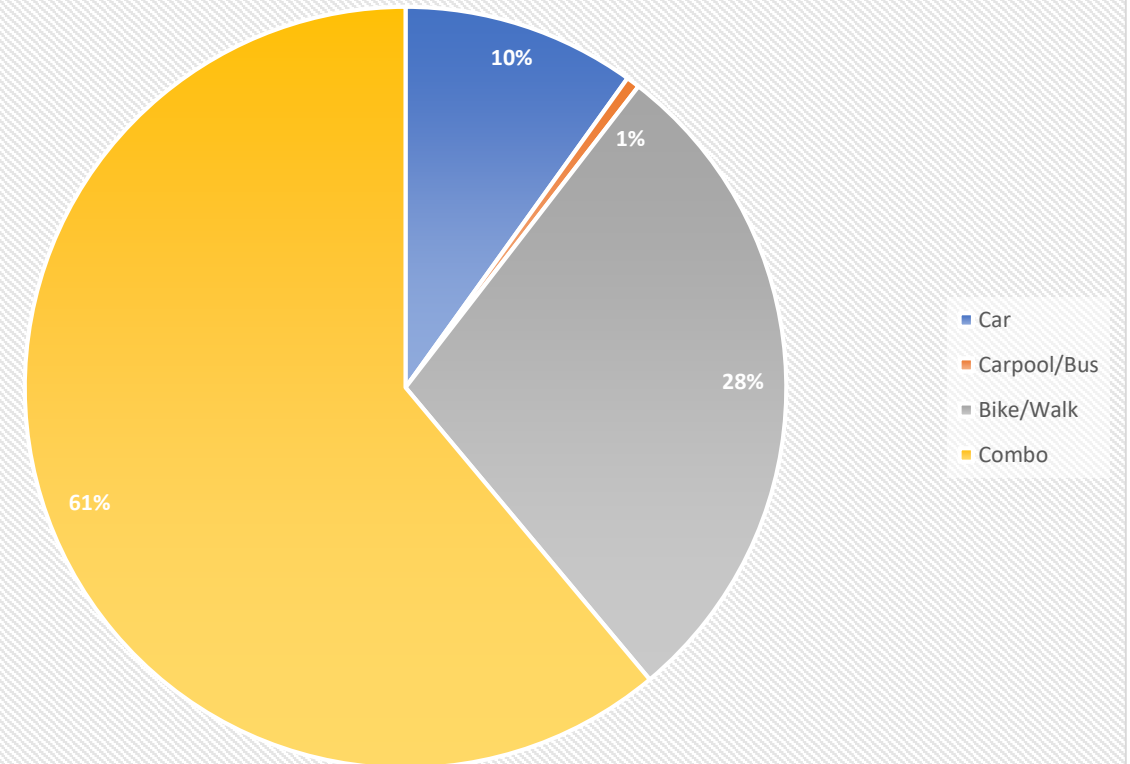


Commute: Current vs. Desired

Current Commute



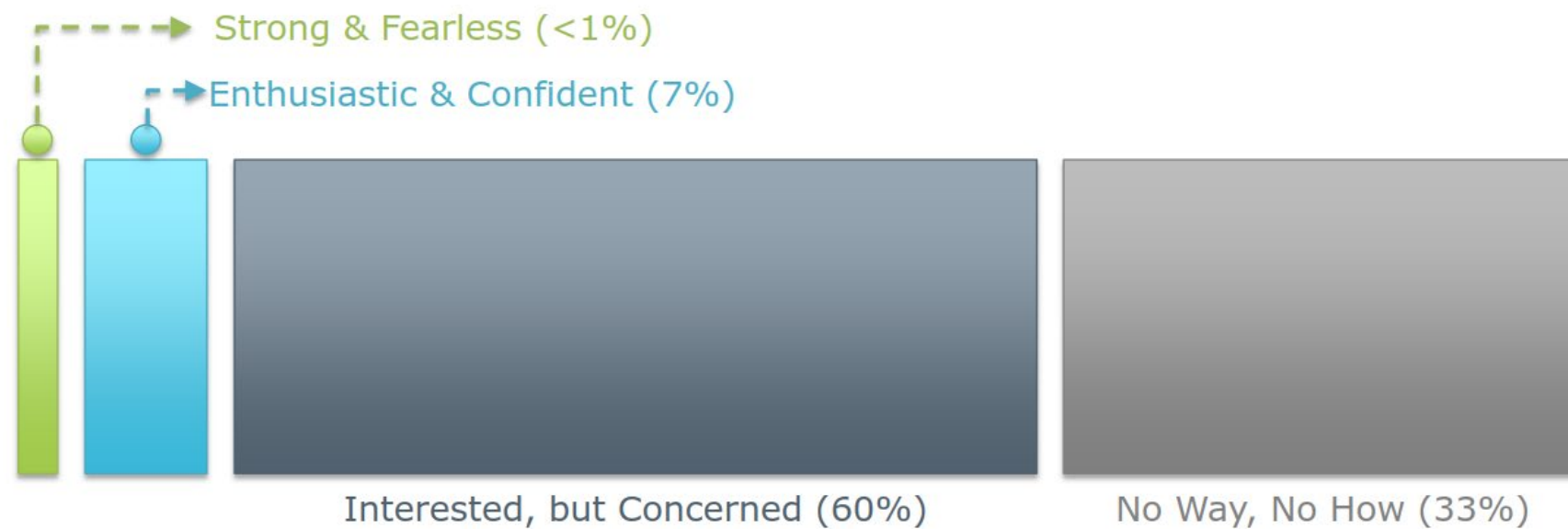
Desired Commute



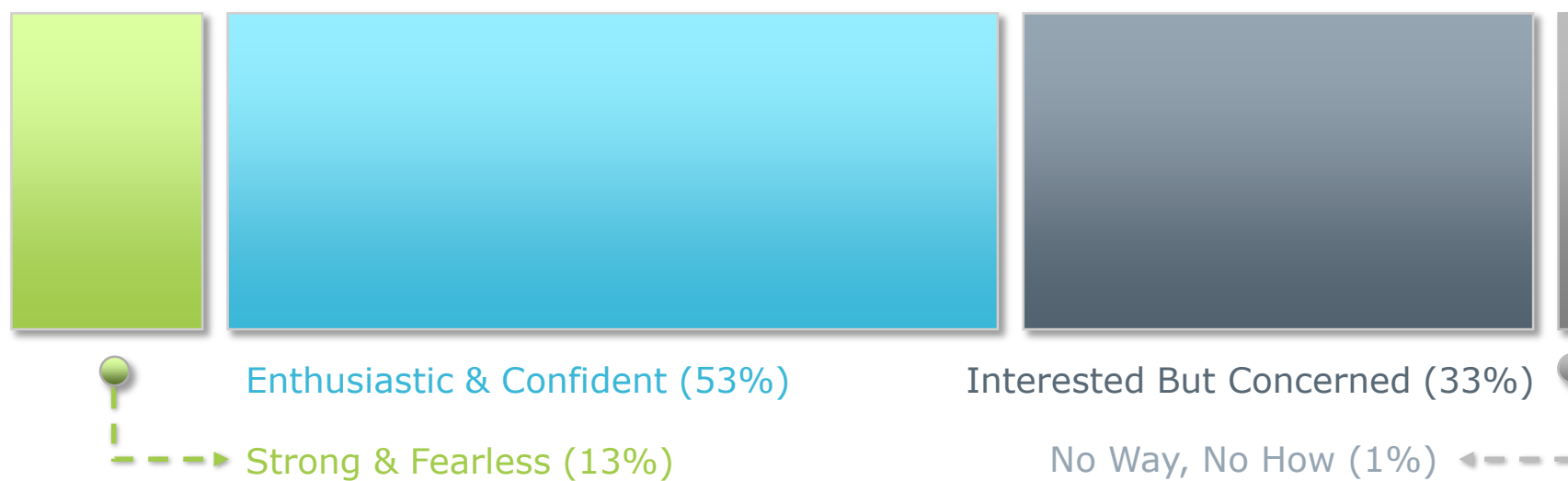


Survey Distribution

Portland Study

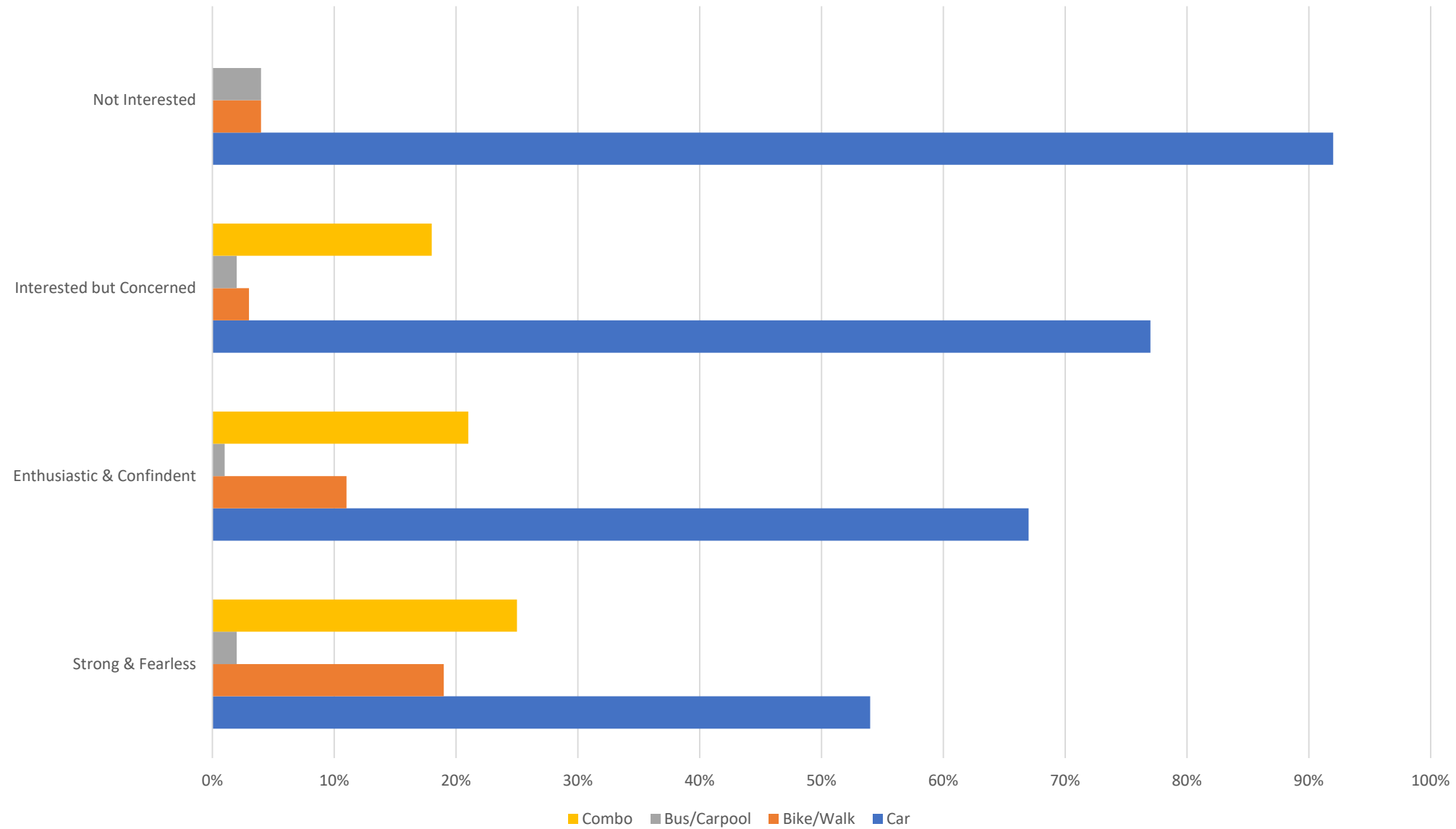


Triangle Bikeway Survey



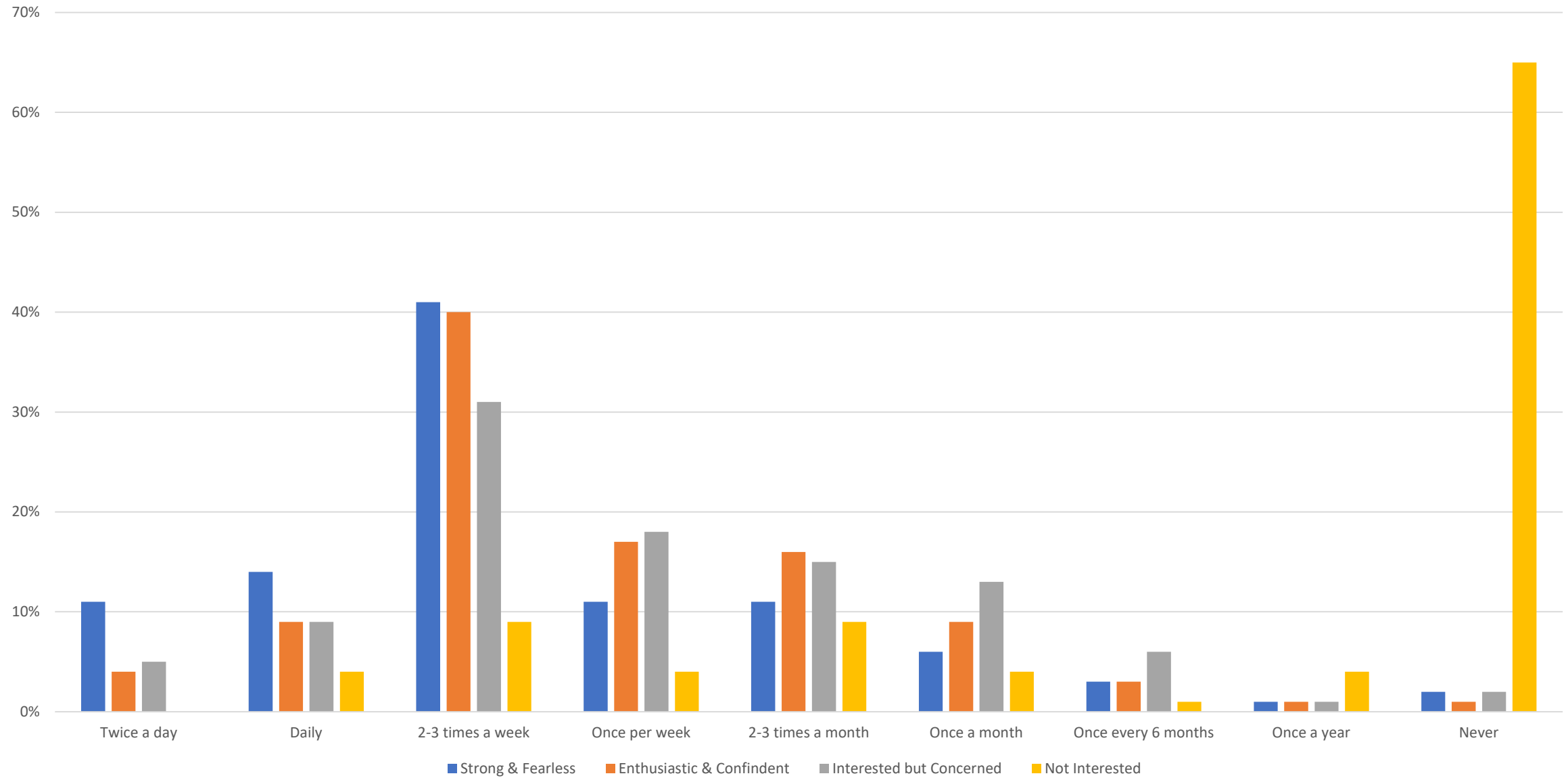


Commute by Cyclist Type



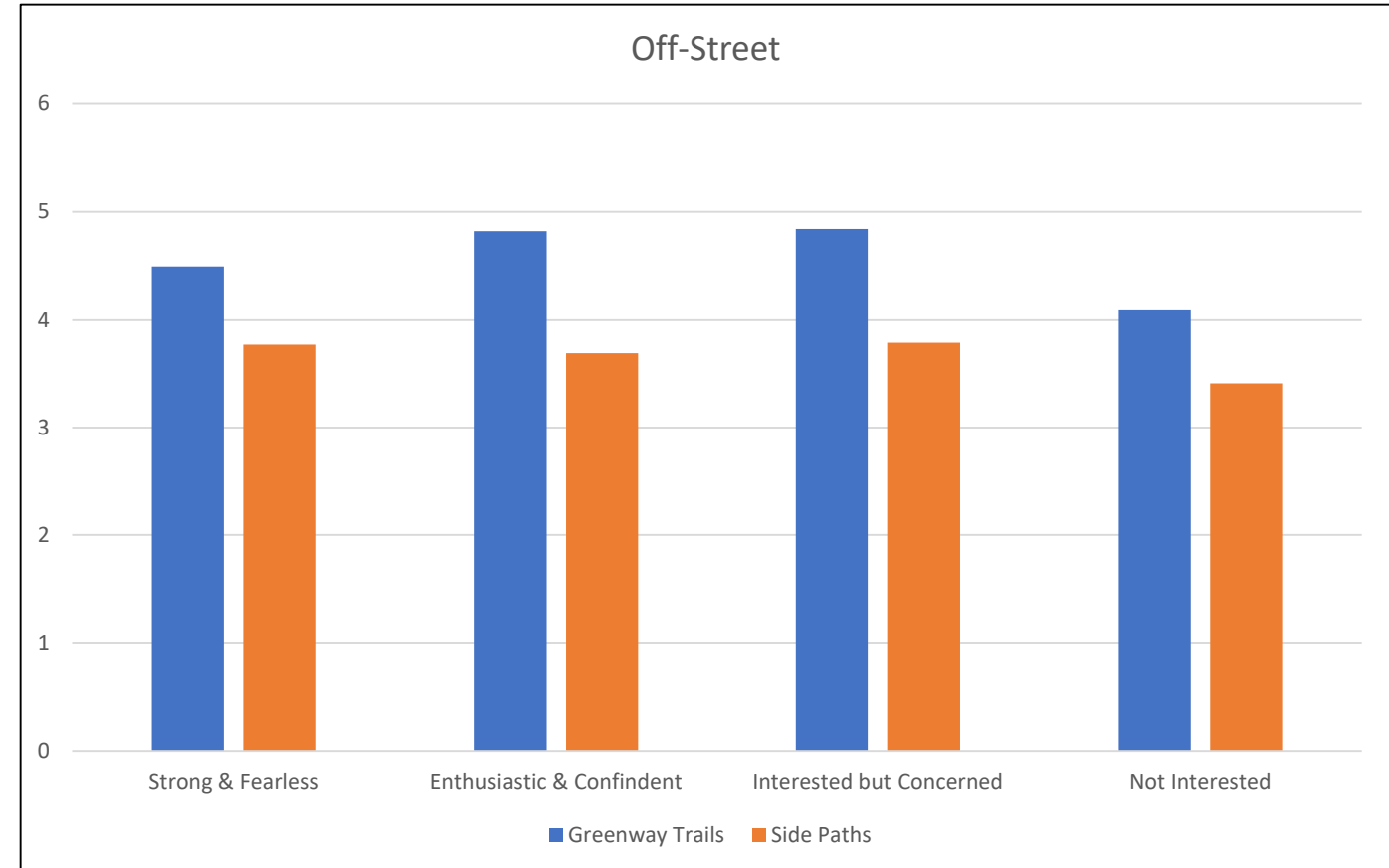


Frequency of Use by Cyclist Type





Facility Preference by Cyclist Type





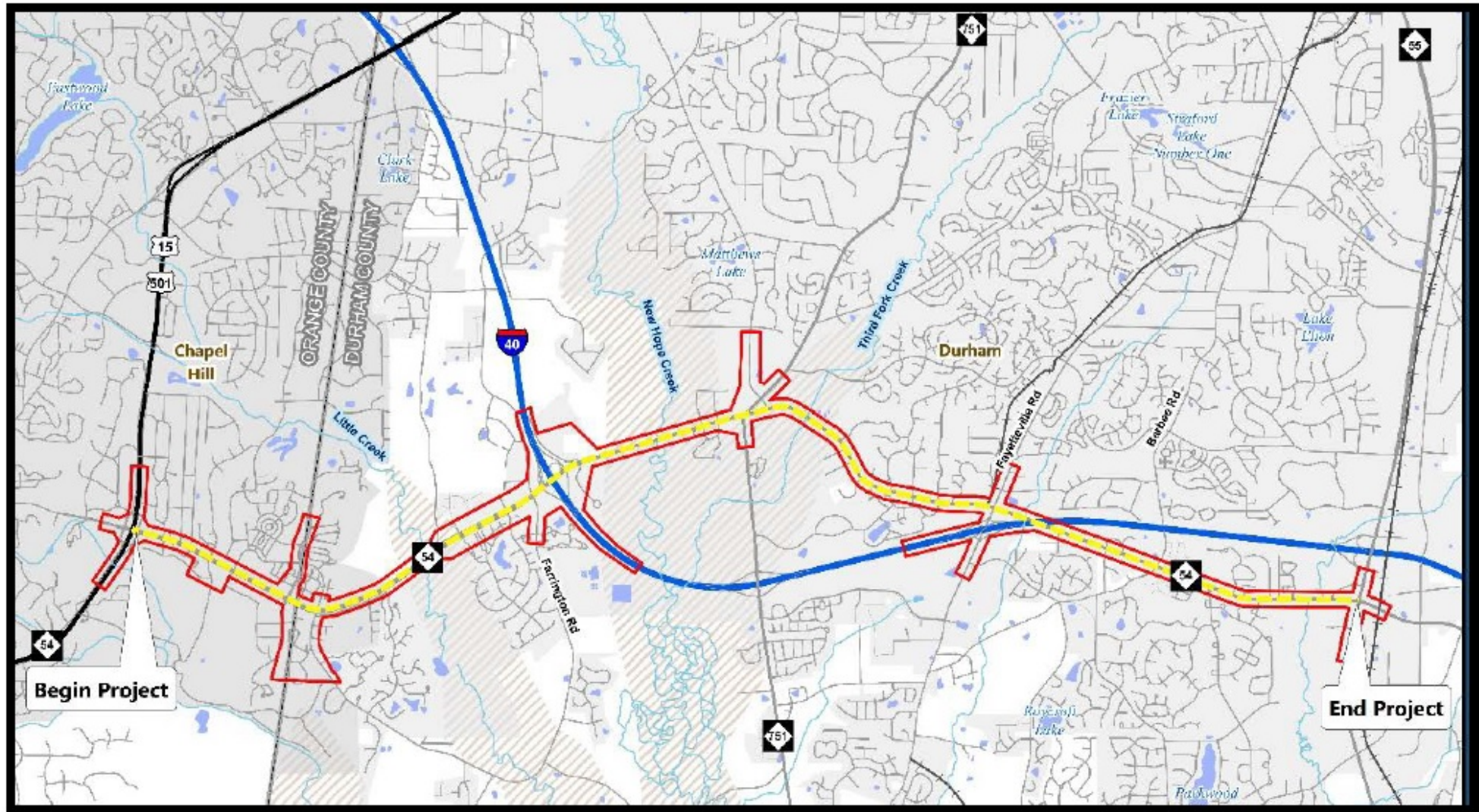
TRIANGLE BIKEWAY STUDY

U-5774 Report from NCDOT



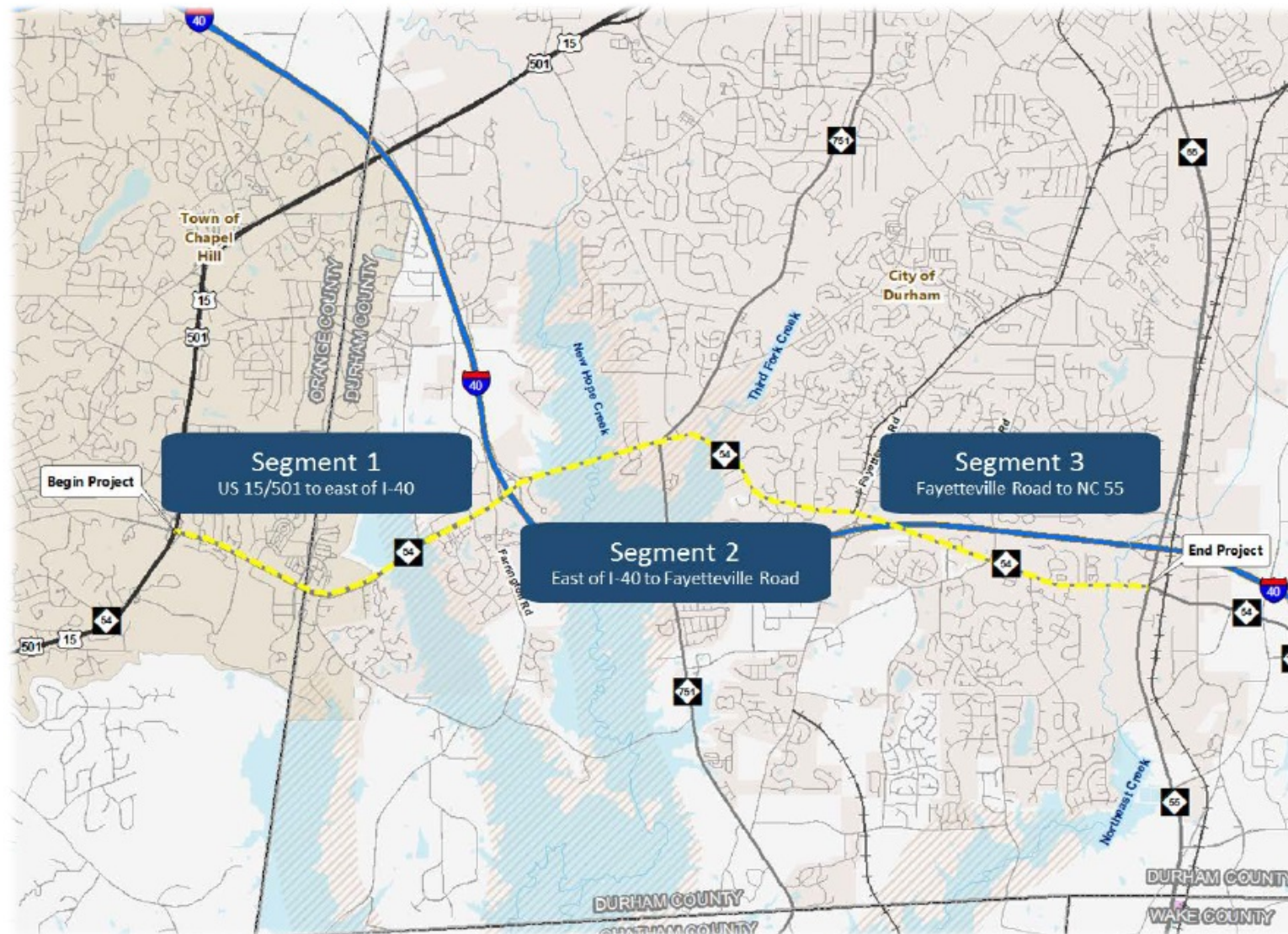
54 NC 54 Corridor Improvements | U-5774

Figure I: U-5774 Project Study Area



- Segment 1: US 15/501 to east of I-40
- Segment 2: East of I-40 to Fayetteville Road (SR 1118)
- Segment 3: Fayetteville Road to NC 55

Figure 4. Alternative concepts segments





Multimodal Accommodations Being Considered

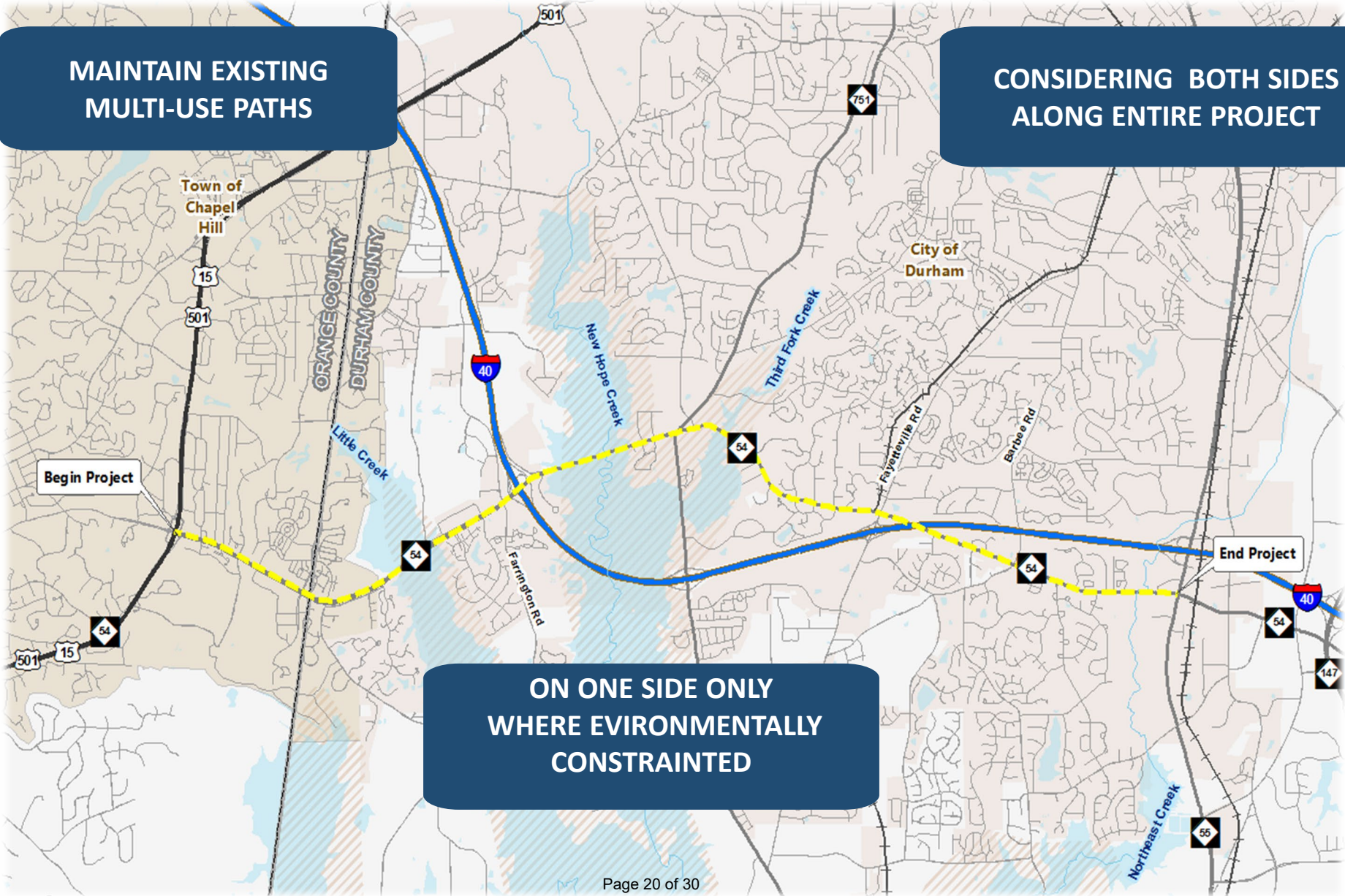


Figure 10. Six-lane synchronized street typical section



Figure 11. Eight-lane roadway typical section

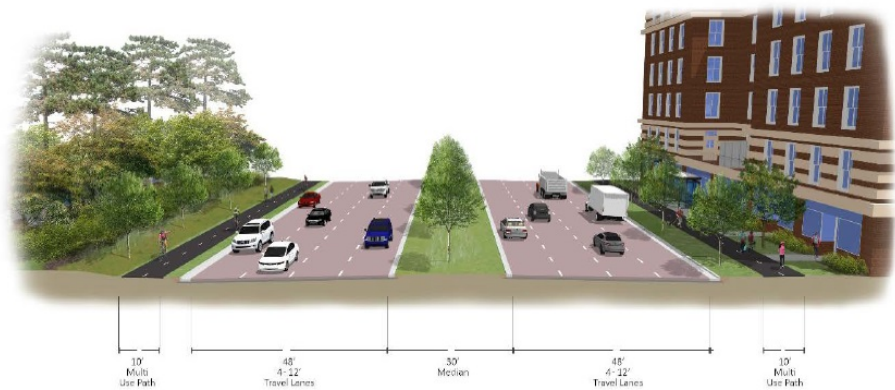
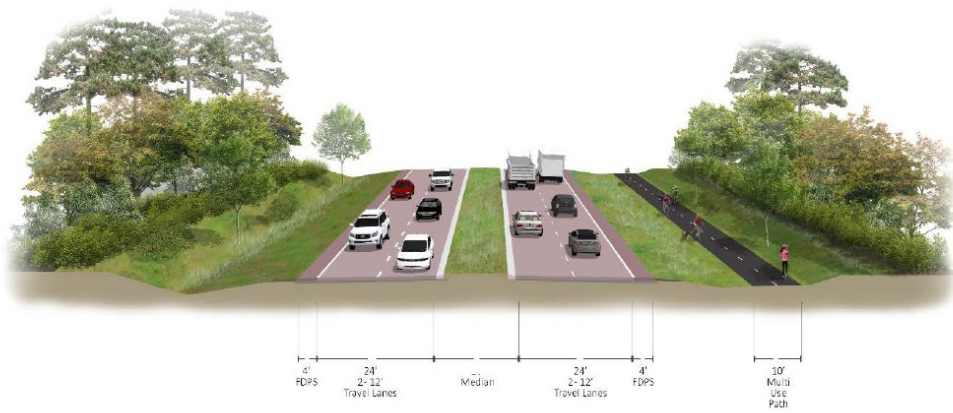


Figure 18. Six-lane depressed roadway with frontage roads typical section

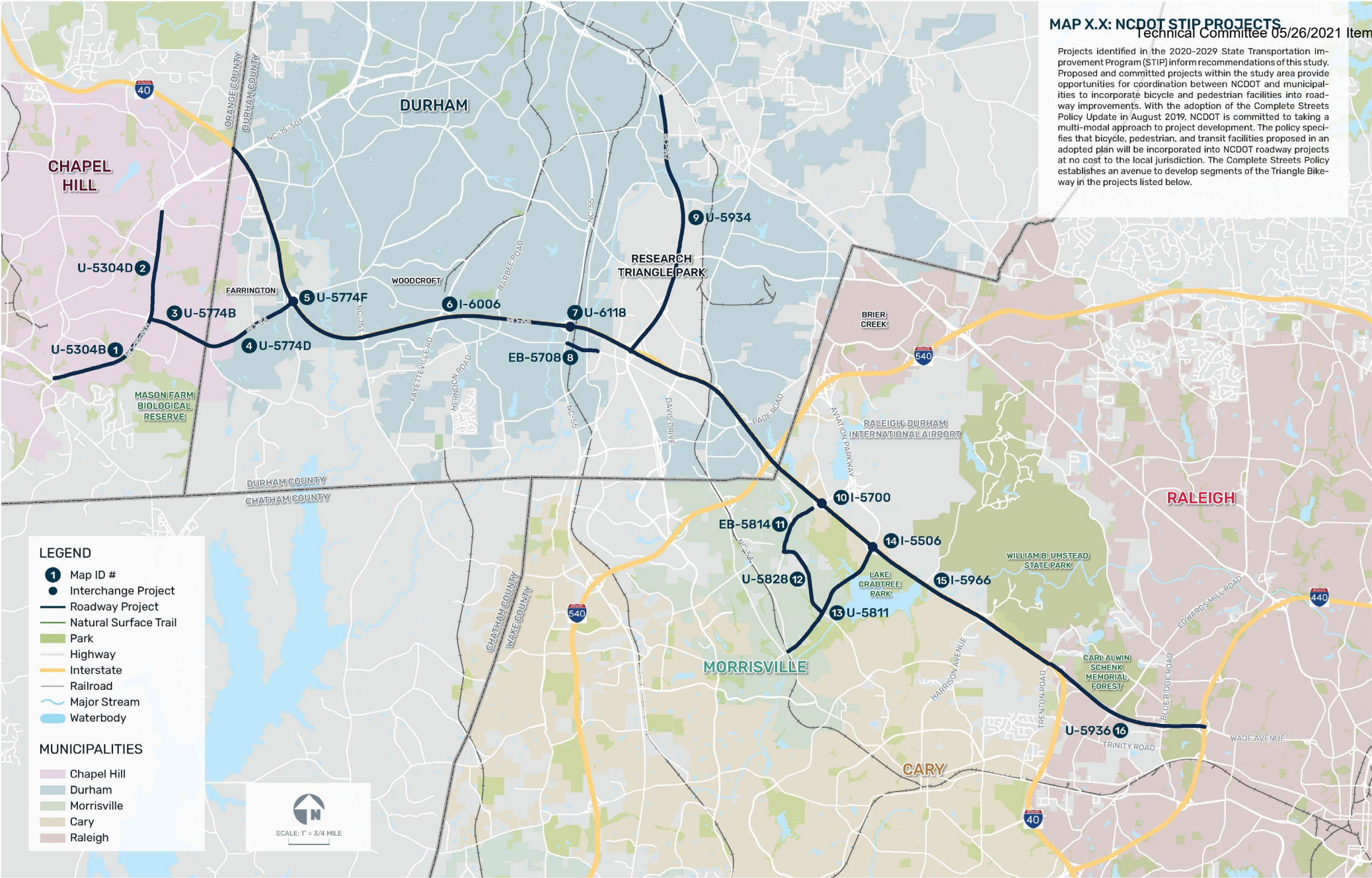


Figure 23. Four-lane divided typical section with raised median





TRIANGLE BIKEWAY STUDY





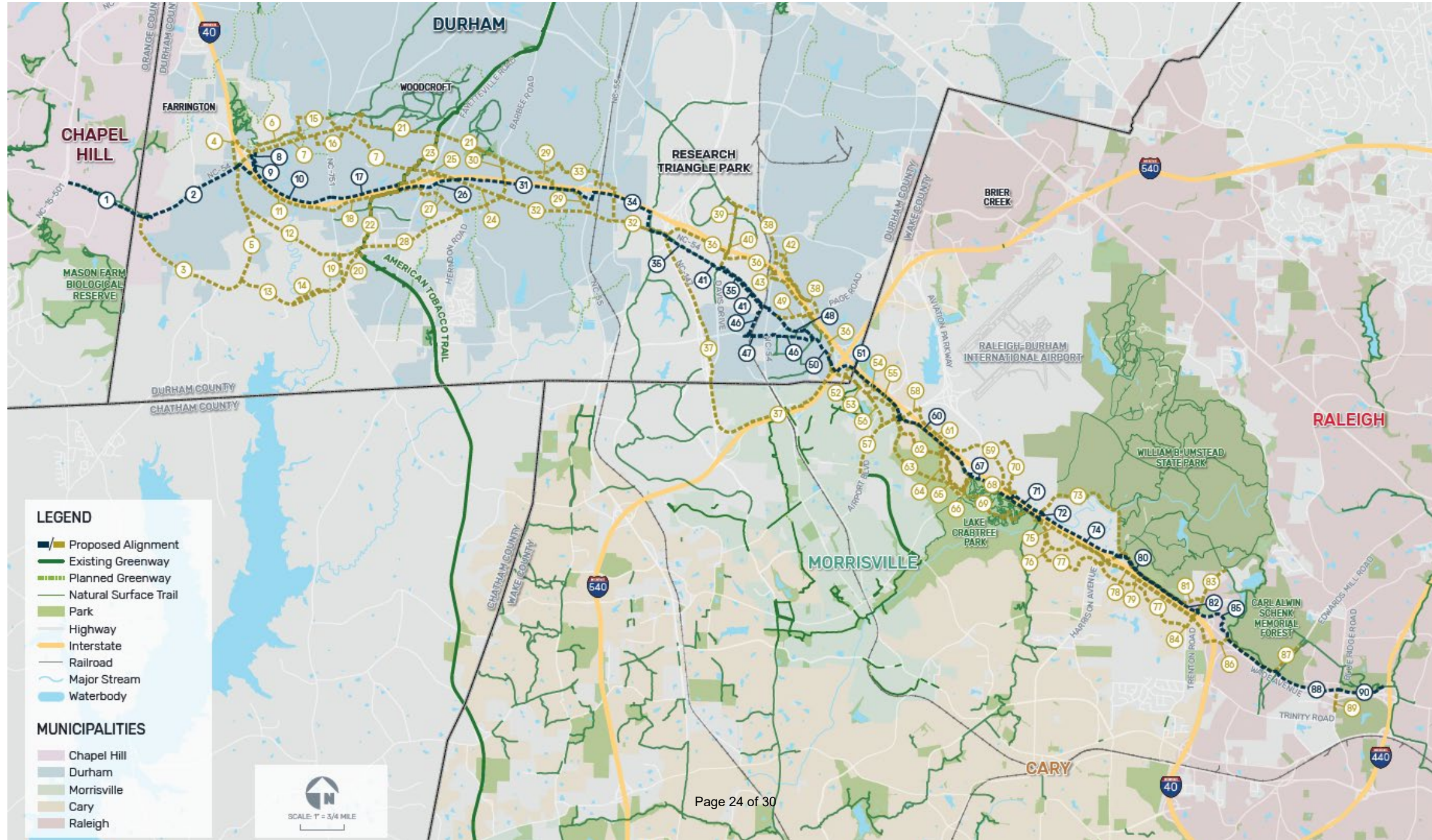
TRIANGLE BIKEWAY STUDY

Alternative Analysis Evolution



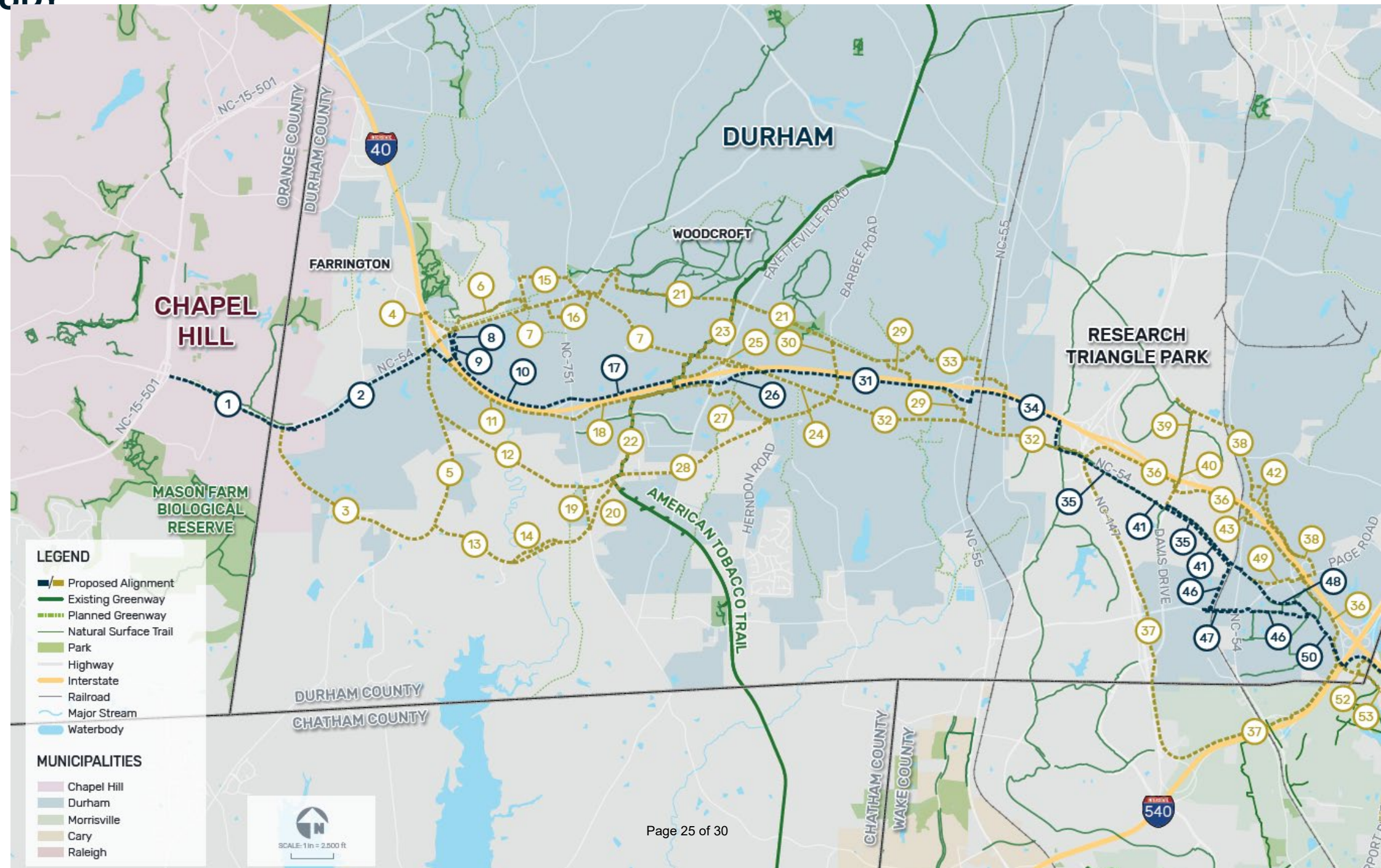


Alternative Evaluation





Alternative Evaluation





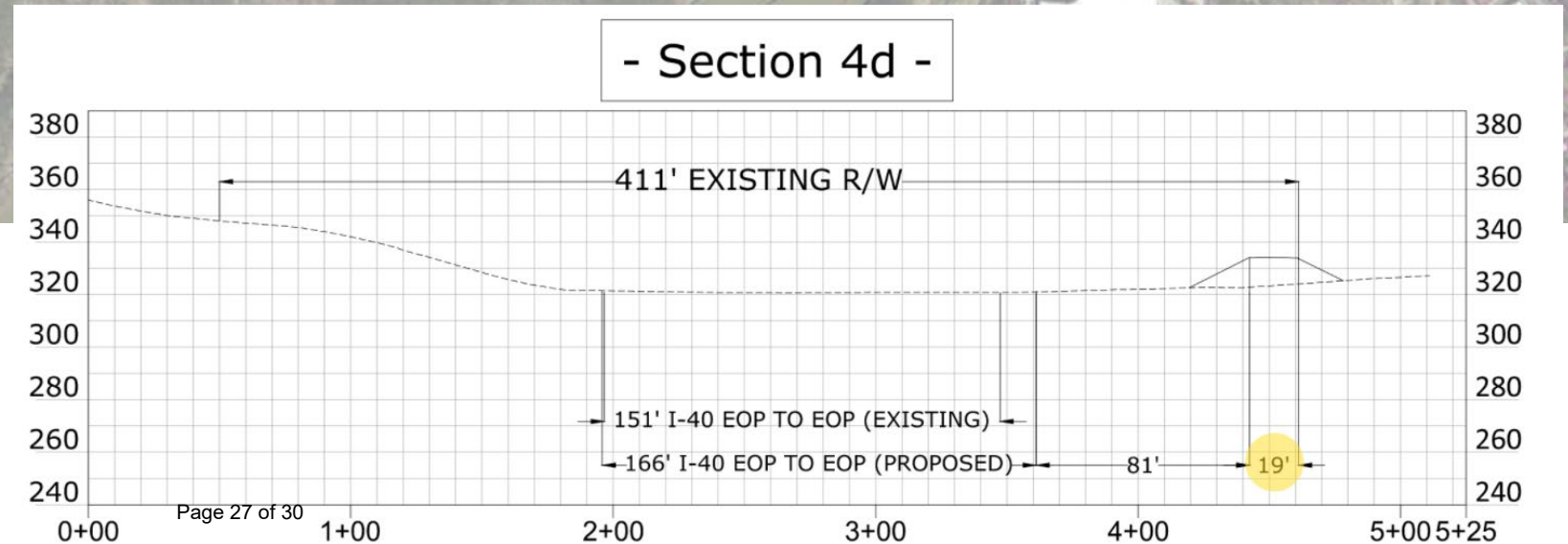
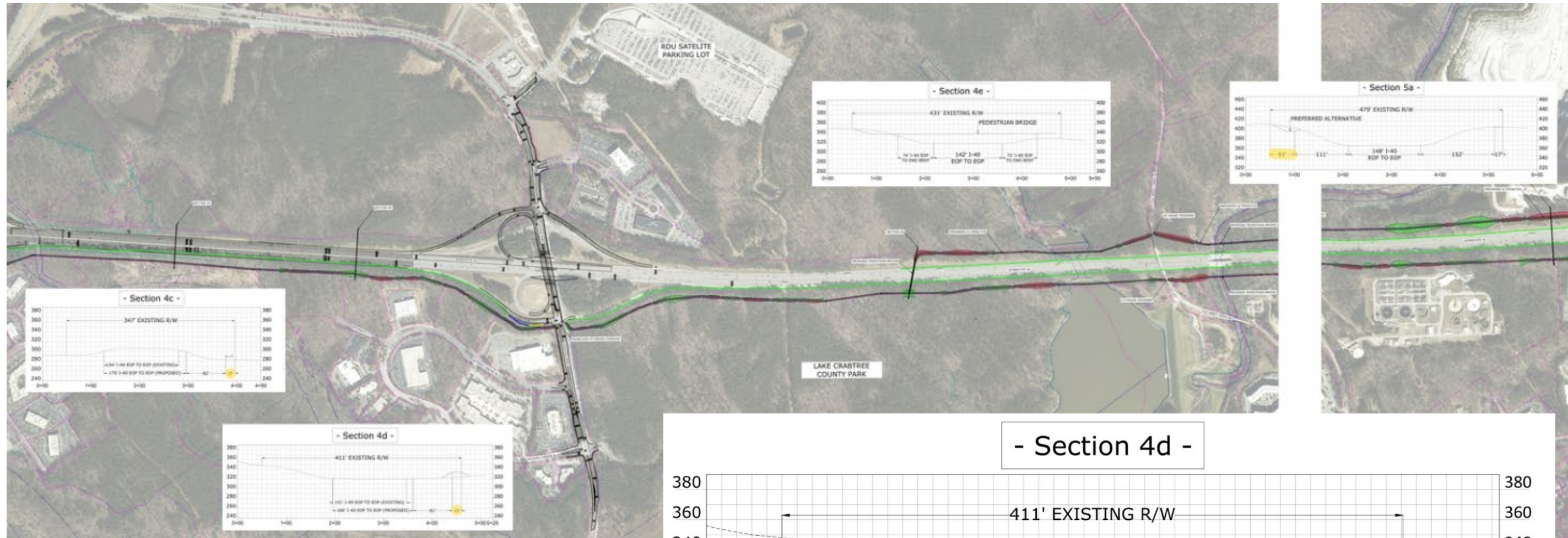
Alternative Evaluation

Segments Removed from Further Consideration

ID	Jurisdiction	Category	Notes	Key Stakeholders
3	Chapel Hill/Durham	Dependent Upon Infeasible Alignment	Barbee Chapel Road in this area includes a large tract preserve under the NC Agricultural Development and Farmland Preservation Trust, which creates a narrow right-of-way.	USACE; Chapel Hill; Durham; NCDOT
4	Durham	Safety Concerns	Pedestrian bridge over I-40 west of the exit would require several high ADT crossings with free flow turning movements of I-40/NC54 interchange.	USACE; Durham; NCDOT
5	Durham	Dependent Upon Infeasible Alignment	Segment #13 has been removed from consideration and therefore makes this segment void.	USACE; Durham; NCDOT
6	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham
7	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	USACE; Durham; NCDOT
11	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This south side of I-40 through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
12	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham; Dominion Energy
13	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way, which not wide enough on Stagecoach Rd to accommodate the facility.	USACE; Durham; NCDOT
14	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This segment through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
15	Durham	Dependent Upon Infeasible Alignment	Segment #6 has been removed from consideration and therefore makes this segment void.	USACE; Durham Schools; NCDOT
16	Durham	Indirect/Lacks Connections	Route conflicts with development plans and would be redundant to shared use paths planned for NC54 in U-5774	USACE; Durham
18	Durham	Dependent Upon Infeasible Alignment	Segment #11 has been removed from consideration and therefore makes this segment void. Alignment north of I-40 is recommended due to fewer environmental conflicts and better crossing geometry with NC751.	USACE; Durham
19	Durham	Dependent Upon Infeasible Alignment	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham; NCDOT
20	Durham	Dependent Upon Infeasible Alignment	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham
21	Durham	Indirect/Lacks Connections	While this alignment does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
21	Durham	Indirect/Lacks Connections	While this alignment does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
22	Durham	Dependent Upon Infeasible Alignment	Segments #12-14; #19-20; and #28 have been removed from consideration and therefore make this segment void.	Durham
23	Durham	Indirect/Lacks Connections	While this alignment utilizes the existing American Tobacco Trail in South Durham, it deviates away from employment and commercial centers. In addition, segment #21 has been removed from consideration, which would also make this segment void.	Durham
24	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham
25	Durham	Safety Concerns	NC54 west under I-40 bridge does not have adequate space for a protected bike facility. Recommended alignment uses American Tobacco Trail Bridge over I-40 to cross to southern alignment to avoid pinch point.	Durham; NCDOT
27	Durham	Dependent Upon Infeasible Alignment	Segment #28 has been removed from consideration and therefore makes this segment void.	Durham; NCDOT
28	Durham	Dependent Upon Infeasible Alignment	All alternatives connecting to this route from the west have been removed from further consideration and therefore make this segment void.	Durham; NCDOT
29	Durham	Dependent Upon Infeasible Alignment	Segment #21 has been removed from consideration and therefore makes this segment void. In addition, this route would require an underpass under I-40 and traversing across a power line easement.	Durham; NCDOT
30	Durham	Dependent Upon Infeasible Alignment	All alternatives connecting to this route from the south and north have been removed from further consideration and therefore make this segment void.	Durham
32	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham; RTP; NCDOT
33	Durham	Dependent Upon Infeasible Alignment	Segment #21 has been removed from consideration and therefore makes this segment void. This route would also require an at-grade crossing on the railroad.	Durham
36	RTP	Indirect/Lacks Connections	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
37	RTP/Morrisville	Indirect/Lacks Connections	Routing the bikeway south along NC147 to continue north on I-540 would require extensive pedestrian bridges and tunnels. There is no feasible option for crossing of railroad and Church Street.	NCDOT
38	RTP/Durham	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
38	Durham	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; NCDOT
39	RTP	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP
40	RTP	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP; NCDOT

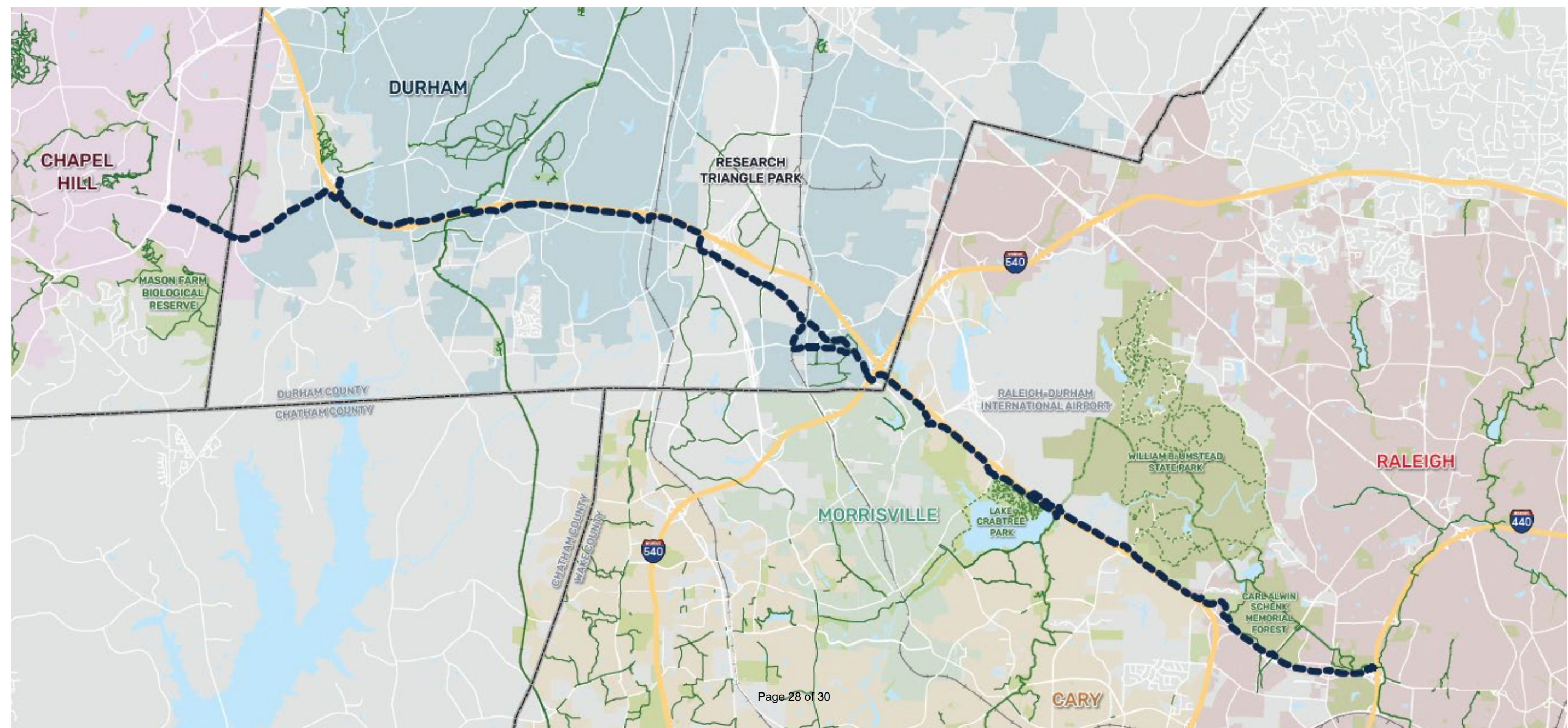


NCDOT Coordination





Recommended Alignment



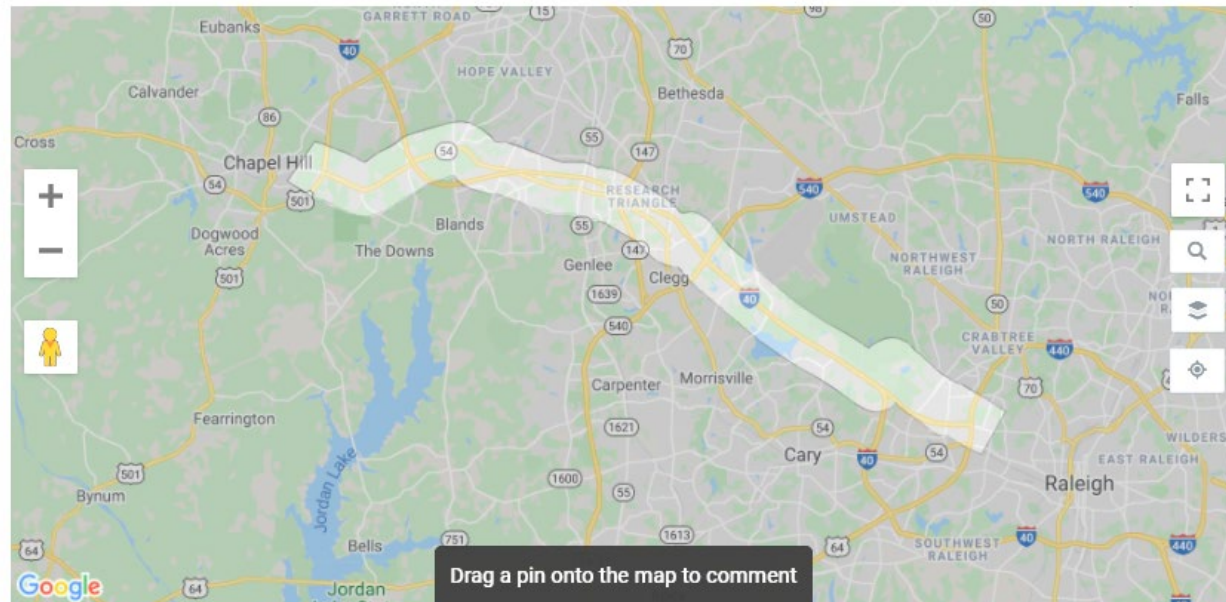
Where we Need More Input



Where would you most likely walk along the bikeway? This will help determine if there are particular areas that need design solutions (such as separate facilities for walking and biking and/or striping).

Drop a pin or pins on the map provided. Add comments with your pin/s, if desired OR Instead of using the map, list your walk locations in the comment field below the map.

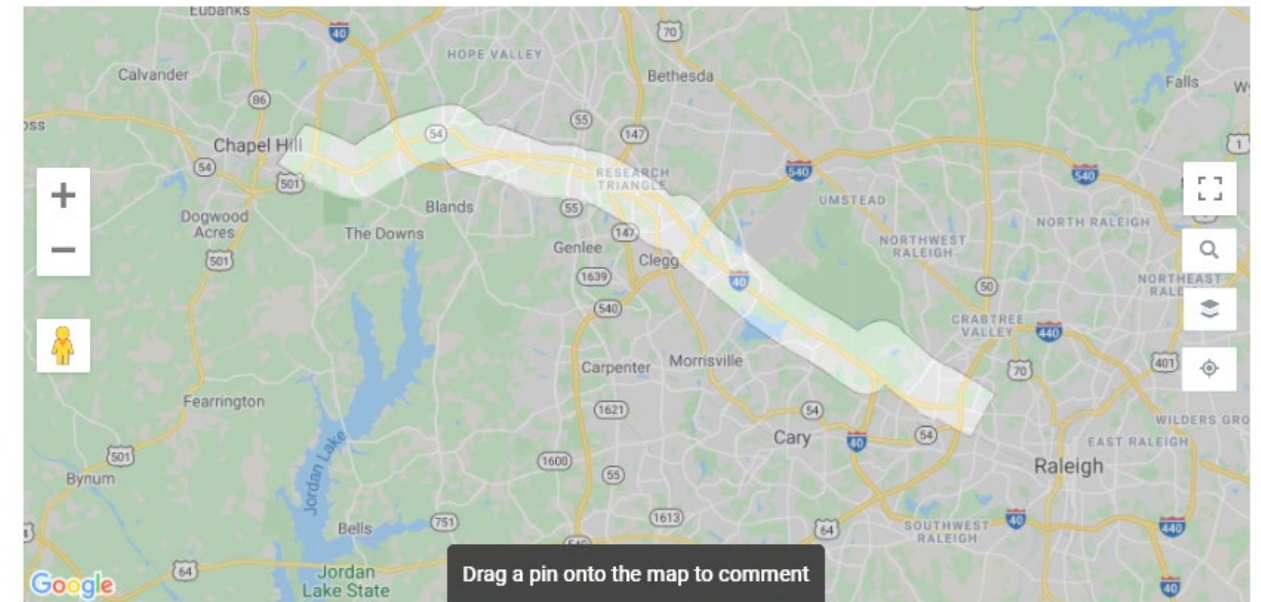
Drag and drop >  Walk



Where would you most likely to get on the trail? This will help identify key access points for the design team to consider.

Drop a pin or pins on the map provided. Add comments with your pin/s, if desired. OR Instead of using the map, list your walk locations in the comment field below the map.

Drag and drop >  Access point



NCDOT Next Steps

Public Update – Mid June

Updated Website Launch

Public Meetings

Next TWG Meeting

June 17th 2:00



DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions	a) and b) Total and per capita transportation GHG (CO ₂) featured. Also calculate ozone (NO _x), CO (carbon monoxide), and particulate matter emissions, and energy consumption (in vehicles)	Alternatives Analysis -- Yes Preferred Option -- Yes
	b) Achieve net zero carbon emissions		
	c) Reduce negative impacts on natural and cultural environment	c) Proportion of planned investment in existing highways (i.e., dollars for existing highways, as opposed to new highways)	Alternatives Analysis -- Yes Preferred Option -- Yes
		c) Vehicle Miles Traveled (VMT) per capita (add per employee and total)	Alternatives Analysis -- Yes Preferred Option -- Yes
II. Ensure Equity and Participation	a) Ensure that transportation investments do not create disproportionate negative impacts for communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.	Alternatives Analysis -- No Preferred Option -- No Adopted MTP - Yes
	b) Ensure equitable public participation among communities of concern	At least 80% of Public Involvement Plan (PIP) requirements are met [insert link to PIP]	Alternatives Analysis -- No Preferred Option -- Yes
III. Connect People and Places	a) Increase mobility options for all communities -- particularly communities of concern	a) Percentage of work and non-work trips by transit less than 40 minutes (change to average minutes) (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- Yes Preferred Option -- Yes
		a) Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway stations (BRT/CRT)	Alternatives Analysis -- Yes Preferred Option -- Yes
	b) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups	b) Percentage of work and non-work trips by auto less than 20 minutes (change to average minutes) (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- Yes Preferred Option -- Yes
IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	a) Enhance transit services, amenities and facilities	a) Per capita transit service hours <u>Note:</u> Staff is assessing the feasibility of adding "per capita expenditure for amenities and facilities."	Alternatives Analysis -- Yes Preferred Option -- Yes
	b) Improve bicycle and pedestrian facilities	b) MPO total programming per capita on bicycle and pedestrian facilities <u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
		b) Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks	Alternatives Analysis -- No Preferred Option -- Yes
	c) Increase utilization of affordable non-auto travel modes	c) Total transit boardings per capita	Alternatives Analysis -- Yes Preferred Option -- Yes
		c) Percentage of transit and bicycle/pedestrian mode shares in Travel Choice Neighborhoods (TCN) (staff checking relevance and feasibility by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- Yes Preferred Option -- Yes
V. Promote Safety, Health and Well-Being	a) Achieve zero deaths and serious injuries on our transportation system	a) FHWA TPMs (highway) - Number of non-motorized fatalities and serious injuries (by low-income, minority and zero car households) - Number of motorized fatalities - Rate of motorized fatalities (per 100m VMT) - Number of motorized serious injuries - Rate of motorized serious injuries (per 100m VMT)	Alternatives Analysis -- No Preferred Option -- Yes

DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production
		a) FHWA TPMs (transit) <ul style="list-style-type: none"> - Fixed-route (FR) and demand response (DR) total fatalities and fatalities per 100k vehicle revenue miles (VRM) - FR and DR total injuries and injuries per 100k VRM - FR and DR total safety events and safety events per 100k VRM - FR and DR system reliability (distance between major mechanical failures) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- No Preferred Option -- Yes
	b) Provide all residents with active transportation choices	See performance measure for Goal IV, Objective C.	Not applicable
VI. Improve Infrastructure Condition and Resilience	a) Increase proportion of highways and highway assets in 'Good' condition	a) FHWA TPMs <ul style="list-style-type: none"> - Percent of interstate pavement in good and poor condition - Percent of National Highway System (NHS) pavement in good and poor condition - Percent of NHS bridges in good and poor condition 	Alternatives Analysis -- No Preferred Option -- Yes
	b) Maintain transit vehicles, facilities, and amenities in the best operating condition	b) FTA TPMs: <ul style="list-style-type: none"> - Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB) - Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB - Percentage of facilities with a condition rating below 3 on the Federal Transit Agency's Transit Economic Requirements Model (TERM) 	Alternatives Analysis -- No Preferred Option -- Yes
	c) Improve the condition of bicycle and pedestrian facilities and amenities	See performance measure for Goal IV, Objective B (per capita programming on bicycle and pedestrian facilities)	Not applicable
	d) Promote resilience planning and practices	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
	e) Support autonomous, connected, and electric vehicles	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
VII. Manage Congestion & System Reliability	a) Allow people and goods to move with greater reliability	a) FHWA TPMs : (there are 2- and 4-year targets for Interstate) <ul style="list-style-type: none"> - Interstate LOTTR (level of travel time reliability) - Non-interstate NHS LOTTR 	Alternatives Analysis -- No Preferred Option -- Yes
		a) Daily minutes of delay per capita (staff is checking reliability by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- Yes Preferred Option -- Yes
	b) Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)	b) Percentage of peak-hour travelers driving alone (use peak period, which is more readily available)	Alternatives Analysis -- Yes Preferred Option -- Yes
		b) Total individuals provided TDM support via programs and activities	Alternatives Analysis -- No Preferred Option -- Yes
		b) ITS investments <u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
VIII. Stimulate Inclusive Economic Vitality	a) Ensure equitable distribution of transportation investments especially to communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.	Alternatives Analysis -- No Preferred Option -- No Adopted MTP - Yes
	b) Improve freight movement	b) FHWA TPM : (there is a 2- and 4-year target) <ul style="list-style-type: none"> - Interstate truck TTR 	Alternatives Analysis -- No Preferred Option -- Yes

DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production
	c) Coordinate land use and transportation	See performance measure for Goal I, Objective C (vehicle miles of travel per capita); Goal III, Objectives A, B and C (percentage of jobs near transit, and percentage of trips under specified travel time)	Not applicable
	d) Invest in cost-effective solutions to improve travel reliability and safety	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
	e) Improve project delivery for all modes	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No

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DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

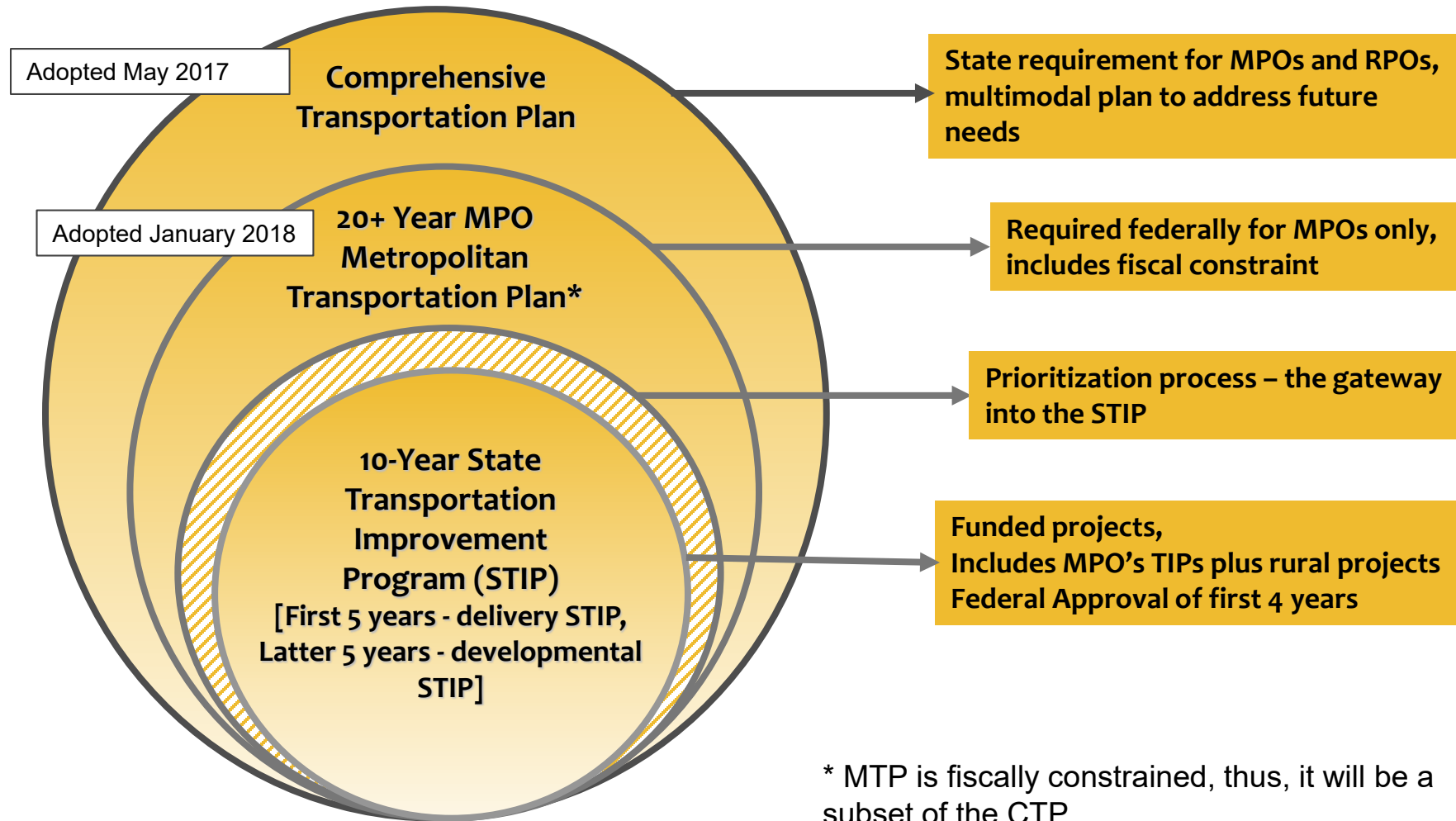
2050 Metropolitan Transportation Plan – Alternatives Analysis –

Andy Henry, andrew.henry@durhamnc.gov, May 26, 2021

Presentation Outline

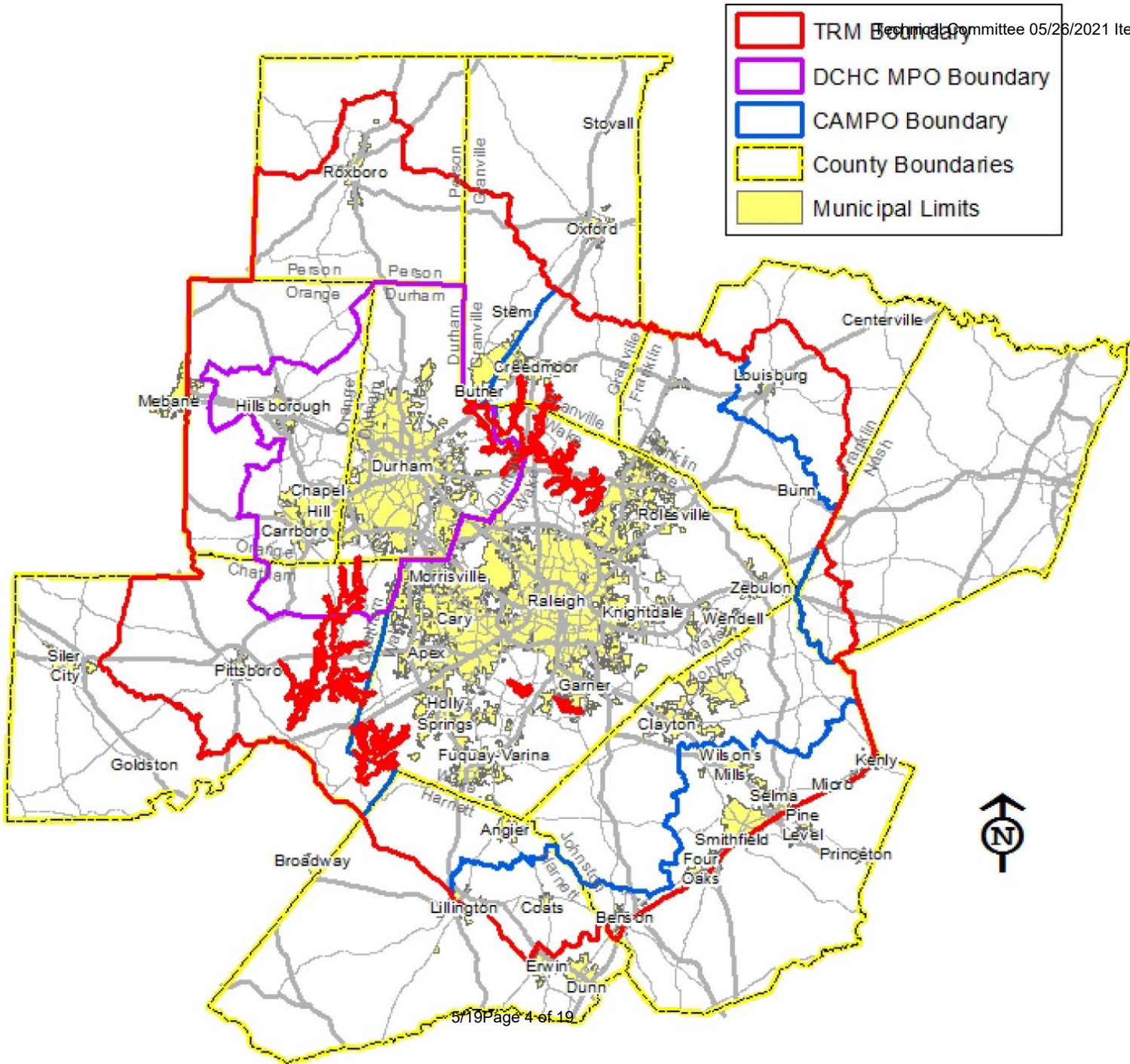
- Schedule
- Alternatives – Development and Mobility foundations
- Metrics and Maps
- Public Engagement
- Today's action

Transportation Planning Framework

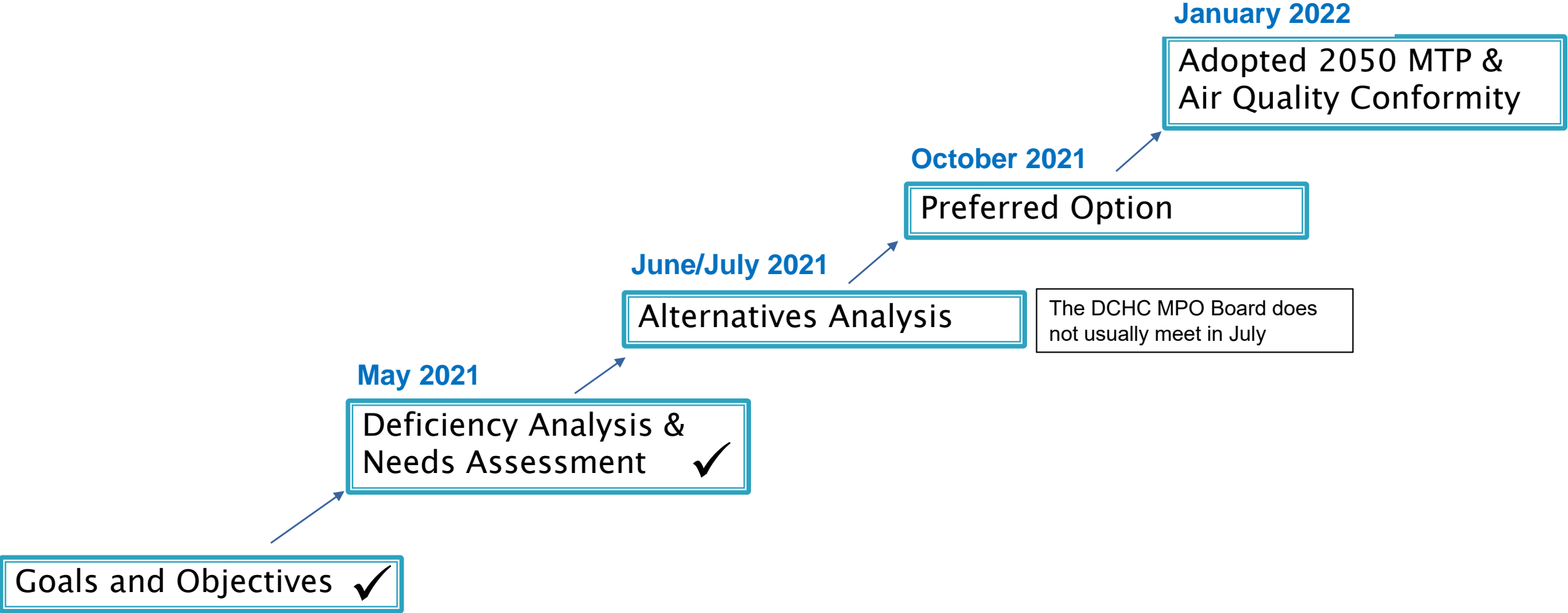


What is Model Area?

DCHC MPO is responsible for Durham, Orange, Chatham and Person counties' SE Data.



2050 MTP Milestones



Alternatives Analysis

- Purpose: staff, public and Board discuss different land use and transportation possibilities
- *Preferred Option* likely to be mixture of the assumptions and projects from Alternatives Analysis scenarios
- Alternatives not fiscally-constrained
- Today's presentation has overview -- Full complement of tables and maps on Web site

Context

- ❖ The “MTP” is the foundation for other plans and studies (these are transit examples, but the context applies to roads or other modes)
 - ❑ 2050 Metropolitan Transportation Plan
 - Long term, regional (multi-MPO) scale, fiscally constrained, meets federal AQ standards
 - ❑ County Transit Plan updates in Wake, Durham and Orange Counties
 - ❑ Project Studies and Designs:
 - **Bus Rapid Transit** in the four Wake Transit Plan corridors and in Chapel Hill
 - **Commuter Rail** in Wake, Johnston and Durham Counties
 - Relocation of GoTriangle’s **Regional Transit Center**
- ❖ Opportunities & challenges to consider...
 - ❑ ... post-COVID conditions
 - ❑ ... technology change
 - ❑ ... balancing transportation **demand** concerns with **supply** concerns
 - ❑ ... rethinking land use, affordable housing, transit fare & parking policies

Connect2050 -- the Metropolitan Transportation Plan

1. Build the Planning Tools (CommunityViz & Transportation Model)
2. Set Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Conduct a “Deficiency and Needs” Analysis
7. Refine and Use Tools to Create Detailed Scenarios
8. Conduct Alternatives Analysis of Scenarios
9. Select a Preferred Scenario
10. Complete 2050 MTP Report
11. Adopt the 2050 MTP and Demonstrate Air Quality Conformity

Scenario World – a reminder

The future is uncertain, so scenarios are created to represent a **simplified world** so we can better understand relationships and inform decisions ...



... Scenarios are **NOT** the real world. Nor are they discrete “packages” of investments from which a single choice must be made.



We want to be accurate, but our main goal with scenarios is to depict **reasonable, transparent, documented and adaptable** elements that can be used to build a feasible plan.

Scenario Framework

- ❖ Four scenarios that match a development foundation with a mobility foundation: 2 have been completed; 2 are underway



Connect 2050 Scenario Framework							
			Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

The Development Foundation

-- a focus on important trip origins and destinations --

❖ *Key Hubs*

Hubs	Description	Examples
 Anchors	Places with the highest concentrations of jobs and services, plus places with moderate intensity and an anchor institution that can influence mobility-based policy decisions	<ul style="list-style-type: none"> • Metropolitan CBDs • Major Universities • Medical Centers • Research Triangle Park
 Mainstays	Places with regionally significant concentrations of jobs, either outright or in comparison to their surroundings	<ul style="list-style-type: none"> • Many mid-sized town and city centers • Some suburban centers, often along major transportation corridors

❖ *REINVEST Neighborhoods – equity centered places*

RE	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
IN	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
VE	Vehicles – the degree to which households in the neighborhood report having no vehicles available
ST	Status – the degree to which a neighborhood has a specific characteristic, e.g. the # of legally-binding, affordability-restricted (LBAR) housing units

The Development Foundation

-- a focus on important travel origins and destinations --

❖ *Community Plans Development Foundation*

Engagement based

- ❑ Created through local planner input in 2020 (and subsequent revisions)
- ❑ Represents adopted plans and/or likely plan updates
- ❑ Where provided, incorporates “committed” development
- ❑ “Asserts” development at Anchor Institutions like universities based on campus plans and discussions with staff

❖ *Opportunity Places Development Foundation*

Mechanically derived – 4 main elements

- ❑ Anchor institutions – increased asserted development
- ❑ Mobility hubs – more intense, mixed use development in ~2 dozen places; largely at previously identified “activity centers” in CommunityViz
- ❑ Frequent transit corridors – TOD development on developable parcels
- ❑ Affordable housing opportunity sites – asserted “LIHTC-like” projects on undeveloped public land through GIS-based criteria

The Mobility Investment Foundation

- ***Existing + Committed Mobility Foundation***
 - Commuter Rail Transit, RTP to Raleigh (not to downtown Durham)
 - No BRT
 - Committed improvements to local and regional bus connections
 - Includes highway projects to be constructed by 2025, e.g., East End Connector
- ***Trend Mobility Foundation***
 - Commuter Rail Transit, West Durham-Raleigh-Clayton at low service level
 - North-South BRT in Chapel Hill
 - Most of the 2045 MTP highway projects

The Mobility Investment Foundation

- ***Mobility Corridors*** *Mobility Foundation*
 - Commuter Rail Transit at high service level
 - BRT: add US 15-501 (Durham/Chapel Hill)
 - High frequency bus service in major corridors
 - Most of the 2045 MTP highway projects

- ***Complete Communities*** *Mobility Foundation*
 - Commuter Rail Transit, add low service extension to Mebane
 - BRT: add NC 147 (Durham/RTP), NC 54 (Chapel Hill/Durham/RTP), and extensions to Pittsboro and Hillsborough
 - Add high frequency bus service
 - High level of complete streets investments
 - Add connector roads
 - Do not include roadway improvements in US 15-501 and NC 147 corridors

Performance Measures

- Staff will produce Performance Measures (PMs) for each scenario – PMs are aligned with the Goals and Objectives

(See Goals/Objectives/Performance Measures attached to today's agenda – indicates which PMs available for Alternatives Analysis.)

- Some PMs by low-income, minority, and zero-car household
- Some PMs not available for Alternatives Analysis:
 - PMs that cannot be forecast, e.g., federal safety, travel time reliability, infrastructure condition
 - PMs not affected by development and mobility foundation changes, e.g., TDM program effectiveness.

DCHC Goals	DCHC Objectives	Performance Measures
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions b) Achieve net zero carbon emissions	a) and b) Total and per capita transportation GHG (CO ₂) featured. Also calculate ozone (NO _x), CO (carbon monoxide), and particulate matter emissions, and energy consumption (in vehicles)
	c) Reduce negative impacts on natural and cultural environment	c) Proportion of planned investment in existing highways (i.e., dollars for existing highways, as opposed to new highways)

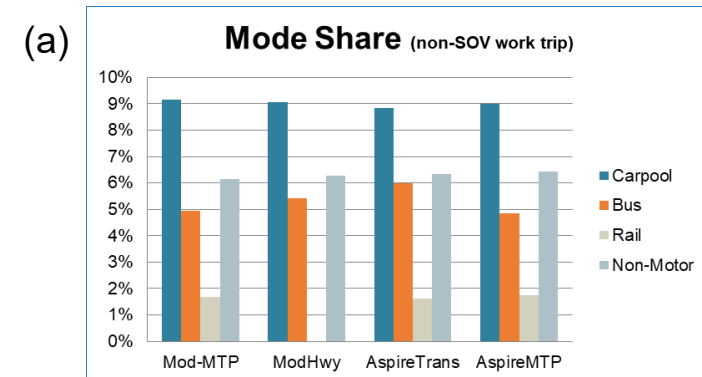
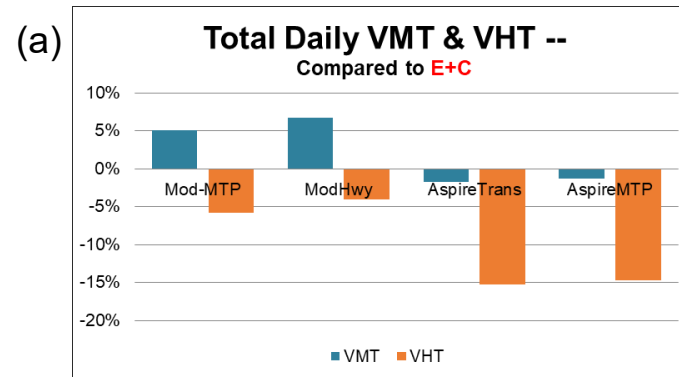
Triangle Regional Model (TRM) Measures

- Table will be useful for overall comparison of MTP Alternatives

(a)

	Name =	Baseline	E+C	ModMTP	ModHwy	AspireTrans	AspireMTP
	SE Data ==>	2013	2045	2045 CP	2045 CP	2045 AIM High	2045 AIM High
	Transportation Network ==>	2013	E+C	2040 MTP	2040 MTP/ Hwy+, No FG	2040 MTP/ Transit+	2040 MTP
1	Performance Measures						
1.1.1	Total Vehicle Miles Traveled (VMT-daily)	12,698,821	21,108,837	22,179,755	22,533,494	20,751,593	20,822,867
1.1.1a	Total Vehicle Miles Traveled (VMT-per capita)	30	31	33	34	31	31
1.2.1	Total Vehicle Hours Traveled (VHT-daily)	314,735	665,310	626,849	638,079	563,611	567,436
1.2.1a	Total Vehicle Hours Traveled (VHT-per capita)	0.75	0.99	0.93	0.95	0.84	0.85

- Graphics will compare alternatives

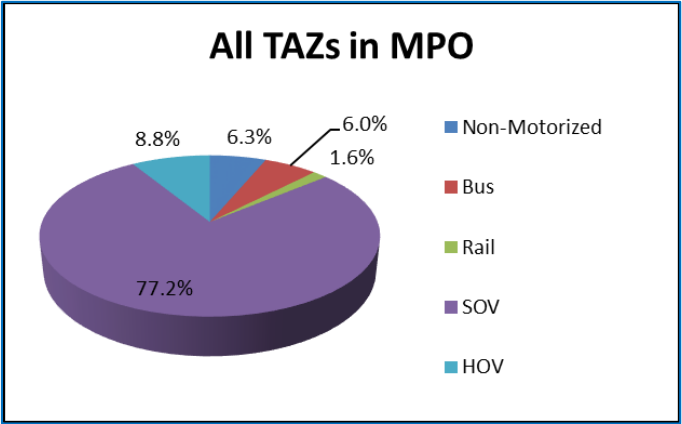


(a) Table and graphics are examples from 2045 MTP process.

Other Measures

Compare Scenarios by...

Mode split in Travel Choice
Neighborhoods (i.e., high level of transit service)

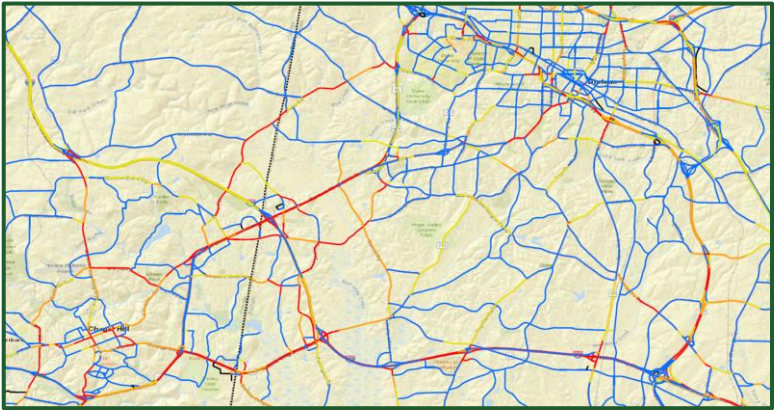


Travel time

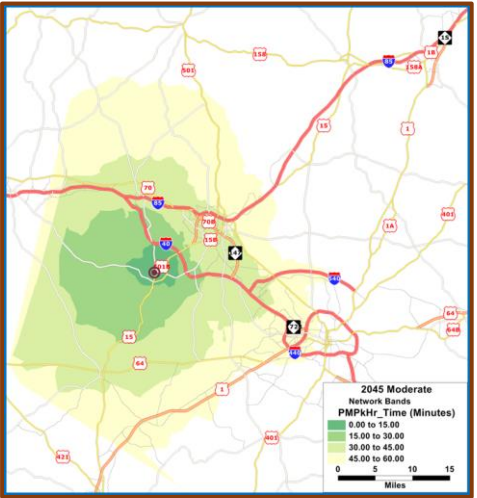
Compare 2013 and M1: PM Peak Travel time (percent increase)

	To					
	Durham	RTP	Raleigh	CH/Carrboro	Hillsborough	Pittsboro
Durham DT		29%	46%	36%	37%	43%
RTP	31%		58%	32%	31%	43%
Raleigh DT	36%	41%		35%	28%	41%
CH/Carrboro	61%	43%	50%		63%	40%
Hillsborough	21%	17%	29%	24%		5%
Pittsboro	23%	18%	30%	12%	4%	

Congestion maps



Travel Isochrones



Public Engagement

- Open house/Pop-ups (possible)
- Survey – feedback on trade-offs
- Communities of concern – special effort through survey, in-person
- Materials – summarized, more accessible
- Local boards & commissions
- Length – 42 days

Today's Action

- Provide comments
- Recommend that the Board permit staff to release Alternatives Analysis when model completed and documents ready – late June/early July

HANDOUT ITEM N

REVISIONS TO 2020-2029 STIP

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 7

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



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 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



Technical Committee
May 26, 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.

TRANSPORTATION PROGRAM

STIP MODIFICATIONS

STATEWIDE

* C-5600

STATEWIDE

PROJ.CATEGORY

EXEMPT

VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE
AIR QUALITY WITHIN NONATTAINMENT AND
MAINTENANCE AREAS.

**ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,
IMPLEMENTATION, AND OPERATIONS IN FY 21 AND
FY 22 NOT PREVIOUSLY PROGRAMMED, AT THE
REQUEST OF THE DIVISION OF PLANNING AND
PROGRAMMING.**

ENGINEERING	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
	FY 2021 -	\$817,000	(CMAQ)
	FY 2021 -	\$204,000	(S(M))
	FY 2022 -	\$817,000	(CMAQ)
	FY 2022 -	\$204,000	(S(M))
RIGHT-OF-WAY	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
	FY 2021 -	\$817,000	(CMAQ)
	FY 2021 -	\$204,000	(S(M))
	FY 2022 -	\$817,000	(CMAQ)
	FY 2022 -	\$204,000	(S(M))
CONSTRUCTION	FY 2020 -	\$4,901,000	(CMAQ)
	FY 2020 -	\$1,226,000	(S(M))
	FY 2021 -	\$4,901,000	(CMAQ)
	FY 2021 -	\$1,226,000	(S(M))
	FY 2022 -	\$4,901,000	(CMAQ)
	FY 2022 -	\$1,226,000	(S(M))
IMPLEMENTATION	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
	FY 2021 -	\$817,000	(CMAQ)
	FY 2021 -	\$204,000	(S(M))
	FY 2022 -	\$817,000	(CMAQ)
	FY 2022 -	\$204,000	(S(M))
OPERATIONS	FY 2020 -	\$817,000	(CMAQ)
	FY 2020 -	\$204,000	(S(M))
	FY 2021 -	\$817,000	(CMAQ)
	FY 2021 -	\$204,000	(S(M))
	FY 2022 -	\$817,000	(CMAQ)
	FY 2022 -	\$204,000	(S(M))
		<u>\$30,633,000</u>	

These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.

* INDICATES FEDERAL AMENDMENT

Thursday, June 10, 2021

TRANSPORTATION PROGRAM STIP MODIFICATIONS

STATEWIDE

* C-5601	VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY	ENGINEERING	FY 2020 -	\$118,000	(CMAQ)
STATEWIDE	ACROSS MULTIPLE NONATTAINMENT AND		FY 2020 -	\$29,000	(L)
PROJ.CATEGORY	MAINTENANCE AREAS.		FY 2021 -	\$118,000	(CMAQ)
EXEMPT	<u>ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,</u>		FY 2021 -	\$29,000	(L)
	<u>IMPLEMENTATION, AND OPERATIONS IN FY 21 AND</u>		FY 2022 -	\$118,000	(CMAQ)
	<u>FY 22 NOT PREVIOUSLY PROGRAMMED, AT THE</u>		FY 2022 -	\$29,000	(L)
	<u>REQUEST OF THE DIVISION OF PLANNING AND</u>	RIGHT-OF-WAY	FY 2020 -	\$118,000	(CMAQ)
	<u>PROGRAMMING.</u>		FY 2020 -	\$29,000	(L)
			FY 2021 -	\$118,000	(CMAQ)
			FY 2021 -	\$29,000	(L)
			FY 2022 -	\$118,000	(CMAQ)
			FY 2022 -	\$29,000	(L)
		CONSTRUCTION	FY 2020 -	\$704,000	(CMAQ)
			FY 2020 -	\$176,000	(L)
			FY 2021 -	\$704,000	(CMAQ)
			FY 2021 -	\$176,000	(L)
			FY 2022 -	\$704,000	(CMAQ)
			FY 2022 -	\$176,000	(L)
		IMPLEMENTATION	FY 2020 -	\$118,000	(CMAQ)
			FY 2020 -	\$29,000	(L)
			FY 2021 -	\$118,000	(CMAQ)
			FY 2021 -	\$29,000	(L)
			FY 2022 -	\$118,000	(CMAQ)
			FY 2022 -	\$29,000	(L)
		OPERATIONS	FY 2020 -	\$118,000	(CMAQ)
			FY 2020 -	\$29,000	(L)
			FY 2021 -	\$118,000	(CMAQ)
			FY 2021 -	\$29,000	(L)
			FY 2022 -	\$118,000	(CMAQ)
			FY 2022 -	\$29,000	(L)
				<u>\$4,404,000</u>	

These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.

* INDICATES FEDERAL AMENDMENT

Thursday, June 10, 2021

**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	Safety = 25% <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. Pavement Condition = 10% <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). Paved Shoulder Width = 10% <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. Lane Width = 5% <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. Total = 50% (Division Engineer and Local Input Points account for remaining 50%)	25%	25%
Divisions 7	Safety = 25% <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. Pavement Condition = 10% <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). Paved Shoulder Width = 10% <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. Lane Width = 5% <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. Total = 50% (Division Engineer and Local Input Points account for remaining 50%)	25%	25%
Division 8 (Default)	Safety = 20% <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. Pavement Condition = 10% <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). Paved Shoulder Width = 10% <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. Freight = 5% <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). Lane Width = 5% <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. Total = 50% (Division Engineer and Local Input Points account for remaining 50%)	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.

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

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

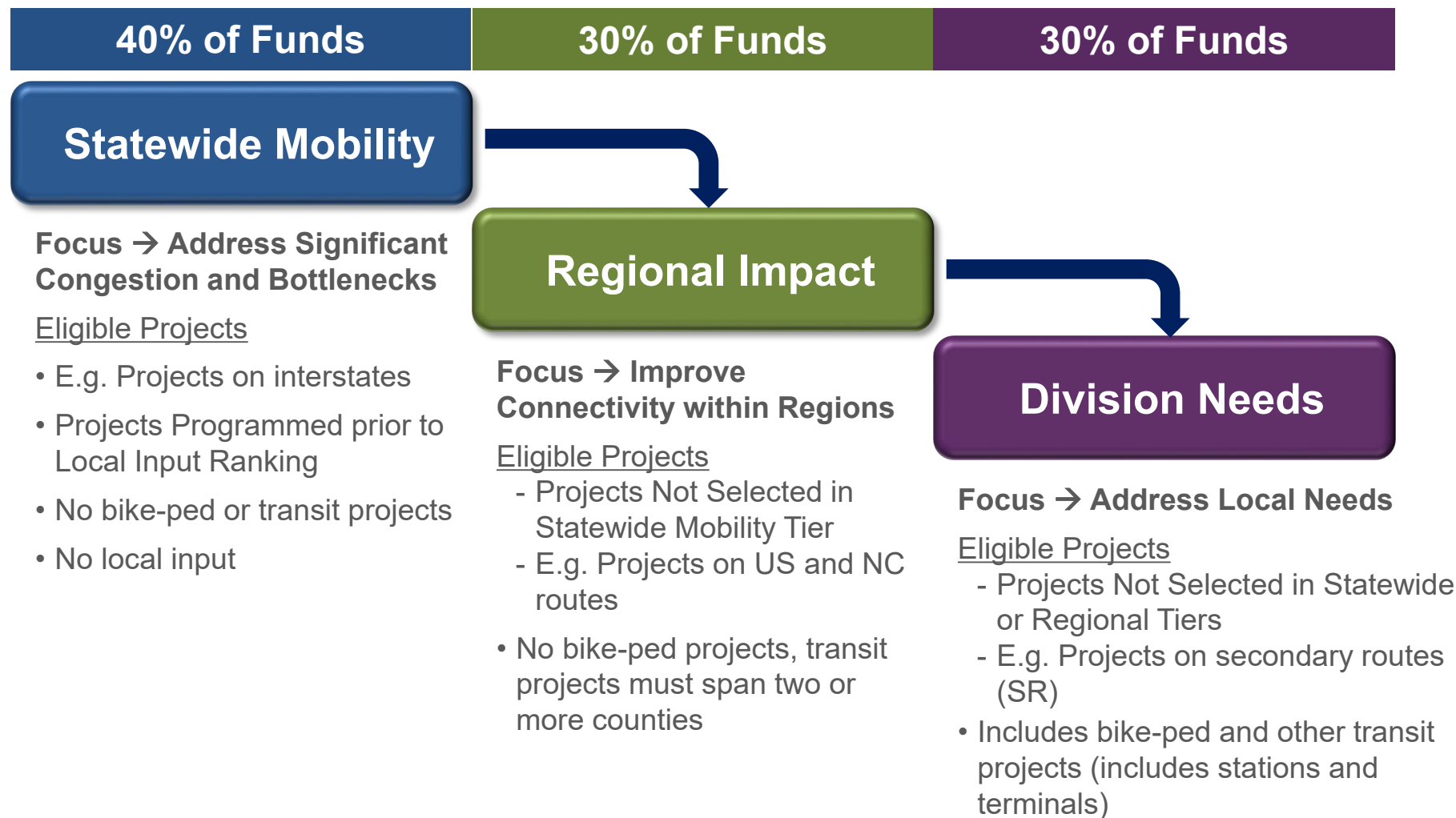
Three Funding Tiers

Statewide Mobility
(No Local Input)

Regional Impact
(30% Local Input)

Division Needs
(50% Local Input)

How the Strategic Transportation Investments Works



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 rubric now contains safety and sustainability criteria

Qualitative Scoring Rubric

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

Next Steps

- 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 methodology in June
- Policy submitted to NCDOT by July 1 for final review
- If any changes are needed, MPO Board would approve them in August
- Methodology used to score and rank Regional Impact projects in November 2021
- Methodology used to score and rank Division Needs projects in April 2022
- Final FY23-32 State Transportation Improvement Program (STIP) released in August 2022

CITY OF DURHAM

FY21-5310 CARES-ACT GRANT APPLICATION



PREPARED 5/11/2021

PART I- Applicant Data

Legal Name: GoDurham Transit (City of Durham)

Contact Person: Pierre Osei-Owusu (Transit Administrator)

Address: 1907 Fay Street

City, State, Zip: Durham, North Carolina, 27704

Telephone: 919-560-1535 ex. 36214

Fax: 919-560-1534

Email: pierre.osei-owusu@durhamnc.gov

Agency Type:

Operator of Public Transit

Project Description

***Title:* On-Demand Transportation Service: Enhanced Mobility Service for Seniors and Individuals with Disabilities by the City and County of Durham (ACCESS)**

Brief Description: GoDurham Transit is pleased to submit this application to the MPO for funding consideration to undertake a pilot program that seeks to improve accessibility for certified patrons of our Demand Response (County and City ACCESS) service. The proposed program would offer our clients alternative transportation option to non-emergency medical and work trips in and around the City and County of Durham. The pilot program would primarily involve the use of purchased transportation service from a third party provider that would operate expedited On-Demand service dedicated mainly to our dialysis clients for their return trip home after their dialysis appointments, and clients traveling from remote areas of Durham County. The service would be available Monday-Friday only during peak hours as a way to reduce demand on the core paratransit system during peak hours. These vehicles would operate similar to most TNC or Microtransit systems to take patients home immediately after their dialysis appointments hence significantly reducing post-dialysis wait times at the hospitals and clinics which will contribute to improving their overall wellness. The program would track and measure accessibility improvements attained by this category of ADA patrons during the piloting phase and compare the outcome with known accessibility indicators of the trips in the entire cohort prior to the inception of the program. The thrust of this program therefore is to offer improved transportation as well as cost effective travel option to our patrons and in so doing positively impact their individual health outcomes.

The grant funds would cover payments for approved On-Demand trips provided by a third party provider through text or app-based client interface; similar to what Uber and Lyft are currently doing. The vehicles used may be strategically located within 2-miles radius of the highly visited health care destinations in Durham including Duke University Hospital, Durham Regional Hospital and four other dialysis centers (Fresenius Kidney Care Freedom Lake, DaVita Durham Regional Dialysis, Fresenius Kidney Care West Pettigrew and DaVita Bull City Dialysis).

Funding Program: 5310 CARES-ACT GRANT

Project Type: Operating

New or continuing project? New

Duration of project: 1 year

Service (days/hours): Monday through Friday (Peak Hours only)

Estimated operating cost per one-way trip: \$33.78

Estimated daily riders: 10 trips each day

PART II- Narrative

Project Need/Goals and Objectives

Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how the project will mitigate the transportation need.

Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

What are the project's goals and objectives?

The project's goals and objectives are to purchase On-Demand transportation service from our current service provider to transport eligible ACCESS clients living in the City and County of Durham. The service looks to improve overall transportation service provided by the ACCESS system for persons with dialysis and employment needs who rely on the service. The service is anticipated to reduce the wait time for our dialysis clients and hence improve their health and economic outcome. Currently, our Demand Response system experiences very high demand during peak hours resulting in longer wait times for some of our customers, including our dialysis patrons who have always complained about the longer wait time for their return service during those peak hours.

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

The Transit Administrator, Pierre Osei-Owusu, will serve as the Project Manager for this project. GoTriangle and Tara Caldwell (General Manager of ACCESS) will serve as Project Supervisors.

2. Provide an operational plan for delivering service. Include route or service map area, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

The timeline for the implementation of the project will depend on the award of the funds, but this will be a 12-month program. Immediately following the award of the grant, an implementation date will be planned. GoDurham will use the funds to expand ACCESS' current service, targeting those eligible riders.

Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

This project will simply serve as part of the current service that GoDurham ACCESS provide. The service provider already has the vehicles, while ACCESS has the software program as well as the setup to accommodate the proposed service.

Partnerships, Collaboration, and Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations, seniors, and individuals with disabilities. Is the project co-sponsored with other partners?

The operation of this program will involve GoDurham ACCESS which is now merged with the County

Demand Response service. We will conduct outreach in partnership with the County in order to determine the number Durham residents who may benefit from the program. We intend to coordinate the operation service with the highly visited health care and dialysis destinations including the possibility of placing the vehicles within 2-miles radius of the highly visited health care destinations in Durham. In addition, the service will provide more expedient service for County residents who live in remote areas and are traveling to work or health appointments.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

This program will be advertised in community centers around the city, as well as in the offices and healthcare facilities that ACCESS clients regularly have appointments.

Program Effectiveness and Performance Indicators

Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For

capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

On a monthly basis we will determine the number of trips provided for all riders participating in the program. That number would serve as our performance indicator.

PART III- Project Budget

Total Project Budget: \$85,332 (10 trips/day x 5 days' x 52 weeks' x \$33.78/trip). Based on the total amount of grant funds currently available for the program, GoDurham is asking for approximately 54% of the total grant fund in the amount of \$47,435 for this project.

MPO (Grant funds) approx.35%	\$47,435
Local Match (City & County) approx.65%	\$40,393
Total	\$87,828

A. *Duration of Project:* 1 Year

B. *Will there be a commitment of funds beyond the grant period?*

Yes. Funding would be provided for this service as part of the system's annual budget allocation for the entire transit program.

PART IV- Required Certifications & Policies: Attachments 1- 5

1. Local Match Certification letter
2. Title VI Non- Discrimination Policy Statement
3. Equal Employment Opportunity Certification
4. Map of service area
5. Durham County Letter of Support

ATTACHMENT 1



CITY OF DURHAM

Transportation Department

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 www.durhamnc.gov

Local Match Certification Letter

Monday, May 10, 2021

Felix Nwoko

DCHC MPO

101 City Hall Plaza

Transportation Department

Durham, NC 27701

Re: FY 2021- 5310 CARES-ACT Grant Application

Dear Felix:

GoDurham ACCESS is submitting an application for the Enhanced Mobility for Seniors and Individuals with Disabilities funds for On-Demand (Purchased) Transportation Service for GoDurham Dialysis clients.

The purpose of this letter is to serve as the official assurance of the 50 percent local match required for the application will be available through the City Transit Fund budget should the grant be approved. This letter serves to certify the total project cost of \$87,828 (\$47,435) and required local match funds in the amount of \$40,393.

Sincerely,

Sean C. Egan

Date 5/14/21

Sean Egan, Director of Transportation,

Transportation Department

City of Durham, 101 City Hall Plaza

ATTACHMENT 2



CITY OF DURHAM

Transportation Department

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 www.durhamnc.gov

Title VI Non-Discrimination Policy Statement

It is the policy of GoDurham ACCESS to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program of activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

Sean C. Egan

Date 5/14/21

Sean Egan, Director of Transportation,
Transportation Department, City of Durham
1010 City Hall Plaza, Durham, NC 27701

ATTACHMENT 3

**CITY OF DURHAM***Transportation Department*

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | F 919.560.4561 www.durhamnc.gov**Equal Employment Opportunity Certification**

GoDurham ACCESS provides equal employment opportunities (EEO) to all employees and applicants for employment without regard to race, color, religion, sex, national origin, age, disability or genetics. In addition to federal law requirements, GoDurham ACCESS complies with applicable state and local laws governing nondiscrimination in employment in every location in which the company has facilities. This policy applies to all terms and conditions of employment, including recruiting, hiring, placement, promotion, termination, layoff, recall, and transfer, leaves of absence, compensation and training.

GoDurham ACCESS expressly prohibits any form of workplace harassment based on race, color, religion, gender, sexual orientation, gender identity or expression, national origin, age, genetic information, disability, or veteran status. Improper interference with the ability of GoDurham ACCESS employees to perform their job duties may result in discipline up to and including discharge.

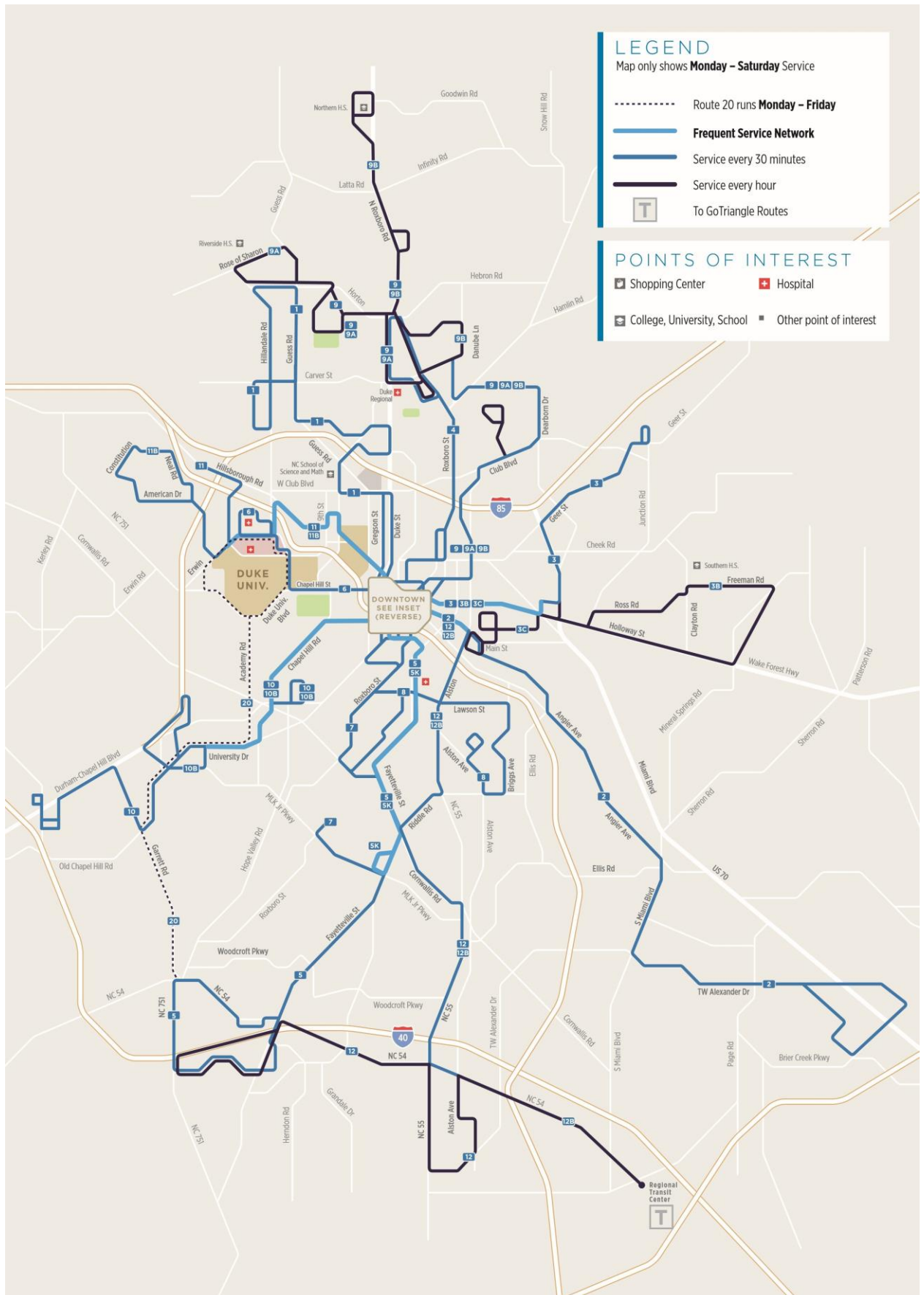
Signed Sean C. EganDate 5/14/21

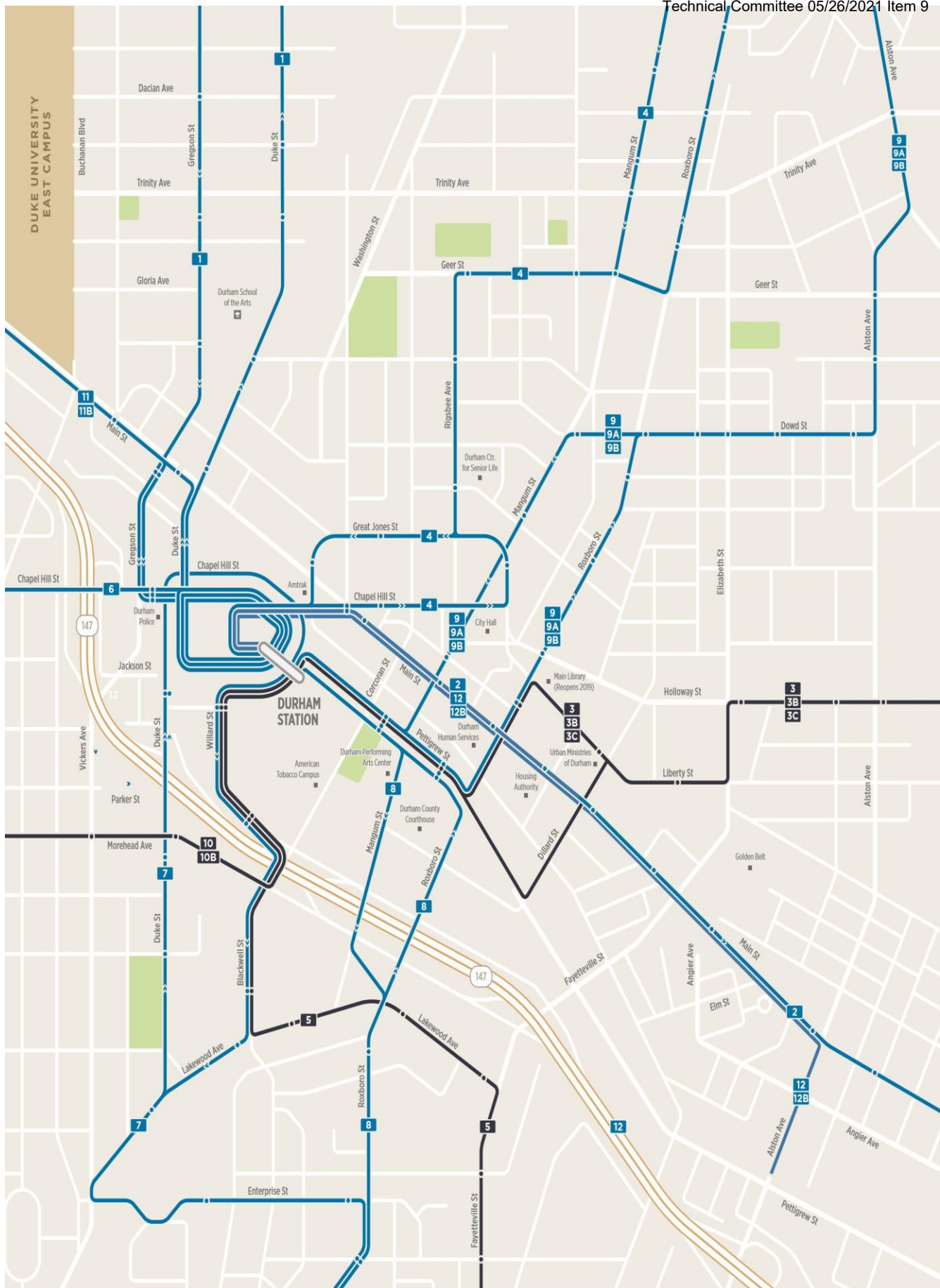
Sean Egan, Director of Transportation,

Transportation Department, City of Durham

1010 City Hall Plaza, Durham, NC 27701

ATTACHMENT 4





ATTACHMENT 5



Transportation

May 13, 2021

Felix Nwoko

DCHC MPO

101 City Hall Plaza

Transportation Department

Durham, NC 27701

Dear Felix,

Durham County is pleased to support the City of Durham's application for FY21 Section 5310

CARES Act funding from the Durham-Chapel Hill-Carrboro Metropolitan Planning

Organization (DCHC MPO) for GoDurham ACCESS services. GoDurham ACCESS provides critical demand response transit services to residents in the City and County of Durham. This application will support transportation services for our residents accessing dialysis medical appointments. The grant funds will help ensure that these residents receive better quality transportation services, improve health outcomes for these residents, and reduce wait times in the GoDurham ACCESS system during peak hours.

We appreciate your consideration of the City of Durham's grant application.

Sincerely,

Ellen Beckmann

Transportation Manager

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: June 9, 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 – August 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 – October 2021
- Board releases MPO initial Regional points list for public input/comments – November 2021
- Approval of Regional Impact points – December 2021
- MPO applies local ranking methodology for Division projects – January 2022
- Board releases MPO initial Division points list for local input/public comments – February 2021
- Approval of Division Needs points – March 2022
- Draft STIP Released – April 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 – July 2021

Regional Intelligent Transportation System

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

Project Development/NEPA

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

Safety Performance Measures Target Setting

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

MPO Website Update and Maintenance

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

Upcoming Projects

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

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

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

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

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

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

NCDOT DIVISION 5
DURHAM PROJECTS LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	07/16/19	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$169,000	\$510,000	
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	09/01/20	03/31/21	NON - DOT LET (LAP)		05/30/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$177,000	\$491,000	
C-4928	SR 1317 (MORREENE ROAD) FROM SR 1314(NEAL ROAD)TO SR 1320(ERWIN ROAD)IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	04/21/20	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES				\$2,937,000	\$6,844,000	
U-4726HN	HILLANDALE ROAD PEDESTRIAN IMPROVEMENTS - SR 1321 (HILLANDALE ROAD) FROM I-85 TO NC 147 (DURHAM FREEWAY) IN DURHAM	04/18/19	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES					\$2,860,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	05/31/21	05/31/21	Division POC Let (DPOC)		04/13/22	STEPHEN REID DAVIDSON	MOVE FORWARD			\$85,000	\$800,000	Preliminary design underway.
EB-5715	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS	04/14/20	03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD			\$296,000	\$2,680,000	
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).		03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES	MOVE FORWARD				\$4,413,816	
HS-2005C		01/24/22		Division POC Let (DPOC)		03/23/22	JEREMY WARREN					\$75,000	No change
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	07/19/21	07/19/21	Division POC Let (DPOC)		03/23/22	STEPHEN REID DAVIDSON	MOVE FORWARD			\$210,000	\$630,000	Surveys completed.
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM			On Call Contract (OCC)		12/09/21	JEREMY WARREN	MOVE FORWARD				\$14,000	No change
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)			On Call Contract (OCC)		10/06/21	JEREMY WARREN	MOVE FORWARD				\$80,000	No change
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)		09/07/21	JEREMY WARREN	MOVE FORWARD				\$20,000	Durham is planning
W-5705V	NC 54 AT HUNTINGRIDGE ROAD			On Call Contract (OCC)		09/07/21	JEREMY WARREN	MOVE FORWARD				\$80,000	No change
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM			NON - DOT LET (LAP)		08/18/21	RAYMOND JOSEPH HAYES				\$99,000	\$706,000	
C-5605E	DURHAM BIKE LANE STRIPING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$504,000	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$605,000	
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$540,883	
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP	10/01/19		Division POC Let (DPOC)		03/10/21	STEPHEN REID DAVIDSON	MOVE FORWARD	Shelved at Final Plans	06/15/20		\$460,000	Letting tentatively sched for March 2021.

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

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

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

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

North Carolina Department of Transportation

1/14/2021

Active Projects Under Construction - Orange Co.

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

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

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