



DCHC MPO Board Meeting Agenda

Wednesday, June 9, 2021

9:00 AM

Meeting to be held by teleconference.

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

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

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

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

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

Attachments: [2021-06-09 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. May 12, 2021 Board Meeting Minutes**[21-158](#)

A copy of the May 12, 2021 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the May 12, 2021 Board Meeting.

Attachments: [2021-06-09 \(21-158\) 5.12 MPO Board Meeting Minutes_LPA2](#)

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).

During the public comment period, Chapel Hill Transit requested that the TIP be modified to reflect the North-South Bus Rapid Transit project.

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

Board Action: Approve TIP Amendment #6.

Attachments:[2021-06-09 \(21-149\) TIP Amendment #6 SummarySheet](#)[2021-06-09 \(21-149\) TIP Amendment #6 Full Report](#)[2021-06-09 \(21-149\) FY2020-2029 TIP Amendment #6 Resolution](#)

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

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

TC Action: Recommended that the DCHC MPO Board adopt the Public Transportation Agency Safety Plan by authorizing the Board Chair to sign the resolution.

Board Action: Adopt the Public Transportation Agency Safety Plan by authorizing the Board Chair to sign the resolution.

Attachments: [2021-06-09 \(21-147\) PTASP\(TransitSafety\)-Presentation](#)
 [2021-06-09 \(21-147\) PTASP\(TransitSafety\)-Resolution](#)

9. 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: Recommended that the MPO Board adopt the 2021 Local Input Points Methodology.

Board Action: Adopt the 2021 Local Input Points Methodology.

Attachments: [2021-06-09 \(21-148\) Local Input Points Methodology Draft](#)

10. 2021 CRRSSA Section 5310 Project Selection[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 from GoDurham ACCESS. The application is attached. Staff recommends providing the full funding amount to GoDurham ACCESS.

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

Board Action: Adopt the resolution directing CRRSSA 5310 funds for GoDurham ACCESS.

Attachments: [2021-06-09 \(21-133\) 2021 CRRSSA 5310 Application - GoDurham ACCESS](#)
[2021-06-09 \(21-133\) 2021 CRRSSA 5310 Resolution](#)

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

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

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

Board Action: Approve the FFY21 American Rescue Plan Split Letter.

Attachments: [2021-06-09 \(21-150\) FFY21 5307 American Rescue Plan Split Letter](#)

ACTION ITEMS

12. MPO Board Governance Committee (10 minutes)[20-153](#)**Damon Seils, Town of Carrboro**

In November 2019, the MPO Board appointed a governance committee to develop and make recommendations to the Board regarding the governance, organization, and management of the DCHC MPO. In September 2020 the Board authorized the use of funds to hire a consultant to conduct a governance study of the MPO, which is to be overseen by the governance committee. The consulting firm Stantec has been hired to conduct the study, which is currently underway. The governance committee Chair, Damon Seils, will provide an update on the project's progress to date.

Board Action: Receive an update from the governance committee.

13. 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.

Board Action: Receive the report.

14. 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 staff more time to carry out public engagement and incorporate comments into the Preferred Option (i.e., draft 2050 MTP).

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

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

Attachments: [2021-06-09 \(21-155\) 2050MTP-AltsAnalysis-PMs](#)
[2021-06-09 \(21-155\) 2050MTP-AltsAnalysis-Presentation](#)

REPORTS:**15. Report from the Board Chair**[21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

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

Board Action: Receive the report from the TC Chair.

17. Report from LPA Staff [21-103](#)

Felix Nwoko, LPA Manager

Board Action: Receive the report from LPA Staff.

Attachments: [2021-06-09 \(21-103\) LPA staff report](#)

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

Lisa Mathis, NC Board of Transportation

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

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

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

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Bryan Lopez, Integrated Mobility Division-NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-06-09 \(21-104\) NCDOT Progress Report](#)

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

Attachments: [2021-06-09 \(21-105\) news articles](#)

Adjourn

Next meeting: August 11, 9 a.m., Meeting Location to be determined.

Dates of Upcoming Transportation-Related Meetings: None

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

12 May 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on May 12 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Jamezetta Bedford (Member)	Orange County
Pierce Freelon (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Karen Howard (Member)	Chatham County
Michael Parker (Member)	GoTriangle
Charlie Reece (Member)	City of Durham
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Sally Greene (Alternate)	Orange County
Brenda Howerton (Alternate)	Durham County
Lydia Lavelle (Alternate)	Town of Carrboro
Lisa Mathis (Alternate)	NC Board of Transportation
Amy Ryan (Alternate)	Town of Chapel Hill
Nimasheena Burns (Alternate)	Durham County
Ellen Beckmann	Durham County
Nishith Trivedi	Orange County
John Hodges-Copple	TJCOG
Zach Hallock	Town of Carrboro
Tina Moon	Town of Carrboro
Bergen Watterson	Town of Chapel Hill
Tim Schwarzaer	Chapel Hill Transit
Nick Pittman	Chapel Hill Transit
Matt Cecil	Chapel Hill Transit/Planning
Sean Egan	City of Durham
Bill Judge	City of Durham
Evan Tenenbaum	City of Durham
Brian Taylor	City of Durham
Tasha Johnson	City of Durham
Chassem Anderson	The University of North Carolina
Kurt Stolka	The University of North Carolina
Michael Page	North Carolina Central University
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
Joe Geigle	Federal Highway Administration

42	David Keilson	NCDOT Division 5
43	Patrick Wilson	NCDOT Division 7
44	Stephen Robinson	NCDOT Division 7
45	Bryan Kluchar	NCDOT Division 8
46	Brandon Jones	NCDOT Division 8
47	Julie Bogle	NCDOT TPD
48	Aaron Cain	DCHC MPO
49	Andy Henry	DCHC MPO
50	Anne Phillips	DCHC MPO
51	Brian Rhodes	DCHC MPO
52	Dale McKeel	DCHC MPO
53	Felix Nwoko	DCHC MPO
54	Kayla Mathews	DCHC MPO
55	Mariel Klein	DCHC MPO
56	Dave Connelly	Resident
57	Mike Waldroup	Resident

58 Quorum Count: 10 of 10 Voting Members

59 **1. Roll Call**

60 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
 61 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
 62 above.

63 **PRELIMINARIES:**

64 **2. Ethics Reminder**

65 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of
 66 interest with respect to matters coming before the MPO Board and requested that if there were any
 67 identified during the meeting for them to be announced. There were no known conflicts identified by
 68 MPO Board Members.

69 **3. Adjustments to the Agenda**

70 There were no adjustments to the agenda.

71 **4. Public Comments**

There were no public comments.

5. Directives to Staff

Chair Wendy Jacobs mentioned that MPO staff will address the directive to review proposed federal and state funding legislation at this meeting.

CONSENT AGENDA:

6. April 14, 2021 Board Meeting Minutes

Michael Parker made a motion to approve the Consent Agenda. Pam Hemminger seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. CTP Amendment #3

Andy Henry, LPA Staff

Andy Henry gave a presentation on the Comprehensive Transportation Plan (CTP) Amendment #3 and asked for comments. Andy Henry pointed out the attachment in the agenda packet that includes a compilation of public comments received over the past month and said there was general support in the comments for bicycle/pedestrian projects and Bus Rapid Transit (BRT). Chair Wendy Jacobs opened up the public hearing and no members of the public spoke. Chair Wendy Jacobs closed the public hearing.

Chair Wendy Jacobs asked for comments from MPO Board Members. Charlie Reece expressed concern over the continued inclusion of the abandoned alignment for the former Durham-Orange Light Rail Project (DO-LRT) in the CTP. Andy Henry said options for what to do with the DO-LRT alignment will be brought to the MPO Board in June. Andy Henry said that the alignment was left in the CTP for a future Durham-Orange Bus Rapid Transit project because it was assumed there was no negative financial impact from this decision, although new information indicates otherwise. Charlie Reece responded that the main issue is the inclusion of alignment outside the public right of

way that obligates City of Durham planning staff to enforce that reservation even without a clear plan for the alignment in the future.

Andy Henry added that MPO staff is working on problem statements to provide more information that was requested by the North Carolina Department of Transportation (NCDOT) as CTP Amendments are a joint process and must be adopted by both the MPO Board and the NC Board of Transportation.

A public hearing had been conducted and no further action was required by the MPO Board.

8. 2050 MTP – Deficiency and Needs Analysis

Andy Henry, LPA Staff

Andy Henry introduced the Deficiency and Needs Analysis as a “living document” because it is frequently updated and referenced during the MTP development process. Andy Henry directed meeting participants to the DCHC MPO web page for more detailed data, graphics, and maps. Andy Henry reviewed the purpose of the Deficiency and Needs Analysis, which is to model how a no-build scenario would handle projected socioeconomic (SE) trends comprised of population and employment data. Andy Henry presented the SE data, performance measures, travel isochrones, travel time tables, and volume/capacity congestion maps.

Michael Parker asked if this data will be updated as the most recent census data becomes available. Andy Henry said that SE data will be updated at the census block level once the data that is scheduled to become available in August 2021 is released. Michael Parker mentioned that many of the performance measures relate to cars (Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), average speed, etc.) but does not show similar metrics for other modes of transportation such as biking, walking, and public transit, which more closely relate to the newly adopted MTP goals and objectives.

Damon Seils mentioned the importance of the VMT per capita performance measure showing a predicted dramatic increase despite already committed projects that were hoped to make a large impact on reducing VMT per capita. Damon Seils said that VMT per capita is an important measure to

demonstrate the functioning of our transportation system and whether our investments are making a difference and what investments we should be making to make a difference. Damon Seils emphasized that these projections are showing what could happen, and the MPO and local communities can positively impact the outcomes through land use policy, housing and employment opportunities, and transit investments.

Karen Howard asked why Chatham was not included on the maps shown in the presentation. Andy Henry responded that only 2/3 of Chatham County is included in the Triangle Regional Model (TRM), which extends beyond the MPO boundaries. Chair Wendy Jacobs agreed with Damon Seils that performance measures should correspond with the MTP goals and objectives and also recognized the potential challenges of constrained data availability.

Andy Henry said there is a set of performance measures beyond what is included in the TRM that are aligned with the MTP's goals and objectives, such as emissions, travel times for Communities of Concern (COCs), and amount of delay for COCs that will be included in each of the three scenarios proposed during the alternatives analysis. Michael Parker said changes in land use policy proved to be more impactful at congestion mitigation than investments in transit and additional road capacity during the 2045 MTP development process. Michael Parker suggested some performance measures that encompass the overall transportation environment such as investments in transit per capita. Michael Parker suspects investments in transit are not keeping up with population growth and the MPO should take on more of a role of advocating for good land use policies to address the challenges the MPO faces. Sally Greene asked if Triangle J Council of Government (TJCOG) could be a partner in collecting data and raising awareness of transit issues to aid in advancing regional solutions. Andy Henry said TJCOG is very involved in transit data collection, as well as the Capital Area MPO (CAMPO). Vice Chair Jenn Weaver agreed with Michael Parker that the land use aspect is critical to reaching the MTP goals and objectives

and suggested the MPO aid individual jurisdictions in communicating to the general public how the various local, regional, and state bodies work together.

Chair Wendy Jacobs said there was consensus that the MPO needs to make sure land use policy is integrated into the upcoming MTP scenarios and the MPO could form policy recommendations from local to regional levels.

Damon Seils made a motion to release the 2050 MTP Deficiency and Needs Analysis for a 30-day public comment period. Michael Parker seconded the motion. The motion passed unanimously.

9. Federal Infrastructure Update

Dale McKeel, LPA Staff

Dale McKeel provided an update on current legislation at the federal and state levels, including the American Jobs Plan proposed by the Biden Administration for over \$2 trillion of investment throughout the next 8 years. Dale McKeel gave an update on bills currently being discussed in the NC General Assembly. Chair Wendy Jacobs asked for guidance to prepare for the passage of the American Jobs Plan and Dale McKeel said the MPO should focus on preparing shovel-worthy and shovel-ready projects to be ready to take advantage of the federal funding. Pierce Freelon commended MPO staff for high scoring project proposals that were reviewed at a meeting with Congressman David Price.

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

10. Material Change to the Durham County Transit Plan – New Regional Transit Center

Jay Heikes, GoTriangle

Aaron Cain, LPA Staff

Aaron Cain said that per the Interlocal Agreement (ILA) a material change to the Durham County Transit Plan must be approved by all three parties to the plan: 1) the Durham County Board of Commissioners that approved this material change on May 10, 2021, 2) the MPO Board that will vote at this meeting, and 3) the GoTriangle Board of Trustees that will vote in June.

Jay Heikes provided information on the request for \$600,000 in FY22 and a total of \$2,850,000 from FY22-FY24 for the relocation of the Regional Transit Center (RTC). Jay Heikes said GoTriangle

believes this request is consistent with the guidelines set out for FY22 work program 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, and 3) commitment of local funding will support applications for competitive federal grant programs. Jay Heikes reviewed the purpose and results of the feasibility study and showed the location of the existing RTC as well as the proposed location where the new RTC could anchor a walkable, mixed use destination. Jay Heikes outlined the next steps moving forward after concept design is completed, including engineering and construction through 2024.

Charlie Reece expressed support for the RTC relocation project and pointed out that this material change is an exception to a current policy of no material changes in advance of the revisions to the Durham County Transit Plan. Charlie Reece said that GoDurham and Chapel Hill Transit had proposed a set of transit service improvements for FY22 to address specific needs that were identified during the community engagement process. Charlie Reece said he hopes the Durham Staff Working Group (SWG) will reconsider the recommendation to not proceed with material changes at that time as the City of Durham does not have a voting member in the SWG.

Chair Wendy Jacobs noted that the RTC relocation project was reconsidered in a time sensitive matter in order to take advantage of federal funding opportunities. Aaron Cain, Durham SWG administrator, explained that the original recommendation to not move forward with operating projects at that time came from GoTriangle Finance because of the financial implications of operating projects existing in perpetuity. Aaron Cain said that the SWG was uncomfortable moving forward with large accumulated investments in operating projects that would not go through as thorough of a public involvement process for a material change as is built into the Durham Transit Plan public engagement process.

Damon Seils thanked Charlie Reece for raising this question because it has been raised in Orange County as well, which indicates an overarching tension of continuing service needs being put on hold during the lengthy transit plan update process, despite there being an existing, albeit slightly dated, transit plan. Damon Seils expressed support for the RTC relocation project, but also asked for further consideration of service improvements for Chapel Hill Transit and GoDurham. Pierce Freelon asked for clarification on the role of the SWG and why the City of Durham does not have a vote in that group. Aaron Cain provided more background information on the ILA structure that allows that SWG to make recommendations to the three governing boards of the ILA addressing the implementation of the transit tax. Aaron Cain stated that the local share of a capital project must be considered committed to make applications more competitive for federal funding opportunities, which does not apply to operations projects, and an exception was made for the RTC relocation because the deadline to apply for federal funds precedes the scheduled adoption of the Durham County Transit Plan. Jay Heikes agreed that a federal funding application is much more competitive with demonstrated commitment of local funds. Ellen Beckmann, Chair of the Durham SWG, agreed with previous comments and added that the cost share split between counties for the RTC relocation is favorable to Durham and Orange Counties because Wake County would cover 70% of the project cost.

Michael Parker made a motion to approve a material change to the 2017 Durham County Transit Plan to provide funding for the local match for a new RTC. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

11. FY21-22 Call for Projects Funding Recommendation
Anne Phillips, LPA Staff

Anne Phillips reviewed MPO staff's funding recommendations for Surface Transportation Block Grant Direct Attributable (STBGDA) funding, STBGDA-COVID funds, the Regional Bicycle and Pedestrian program, and the new STBG-Competitive funding source. Anne Phillips showed a pie chart breakdown of all funding sources by project type, most of which went to bike/ped projects.

Lydia Lavelle made a motion to approved the TC-endorsed slate of projects from the FY21-22

Call for Projects. Charlie Reece seconded the motion. The motion passed unanimously.

12. Transportation Improvement Program Amendment #6

Anne Phillips, LPA Staff

Anne Phillips said this action item is necessary to add the projects approved in action item 11 to the TIP in Amendment #6. Anne Phillips mentioned that per the MPO's Public Involvement Policy, a 21-day public comment period is required because the Durham Belt Line project requested over \$1 million. Anne Phillips pointed out that NCDOT has asked for two projects, I-3306A and I-3306AC, to be fast-tracked to meet an August let date and GoTriangle has asked for the RTC to be added to the TIP to support their efforts to secure federal funding.

Pam Hemminger made a motion to release TIP Amendment #6 for a 21-day public comment period. Lisa Mathis seconded the motion. The motion passed unanimously.

13. SPOT 6.0 Draft Local Input Points Methodology

Anne Phillips, LPA Staff

Anne Phillips reviewed the changes to the Local Input Points Methodology, last adopted in 2018 for Strategic Transportation Prioritization (SPOT) 5.0. Anne Phillips asked that any comments on the Methodology revisions be sent to her.

Pam Hemminger made a motion to release the draft Methodology for a 21-day public comment period. Michael Parker seconded the motion. The motion passed unanimously.

14. FY21 Unified Planning Work Program Amendment #3

Felix Nwoko, LPA Manager

Tim Schwarzauer, Chapel Hill Transit

Aaron Cain introduced Tim Schwarzauer, the grants compliance manager of Chapel Hill Transit. Tim Schwarzauer mentioned that the Federal Transit Administration (FTA) requires the grant to be included in the UPWP in order to release the funding.

Vice Chair Jenn Weaver made a motion to approve FY21 UPWP Amendment #3. Jamezetta Bedford seconded the motion. The motion passed unanimously.

REPORTS:

15. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs mentioned an article speculating long-term impacts of the COVID-19 pandemic on work schedules, which in turn affect transit demand and ridership.

16. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair

Ellen Beckmann acknowledged previous comments on SWG processes and will follow up with SWG members and MPO staff. Ellen Beckmann mentioned the funding for the Durham portion of the Durham/Orange Transit Governance Study will be brought before the GoTriangle Board in May for approval.

17. Report from LPA Staff

Felix Nwoko, LPA Manager

Felix Nwoko introduced a new MPO staff member, Mariel Klein, who will be the MPO's financial administrator.

18. NCDOT Reports

Lisa Mathis, NC Board of Transportation

Lisa Mathis gave an update on last month's NCBOT meeting and said NCDOT is hoping to gain a better understanding over the next few months of the impact of project cost increases and scope changes on the State Transportation Improvement Program (STIP). Lisa Mathis shared statistics on recent litter collection efforts.

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

268 David Keilson said Alston Avenue has reopened to through traffic and the Holloway
269 Street/Alston Avenue intersection is expected to reopen in mid-June. David Keilson said the East End
270 Connector will likely open in late summer or fall.

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

272 Pat Wilson had no additional report.

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

274 Bryan Kluchar had no additional report.

275 **Julie Bogle, Transportation Planning Branch - NCDOT**

276 Julie Bogle had no additional report.

277 **John Grant, Traffic Operations - NCDOT**

278 There was no additional report.

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

280 There was no additional report.

281 **INFORMATIONAL ITEMS:**

282 **19. Recent News, Articles, and Updates**

283 There was no discussion on informational items.

284 **ADJOURNMENT:**

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

286 11:18 a.m.

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.
- **C-5600 Statewide CMAQ Projects:** Add engineering, ROW, construction, implementation and operations in FY21 and FY222 not previously programmed at the request of the Division of Planning and Programming.
- **C-5601 Statewide CMAQ Projects across Nonattainment and Maintenance Areas:** Add engineering, ROW, construction, implementation and operations in FY21 and FY222 not previously programmed at the request of the Division of Planning and Programming.

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.

Chapel Hill Transit

- **N-S BRT:** Add project to the TIP and STIP at the request of Chapel Hill Transit.

GoTriangle

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

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>			

**ITEM N
(HANDOUT)**

**TRANSPORTATION PROGRAM
STIP MODIFICATIONS**

STATEWIDE

* C-5600	VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE	ENGINEERING	FY 2020 -	\$817,000	(CMAQ)
STATEWIDE	AIR QUALITY WITHIN NONATTAINMENT AND		FY 2020 -	\$204,000	(S(M))
PROJ.CATEGORY	MAINTENANCE AREAS.		FY 2021 -	\$817,000	(CMAQ)
EXEMPT	<u>ADD ENGINEERING, RIGHT OF WAY, CONSTRUCTION,</u>		FY 2021 -	\$204,000	(S(M))
	<u>IMPLEMENTATION, AND OPERATIONS IN FY 21 AND</u>		FY 2022 -	\$817,000	(CMAQ)
	<u>FY 22 NOT PREVIOUSLY PROGRAMMED, AT THE</u>		FY 2022 -	\$204,000	(S(M))
	<u>REQUEST OF THE DIVISION OF PLANNING AND</u>	RIGHT-OF-WAY	FY 2020 -	\$817,000	(CMAQ)
	<u>PROGRAMMING.</u>		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



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)



TIP Amendment Request - North-South Bus Rapid Transit

Amendment Request Details

Type	New Project
Status	Initial Submission
Request Date	05/26/2021
Jurisdiction/Agency	Chapel Hill Transit (CHT)
Requestor	Matthew Cecil
Requestor E-mail	mcecil@townofchapelhill.org
DCHC Approval Date	

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

Project Information

Project Name	North-South Bus Rapid Transit
Project Description	The Town of Chapel Hill's North-South BRT (NSBRT) Project is currently in Small Starts project development. NSBRT's 8.2-mile BRT route with 16 planned station locations will primarily operate in a curb-running dedicated guideway with transit signal priority along Martin Luther King Jr. Blvd, South Columbia Street, and US Highway 15-501 South in Chapel Hill, NC. NSBRT will have special branding and stations with raised platforms, covered seating, real-time departure signs, bicycle parking, and multiuse paths for cyclists and pedestrians. NSBRT will provide bidirectional service seven days a week and will operate in an existing highly used bus corridor serving a park and ride lot at each end with connections to downtown Chapel Hill, Chapel Hill Town Hall, and multiple residential developments, as well as major employers including the University of North Carolina (UNC) at Chapel Hill and UNC Hospital, in addition to providing connections to regional service providers.
Additional Details	

Proposed Project Schedule

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Funding Totals:			\$0	\$0	\$0	\$0

Explanation for Request

The NSBRT project is in the Small Starts Process with the FTA, and will hopefully be garnering an additional \$35M in non-CIG funding in the upcoming SPOT 6.0 process, to compliment the \$14.1M that we currently have in place. As the project is preparing to select a consultant to help us move from 30% design to 100% design and engineering in the summer of 2021, NSBRT Staff have been receiving several questions from FTA representatives as to why we are not in the TIP or STIP currently. Understanding that North Carolina adds projects to TIP and STIP differently than other states, it seems beneficial from the standpoint of NSBRT Staff to have a representation in the TIP for future FTA inquiries.

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

**AMENDMENT #6
June 9, 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 9th 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 9, 2021

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



DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Public Transportation Agency Safety Plan (PTASP)

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

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

Transportation Performance Measures (TPMs)

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

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

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

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

* MPO must meet requirements by July 20, 2021.

Public Transportation Agency Safety Plan (PTASP)

Transit Safety Targets for DCHC MPO			Adopted by resolution on June 9, 2021.				
	Fatalities:		Injuries:		Events:		Mechanical Failures:
Transit System	Total	Rate	Total	Rate	Total	Rate	Distance
Chapel Hill Transit - Fixed Route	0	0	0	0	0	0	25,000
Chapel Hill Transit - Non Fixed Route	0	0	0	0	2.34	0.6	35,000
GoDurham - Fixed Route	0	0	11	0.3	46	7.2	20,551
GoDurham - Non Fixed Route	0	0	0	0	1	0.05	50,000
GoTriangle - Fixed Route	0	0	3	0.125	3	0.125	26,856
GoTriangle - Non Fixed Route	0	0	3	0.125	3	0.125	104,897
Orange Public Transportation - Fixed Route	0	0	1	0.238	1.5	1.5	25,000
Orange Public Transportation - Non Fixed Route	0	0	1	0.238	1.5	1.5	25,000

Notes:

Total is per year.

Rate is per 100,000 vehicle revenue miles.

Distance is mean miles between major mechanical failures.

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

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

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

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

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

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

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

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

WHEREAS, PTASP originally required public transportation providers that receive federal funds to set their initial safety targets by December 31, 2020, and changed the date to July 21, 2021 under the Covid-19 public health emergency proclamation; and

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

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

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

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

(continued)

(Continued – Resolution Adopting PTASP Targets)

Wendy Jacobs, DCHC MPO Board Chair

Durham County, North Carolina

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

Date: June 9, 2021

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

Transit Safety Targets for DCHC MPO

Adopted by resolution on June 9, 2021.

Transit System	Fatalities:		Injuries:		Events:		Mechanical Failures:
	Total	Rate	Total	Rate	Total	Rate	Distance
Chapel Hill Transit - Fixed Route	0	0	0	0	0	0	25,000
Chapel Hill Transit - Non Fixed Route	0	0	0	0	2.34	0.6	35,000
GoDurham - Fixed Route	0	0	11	0.3	46	7.2	20,551
GoDurham - Non Fixed Route	0	0	0	0	1	0.05	50,000
GoTriangle - Fixed Route	0	0	3	0.125	3	0.125	26,856
GoTriangle - Non Fixed Route	0	0	3	0.125	3	0.125	104,897
Orange Public Transportation - Fixed Route	0	0	1	0.2376	1.5	1.5	25,000
Orange Public Transportation - Non Fixed Route	0	0	1	0.2376	1.5	1.5	25,000

Notes: Total is per year.

Rate is per 100,000 vehicle revenue miles.

Distance is mean miles between major mechanical failures.

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

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

Division Needs - Mobility

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

Division Needs - Modernization

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

Public Transportation Projects

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

NCDOT and DCHC MPO Scoring Criteria for Public Transportation Projects

Public Transit Scoring (Demand Response)

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

Public Transit Scoring (Facilities)

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

Public Transit Scoring (Mobility)

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

Bicycle and Pedestrian Projects

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

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

NCDOT and DCHC MPO Scoring Criteria for Bicycle and Pedestrian Projects

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

Rail Projects

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

NCDOT and DCHC MPO Scoring Criteria for Rail Projects

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

NCDOT and DCHC MPO Scoring Criteria for Rail Projects - continued

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

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

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

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

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

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

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

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

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

Description of Criteria and Weights

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

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

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

Total Score and Project Ranking Approach

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

Point Assignment Process

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

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

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

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

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

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

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

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

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

Approval of the Allocation of Local Input Points

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

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

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

Public Involvement

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

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

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

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

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

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

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

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

August 2021 – Board adopts revised Methodology, if necessary

Material Sharing

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

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

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
<hr/>	
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.

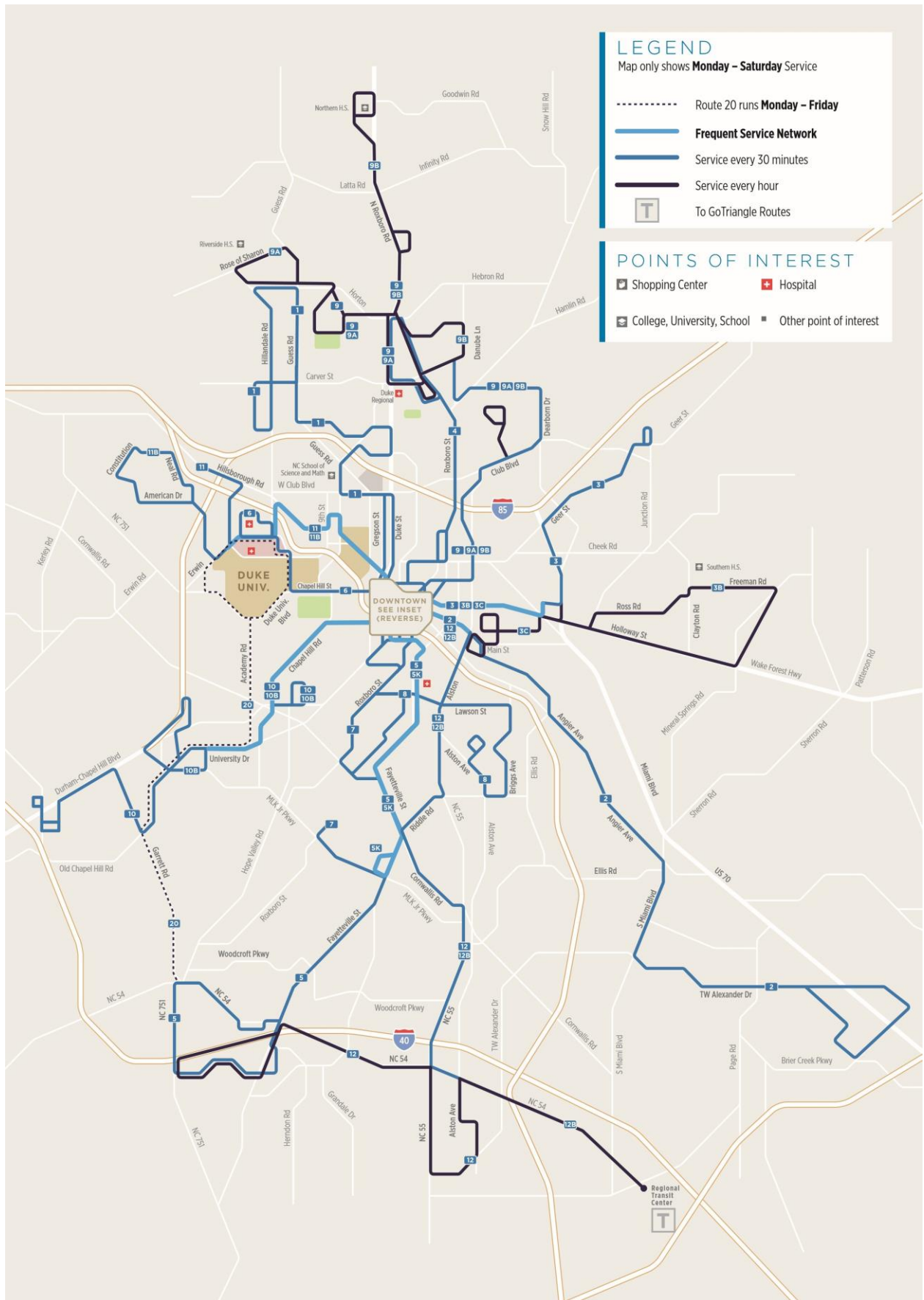
Signed Sean C. EganDate 5/14/21

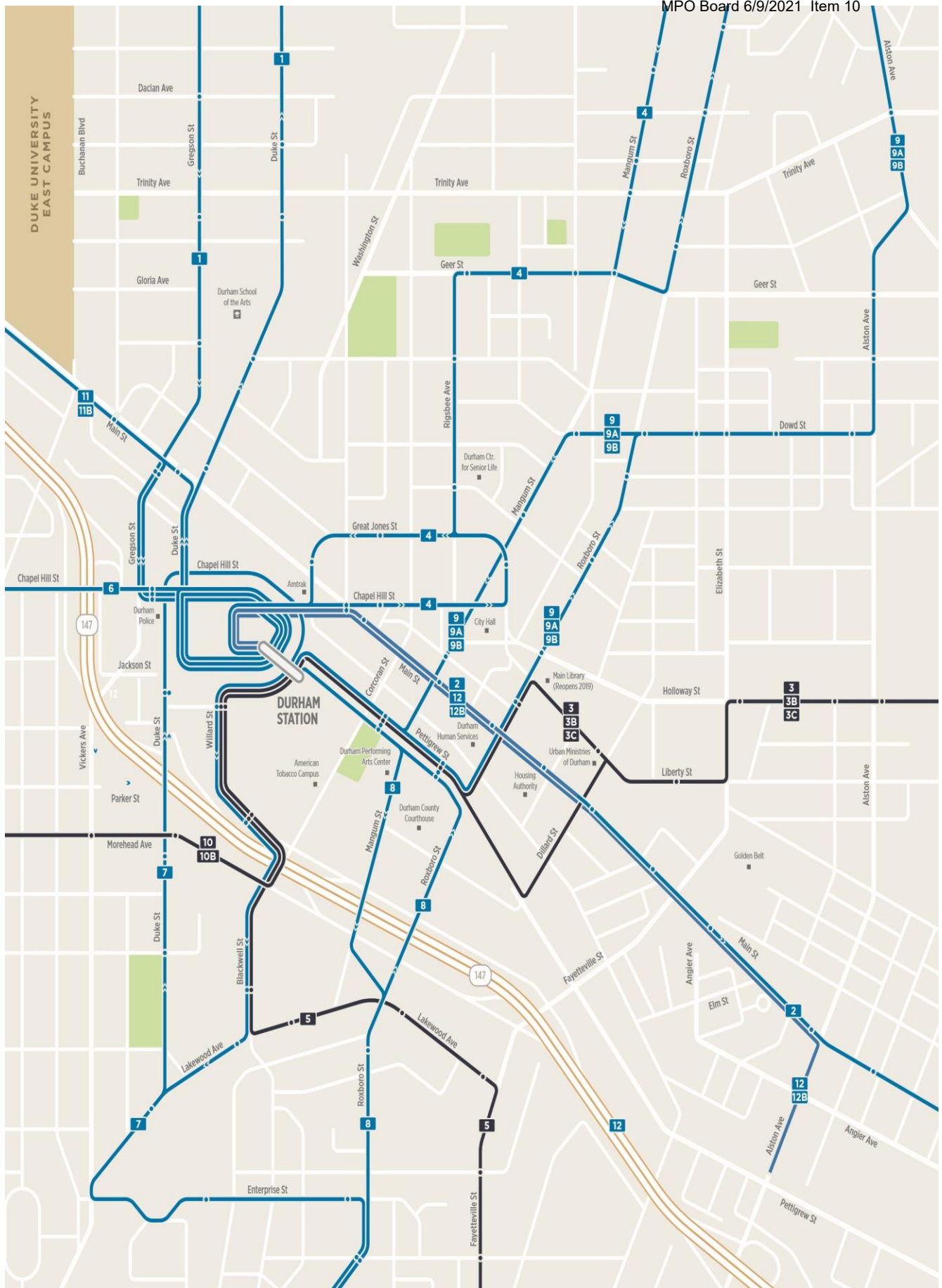
Sean Egan, Director of Transportation,

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

**RESOLUTION TO APPROVE USE OF CRRSAA 5310 FUNDS
FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING AREA**

June 9, 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 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the DCHC MPO Board approves the distribution of federal funds through the MPO; and

WHEREAS, the Congress adopted the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and

WHEREAS, the CRRSAA provided additional funds through the United States Department of Transportation 5310 program to be distributed by MPOs for use to support enhanced mobility through transit services for seniors and those with disabilities; and

WHEREAS, those funds are required to be distributed through a competitive process, which was carried out by the MPO;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves the distribution of \$47,435 to GoDurham ACCESS to support these services as described in its application on this, the 9th 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 9, 2021

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

April 14, 2021

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

Attn: Elizabeth Parris Orr, Community Planner

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

Dear Dr. Yvette Taylor:

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

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

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



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

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

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

Sincerely,

Wendy Jacobs, Chair
MPO Board

cc:

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

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

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

2050 Metropolitan Transportation Plan – Alternatives Analysis –

Andy Henry, andrew.henry@durhamnc.gov, June 6, 2021

Presentation Outline

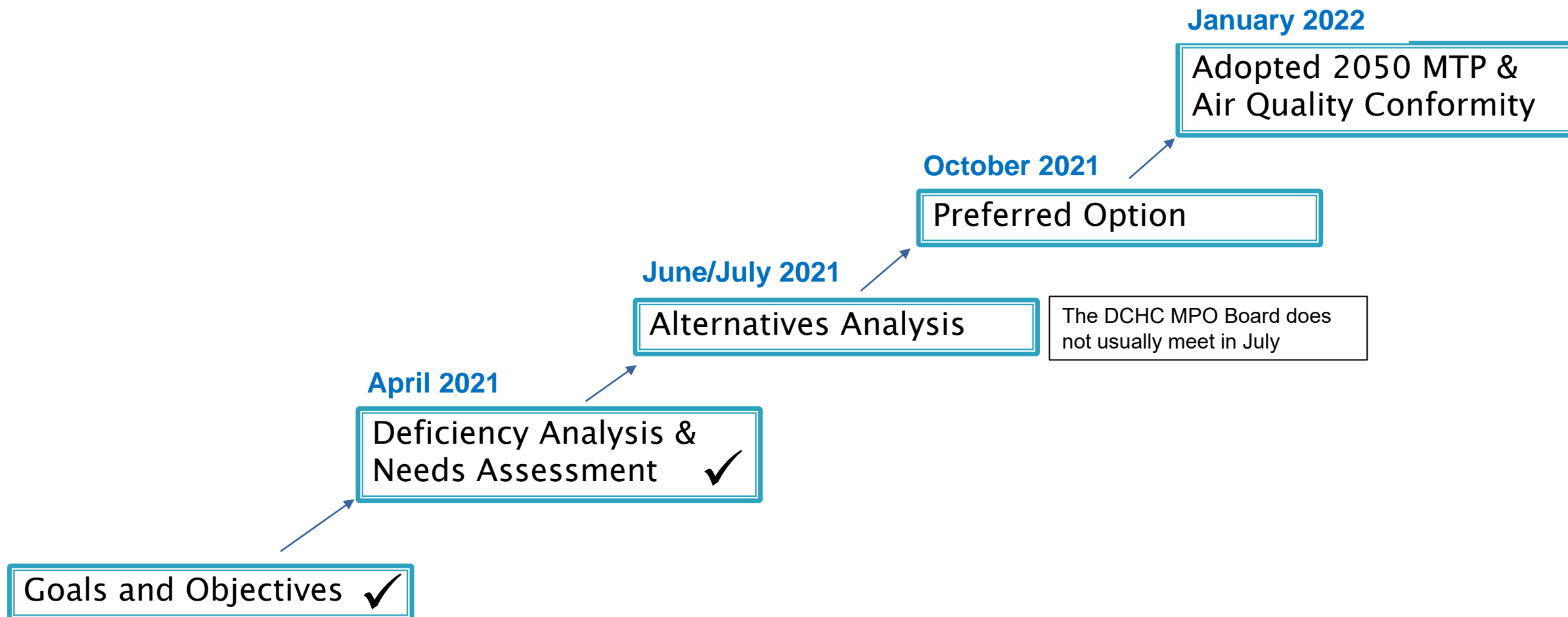
MPO Board 6/9/2021 Item 13



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

2050 MTP Milestones

MPO Board 6/9/2021 Item 13



- 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

- ❖ 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

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 (i.e., 8-2-8-2)
 - 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 (i.e., 12-8-12-8)
 - BRT: add US 15-501 (Chapel Hill/Duke/Durham/NCCU-Durham Tech)
 - High frequency bus service in major corridors
 - Most of the 2045 MTP highway projects

The Mobility Investment Foundation

- ***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 BRT-like extensions to Pittsboro and Hillsborough
 - Add high frequency bus service
 - High level of complete streets investments (not in STI), e.g.,
 - › Bus shelters, stop access, etc.
 - › Bicycle lanes
 - Add connector roads to help create more grid networks (e.g., higher bike and pedestrian access)

The Mobility Investment Foundation

- ***Complete Communities Mobility Foundation***
 - Bus advantage improvements:
 - › Along US 15-501 (bus-only lane) and NC 147 (add managed lane)
 - › I-40 (from NC 147 to US 15-501) (add single managed lane)
 - Reduce new and widened roadways in areas that increase mobility to suburban and rural land:
 - › Northern Durham Pkwy (north of I-85)
 - › NC 54 (west of Carrboro)
 - › NC 98 (east of Durham)
 - › NC 751 (Chatham County)
 - Convert NC 147 to 4-lane boulevard (Briggs Av-Swift Av)
 - Convert central Durham one-way pairs to two-way
 - Shift more roadway funding to maintenance

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)

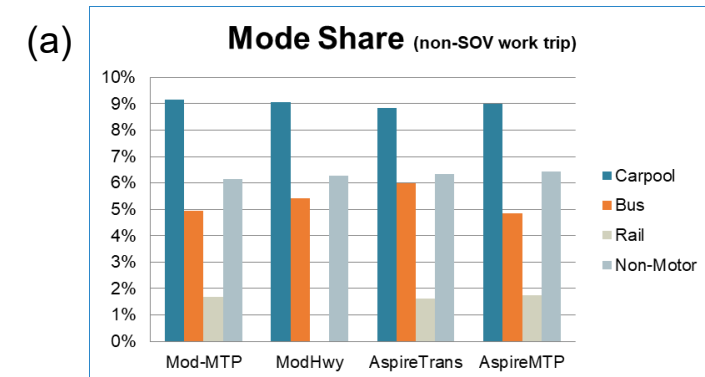
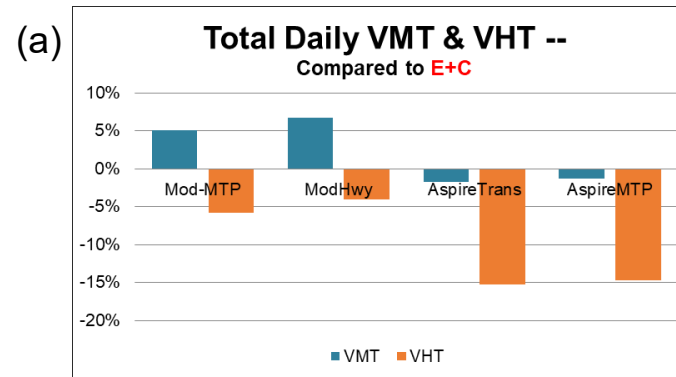
Triangle Regional Model (TRM) Measures

- 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

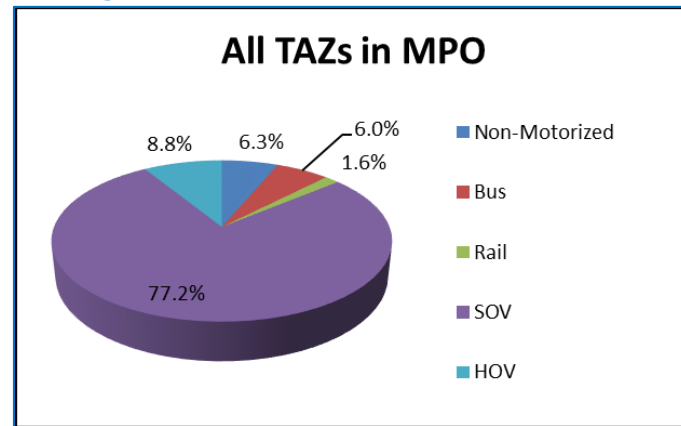
- Graphics will compare alternatives



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

Compare Scenarios by...

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

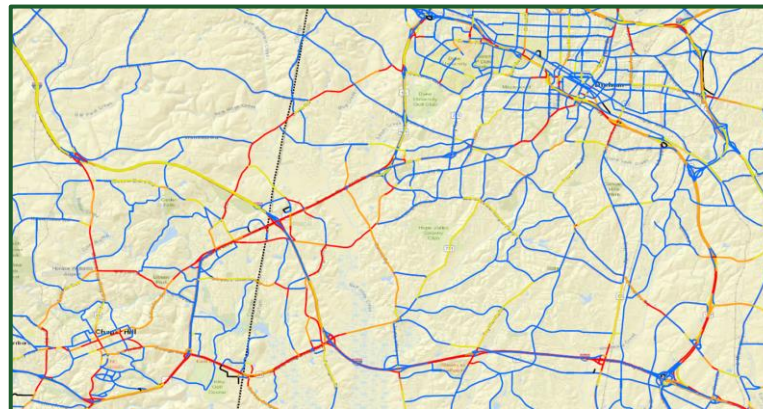


Travel time

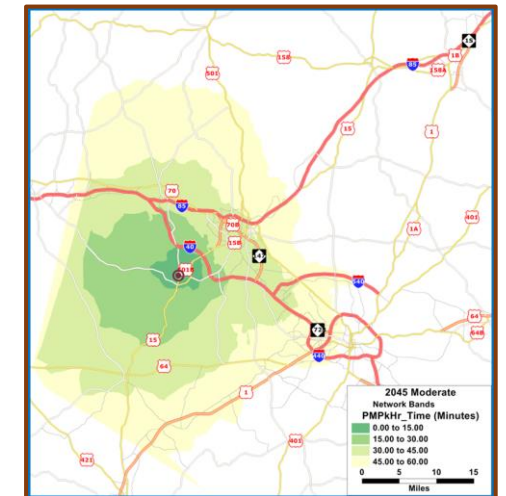
Compare 2013 and M1: PM Peak Travel time (percent increase)

	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 (possibly in person)
- 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

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

US 15-501 Corridor Study

- ✓ 3rd public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- ✓ Release RFI for second phase of study – March 2021
- ✓ Develop RFQ for second phase of study – May 2021
- Update Board on second phase of study – August 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: 05/07/2021 Latest Payment Date: 05/18/2021	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 06/12/2022 Construction Progress: 49.5%
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: 05/22/2021 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: 93.8%
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: 05/15/2021 Latest Payment Date: 06/01/2021	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Construction Progress: 77.82%
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: 04/30/2021 Latest Payment Date: 05/10/2021	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: 34.54%
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: 05/22/2021 Latest Payment Date: 06/01/2021	Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/16/2018 Revised Completion Date: 07/15/2021 Construction Progress: 76.4%
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,513,381.26 Work Began: 03/02/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: 03/15/2021 Latest Payment Date: 03/22/2021	Route: US-501 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 5.94%
Contract Number: C204630 Division: 5 TIP Number: Length: 25.324 miles NCDOT Contact: James M. Nordan, PE Location Description: 44 SECTIONS OF SECONDARY ROADS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$0.00 Work Began: 06/02/2021 Original Completion Date: 11/15/2022 Latest Payment Thru: Latest Payment Date:	Route: -, SR-1308, SR-1550 SR-1559, SR-1566, SR-1669 SR-1675, SR-1778, SR-1779 SR-1825, SR-2334, SR-2354 SR-2355, SR-2356, SR-2357 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 04/20/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00301 Division: 5 TIP Number: B5512 Length: 0.238 miles NCDOT Contact: James M. Nordan, PE Location Description: BRIDGE 89 OVER LICK CREEK ON SR 1902 KEMP RD Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$987,000.00 Work Began: 04/26/2021 Original Completion Date: 11/08/2021 Latest Payment Thru: 05/22/2021 Latest Payment Date: 05/27/2021	Route: SR-1902 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 12.11%
Contract Number: DE00304 Division: 5 TIP Number: SM-5705AA, SM-5705B, SM-5705I SM-5705X, W-5705 Length: 0.432 miles NCDOT Contact: James M. Nordan, PE Location Description: MULTIPLE LOCATIONS ON US 15 501	Route: US-15501 County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680

Contractor Name: JSMITH CIVIL LLC Contract Amount: \$1,258,791.50 Work Began: 04/19/2021 Original Completion Date: 11/19/2021 Latest Payment Thru: 04/30/2021 Latest Payment Date: 05/07/2021		Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 8.02%	
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: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 05/07/2021 Latest Payment Date: 05/19/2021		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: 10.49%	

NCDOT DIVISION 5
Durham Project List _ 5-Year Program
June 2021

Comprehensive Project List

Data as of : 05/25/2021

Project ID	Responsible Group	Description	R/W Plans Complete	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	DIVISION	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/16/2029	2/16/2029	Division Design Raleigh Let (DDRL)	1/1/2040	BENJAMIN J. UPSHAW	\$7,611,000		\$13,770,000	Project is suspended due to funding.
U-6118	DIVISION	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	1/16/2026	7/16/2027	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$2,000,000		\$10,000,000	Post-year project
U-6120	DIVISION	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.	12/29/2023	7/21/2028	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$5,000,000		\$11,000,000	Post-year project
U-5516	DIVISION	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/2024	10/18/2024	Division Design Raleigh Let (DDRL)	10/20/2026	JOHN W. BRAXTON JR	\$6,341,000	\$2,075,000	\$12,400,000	Project is suspendend due to funding.
U-5717	DIVISION	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	4/23/2019	Division Design Raleigh Let (DDRL)	10/21/2025	JOHN W. BRAXTON JR	\$53,500,000		\$32,000,000	ROW acquisition is suspended due to funding.
SM-5705AH	DIVISION	NC 98 at SR 1815 (Mineral Springs Road).,,Construct right turn lanes on both approaches of SR 1815 (Mineral Springs Road).	2/3/2023	2/10/2023	Division POC Let (DPOC)	4/10/2024	Stephen Davidson			\$560,000	Project is suspended due to funding.
W-5705AI	DIVISION	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	11/23/2021	11/23/2021	Division POC Let (DPOC)	11/9/2022	STEPHEN REID DAVIDSON	\$210,000		\$630,000	Preliminary design underway
W-5705T	DIVISION	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/15/2021	9/15/2021	Division POC Let (DPOC)	6/22/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	Preliminary design underway
HI-0001	DIVISION	I-85/US 15 FROM NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.			Division POC Let (DPOC)	9/22/2021	TRACY NEAL PARROTT			\$2,200,000	
48937	DIVISION	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)	9/8/2021	Stephen Davidson				Preliminary design underway

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 - Pending Final Inspection	Chad Reimakoski
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Mar. 2021	Mar. 2021	\$50,400	Funds approved 9/5/19 and released 6/23/20 - Final Inspection 3/15/21.	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	10/19/2021 6/30/2021	FY2023	\$7,200,000	PE funding scheduled 7/1/2020	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

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
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
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 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

5/11/2021

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	59.1	45.33
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	78.65	94.39
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	5/15/2021	100	97.65
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	73	86.99
DG00507		AST RETREATMENT OF 48 SECONDARY ROADS IN ALAMANCE COUNTY AND ONE SECONDARY ROAD IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Hayes, PE, Meredith D	\$1,042,639.12	7/1/2021	6/30/2022				

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

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

Can Removing Highways Fix America's Cities?

The New York Times May 27, 2021

<https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html>

More NC pedestrians died in the first half of 2020, even with fewer cars on the road

The News and Observer By Richard Stradling May 20, 2021

RALEIGH – The number of pedestrians struck and killed in North Carolina rose during the first half of 2020, even as the coronavirus pandemic reduced traffic.

Through June of last year, 121 people were killed while on foot along the state's roads and highways, according to preliminary data released Thursday by the Governors Highway Safety Association. That's up 11% from the 109 pedestrians killed in North Carolina during the same period the year before.

The increase came at a time when stay-at-home orders and the closure of businesses and schools kept many from driving. Traffic dropped 30% to 50% in the state's metro areas last March and April compared to pre-pandemic levels in mid-February, according to the N.C. Department of Transportation, and remained lower than normal through the summer.

The reduction in traffic likely contributed to the increase in pedestrian deaths, as people drove faster and paid less attention with fewer other cars around, according to the Governors Highway Safety Association. Other factors include the design of streets and roads that prioritize cars and trucks over walking and cycling, the association said.

"As America gets vaccinated and returns to normal, we need to treat pedestrian safety like the public health emergency that it is," Jonathan Adkins, the group's executive director, said in a statement. "We must strengthen our efforts to protect those on foot from traffic violence by implementing equitable and proven countermeasures that protect people walking and address those driving behaviors that pose the greatest risk."

Nationwide, the association estimates that 2,957 pedestrians were killed in the first half of 2020, essentially unchanged from the year before. But the rate of deaths per vehicle miles traveled, which accounts for the reduction of cars on the road, rose 22%.

The number of pedestrians killed in North Carolina and nationwide has been rising for years. Nationwide, an estimated 6,301 pedestrians were killed in 2019, up 46% in a decade when the overall number of traffic fatalities rose 5%, according to the association.

In 2010, 13% of people killed in motor vehicle crashes in the U.S. were pedestrians; by 2019, it had risen to 17%.

Since bottoming out at 148 in 2009, the number of pedestrians killed each year in North Carolina had risen 56% by 2019, according to the Division of Motor Vehicles. Several factors contribute to that increase, including higher speeds and the growing size of vehicles such as SUVs, said Mark Ezzell, director of the N.C. Governor's Highway Safety Program. (continued...)

"This problem is uniquely difficult to solve," Ezzell wrote in an email. "The solution to speeding is simple — drivers need to slow down. The solution to pedestrian deaths isn't remotely as simple — it's about better road design, safer car design, better educated drivers and pedestrians, even land use and disability access."

Through the first half of 2020, North Carolina had 1.14 pedestrian deaths per 100,000 residents, tied with Texas for the 10th highest rate, according to the report released Thursday. New Mexico had the highest rate, at 2.2 per 100,000 residents, while Vermont had the lowest, at .18.

The decline in traffic during the first months of the pandemic resulted in fewer vehicle crashes. In the first week of April 2020, there were less than 3,000 collisions statewide, about half the five-year average, according to data compiled by NCDOT from municipalities and the State Highway Patrol.

But the number of people killed on the state's highways didn't decline at all last spring. Through mid-July of 2020, 770 people had died in traffic crashes, up 2.3% compared to the previous year, according to the DMV.

Infrastructure plan calls for fixing the nation's existing roads. Some states are still focused on expansion.

Data analysis by The Washington Post shows a fifth of the nation's major roads were rated in poor condition in 2019

The Washington Post By Ian Duncan, Michael Laris and Kate Rabinowitz May 23, 2021

For all the ambition of President Biden's infrastructure proposal — massive spending boosts on trains and buses and a push to get Americans into electric cars — its priority for the nation's road network is more basic: Fix them.

The Federal Highway Administration estimates a \$435 billion backlog of rehabilitation needs, while an analysis of agency data by The Washington Post shows a fifth of the nation's major roads, stretching almost 164,000 miles, were rated in poor condition in 2019. That figure has stayed mostly unchanged for a decade.

Yet more than a third of states' capital spending on roads that year, \$19 billion, went toward expanding the road network rather than chipping away at the backlog.

The hunger for new roads reflects a desire to connect growing communities and battle congestion at the local and state level in a nation where most people rely on cars. That appetite for expansion is clashing with new transportation priorities in Washington that seek to bolster existing highways while promoting other modes of travel.

Transportation experts say building more roads and highway lanes is environmentally unsustainable and does the opposite of what's intended — adding to traffic levels over time rather than reducing congestion. Biden's infrastructure proposal and a Democratic-led road-funding bill that would shape rules for federal aid to states are seeking to shift the focus to trains and bus networks, rather than personal vehicles.

'We're really good at building stuff'

Biden's infrastructure plan, which would cost about \$2 trillion, includes a \$50 billion fund to improve 20,000 miles of streets and highways, making them safer for pedestrians and bicyclists while ensuring accessibility for wheelchair users. The plan proposes a similar approach for 10,000 bridges, backed by \$40 billion.

[*In Biden's infrastructure moonshot, a big question: Can the nation still achieve its highest ambitions?*](#)

Congressional Democrats working on renewal of a transportation funding bill to establish rules for aid to states say they want money directed toward fixing highways rather than adding new lanes. Rep. Peter A. DeFazio (D-Ore.), chairman of the House Transportation Committee, said state and local transportation departments have been biased too long in favor of highway expansion.

"There is a phenomenal amount of work that needs to go into just rebuilding what we have," he said.

The push to accommodate growth is playing out across the country, particularly in areas seeing an influx of new residents. Political leaders and drivers often push for highway expansions, seeing them as the best way to speed commutes — a reason that's often used to justify spending.

Matthew Hardy, program director for planning and performance management at the American Association of State Highway and Transportation Officials, said state leaders must balance paying off road project loans, maintaining current infrastructure and expanding capacity.

"They've got to take care of what they have, but there's always this tension," he said.

Some states already are prioritizing rehabilitation: Federal Highway Administration data analyzed by The Post shows 11 allocated less than a tenth of their road spending to expansion in 2019, the latest year for which data is available. Rhode Island spent nothing on new capacity as it pushes to address what a state official called a half-century of neglect to its roads. (D.C. also spent nothing on expanding road capacity.)

But eight other states allocated more than two-thirds of their spending to expansion. Among them is Washington state, where the transportation chief warned of an annual maintenance and preservation shortfall amounting to hundreds of millions of dollars.

Washington state officials say their experience illustrates the risks of pumping money into expanding roads and skimping on rehabilitation work. The Post's analysis shows the state the eighth worst in the country for its share of roads in poor condition, at 27 percent. At the same time, more than three-fourths of the state's spending on roads went toward expansion — fourth highest in the nation.

Roger Millar, the state's transportation secretary, said his agency spends less than half of what's needed to keep existing infrastructure in good condition and prevent costly deterioration — falling \$925 million short every year. That includes maintenance, such as filling potholes, but also what he calls preservation, such as painting a bridge's deck so the steel doesn't rust. Meanwhile, billions of dollars' worth of new roads and other projects are funded by a 2015 hike in the state gas tax.

"We're perceived as builders of stuff, and we're really good at building stuff," Millar said. But upkeep has fallen short. "That's a lot like putting a 20-year roof on your house, fully intending to replace it in 40 years. You know, your furniture is going to get wet."

State Sen. Steve Hobbs, a Democrat who chairs the transportation committee, said Washington state has sought to tackle a maintenance backlog even as road funding has been squeezed by a drop-off in gas tax funds and ferry revenue. He said the mismatch between new road spending and unmet maintenance needs also is a function of the state's growth.

New [Census Bureau numbers](#) show the state's population grew 14.6 percent between 2010 and 2020, one of the fastest rates in the nation. But the consequences of forgoing maintenance can be dire, Hobbs said, pointing to the West Seattle High-Rise Bridge, a major corridor shut for safety in March 2020.

"Part of the problem you have is just the rapid population increase that's happened over the last 10, 20 years and the need for infrastructure that matches that," Hobbs said.

[*Here's how the GOP infrastructure plan stacks up against Biden's transportation plans*](#)

While Democrats want to prioritize federal aid to states seeking to improve the nation's worst roads, Republicans say funding decisions are best left to state transportation officials. Justin Harclerode, a spokesman for Rep. Sam Graves (Mo.), the top Republican on the House Transportation Committee, said the need to maintain existing roads is clear, citing the recent [closure of a bridge](#) carrying Interstate 40 across the Mississippi River.

But, he added, Graves "doesn't believe it's a good idea to handcuff states by taking away the ability to add capacity, if that's a critical need for them."

Waiting on action in D.C.

Transportation for America, a policy organization that advocates for more spending on road maintenance, concluded in a 2019 report that many states were continuing to build new roads regardless of whether they could afford to maintain them. The problem compounds over time, according to the group, which estimated that each lane of new road adds \$24,000 in annual maintenance costs per mile.

For decades, researchers have found that when roads get wider, people tend to drive more, ultimately canceling out any gains in speed. Susan Handy, a professor of environmental science and policy at the University of California at Davis, said traditional tools for forecasting traffic demand to assess the benefits of new construction don't effectively take that into account.

Researchers noted that traffic eventually increases by about the same percentage a road is widened, so boosting the size of a road by 10 percent will lead to about 10 percent more travel. Handy was part of a team that developed a calculator to forecast that effect in California, and its use was recommended by the state transportation agency last year.

Handy said officials across the country need to consider other ways to tackle congestion, potentially through tolls and parking fees but especially by investing in alternatives such as mass transit. The Biden plan eschews new fees on drivers but does call for a \$165 billion expansion in funding for rail and other transit.

[As Biden shifts infrastructure focus to climate and racial justice, cities and states alter pitches for federal money](#)

Despite a push in the nation's capital for multimodal transit options, state transportation funding across the country is heavily tilted in favor of cars. The tide has shifted in some states toward boosting the existing road network, mirroring the goals of the new administration.

In Mississippi, state transportation leaders decided a decade ago they couldn't afford new roads and highway lanes, adopting a policy of dedicating money to preserving roads already in place.

"It was a better spending of our dollars," said Jeffrey Altman, the state's acting transportation director.

Mississippi ranks 11th from the bottom for the condition of its roads, with almost 27 percent rated as poor. It still spent 38 percent of its money on expansion in 2019 — but Altman said the state received federal grant money in recent years to back new construction.

Still, the focus is rehabilitation. Letting Mississippi roads deteriorate would drive up the costs to fix them in the long run, Altman said, and risk causing damage to vehicles. Altman said the state still faces a financial shortfall to repair roads but noted the legislature created a lottery in 2018 to provide up to \$80 million in annual transportation funding — money that was plowed into maintenance.

In Rhode Island, which federal highway data indicates has the worst roads in the country — with half rated in poor condition — records indicate officials spent nothing on expansion in 2019.

Charles St. Martin, a spokesman for the state's transportation department, said many of the worst roads are not under state control. But he said officials have worked since 2015 on a \$5 billion campaign to address what he called "50 years of unprecedented neglect."

"Expanding our state road system will not be a priority until the infrastructure is in a state of good repair," he said.

Most states report the condition of their roads using the international roughness index, a measure of how many inches a vehicle's suspension moves as it travels along a section of road. The bigger the moves, the higher the score and worse the condition. (continued...)

Highway administration records have limitations. Millar said spending on a project that serves a rehabilitation goal while also boosting capacity could be classified as an expansion. And condition data counts only the length of roads, not how many lanes they have — which is important in determining how expensive they might be to fix.

[Here's how U.S. infrastructure compares to the rest of the world](#)

Figures tracked for larger roads suggest the busiest are generally in better condition. Meanwhile, figures for minor local roads are not included in Federal Highway Administration data.

In Washington state, lawmakers are waiting to see what help they could receive from the federal government as infrastructure funding dominates debate in the other Washington.

Hobbs, the state transportation committee chairman, introduced in this year's legislative session an \$18 billion transportation funding package that included an infusion into road maintenance and preservation while limiting new construction to 15 percent of spending. The passage of that 16-year plan also is key to an ambitious carbon-pricing effort the legislature passed to address climate change by raising billions of dollars while reducing emissions.

The package was voted out of committee, but lawmakers decided they would pause to see how Biden's infrastructure push fares, Hobbs said, "so we can layer on top of it."