

FY2018-2027 Metropolitan Transportation Improvement Program

Draft October 2017

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DURHAM-CHAPEL-HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION

Metropolitan Transportation Improvement Program

Fiscal Years 2018 – 2027

Draft October 2017

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CHAPTER 1: OVERVIEW

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1. INTRODUCTION

1.1 *The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)*

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people. MPOs have the authority to plan, prioritize, and select transportation projects in urban/metropolitan areas for federal funding, as well as to coordinate any major transportation initiatives that have significance to the region.

The DCHC MPO is the organization responsible for transportation planning in the western part of the Research Triangle area in North Carolina. The DCHC MPO is an umbrella organization comprised of the MPO Board, the Technical Committee (TC), local governments, and the State of North Carolina. The MPO Board, designated by the Governor, is a policy body that coordinates and makes decisions on transportation planning issues.

The DCHC urbanized area includes:

- Durham County (in entirety)
- A portion of Orange County, including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County

The DCHC MPO area is also one of the ten urban areas in North Carolina designated as a Transportation Management Area (TMA). TMA's are urban areas with a population of over 200,000 people.

The major requirement of the DCHC MPO is to fulfill federal transportation legislation, including the Highway Act of 1962. These regulations require MPOs to conduct a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. The 3-C planning includes the development of a long-range transportation plan.

As part of fulfilling its requirement to the 3-C planning process, DCHC MPO is responsible for:

- Monitoring the conditions of the existing transportation network;
- Identifying existing capacity or safety problems through detailed planning studies to develop candidate transportation improvements;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure within major growth corridors throughout the region;
- Estimating the impact that an expanding transportation system will have on air quality; and
- Developing a financial plan that identifies the costs and revenues associated with the continued operation and maintenance, and future expansion of the region's transportation system.

1.2 Purpose of the Metropolitan Transportation Improvement Program (MTIP) Document

The purpose of this MTIP document is to provide information to the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), North Carolina Department of Transportation (NCDOT), the public, DCHC MPO members, and other parties. The purpose of providing information is to indicate that the DCHC MPO has met the requirements of the Fixing America's Surface Transportation Act (FAST Act) for the development of a Transportation Improvement Program. The DCHC MPO MTIP is consistent with the DCHC MPO's 2040 Metropolitan Transportation Plan and local transportation plans, including those of transit operators. The MTIP also meets the requirements of subsection (h) (2) and (k)(5) of Section 134 of Title 23, United States Code (USC) and 23 Code of Federal Regulations (CFR) Part 450.334 (a). This document provides a MTIP that is financially feasible and constrained to available resources, and that depicts the MPO's regional priorities for the expenditure of federal funds for federal fiscal years 2018-2027.

2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS

2.1 Comprehensive Transportation Plan

A Comprehensive Transportation Plan (CTP) identifies roadway, transit, bicycle, and pedestrian improvements that are desired to be implemented in the future. While not required by federal statute, a CTP is required for all transportation planning organizations, including DCHC MPO, by the State of North Carolina. The CTP includes all forecasted transportation needs for thirty years, and is not fiscally restrained or restricted by expected funding levels (as is the 2040 MTP). The DCHC MPO's CTP was adopted in May 2017.

2.2 Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a long-range, 20+ year multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and conform to national air quality standards. The MTP is updated every four or five years and may be amended as a result of changes in anticipated federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies. The MPO's current plan is the 2040 MTP, which was adopted in May 2013 and extends through the year 2040. DCHC MPO is currently drafting the 2045 MTP, which is expected to be adopted in

late 2017 or early 2018. The 2045 MTP will be a fiscally constrained subset of the recently adopted CTP.

2.3 Metropolitan Transportation Improvement Program

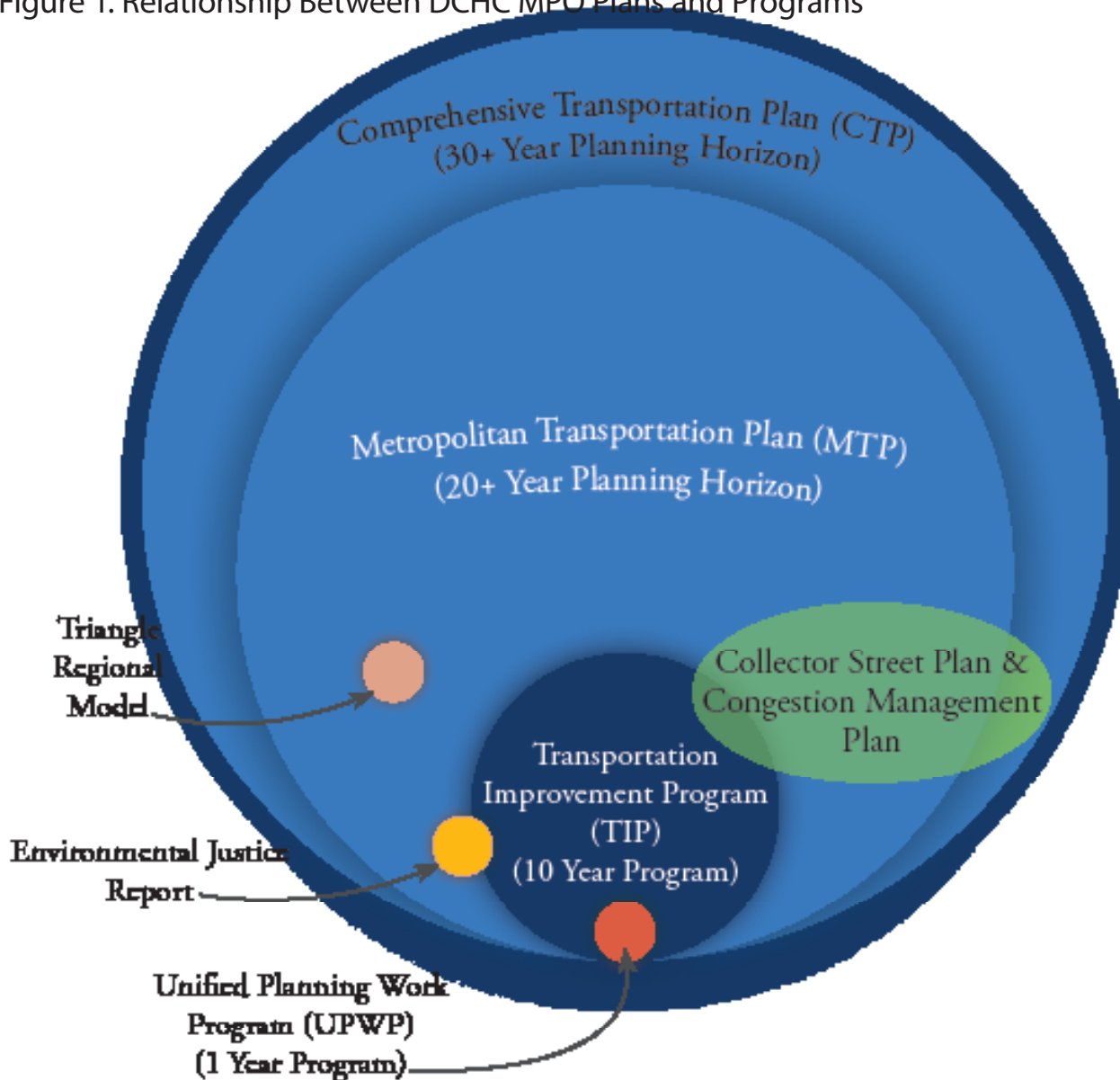
The MTIP is a ten-year work program that lists all regionally significant and federally funded projects and transportation services in the MPO planning area. MTIP projects include highway and street projects, public transit projects, bicycle/

pedestrian enhancement projects, and rail corridor improvement projects. Any project included in this MTIP must be consistent with the 2040 MTP; this ensures that the MTIP is fiscally constrained by estimated future revenues. The MTIP can be amended to account for changes in funding or need.

2.4 Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a one-year plan developed to

Figure 1. Relationship Between DCHC MPO Plans and Programs



focus work efforts of MPO Lead Planning Agency (LPA) staff, MPO TC members, and consultants using planning funds in the upcoming fiscal year. All federally funded planning activities must conform to federal planning requirements and be listed in the UPWP.

2.5 Other MPO Plans

In addition to those described above, DCHC MPO also works on other plans that inform the development of the MTIP. These include, but are not limited to:

- Collector Street Plans, which inform where new roadways may be required;
- Corridor Plans, which identify potential projects to be considered for an upcoming MTP;
- Congestion Management Plan, which identifies future trouble spots for traffic congestion;
- The Triangle Regional Model (TRM), which is used in the development of the MTP; and
- The Environmental Justice Report, which identifies populations that have either been underserved or unduly negatively affected by past transportation efforts.

3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM

The DCHC MPO's MTIP is works in coordination with the State of North Carolina's State Transportation Improvement Program (STIP), developed by the North Carolina Department of Transportation (NCDOT), which denotes the scheduling and funding of construction projects located across the state over a minimum four-year time period as required by state and federal laws.

Both the MTIP and the STIP cover a 10-year period, with the first five years (2018-2022 in this version) referred to as the delivery program and the latter five years (2023-2027 in this version) as the developmental program. Per 23 CFR 450.216 & 23 U.S. Code § 135 the State of North Carolina's STIP's must also:

- Be submitted to FHWA and FTA for approval at least every four years;
- Be fiscally constrained by year;
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds;
- Include metropolitan TIPs from MPOs; and
- Provide opportunity for public comment on the STIP document.

The NCDOT STIP must also include the following information:

- Project description and termini;
- Estimated total cost (NCDOT includes Utility, Right of Way, and Construction costs);



The DCHC MPO MTIP is a subset of the NCDOT's STIP and is incorporated into the STIP

- Federal funds to be obligated; and
- Responsible agency (such as the state or a municipality).

Both the MTIP and the STIP are updated every two years and developed based on federal and state revenue forecasts, NCDOT's Strategic Prioritization process, and preconstruction and project development timetables. The MTIP and STIP must adhere to federal and state laws. North Carolina state law requires MPO Board action to approve the MTIP and NCDOT Board of Transportation (BOT) action to approve the STIP.

The FY2018-2027 MTIP and STIP are both developed under and conform

to the Strategic Transportation Investments (STI) law passed in June 2013. This legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars from the state's Highway Trust Fund for construction.

4. ORGANIZATION OF THIS DOCUMENT

This FY2018-27 MTIP contains the following required documents:

Chapter 2 describes the development of the MTIP, and includes the local methodology for determining which projects to move forward in the prioritization process.

Chapter 3 includes the financial plan and statements affirming the fiscal constraints of the MTIP.

A list of appendices follows, including:

- Appendix A, which lists all projects included in the MTIP, organized by Division;
- Appendix B, which lists the following:
 - Projects added to the MTIP after the adoption of the STIP, using STBGDA and CMAQ funds assigned to DCHC MPO through the STIP;
 - Changes to the STIP by the DCHC MPO Board after its adoption;
 - All projects and amendments to the STIP in STIP format.
- Appendix C, which lists all projects submitted for prioritization in P4.0 and the local points assigned;
- Appendix D, which describes the public involvement process for this MTIP;

- Appendix E, which describes the amendment process for this MTIP;
- Appendix F, a glossary of terms commonly used throughout the MTIP.

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