



FY2020-2029

Metropolitan Transportation Improvement Program



**DURHAM-CHAPEL-HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

Metropolitan Transportation Improvement Program

Fiscal Years 2020 - 2029

Adopted December 11, 2019

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
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TITLE VI POLICY

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization 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 or 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. It is also the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation or gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

A copy of the DCHC MPO's Civil Rights Title VI Compliance Report, Policy Statement and Assurances can be found at the DCHC MPO website, specifically at the following link: www.dchcmpo.org/TitleVI or call (919) 560-4366.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY2020-2029**

A motion was made by Wendy Jacobs and seconded by Ellen Reckhow for 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) Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the DCHC MPO Board has found the Transportation Improvement Program (TIP) to be in full compliance with Title VI Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 749; and

WHEREAS, the DCHC MPO Board has considered how the TIP will affect the involvement of Disadvantaged Business Enterprises in the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

WHEREAS, the DCHC MPO Board has considered how the TIP will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the DCHC MPO Board has found that the TIP conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51& 93; and

WHEREAS, the DCHC MPO Board has found that the TIP was developed in accordance with the Strategic Transportation Investments Law (STI) that was adopted by the General Assembly of North Carolina in 2013; and

WHEREAS, the DCHC MPO Board and the North Carolina Department of Transportation have found that the TIP is consistent with the North Carolina Department of Transportation's (NCDOT) State Transportation Improvement Program (STIP) for the years FY2020-2023; and

WHEREAS, the FY2020-2029 TIP of the DCHC MPO is a direct subset of the currently conforming DCHC MPO 2045 Metropolitan Transportation Plan (2045 MTP); and

WHEREAS, the 2045 MTP has a planning horizon year of 2045, and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the DCHC MPO Board has solicited public and private transportation provider comment and provided for a public comment period in accordance with the MPO's Public Involvement Policy as adopted on November 14, 2012; and

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP includes, 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

WHEREAS, the MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and infrastructure condition, congestion, system reliability, emissions, and freight movement; and

WHEREAS, for years one through four (i.e., years 2020, 2021, 2022, and 2023), it is recognized that the MTIP will serve as the project programming and selection document for transportation projects within the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Area Boundary; and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that four-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE, be it resolved that the DCHC MPO Board adopts the FY2020-2029 Transportation Improvement Program, dated December 11, 2019, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this, the 11th day of December, 2019.



Damon Seils, DCHC MPO Board Chair

Durham County, North Carolina

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

Date: December 11, 2019



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

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FY2020-2029

Metropolitan Transportation Improvement Program

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, which have greater responsibilities for planning than non-TMA MPOs, as well as receive additional funding to implement transportation projects.

The major requirement of the DCHC MPO is to implement federal transportation legislation. Federal legislation requires 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, called the Metropolitan Transportation Plan (MTP).

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

- Monitoring the condition of the existing transportation network;
- Identifying existing and future capacity or safety problems;
- Developing candidate transportation projects;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure;
- 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 MTIP has also met the requirements of the Fixing America's Surface Transportation (FAST) Act. The DCHC MPO MTIP is consistent with the DCHC MPO's 2045 Metropolitan Transportation Plan (MTP) 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 desired roadway, transit, bicycle, and pedestrian improvements. 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 2045 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 multi-modal 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

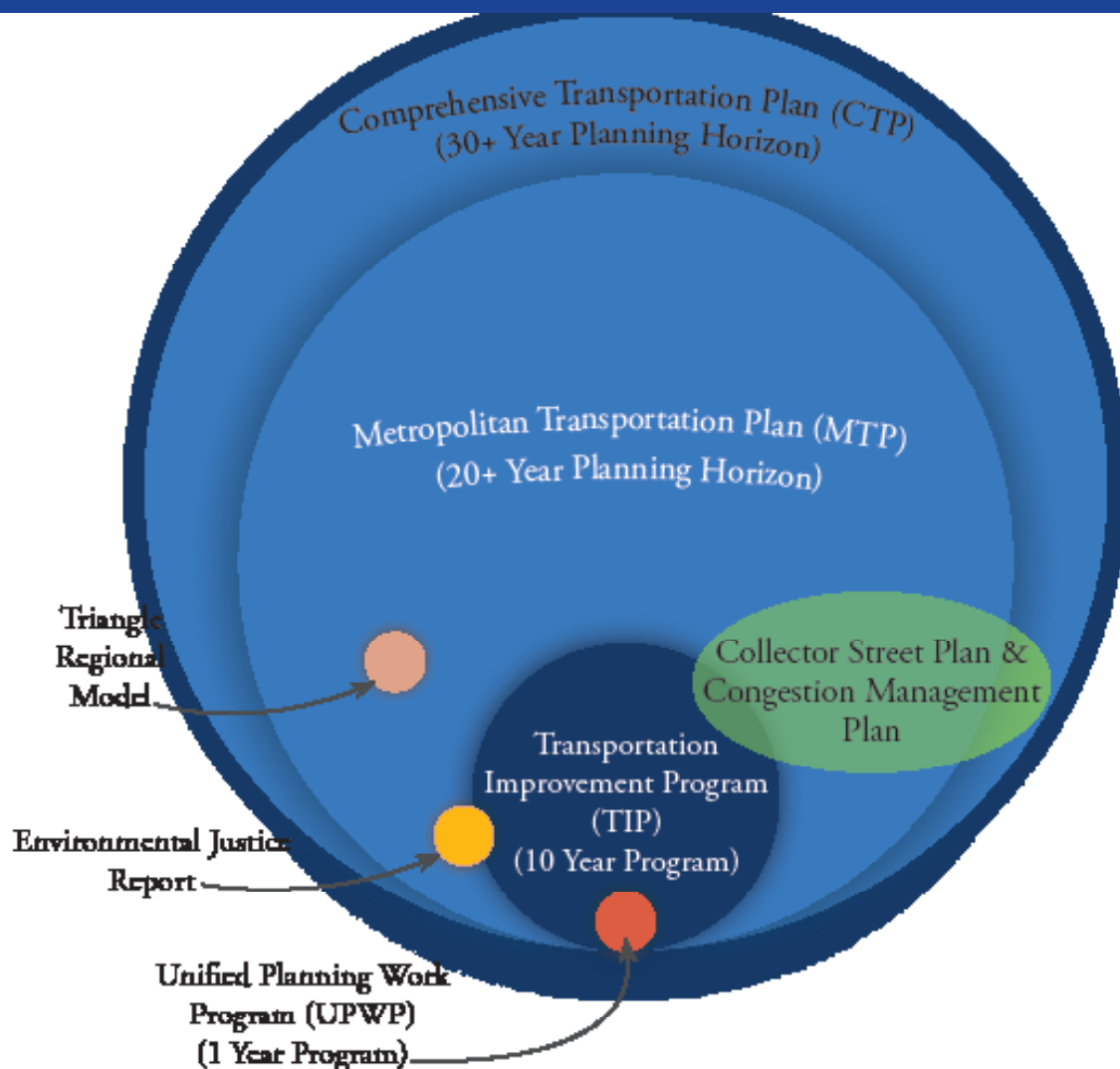
studies; and environmental impact studies. The MPO's current plan is the 2045 MTP, which was adopted in March 2018 and extends through the year 2045. The 2045 MTP is a fiscally constrained subset of the CTP.

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, public transit, bicycle and pedestrian, and rail corridor improvement projects. Any project included in this MTIP must be consistent with the 2045 MTP; this ensures that the MTIP is fiscally constrained by estimated future revenues. The MTIP is also consistent with the first four years of the State Transportation Improvement Program (STIP), as required by federal law. The MTIP can be amended to account for changes in funding or need.

Figure 1. Relationship Between DCHC MPO Plans and Programs



2.4 Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a one-year plan developed to 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 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 six years (2020-2025 in this version) referred to as the delivery program and the latter four years (2020-2024 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 MTIPs from MPOs; and
- Provide opportunity for public comment.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

2020-2029 **2019** **SEPTEMBER 2019**

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

FY2020-2029
Metropolitan Transportation Improvement Program
Adopted December 11, 2019

DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

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

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

Both the MTIP and the STIP are updated frequently 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 FY2020-2029 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 shows the adopted MTIP in STIP format.
 - » Appendix C, which lists all projects submitted for prioritization in P5.0 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.