



FY2020-2029 DRAFT Metropolitan Transportation Improvement Program



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

Metropolitan Transportation Improvement Program

Fiscal Years 2020 - 2029

Adopted xx xx, xxxx

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PLACEHOLDER FOR RESOLUTION

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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

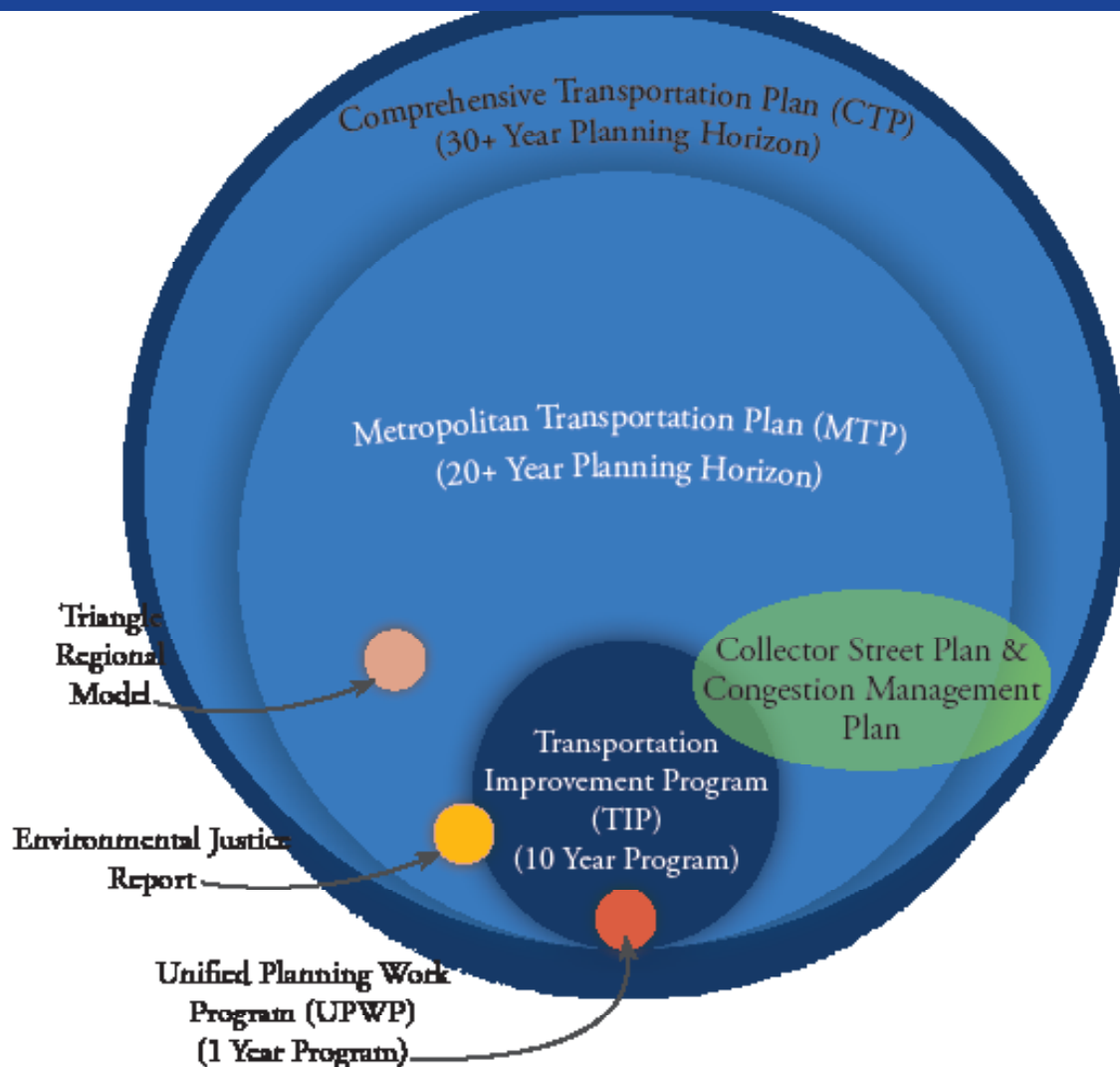
studies; and environmental impact studies. The MPO's current plan is the 2045 MTP, which was adopted in March 2018 and extends through the year 2045. The 2045 MTP is a fiscally constrained subset of the CTP.

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.