



2045 MTP Amendments

MPO Board- September 11, 2019

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Basics

TIP

- ▶ TIP projects must be in the MPO's Metropolitan Transportation Plan (MTP). This is a federal requirement.

SPOT

- ▶ “It is mandatory that a project be in an adopted MTP or consistent with the MTP and in an adopted regional or local plan to be eligible for Local Input Points from the DCHC MPO.” (from Revised Project Selection and Ranking Methodology). This is an MPO requirement.

What is Changing?

- ▶ Highways → entries in Appendix 1 table
- ▶ Transit → text in section 7.3 of report
- ▶ Other Changes → text in section 7.1 and 7.5 of report

Appendix 1 and section 7 of the report with the proposed changes are attached. These will be adopted to enact the Amendment #2.

Highway Changes

-- Changes to Appendix 1 Table --

- ▶ Projects advanced in 2020–2029 STIP. Move from 2035 in MTP to 2025. Marked with **2025** in table.
- ▶ Projects delayed in 2020–2029 STIP. Move from 2025 in MTP to 2035. Marked with **2035** in table.
- ▶ Projects added to MTP. Marked with **Add** in table.
 - To be eligible for SPOT 6.0 submittal
 - To identify large TSM projects (Transportation System Management) so they can be distinguished from the catch-all TSM category

Appendix 1 with the detailed, proposed changes is attached to this agenda item.

Highway Changes

-- Changes to Appendix 1 Table (continued)

- ▶ Existing MTP projects separated into roadway and interchange projects. Marked with **Int** in table.
 - To match how the STIP lists the project
 - To ensure that MPO's access intentions are clear

- ▶ Projects deleted in MTP. These projects were to be built as part of the Durham-Orange Light Rail Transit. Marked with **Del** in table.

- ▶ Project to be consolidated in MTP. To match the STIP project extent for the I-85 widening in Orange County. Marked with **Cons** in table.

Highway Changes

-- Changes to Appendix 1 Table (continued)

- ▶ Highway projects deemed suitable for shared-use-path (SUP) are marked with an asterisk "*" in highway table (i.e., Appendix 1).

EXTRA! EXTRA!
 READ ALL ABOUT IT!

New NCDOT Complete Streets Implementation Guidelines



6 Cost Share

6.1 Complete Street Cost Share

The table below illustrates the funding responsibilities for Complete Streets incorporating bicycle and pedestrian and roadway public transportation facilities.

Complete Street Cost Share			
Facility Type	In Plan	Not in Plan, but Need Identified	Betterment
Pedestrian Facility	NCDOT pays full	Cost Share	Local
Bicycle Facility	NCDOT pays full	NCDOT pays full	Local
Side Path	NCDOT pays full	Cost Share	Local
Greenway Crossing	NCDOT pays full	Cost Share	Local
Bus Pull Out	NCDOT pays full	Cost Share	Local
Bus Stop (pad only)	NCDOT pays full	Cost Share	Local

Bicycle and pedestrian and public transportation facilities that appear in a state, regional or locally adopted transportation plan will be included as part of the proposed roadway project. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing the identified facilities.

Transit Changes

-- Section 7.3 (page 52) --

Project	Description	Need
Central Durham to Chapel Hill premium bus/BRT	Investment would closely approximate the corridor and activity centers of the D-O LRT. Mix of bus lanes, stations, bus signal preemption, etc. The corridor would include, but not be limited to: the former D-O LRT alignment; US 15-501 between Durham and Chapel Hill; US 15-501 bypass in Chapel Hill; US 15-501 bypass in Durham; the NC 147 and NCRR line between downtown Durham and Duke University and Medical Center; and UNC to downtown Carrboro.	D-O LRT suspended. Major commuter corridor and activity centers.
Central Durham to Wake County Premium Bus/BRT	Investment that would connect Central Durham to RTP and western Wake County communities. NC 147 widening will likely add two lanes per direction, and one of those additional lanes could be used as an express/bus lane for premium bus/BRT service.	Align with CAMPO Raleigh-RTP BRT; take advantage of evolving design of NC147 widening project.
Pittsboro to Chapel Hill Premium Bus/BRT	Investment that would connect Pittsboro, Chatham Park, Chapel Hill, and the UNC campus and health care facilities. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Leverage the current bus service in this corridor by connecting to the future North-South BRT in Chapel Hill to create a more efficient, seamless service

Transit Changes

-- Section 7.3 (page 52) (continued)

Project	Description	Need
Hillsborough to Chapel Hill Premium Bus/BRT	Investment that would connect Hillsborough, expanding UNC healthcare and community college facilities, and Chapel Hill. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Leverage the current bus service in this corridor by connecting to the future North-South BRT in Chapel Hill to create a more efficient, seamless service
Durham to Mebane rapid rail service (commuter rail)	Commuter rail investment that would connect Durham to Mebane. The current description is Durham-to-Hillsborough. Changing the description to extend the service to the MPO boundary allows Durham-to-Mebane service to be analyzed.	Consider relatively low-cost expansion of commuter rail to Mebane
Durham to Raleigh Premium Bus/BRT, via US 70	Investment that would upgrade current service between Durham and Raleigh (and 540 and 440) and use the new US 70 freeway conversion. Service and amenity upgrades might include short headways, express service, full service stations, sheltered bus stops, signal preemption, and other characteristics often associated with BRT.	Take advantage of US 70 freeway conversion.

Note: these proposed changes are to regional commuter routes, mostly to replace D-O LRT service. The substantial funding in the 2045 MTP for new and expanded local transit service in the central city/town is not changed.

Transit Changes

-- A few clarifications (continued)

- ▶ These transit changes will permit analysis of transit service in the former Durham–Orange Light Rail Corridor and service that can connect with adjacent areas.
- ▶ The new and expanded service in the 2045 MTP for local transit service in the central city/town and areas outside of these commuter corridors is not changed.

Other Changes

-- Sections 7.1 and 7.5 --

Issue	Description	Report section
Maintain freeway access in urban areas	Add text that MPO will work with NCDOT to maintain freeway access in central business districts, activity centers and intensely developed urban areas	“Major Roadway Access Management” in section 7.1 (page 51)
Consider vehicle speed and volume when designing bicycle facilities	Add text that MPO will consider vehicle speed and volume when determining non-motorized facilities, including shared-use paths.	“Bicycle Facilities” in section 7.5 (page 57)

Schedule

- September 11 -- Board release Amendment #2, and public comment period begins
- October 9 -- Board conducts public hearing
- October 22 -- public comment period ends
- November 13* -- Board adopts Amendment #2 to the 2045 MTP

* Note that the FY 2020–2029 TIP and the Air Quality Conformity Determination Report are related to Amendment #2 and will likely also be adopted at the November 13 Board meeting.