

# SECTION 1

## **Introduction**

### Contents:

Introduction & History

DCHC MPO Board

DCHC MPO Technical Committee

DCHC MPO Members

Map of DCHC MPO Area

MPO 101 Presentation (2012)

Example Actions (Resolutions & Letters)

THIS PAGE INTENTIONALLY LEFT BLANK FOR PRINTING

## INTRODUCTION & HISTORY

### History of MPOs

Metropolitan Planning Organizations (MPOs) were first established in 1962 by Congress to perform transportation planning functions for urbanized areas. The DCHC MPO was founded in 1980. An MPO's coverage is delineated by its Metropolitan Area Boundary (MAB) that includes surrounding areas that are expected to become urbanized within the next twenty years but are not yet within another MPO.

### Early Transportation Planning for the Durham Area

The Durham Urbanized Area was first designated by the Census in 1970 and it consisted of only the City of Durham and a portion of Durham County. The first policy board or Transportation Advisory Committee (TAC) was created for the Durham Urbanized Area in the 1970s. Transportation plans were developed after designation, one in 1972 and one in 1980. The 1980 plan was the first plan to be mutually adopted by the City of Durham, the TAC, and the State. The 1980 Census expanded the Durham Urbanized Area to include the Towns of Chapel Hill and Carrboro and portions of Orange County and the name was changed to the Durham-Chapel Hill-Carrboro Urban Area MPO. In 2014, the MPO TAC changed it's name to the MPO Board.

### DCHC MPO Member Jurisdictions and Agencies

The MPO is comprised of member jurisdictions and agencies that are located in or operate in the Metropolitan Area Boundary. The MPO also has numerous local, regional, and state partners, which are discussed later. Member jurisdictions and agencies are listed below.

Durham County	Town of Hillsborough	Town of Carrboro
Orange County	City of Durham	Triangle Transit
Chatham County	Town of Chapel Hill	NCDOT

### DCHC MPO Board

The MPO Board is comprised of elected officials from each member jurisdiction and serves as the policy board that is responsible for establishing policy, adopting plans, and making decisions on transportation-related planning activities, initiatives, and issues. **MPO Board meetings are held on the second Wednesday of every month.**

### DCHC MPO Technical Committee

The Technical Committee (TC) provides technical recommendations to the MPO Board. The TC is comprised of staff members from member jurisdictions, agencies, and partners. Members include staff from the units of local governments, Triangle Transit Authority, Research Triangle Park, Triangle J Council of Governments, Raleigh-Durham Airport Authority, North Carolina Central University, University of North Carolina at Chapel Hill, Duke University, and Carolina Trailways. **TC meetings are held on the fourth Wednesday of every month.**



THIS PAGE INTENTIONALLY LEFT BLANK FOR PRINTING

# DCHC MPO BOARD MEMBERS

## (APRIL 2016)

NAME	AFFILIATION	MEMBER / ALTERNATE
Pam Hemminger	Town of Chapel Hill	Member
Don Moffitt	City of Durham	Member
Barry Jacobs	Orange County	Member
Bernadette Pelissier	GoTriangle	Member
Ellen Reckhow	Durham County	Member
Brian J. Lowen	Town of Hillsborough	Member
Jim G. Crawford	Chatham County	Member
Jim W. Crawford	NC Board of Transportation	Member
Damon Seils	Town of Carrboro	Member
Steve Schewel	City of Durham	Member
John Sullivan	Federal Highway Administration	Non-Voting Member
Brenda Howerton	Durham County	Alternate
Jenn Weaver	Town of Hillsborough	Alternate
Renee Price	Orange County	Alternate
Lydia Lavelle	Town of Carrboro	Alternate
Ed Harrison	Town of Chapel Hill	Alternate
William V. "Bill" Bell	City of Durham	Alternate
Cheryl McQueary	NC Board of Transportation	Alternate

THIS PAGE INTENTIONALLY LEFT BLANK FOR PRINTING

# DCHC MPO TC MEMBERS

## (APRIL 2016)

<b>NAME</b>	<b>AFFILIATION</b>	<b>MEMBER / ALTERNATE</b>
Ellen Beckmann	City of Durham Transportation	Member
David Bonk	Chapel Hill Planning	Member
Tina Moon	Carrboro Planning	Member
Bergen Watterson	Carrboro Planning	Member
Kumar Neppalli	Chapel Hill Engineering	Member
Brian Litchfield	Chapel Hill Transit	Member
Cara Coppola	Chatham County Planning	Member
Hannah Jacobson	City of Durham Planning	Member
Tasha Johnson	City of Durham Public Works	Member
Laura Woods	Durham County Planning	Member
Linda Thomas Wallace	Durham County Planning	Member
Scott Whiteman	Durham County Planning	Member
Pierre Osei-Owusu	City of Durham/GoDurham	Member
Alison Carpenter	Duke University	Member
Margaret Hauth	Hillsborough Planning	Member
Peter Murphy	Orange Public Transportation	Member
Max Bushell	Orange County Planning	Member
Tom Altieri	Orange County Planning	Member
Corey Liles	Research Triangle Foundation	Member
John Hodges-Copple	Triangle J Council of Governments	Member
Patrick McDonough	GoTriangle	Member
Michael Landguth	Airport Authority	Member
Starla Huggins/Colonel Randall	NCCU	Member
Richard Carter	Greyhound	Member

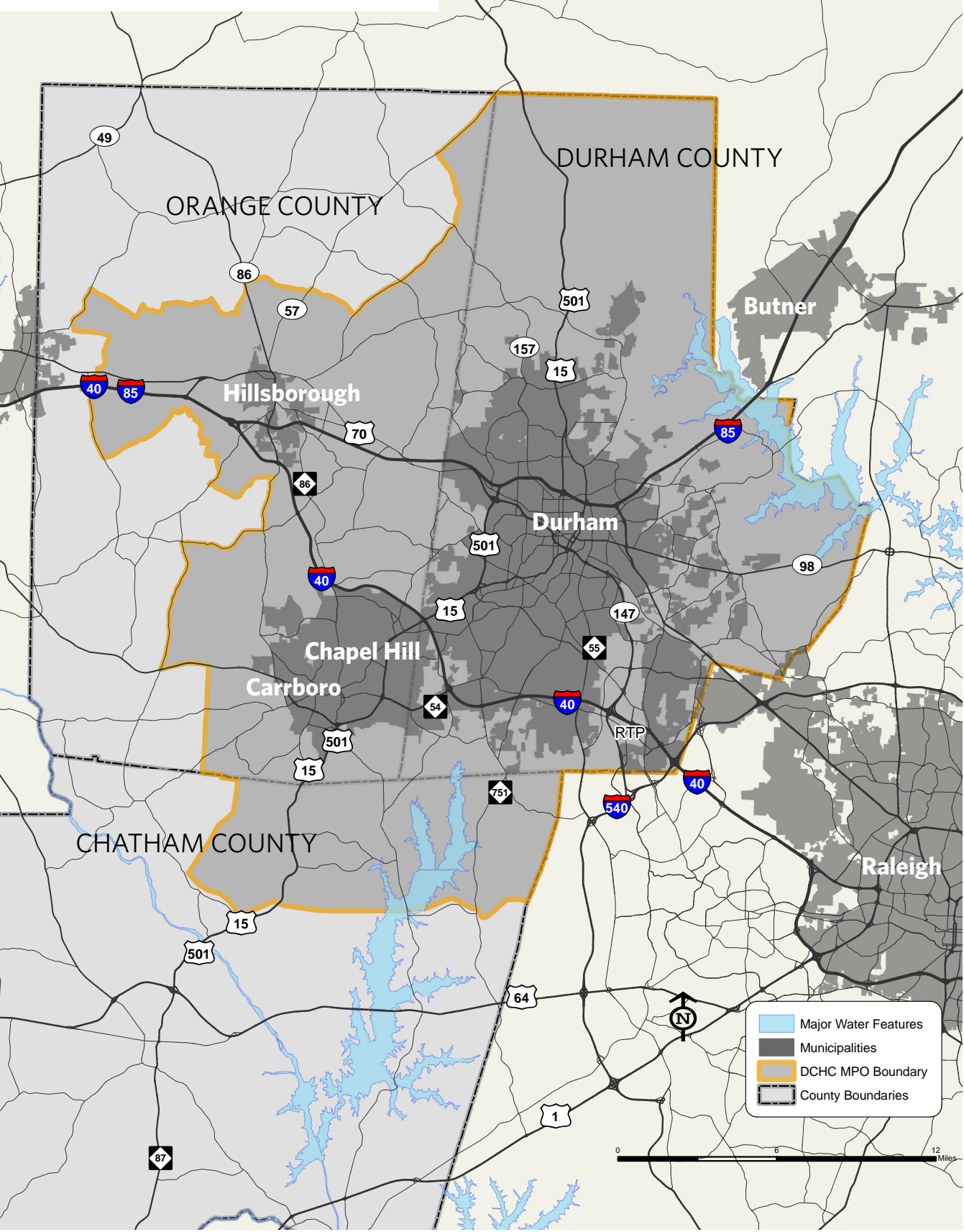
# DCHC MPO TC MEMBERS

## (APRIL 2016)

<b>NAME</b>	<b>AFFILIATION</b>	<b>MEMBER / ALTERNATE</b>
Joey Hopkins	NCDOT, Division 5	Member
Battle Whitley	NCDOT, Division 5	Alternate
David Keilson	NCDOT, Division 5	Alternate
Mike Mills	NCDOT, Division 7	Member
Ed Lewis	NCDOT, Division 7	Alternate
Patrick Wilson	NCDOT, Division 7	Alternate
Brandon Jones	NCDOT, Division 8	Member
Darius Sturdivant	NCDOT, Division 8	Alternate
Julie Bollinger	NCDOT TPB	Member
Kelly Becker	NCDOT Traffic Operations	Member
Patricia McGuire	Carrboro Planning	Alternate
Kayla Seibel	Chapel Hill Planning	Alternate
Mila Vega	Chapel Hill Transit	Alternate
Hilary Pace	Chatham County Planning	Alternate
Lisa Miller	Durham City/County Planning	Alternate
Ed Venable	Durham City/County Planning	Alternate
Patrick Young	Durham City/County Planning	Alternate
Harmon Crutchfield	City of Durham Transportation	Alternate
Tom King	Hillsborough Planning	Alternate
Craig Benedict	Orange County Planning	Alternate
Lisa Jemison	Research Triangle Foundation	Alternate
Geoff Green	GoTriangle	Alternate



# DCHC MPO Urbanized Area (2014)



THIS PAGE INTENTIONALLY LEFT BLANK FOR PRINTING



# MPO 101

## AN INTRODUCTION TO THE PURPOSE AND FUNCTION OF AN MPO

DeLania L. Hardy, Association of MPOs

Craig Lyon, Anchorage Metro Area Transportation Solutions

---



# Purpose

---

- What is an MPO?
- MPO requirements
- Relationship of MPOs to the larger picture of transportation planning
- Federal law



## What is an MPO?

---

- A transportation **policy-making and planning body** with representatives of local, state & federal government and transportation authorities
- Federal law **requires** in **urbanized areas** of 50,000 +
- 384 MPOs in the US
- Ensures federal spending on transportation occurs through a **comprehensive, cooperative, and continuing (3-C) process**
- Variety of **organizational arrangements** – “hosted” by another agency; stand-alone; existing agency designated as MPO



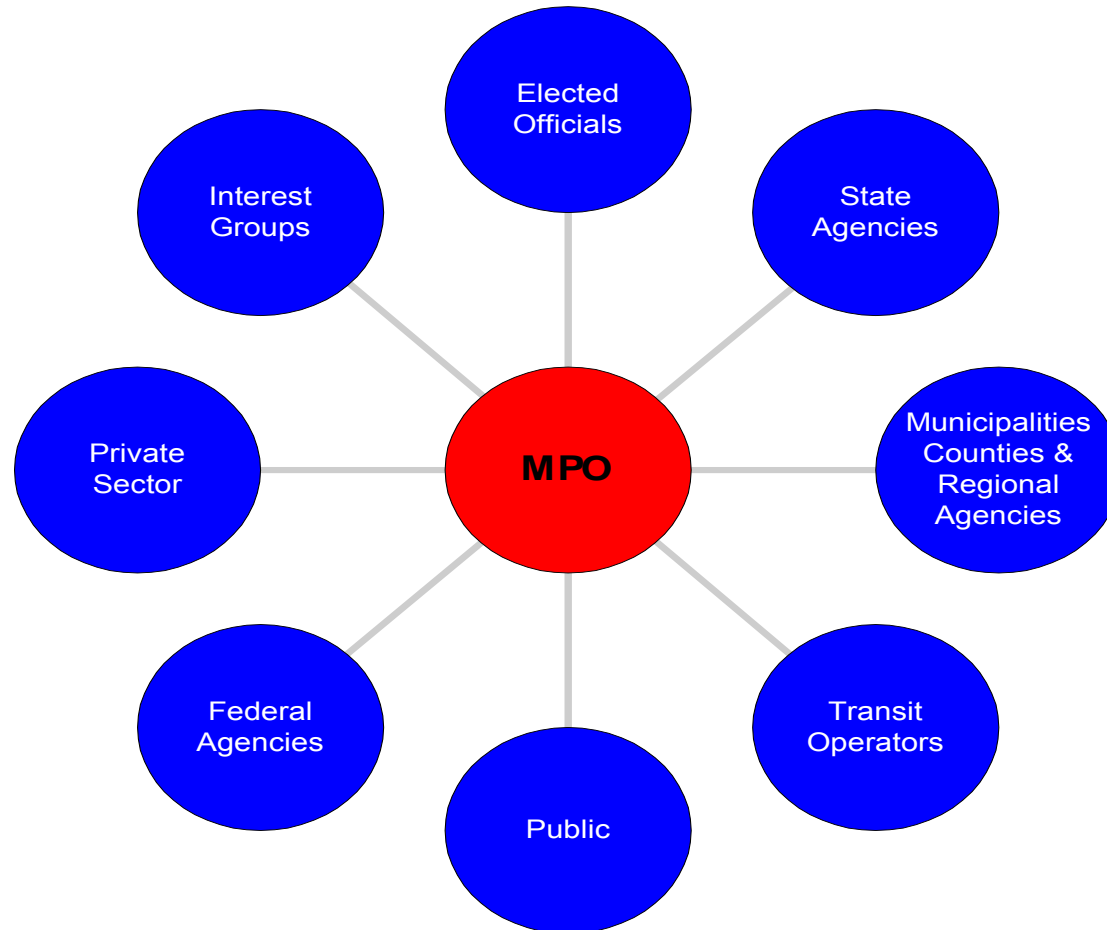
## Federal Finances for an MPO

---

- MPOs receive Federal funds
  - Highway
  - Transit
- 20% match requirement to the Federal funds



# Who is the MPO?





## Why an MPO?

---

- Transportation investment means **allocating scarce transportation funding resources** appropriately
- Planning needs to reflect the **region's shared vision** for the future
- Requires a **comprehensive examination** of the region's future and investment alternatives
- MPO **facilitates collaboration** of governments, interested parties, and residents







## MPO Federally Required Functions

---

- Establish a setting – fair & impartial
  - Evaluation of transportation alternatives
  - Maintain a Metropolitan Transportation Plan (MTP)
  - Develop a Transportation Improvement Program (TIP)
  - Involve the public – residents and key affected subgroups
- 



# MPO Products

	Time Horizon	Contents	Update Requirements
Unified Planning Work Program	1-2 years	Planning Studies Tasks Budget	Annual
Metropolitan Transportation Plan	20 years (minimum)	Future Goals Strategies and Products	4 years for air quality nonattainment and maintenance areas; 5 years for air quality attainment areas
Transportation Improvement Program	4 years	Transportation Investment Projects	4 years



## Subjects for MPO Long Range Plans

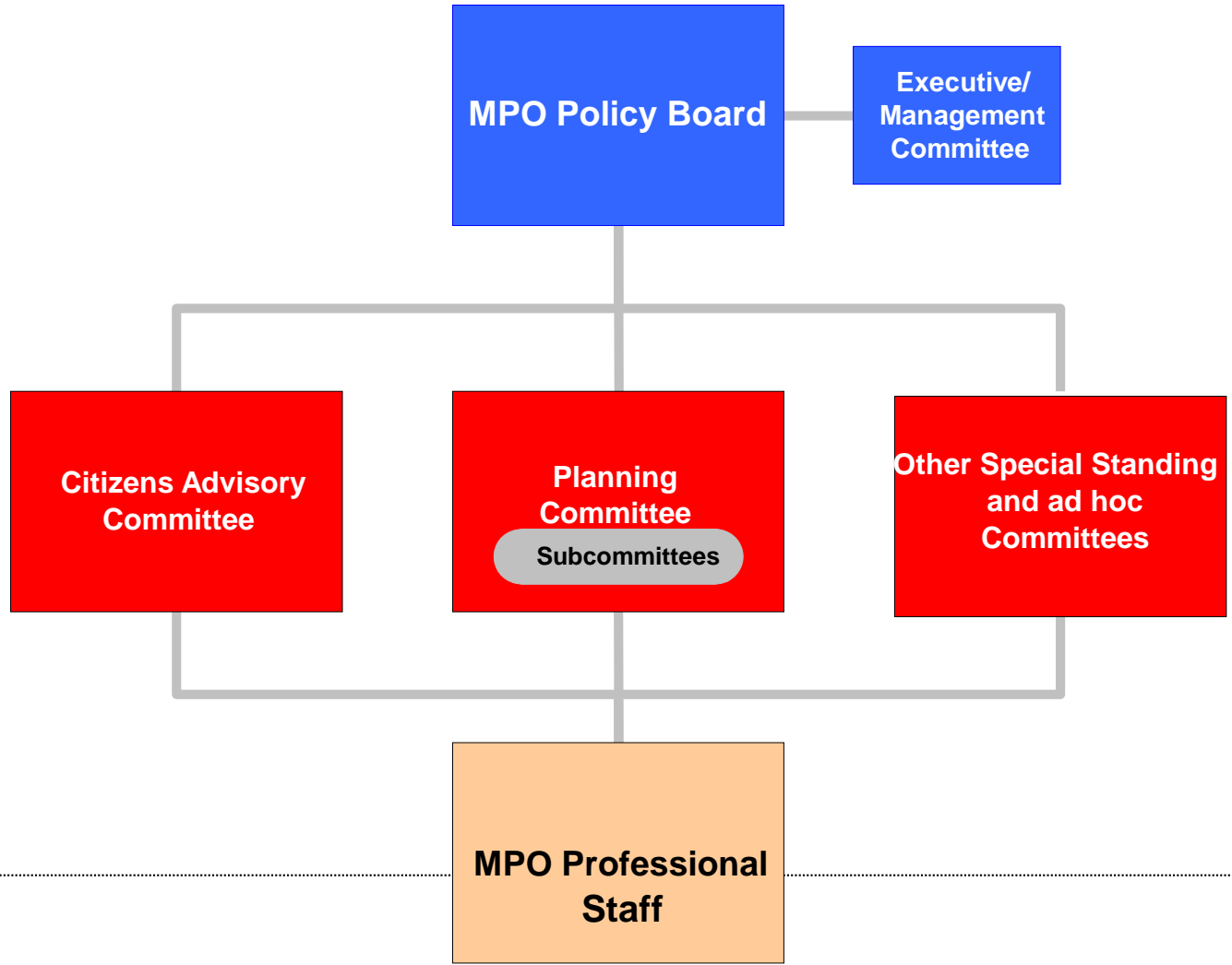
---

MAP 21 required planning factors:

- **Economic vitality**
- **Safety**
- **Security**
- **Accessibility and mobility**
- **Environmental areas, promote energy conservation, improve the quality of life**
- **Integration and connectivity**
- **Management & operations**
- **Preservation**



# “Typical” MPO Structure



## “Typical” MPO Structure

---

### Planning Committee:

- An advisory body to the MPO Board for transportation issues, primarily technical in nature
- Oversees MPO technical work and develops recommendations on projects and programs for Board consideration
- Meets on regular schedule
- Usually comprised of staff-level officials of local, state & federal agencies



# “Typical” MPO Structure

---

## Citizen Advisory Committee

- Acts in an advisory capacity to MPO on public involvement strategies
- Meets regularly to review and develop plans and also assists in organizing and managing public meetings and comments
- Comprised of members of the public
  - Often appointed by localities and MPO policy board
  - May include representatives of community, environmental & other interested parties



## Resources

---

- Transportation Planning Capacity Building Program – [www.planning.dot.gov/metro.asp](http://www.planning.dot.gov/metro.asp)
  - *The Metropolitan Transportation Planning Process: Key Issues – A Briefing Notebook for MPO Board Members*
- Association of Metropolitan Planning Organizations (AMPO) [www.ampo.org](http://www.ampo.org)



## Resources

---

- Federal Highway Administration  
([www.fhwa.dot.gov](http://www.fhwa.dot.gov))
- FHWA Resource Centers  
([www.fhwa.dot.gov/resoucecenter](http://www.fhwa.dot.gov/resoucecenter))
- Federal Transit Administration  
([www.fta.dot.gov](http://www.fta.dot.gov))





February 4, 2013

Secretary of Transportation Anthony Tata  
N.C. Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Tata:

Congratulations on your appointment as Secretary of Transportation. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the long-range transportation planning organization for the Durham urbanized area and includes all of Durham County and portions of Orange and Chatham counties. Our policy board, the Transportation Advisory Committee, and the staff of the MPO look forward to working with you and your administration on transportation issues.

There is great support for alternative transportation modes in the DCHC MPO region. The region is home to three universities, Duke, N.C. Central, and UNC-Chapel Hill, that increasingly rely on walking, biking, and transit as a means for students and staff to access campus. The DCHC MPO has a policy that allocates all of our directly allocated Surface Transportation Program funds (STPDA) to non-highway projects, more than \$4 million annually. Three public and one private fixed-route transit systems serve the DCHC MPO region, Durham Area Transit Authority, Chapel Hill Transit, Triangle Transit, and Duke University Transit. And voters in both Orange and Durham counties recently approved referenda for a half-cent sales tax increase devoted to bus and rail transit improvements.

In recent months there has been discussion by NCDOT staff and the Board of Transportation regarding an increase in funding for bicycle and pedestrian projects throughout the state. On January 9, the DCHC Transportation Advisory Committee unanimously voted to support increased bicycle and pedestrian funding. Among the reasons cited for this support were the following:

- Health and environmental benefits of walking and biking.
- Improved safety for cyclists and pedestrians, who accounted for about 16 percent of North Carolina highway fatalities in 2012. In contrast, less than 0.5% of the State's transportation budget goes towards the bicycle and pedestrian program.
- Improved walking and cycling routes to schools. State funding for school transportation has decreased. Providing facilities that allow more children to safely walk and bike to school can help alleviate transportation costs and promote more healthy and active youth.
- Improved bicycle and pedestrian connectivity between transit routes and residences, workplaces, shopping, and other destinations. Nearly all transit trips start or end with a walking

or cycling trip. Bicycle and pedestrian connectivity will be essential to the successful implementation of our regional transit system.

- Increased bicycle and pedestrian funding is also essential to support NCDOT's Complete Streets Policy, which in many ways is based on the policies put into place in Charlotte when Governor McCrory was mayor.

While there may be some concerns on the significant percentage increase that the proposal would represent from current funding levels, please note that the proposed funding level still represents a small percentage of the State's overall transportation budget. According to information shared at the December Board of Transportation meeting, the proposed funding level is only 2.2% of the total of all fourteen Divisions' equity dollars. This percentage is much more consistent with the funding level that NCDOT's local and regional stakeholders recommended at the seven statewide investment summits held in 2012. The average recommendation from these seven summits was that 2.4% of the State's budget should go towards bicycle and pedestrian projects.

Many of the identified needs for bicycle and pedestrian facilities are along state-maintained roadways; therefore it is reasonable that there be a state role in funding these improvements, even if the projects are designed and constructed by local governments. There has been concern that bicycle and pedestrian projects are susceptible to delays. In order to address this concern, we encourage NCDOT to partner with MPOs, RPOs, and local governments across the state to discuss implementation strategies to ensure that projects are delivered in a timely, efficient manner.

While we heartily endorse the proposal to increase funding for bicycle and pedestrian projects, we also have some recommendations for ways that the State can better support the implementation of bicycle and pedestrian facilities. The current proposal focuses on the construction needs for "shovel-ready" projects. We recommend that the Department simultaneously look at ways that it can better determine, evaluate, and support longer-term bicycle and pedestrian needs. Assisting local governments with project design, permitting, and right-of-way acquisition will help ensure that more projects are ready to be constructed when funding becomes available.

In addition, the Department should reconsider the funding of incidental sidewalks in its Pedestrian Policy Guidelines. This policy requires up to a fifty percent local match for sidewalks that are constructed as part of highway projects. To be consistent with the Complete Streets Policy, NCDOT should treat these incidental sidewalks as transportation elements necessary to provide a complete multi-modal transportation project, and the funding for these sidewalks should not require a local contribution. Making this change would demonstrate the Department's commitment to Complete Streets and build many miles of new sidewalks across the State.

The DCHC MPO recognizes the limited state and federal transportation funding and the tremendous transportation needs in North Carolina. We understand that the proposal for increased bicycle and pedestrian funding will not result in an overall increase in transportation funding and that some highway funding will need to be re-allocated to support this proposal. We accept this trade-off and believe that the

benefits of more bicycle and pedestrian facilities outweigh the negative impacts the proposal may have on highway projects.

We appreciate your consideration of our position on this important matter, and we look forward to working with you to improve transportation in North Carolina.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Reckhow", with a long horizontal flourish extending to the right.

Ellen Reckhow, Chair

Transportation Advisory Committee

cc: NC Board of Transportation Members  
DCHC MPO TAC members and alternates  
Lauren Blackburn, Director, NCDOT Division of Bicycle and Pedestrian Transportation  
Wally Bowman, PE, NCDOT Division 5  
Mike Mills, PE, NCDOT Division 7  
Richard Hancock, PE, NCDOT Division 8

THIS PAGE INTENTIONALLY LEFT BLANK FOR PRINTING

**RESOLUTION TO ENDORSE FUNCTIONAL CLASSIFICATION REVISIONS FOR U-4763B**

**February 8, 2012**

A motion was made by TAC Member MIKE WOODARD and seconded by TAC Member ELLEN RECKHOW 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 Transportation Advisory Committee supports the functional classification of the new tolled segment of NC 147 (U-4763B) from SR 2145 (NC 147 spur) to NC 540 as a Freeway/Expressway; and

**WHEREAS**, the TAC also supports revising the functional classification of SR 2145 (NC 147 spur) from I-40 to the new tolled segment of NC 147 from Principal Arterial to Freeway/Expressway; and

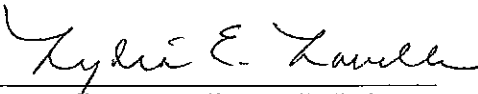
**WHEREAS**, the TAC also supports revising the functional classification of SR 2028 (T.W. Alexander Dr.) between SR 2145 (NC 147 spur) and NC 54 from Principal Arterial to Collector; and

**WHEREAS**, the TAC also supports removing the functional classification of SR 2145 (NC 147 spur) between SR 2028 (T.W. Alexander Dr.) and the new tolled segment of NC 147; and

**WHEREAS**, the changes to the functional classifications will be used as a planning tool by the North Carolina Department of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

**WHEREAS**, the changes to the functional classifications will also be used for future funding eligibility purposes;

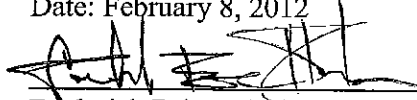
**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the proposed functional classification revision to add the new tolled segment of NC 147 (U-4763B) from SR 2145 (NC 147 spur) to NC 540 as a Freeway/Expressway, change SR 2145 (NC 147 spur) from I-40 to the new tolled segment of NC 147 from Principal Arterial to Freeway/Expressway, change SR 2028 (T.W. Alexander Dr.) between SR 2145 (NC 147 spur) and NC 54 from Principal Arterial to Collector, and remove the functional classification of SR 2145 (NC 147 spur) between SR 2028 (T.W. Alexander Dr.) and the new tolled segment of NC 147 provided here on this, the 8<sup>th</sup> day of February, 2012.

  
Lydia E. Lavelle, TAC Chair

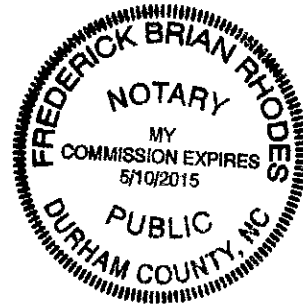
Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: February 8, 2012



Frederick Brian Rhodes, Notary Public  
My commission expires: May 10, 2015





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

March 21, 2013

The Honorable Governor Pat McCrory  
20301 Mail Service Center  
Raleigh, NC 27699-0301

Speaker of the House Thom Tillis  
16 W. Jones St., Room 2304  
Raleigh, NC 27601-1096

Senate President Pro Tempore Phil Berger  
16 W. Jones St, Room 2008  
Raleigh, NC 27601-2808

Dear Governor McCrory, Speaker Tillis, and Pro Tem Berger:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's long range metropolitan transportation plan includes a balanced mix of highway, rail, bus, bicycle, and pedestrian investments to serve our region's growing transportation needs. We would like to take this opportunity to describe the rail projects that we are developing in coordination with Triangle Transit and the NC Capital Area MPO.

Our MPO has two planned rail projects: a light rail line between Durham and Chapel Hill and a regional rail line between Durham and Raleigh. These projects are currently in the planning stage, and we aren't seeking state funding at this time. With the successful passage of local referenda to support a new half-cent sales tax for public transportation in Durham and Orange counties, we are currently actively working on the Durham to Chapel Hill light rail project. We expect to continue with planning work and development of the required environmental review document over the next couple of years before requesting any state funding contribution. The planning and environmental work will provide an opportunity to better define the costs and design of this project. It will also allow us time to discuss our project with state leaders and address any concerns that you may have.

Our region is looking at rail transit as an addition to our existing transportation network for many reasons. The Durham-Chapel Hill metro area was the 35<sup>th</sup> fastest growing metro area in the country between April of 2010 and July of 2012, and the Raleigh-Cary metro area was the 9<sup>th</sup> fastest growing metro area. Our transportation network must be expanded and improved to keep pace with population and economic growth in the Triangle. Road expansion alone is increasingly inadequate to address the growth in our region. We recognize that there is simply not enough funding to address all of our transportation needs in the State. In this environment, we feel that it is most prudent to include transit in our long-range planning as an alternative to traveling on congested roadways.

In addition, the continued economic growth of our region and the State is dependent on being able to offer new businesses and residents the transportation amenities that they desire. As we recover from the economic downturn, we believe that we should make sure that our transportation system supports economic growth and is responsive to the business community's needs. Our region's Chambers of Commerce and the Research Triangle Foundation support our transit plans, including advocacy for the transit referenda and integration of transit into their long range planning and business recruitment strategies.

Our long-range planning for transportation, including transit, is responsive to our community's needs and will offer a long-term economic benefit to the State of North Carolina. While we continue to work on the background planning and design, we hope to begin a dialogue with state leaders on our projects. We look forward to continued conversations with you on transit's role in the State's transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Reckhow", with a long horizontal flourish extending to the right.

Ellen Reckhow, Chair

Transportation Advisory Committee

Cc: DCHC MPO TAC  
Secretary Anthony Tata, NCDOT  
Michael Smith, Incoming NCDOT Division 5 Board of Transportation Member  
Cheryl McQueary, Incoming NCDOT Division 7 Board of Transportation Member



**RESOLUTION TO SUPPORT H.R. 3494 AND S. 1708 TO ESTABLISH NATIONAL  
BICYCLE AND PEDESTRIAN SAFETY PERFORMANCE MEASURES**

**December 11, 2013**

A motion was made by TAC Member DAMON SEILS and seconded by TAC Member DIANE CATTEI for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

**WHEREAS**, between 2008 and 2011, overall traffic deaths in the United States decreased by over 15 percent; however, during that same period, pedestrian and bicycle fatalities increased from 12 percent to 16 percent of all traffic deaths; and

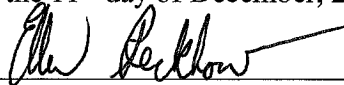
**WHEREAS**, less than 0.5 percent of federal Highway Safety Funds are spent on bicycle and pedestrian safety; and

**WHEREAS**, in 2012 Congress mandated that the United States Department of Transportation (USDOT) set performance goals, including safety goals. In response to this mandate, however, the USDOT has not set a safety goal for non-motorized transportation.

**WHEREAS**, H.R. 3494 and S. 1708 would require the USDOT to set a non-motorized safety performance measure; and

**WHEREAS**, having a national performance measure would require states to also set targets for reducing bicycle and pedestrian fatalities and injuries;

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the approval of H.R. 3494 and S. 1708 provided here on this, the 11<sup>th</sup> day of December, 2013.

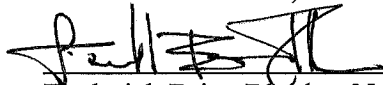


Ellen Reckhow, TAC Chair

Durham County, North Carolina

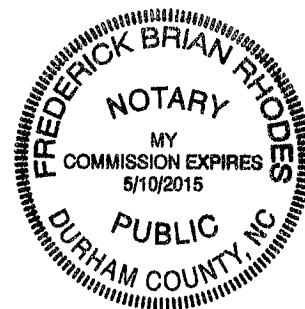
I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: December 11, 2013



Frederick Brian Rhodes, Notary Public

My commission expires: May 10, 2015



IN WITNESS WHEREOF, I have hereunto set my hand and seal of office at the City of Providence, State of Rhode Island, this 15th day of June, 1915.

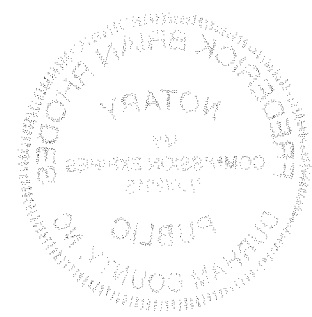
JOSEPH W. CHASE

Notary Public

My commission expires on the 15th day of June, 1917.

*[Handwritten signature]*

*[Handwritten signature]*



113TH CONGRESS  
1ST SESSION

# H. R. 3494

To amend title 23, United States Code, with respect to the establishment of performance measures for the highway safety improvement program, and for other purposes.

---

## IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 14, 2013

Mr. BLUMENAUER (for himself, Mr. COBLE, Mr. MCCAUL, and Mr. DEFazio) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

---

## A BILL

To amend title 23, United States Code, with respect to the establishment of performance measures for the highway safety improvement program, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. ESTABLISHMENT OF PERFORMANCE MEAS-**  
2 **URES FOR HIGHWAY SAFETY IMPROVEMENT**  
3 **PROGRAM.**

4 Section 150(c)(4)(B) of title 23, United States Code,  
5 is amended by inserting "for both motorized and non-  
6 motorized transportation" before the period at the end.

○