



UNIFIED PLANNING WORK PROGRAM

2023

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

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**Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) Resolution
Approving the FY2023 Unified Planning Work Program of the DCHC MPO for FTA and FHWA**

A motion was made by MPO Board Member _____ and seconded by MPO Board Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO); and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Federal Transit Administration (FTA) Metropolitan Planning Program funds; and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2023.

Now therefore, be it resolved that the MPO Board hereby endorses the FY2023 Unified Planning Work Program for the DCHC MPO Urban Area.

I, Wendy Jacobs, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the day of _____, 2022.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

I certify that Board Chair, Wendy Jacobs personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: _____

Kayla Peloquin Notary Public
My commission expires: May 10, 2020

Resolution Certifying the Durham Chapel-Hill Carrboro Metropolitan Planning Organization Transportation Planning Process for FY2023

Whereas, the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) Board has found that the MPO 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;

Whereas, the MPO Board has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c));

Whereas, the MPO Board has found the transportation planning process to be in full compliance with Title VI of the 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. 794;

Whereas, the MPO Board has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

Whereas, the MPO Board has considered how the transportation planning process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101- 336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

Whereas, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming Metropolitan Transportation Plan (MTP);

Whereas, the MTP has a planning horizon year of 2045, and meets all the requirements for an adequate MTP,

Now therefore, be it resolved that the DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the ____ day of _____, 2022.

Wendy Jacobs,
Board Chair

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

CFR 450.334 - The State and MPO shall annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPO as they review their processes and programs for self-certification.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]. Response: Yes
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
Response: Yes, the policy board includes elected officials/representatives of Durham City, Durham County, Town of Carrboro, Town of Chapel Hill, Town of Hillsborough, Orange County, Chatham County, NCDOT BOT and GoTriangle (regional transit representative).
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] Response: Yes
4. Is there a currently adopted Unified Planning Work Program? [23 CFR 450.314] Response: Yes.
 - a. Is there an adopted prospectus? Yes
 - b. Are tasks and products clearly outlined? Yes
 - c. Is the UPWP consistent with the MTP? Yes
 - d. Is the work identified in the UPWP completed in a timely fashion? Yes
5. Does the area have a valid transportation planning process? Response: Yes [23 U.S.C. 134; 23 CFR 450]
 - a. Is the transportation planning process continuous, cooperative and comprehensive? Yes
 - b. Is there a valid MTP? Yes
 - c. Did the MTP have at least a 20-year horizon at the time of adoption? Yes
 - d. Does it address the eight planning factors? Yes,
 - e. Does it cover all modes applicable to the area? Yes
 - f. Is it financially constrained? Yes
 - g. Does it include funding for the maintenance and operation of the system? Yes
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)? Yes
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)? Yes

6. Is there a valid TIP? [23 CFR 450.324, 326, 328, 330, 332] Response: Yes
 - a. Is it consistent with the MTP? Yes
 - b. Is it fiscally constrained? Yes
 - c. Is it developed cooperatively with the state and local transit operators? Yes.
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor? Yes

7. Does the area have a valid CMP? (TMA only) [23 CFR 450.320] Response: Yes
 - a. Is it consistent with the MTP? Yes
 - b. Was it used for the development of the TIP? Yes
 - c. Is it monitored and reevaluated to meet the needs of the area? Yes

8. Does the area have a process for including environmental mitigation discussion in the planning process? Yes
 - a. How? Through periodic meeting with environmental resource agencies and involving the agencies in the MTP process.
 - b. Why not? N/A

9. Does the planning process meet the following requirements? Response: Yes.
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended 42 U.S.C. 2000d-1 and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. MAP-21/FAST Act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 Sections 42 U.S.C. 12101 et seq. and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended 42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 29 U.S.C. 794 and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

10. Does the area have an adopted PIP/Public Participation Plan? [23 CRR 450.316 (b)(1)]? Yes
 - a. Did the public participate in the development of the PIP? Yes
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? Yes.
 - c. Is adequate notice provided for public meetings? Yes.
 - d. Are meetings held at convenient times and at accessible locations? Yes.
 - e. Is public given the opportunity to provide oral/written comment on planning process? Yes.
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? Yes.
 - g. Is PIP employ visualization and interactive mapping? Yes.
 - h. Are plans and documents available in an electronic accessible format, i.e. MPO website? Yes

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? Yes
 - a. How? Through inter-agency coordination, and collaboration
 - b. Why not? N/A

DCHC MPO Title VI Assurances

The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) (hereinafter referred to as the “Recipient”) HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds 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 for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each “program” and each “facility” as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

The DCHC MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Wendy Jacobs, MPO Board Chair

Date

Aaron Cain
Interim DCHC MPO Manager

Date

Introduction

The DCHC MPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. The Fixing America's Surface Transportation Act (FAST Act) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

"(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)...

(c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the Prospectus for Continuing Transportation Planning for the Durham Chapel-Hill Carrboro Metropolitan Planning Organization, most recently approved by the TAC on November 10, 2021. The Prospectus was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains project descriptions for special projects and FTA projects. Special project descriptions are provided by the responsible agency. FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Section 104(f) funds are designated for MPO planning and are used by the Lead Planning Agency to support MPO planning functions. Section 133(b)(3)(7) funds are the portion of STBG-DA (formerly STP-DA) funds identified in the UPWP for MPO planning. The LPA and MPO jurisdictions use these funds to support the MPO planning functions and regional special projects, such as corridor studies, Community Vinz update, Regional Freight Plan implementation and update, transportation performance measurement, data collection geo-database enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc.

The Federal Transit Administration's Section 5303 are a source of funds for transit planning for Chapel Hill Transit (CHT), GoDurham, and the LPA. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies may also use portions of their Section 5307 funds for planning. These funds must be approved by the MPO Board as part of the UPWP approval process.

FY2023 UPWP Activities

DCHC MPO activities and emphasis areas for the FY23 UPWP are summarized as follows:

- Development of the 2050 Metropolitan Transportation Plan (MTP)
- With the cancellation of SPOT 6.0, work with NCDOT on the STIP reprogramming and the development of the FY2024-2033 TIP
- Continue to explore integrating Big data (StreetLight, HERE, etc.) and open data sources for technical and modeling processes
- TRM Generation-G2 (2016 and 2020) base year: maintenance, enhancement, and update. Evaluate and analyze future direction of TRM G2 for project application, enhancement and preparation. Evaluate use for 2055 MTP
- TRM-v6.2, 2016 base year and 2050 MTP development: maintenance and application in projects and 2050 MTP amendments
- Update CTP and process amendments as necessary and required
- Update 2050 MTP and process amendments as necessary and required
- Update and QC of base year data collection/inventory
- Rolling (continuous) surveys; i.e. household, transit onboard, cordon, etc.
- Continue regional transit implementation and coordination, i.e., CRT and BRT
- Congestion Management Process (CMP)/Mobility Report Card (MRC) data analysis update
- Implementation of the Regional Freight Plan, including participation stakeholder group
- Continue to implement FAST Act Metropolitan Planning requirements
- Monitor ADA Transition Plan and Self-Assessment
- Update and monitoring of Title VI compliance
- Update and monitoring of EJ and LEP
- Update and monitoring of Safety Targets
- Update and monitoring of Transit Asset Management (TAM) and State of Good Repair Targets.
- Continuation of routine planning- TIP, UPWP, Data monitoring and monitoring system, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects and programs, such as transportation resilience planning
- Continuation of the MPO website update, enhancement and application (portals) development
- Update and enhancement of the MPO geo-database enterprise
- Other 3-C planning process activities, management, and operations

Metropolitan Planning Factors & Federal Requirements

Federal transportation regulations require MPOs to consider specific planning factors when developing transportation plans and programs in the metropolitan area. Current legislation calls for MPOs to conduct planning that:

1. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increases the safety of the transportation system for motorized and non-motorized users;
3. Increases the security of the transportation system for motorized and non-motorized users;
4. Increases the accessibility and mobility of people and for freight;
5. Protects and enhances the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promotes efficient system management and operation;
8. Emphasizes the preservation of the existing transportation system.
9. Improves the resiliency and reliability of the transportation system and reduces or mitigates stormwater impacts of surface transportation; and
10. Enhances travel and tourism

In addition, livability principles are to be considered in the metropolitan planning process activities. These principles are:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investments, and
6. Value communities and neighborhoods.

Each of these factors is addressed through various work program tasks discussed below.

Public Involvement and Title VI

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. Emphasis is placed on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

Metropolitan Transportation Plan (MTP)

The MPO is responsible for developing a Metropolitan Transportation Plan (MTP) for a minimum of 20-year time horizon in cooperation with the State, MPO member agencies and with local transit operators. The MTP is produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), North Carolina Department of Environmental Quality (NCDEQ) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process. The MTP must include the following:

- Vision, Goals, and Objectives;
- Land use impacts;
- Identification and assessment of needs;
- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system;
- A discussion of types of potential environmental mitigation activities and potential areas to carry out

these activities;

- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment and other strategies to preserve existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; and
- Proposed transportation and transit enhancement activities

Transportation Improvement Program (TIP)

The DCHC MPO is responsible for developing a Transportation Improvement Program (TIP) with a ten-year time horizon in cooperation with the State, MPO member agencies, and local transit operators. The TIP is produced through a planning process which involves the region's local governments, the NCDOT, local jurisdictions and residents of the metropolitan area. The TIP must include the following:

- A list of proposed federally supported projects and strategies to be implemented during TIP period;
- Proactive public involvement process;
- A financial plan that demonstrates how the TIP can be implemented; and
- Descriptions of each project in the TIP.

Transportation Management Area (TMA) and Congestion Management Process (CMP)

TMA's, such as DCHC MPO, have urbanized area population over 200,000, and must also address the following: Plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators. A Congestion Management Process must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan strategy of new and existing transportation facilities, through use of travel demand reduction and operations management strategies.

Air Quality Conformity Process

Currently, the DCHC MPO is designated as attainment for the National Ambient Air Quality Standards (NAAQS). On February 16, 2018, there was a decision from the D.C. Circuit Court in the South Coast Air Quality Management District v. EPA. Per the Circuit Court decision, The Raleigh-Durham-Chapel Hill area is considered an orphan maintenance area and based on the EPA guidance of November 2018, the area will need to demonstrate transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS. This conformity can be demonstrated without a regional emission analysis (REA) pursuant to 40 CFR 93.109(c). Though not required, the Triangle region air quality partners have decided to continue to implement activities including an air quality regional analysis on its MTP and TIP. NCDOT and TJCOG will assist the MPOs in performing this REA on MTP projects.

FY2023 Emphasis Areas and Special Projects Descriptions

Special emphasis projects for the FY2023 UPWP are described below.

Triangle Regional Model (TRM) - Major Model Enhancement

DCHC MPO will continue to review and analyze travel demand and air quality models to determine feasible enhancements to the procedures that are used in the TRM area. DCHC MPO will continue to perform regional travel demand, and micro simulation model runs for existing and future projects.

Upon completion of the TRM-V6, the TRM Service Bureau and regional stakeholders will commence revisions and enhancements to respond to the needs and policies of the DCHC MPO and other stakeholders. A first task will be to identify and select enhancements for implementation based on the needs of partners, including local governments, and on the feasibility and costs of desired enhancements. Enhancements within the DCHC MPO include enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies, network quality checks, improved transit ridership forecasting, incorporating tools for policy analysis and responding to policy questions, improving HOV/HOT tools and parking sensitivity enhancements.

Additional technical enhancements have also been proposed relative to trip generation, destination choice, and mode choice. Integrated land use and transportation modeling is addressed in a separate item below. Specific activities to develop model enhancements include; staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NCDOT, GoTriangle, CAMPO), consultant assistance in preparing technical specifications and in developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration.

The TRM is a regional project, and it is possible that some enhancements sought by DCHC MPO will not be included in the regional model plan, such as the enhancement of non-motorized trips. In that case, additional activities may include developing extensions to the regional model to meet remaining policy needs of DCHC MPO.

Annual Continuous Travel Behavior Survey (Household Survey)

Work will continue on the tabulation and analysis of the household survey, including estimation of parameters using the household survey. Due to the changing demographics of the region, the model stakeholders have decided to undertake annual (ACS style) continuous survey. This will improve the model by capturing changing travel behavior and patterns. The existing Triangle Regional Model was calibrated with Travel Behavior Survey (TBS) data collected in 2006. Since then, the region has undergone substantial development and demographic changes.

While some of these changes are captured in updates to socio-economic data that is input to the model, including Census 2010, there is much more information from the 2006 survey that needs to be updated in order to prepare more accurate forecasts and also to meet the federal requirements for using the latest planning assumptions. The TBS will collect detailed information on personal and household travel patterns from approximately 2,000-3,000 households annually across the Triangle. The sample size for the DCHC MPO planning area will be based on the population. Information about trip purposes, mode choice, travel routes, time of day when travel is undertaken, response to road congestion, average trip

distances and durations, and neighborhood and work destination characteristics will likely be gathered in these surveys.

In addition, the new TBS will allow better prediction of transit and non-motorized transportation. Despite the comprehensive character of the current TBS, it under-represents persons who travel by modes other than automobile. Consequently, in order to provide sufficient high-quality data to pursue the MPO's goal of understanding and increasing use of transit and non-motorized travel, the proposed budget includes a separate transit on-board survey bus riders, and surveys of bicycle and pedestrian activity and facilities.

The benefit to the DCHC MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns.

Community Viz

The DCHC MPO and CAMPO will continue to update and enhance the Community Viz tool. The primary purpose of the project is to implement a partnering strategy and create a spatial data planning model framework and scenario planning tools using Community Viz software that will mimic development patterns and intensities and allocate future year socioeconomic data for the jurisdictions within the Triangle region. The model will be used by DCHC MPO staff to identify regional goals and community values, and explore alternatives for growth, development, and transportation investment. Results from the model will be used in developing the DCHC MPO's next socio-economic forecasts and Metropolitan Transportation Plan.

During FY2017, the DCHC MPO and CAMPO under the leadership of TJCOG joined together to update the first Community Viz scenario planning initiative called Connect 2045. That tool provided a platform for regional socio-economic projection and forecasting. Additionally, it provided an opportunity to explore and debate regional visions for growth, their trade-offs, and alternative development futures. Scenario planning tools, and specifically, Community Viz, will be used throughout the planning process to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system. Results of the scenario planning initiative will be the update and refinement of socio-economic forecasts.

Data Collection and Data Management

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and traffic conditions will be continuously surveyed and compiled annually to feed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, project development, Title VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during this UPWP period:

- 48-hour traffic volume –hourly, bi-directional, classified and 85th percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians;
- INRIX and HERE data
- StreetLight data
- Travel time and speed survey; and
- Pedestrian and bicycle counts at mid-block and intersections (peak counts and 12-hour counts).
- Crash and safety data
- Transit APC

- Transportation Performance Measures
- Transit Performance Targets data

Transportation models, Congestion Management Programs, federally mandated performance management/targets, and prioritization are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data have been gathered through an ad-hoc, short-term work effort, and have been used to produce model output for multiple years. As the region grows toward more sophisticated models and, as NCDOT and FHWA move toward detailed data-driven processes, it becomes increasingly desirable to undertake comprehensive and systematic data collection and management for the MPO.

The on-going MPO data management program is intended to link the model's input directly to existing databases. More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies.

Specific products to be generated by staff and/or consultants include; design of work flow processes and data access strategies to support routine access to relevant information, continued design and update of a centralized database for information that will be used by transportation and land use models, development of presentation tools for the data (using ArcGIS Online), and adjustment of the travel demand model so that it can use directly such detailed data.

Land Use, Socio-Economic, Environmental Data Analysis

The purpose of this task is to collect, maintain and analyze regional land use, socio-economic and environmental data to be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. The MPO will continue to provide input to member jurisdictions in the development of local comprehensive plans, and provide guidance to NCDOT Project Development/ NEPA on land use and zoning issues affecting project development and merger process.

Metropolitan Transportation Plan Reappraisal

This task addresses periodic reviews, changes, and progress on the long-range planning process to foster livable and sustainable communities and transportation systems in the DCHC MPO area as required by FAST Act and the previous legislation.

Climate Mitigation Planning

This task involves researching how other regional organizations have addressed climate change through federally required planning activities such as development of the CTP, MTP, and TIP, and standalone activities such as adopting climate action plans. Based on national best practices, DCHC will identify strategies for incorporating climate mitigation planning into required planning activities and standalone activities.

Racial Equity Planning

This task involves researching how other MPOs have addressed racial equity as part of Environmental Justice and Title VI planning. Based on national best practices, DCHC will identify strategies for incorporating racial equity into required planning activities and standalone activities.

FY2023 UPWP Funding Sources

FY2023 UPWP funding levels and descriptions of funding sources are summarized below.

Federal Highway Administration Funds (FHWA)

Planning (PL) Section 104(f) – These urbanized area funds are administered by NCDOT and require a 20% local match. The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. The statewide section 104(f) funds are distributed among all MPOs with a population-based formula. The DCHC MPO PL fund allocation for FY2023 is below.

	MPO Total
Federal PL funds (80%)	\$ 517,111
Local match (20%)	\$ 103,422
Total PL Funds	\$ 620,533

STBG-DA – These funds are the portion of the federal Surface Transportation Block Grant Program (STBG-DA) funds provided through FHWA to Transportation Management Areas (TMAs) over 200,000 in population. By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STBG-DA funds proposed for planning activities are below:

	MPO Total
Federal STBG-DA funds (80%)	\$ 2,618,190
Local match (20%)	\$654,547
Total STBG-DA Funds	\$ 3,272,737

Federal Transit Administration Funds (FTA)

Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 Metropolitan Transportation Planning Program and Section 5307 Urbanized Area Formula Program funds administered by the Federal Transit Administration (FTA) and the NCDOT Public Transportation Division (PTD).

Section 5303 funds

Provide assistance to urbanized areas for transit planning and technical studies related to urban public transportation. They are provided from the FTA through the PTD to the MPO local transit operators and LPA (80% from FTA, 10% from PTD, and 10% local match).

Section 5303	CHT	GoDurham	LPA	MPO Total
Federal (80%)	\$ 142,072	\$	\$ 82,440	\$ 224,512
State (10%)	\$ 17,759	\$	\$ 10,305	\$ 28,064
Local (10%)	\$ 17,759	\$	\$ 10,305	\$ 28,064
Total Section 5303	\$ 177,590	\$	\$ 103,050	\$ 280,640

Section 5307 funds

May be used for planning as well as other purposes, and are distributed through a formula by FTA. GoDurham, CHT, OPT and GoTriangle are eligible to use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 20% local match, which is provided by the City of Durham, the Town of Chapel Hill, Orange County and GoTriangle. The table below includes the agencies that will program Section 5307 funds for planning purposes in this UPWP.

Section 5307	GoDurham	GoTriangle	OCo Transit	MPO Total
Federal (80%)	\$	\$ 141,040	\$	\$ 141,040
Local (20%)	\$	\$ 17,630	\$	\$ 17,630
Total Section 5307	\$	\$ 176,300	\$	\$ 176,300

Summary of all Funding Sources

	Federal	State	Local	Total
FY23 STBG-DA (FHWA)	\$ 2,562,687		\$ 640,672	\$ 3,203,359
FY23 PL (FHWA)	\$ 493,000		\$ 123,325	\$ 616,325
FY22 STBG-DA (FHWA)	\$ 55,503		\$ 13,876	\$ 69,378
FTA 5303 (FTA)	\$ 740,544	\$ 92,568	\$ 92,568	\$ 925,680
FTA 5307 (FTA)	\$ 537,856	\$ 67,232	\$ 67,232	\$ 672,320
Total	\$ 4,389,589	\$ 159,800	\$ 937,672	\$ 5,487,062

Summary of Federal Funding Programming (80%) by Agency

AGENCY	FHWA		FTA		TOTAL
	STBG-DA	PL	5303	5307	
Lead Planning Agency (LPA)	\$1,998,400	\$ 492,800	\$ 82,440		\$ 2,573,640
Town of Carrboro	\$ 16,800				\$ 16,800
Town of Chapel Hill/ CH Transit	\$ 144,000		\$ 142,072		\$ 286,072
City of Durham	\$ 76,274				\$ 76,274
Town of Hillsborough	\$ 224,000				\$ 224,000
Chatham County					
Durham County	\$ 54,216				\$ 54,216
GoDurham					
GoTriangle				\$ 121,040	\$ 121,040
Orange County	\$ 20,000			\$ 20,000	\$ 40,000
TJCOG	\$ 84,500				\$ 84,500
TOTAL	\$ 2,618,190	\$ 492,800	\$ 224,512	\$ 141,040	\$ 4,345,677

LPA Local Match Cost Sharing

To receive the aforementioned federal funds through FHWA, a local match of twenty percent (20%) of the total project cost must be provided. The MPO member agencies contribute to the Lead Planning Agency 20% local match. Each MPO's member agencies' proportionate share of the local match is determined on an annual basis during the development of the UPWP. The following table displays the MPO's member agencies' proportionate share of the local match for FY2023. The local match shares for member jurisdictions referenced below were determined using population and number of data collection locations/segments. GoTriangle is 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STBG-DA.

Local match cost sharing for FY23 does not include a percentage of FY22 STBG-DA funds being utilized, only FY23 funds.

Agency	Total FY2023
City of Durham	\$324,495
Durham County	\$55,103
Chapel Hill	\$79,593
Carrboro	\$30,613
Hillsborough	\$12,245
Orange County	\$48,980
Chatham County	\$18,368
GoTriangle	\$42,858
Total	\$612,255

Certification of MPO Transportation Planning Process

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive (i.e. the 3-C planning process). The certification resolution is included as part of this work program.

FY 2023 LPA New Initiatives

1. Climate Mitigation and Reduction (assessing resiliency, reducing emissions, etc.)
2. Robust equitable engagement assistance, including employing consultants to conduct engagement efforts
3. Data processing consultant
4. Modeling policy tool (RPAT) to more accurately and quickly integrate decision making

Initiative Description	Cost	Federal (80%)	Match (20%)	Requested by
Climate Mitigation	\$100,000	\$80,000	\$20,000	LPA
Equitable Engagement	\$100,000	\$80,000	\$20,000	LPA
Data Processing Consultant	\$50,000	\$40,000	\$10,000	LPA
Modeling Policy Tool	\$70,000	\$56,000	\$14,000	LPA
TOTAL	\$320,000	\$256,000	\$64,000	

FY 2023 Special Studies

1. 15-501 Corridor Study
2. Durham Freeway Corridor Study – East End Connector to Swift Ave (City of Durham)
3. South Churton St. Engineering Feasibility Study (Town of Hillsborough)
4. Greenway Special Study (Town of Hillsborough)
5. US-70 Access Study: East End Connector to T.W. Alexander – Additional funds (LPA)

Study Description	Cost	Federal (80%)	Match (20%)	Requested by
15-501 Corridor Study	\$150,000	\$120,000	\$30,000	LPA
Durham Freeway Corridor Study	\$450,000	\$360,000	\$90,000	City of Durham
South Churton St.	\$200,000	\$160,000	\$40,000	Hillsborough
Greenway Special Study	\$80,000	\$64,000	\$16,000	Hillsborough
US-70	\$300,000	\$240,000	\$60,000	LPA
TOTAL	\$1,180,000	\$944,000	\$236,000	

Summary of FY20 - FY21 UPWP Accomplishments

The MPO continued to administer the MPO 3-C in order to maintain eligibility for federal funds. The main emphases of the FY2012-21 UPWP were the development of the new generation Triangle Regional Model (TRM-G2) and initial and preparatory work associated with the development of the 2050 Metropolitan Transportation Plan (MTP), update and amendment of the Comprehensive Transportation Plan, amendment to the 2045 MTP, model enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, Congestion Management Process, development of an interactive Mobility Report Card, MPO data collection and analysis, update of the MPO Data Management System, evaluation of performance indicators, update of Community Vintz Land-use Scenario, State and regional coordination, collaboration on the regional transit activities, and Orange and Durham County transit initiatives. The MPO continued to fulfill State and Federal transportation mandates including the 3-C transportation process, UPWP planning, SPOT/STI prioritization, Title VI/EJ/LEP, visualization, administration, management and oversight of grants, etc. The MPO made significant progress in these areas.

Major milestones and accomplishments are summarized as follows:

Routine MPO Planning Progress and UPWP - The MPO continued to address routine periodic reviews, changes, and progress on the long and short range planning process and changes to the Unified Planning Work Program (UPWP) as required by FAST Act and previous legislation. DCHC MPO will continue to conduct short range transportation and transportation planning activities, and coordinate with necessary local, regional and state agencies to conduct and track transportation projects in the DCHC MPO.

Non-Motorized Planning and Complete Streets – DCHC MPO continued to develop, support and promote plans and projects that increase and improve bicycling and walking facilities, improve safety and security of vulnerable roadway users, and create alternative transportation mode choices for all travelers. DCHC MPO continued to prepare and evaluate transportation plans so that bicycle and pedestrian facilities are integrated wherever practicable, into the network.

Maintain Clean Air (attainment) – DCHC MPO continued to protect and enhance the environment, and promote consistency between transportation improvements, and state and local planned growth and economic development patterns. DCHC MPO continued to monitor the transportation planning activities and ensure that such activities do not deteriorate the air quality in the region.

Intelligent Transportation System - The purpose of this task is to develop, maintain and enhance regional Intelligent Transportation System (ITS) activities to improve efficiency of the transportation network, public transit, emergency response, and safety and security in the region. DCHC MPO continued to update and maintain the regional ITS architecture, and coordinate with stakeholders to ensure that ITS technologies are deployed in a manner to allow communication, interoperability, and compatibility amongst various regional systems and entities.

Title VI Planning - The MPO continued to monitor and implement the MPO Title VI Assurance which ensures that no person will, on the grounds of race, color, national origin, income, gender, age, and disability, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Americans with Disabilities Act (ADA) Transition Plan & Self-Assessment - The MPO continued to monitor and implement the MPO's ADA Transition Plan and Self-Assessment.

Model Enhancement – DCHC MPO continued to review and analyze existing travel demand and air quality models in order to determine feasible enhancements to the modeling procedures that are used in the TRM study area. DCHC MPO continued to perform air quality, regional travel demand, and micro simulation model runs for existing and future projects as requested and needed.

Safety and Security Planning - The MPO, through its planning activities, continued to strive to reduce the human and economic toll on the region's multi-modal transportation system due to traffic crashes through widespread collaboration and an integrated Vision Zero and Traffic Incident Management (TIM) program with an Engineering, Enforcement, Education and Emergency Response approach. DCHC MPO continued to analyze safety data and collaborate with regional safety stakeholders to keep them engaged in the routine monitoring of safety programs, and the revision and refinement of the planning process.

Metropolitan Transportation Plan (MTP)- MTP and CTP are the centerpiece of the metropolitan transportation planning process. DCHC MPO has developed a number of Metropolitan Transportation Plans since ISTEA. In the summer of 2018, the MPO approved 2045 MTP, the region's current MTP which is built around the vision of a sustainable metropolitan area, and promotes the identification of and investment in nodes and corridors of activity as well as fostering of active transportation and public transportation. Also, 2045 MTP articulates a broad set of region-wide transportation goals, policies and strategies that address transportation's role in areas such as place-making, public health, and energy use.

The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2045. The plan also was assessed for and meets environmental justice requirements to ensure equitable investments are planned for the region. In addition, DCHC MPO determined that the plan conformed to the applicable state implementation plan (SIP) for air quality through a voluntary conformity process. The MTP must be completely updated at least every four years, but may be revised more frequently if necessary. Major updates to the MTP also took place in FY21-22, with MPO Board adoption anticipated in Fall of 2021.

Development of Comprehensive Transportation Planning and Programs – DCHC MPO continued to evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors. DCHC MPO continued to coordinate with local governments and various transportation stakeholders to develop and promote new programs that will foster better multi-modal transportation options.

MPO Data Development and Maintenance - The MPO continued to collect, tabulate, maintain, and analyze regional information on topics including, but not limited to, census, land use, and related data that is needed for regional demographic forecasting, transportation and land use planning, air quality planning, TRM estimation, calibration and validation, CMP, MRC, transit planning, bike/pedestrian planning, emergency planning, Title VI, and economic development efforts.

Land Use, Socio-Economic, Environmental – DCHC MPO continued to collect, maintain and analyze regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation and land use planning, air quality planning, emergency planning, Title VI, and economic development efforts. DCHC MPO continued to participate, and provide input to NCDOT, in the development of local comprehensive plans, and provide guidance to NEPA/Merger/projected development on land use and zoning issues.

Transportation Plan Reappraisal – DCHC MPO continued to address periodic reviews, changes, and progress on the long range planning process to foster livable and sustainable communities and transportation systems in the planning area as required by FAST Act and the previous legislations.

Technical Assistance – DCHC MPO continued to perform service requests as well as utilize the expertise and knowledge of the staff in providing technical support services to local governments and interested citizens on transportation planning and other requests that support the planning factors in FAST Act and the previous legislation. This includes coordinating with public transit providers and local units of government in the region to create a regionally seamless transit system that improves accessibility and mobility for all citizens.

Travel Demand Management – Triangle J Council of Governments (TJCOG) on behalf of DCHC MPO continued to implement Travel Demand Management (TDM) strategies to influence individual travel behavior and provide expanded options to reduce the actual demand, or number of vehicles, placed on transportation facilities, and incorporate practices that focus on managing the demand side of the transportation equation rather than increasing supply by widening or building new roads. Progress continued to be made on reduction of peak VMT around the Research Triangle Park employee commute options, and Best Employer for Commute programs.

Regional SHSP Implementation – DCHC MPO continued to work as part of a Regional Transportation Safety Coalition to reduce crashes on major roadways through widespread collaboration and an integrated approach including engineering, education, enforcement and emergency services. DCHC MPO continued to coordinate with the stakeholders and implement action items in the TIMS Plan to achieve the goal of eliminating traffic fatalities on the region’s roadways by 2050.

Additional accomplishments for the FY 2020-21 UPWP are summarized as follows:

1. The MPO Administration program element focuses on all aspects of the MPO’s personnel management, governing board support and meeting coordination, budgeting, policy development and review, annual work program development and reporting, and otherwise meeting all state and federal requirements for planning program administration. Most tasks are routine and ongoing in nature including Congestion Management Process (CMP) Comprehensive Transportation plan (CTP), Metropolitan Transportation Plan (MTP), SPOT Prioritization, data collection and analysis, development and maintenance of spatial GIS portals, Incident Management plan, update of ADA Transition Plan, enhancement and update of the regional model, development of County Transit Plans and LRT, etc.
2. Data management activity included collecting, analyzing, maintaining and reporting activities necessary to support the transportation planning process and work program. Various data is captured, processed and subsequently used to identify transportation issues, propose solutions, and monitor activity.
3. Trends and Big Data. All data maintained by the MPO is accessible to member agencies and the public. Certain tasks are associated with technical tools and functions necessary to support analytical work and forecasting, including computer hardware and software and licenses for travel demand modeling and traffic operations microsimulation, and for electronic hardware used in various types of traffic counting.
4. Development of the DCHC-MPO Comprehensive Transportation Plan (CTP): The LPA and NCDOT Transportation Planning Branch worked cooperatively in the update and maintenance of the. CTP is mandated by NC General Statute. It differs from the federally mandated Metropolitan

Transportation Plan (MTP) in that it is not fiscally constrained and does not have a horizon year. CTP was mutually adopted by the MPO Board and the Board of Transportation. Staff continued to re-evaluate modal elements of the CTP as well ensure that SPOT projects emanate from MTP and CTP.

5. 2045 Metropolitan Transportation Plan (MTP): MPO continued to re-evaluate of the 2045 as well as initiated MTP amendments. Further, the MPO embarked on the air quality conformity analysis and determination due to court that required them to perform activities under the 1997 1-hour Ozone standard. Other 2045 MTP accomplishments include: reconciling MTP projects with TIP. Processing amendment 1 as required and performing Moves modeling and generating travel demand forecasts. etc.
6. MPO Congestion Management Process (CMP): The MPO continued work on the update, analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, measurement of multi-modal transportation system performance, and implementation of CMP mapping in an interactive GIS.
7. MPO Mobility Report Card (MRC): Staff continued to measure and monitor multi-modal transportation system performance. Other accomplishments included a state-of-the-system report that focuses on measures of system performance for which data collected on an annual basis is used to index overall performance of the MPO transportation system from year to year. Data reported included, arterial LOS, intersection LOS, transit services, bicycle facilities, sidewalks, safety, etc.
8. Regional Freight Plan: Staff continued to participate in the Triangle Regional Freight planning and stakeholder coordination with CAMPO, NCDOT and freight logistic companies.
9. Public Involvement Process: The MPO updated its Public Involvement and Limited English Proficiency plans in 2021. Staff continued to provide the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process. Also, continued to assess the effectiveness of the DCHC MPO Public Involvement Process and to develop and enhance the process of regional involvement supporting the objectives of the DCHC MPO Public Involvement Policy (PIP) and federal regulations (such as FAST-Act). Staff continued to explore and apply new and innovative approaches to improve MPO public participation levels and opportunities, especially for plans and programs using social media such Facebook and Twitter. Also continued to develop and implement strategies for equitable engagement including focus groups and Engagement Ambassadors. Continued to oversee the update and the maintenance of the MPO website, including update and enhancement of portals, update of CivicaSoft website system application, and update of content management systems. Continued to provide management support for the MPO visualization such as reviewing current AGOL, land-use 3-D, Urban-canvas, MS2 portals and webservers, and suggested updates and enhancements.
10. Safety Analysis: The MPO completed analyses related to bike and pedestrian safety, transit safety, and vehicular safety. Other safety related accomplishments included participating in North Carolina safety education initiatives and regional bike and pedestrian safety programs. The MPO reviewed the Safety and Security plans of MPO transit operators.
11. Environmental Justice/Title VI: The MPO continued to update and implement EJ and Title VI program, including update of demographic profiles and incorporation of FHWA comments. Final

report was approved by the Board in the fall of 2020.

12. Transportation Improvement Program (TIP): The MPO continued to work on TIP-related activities such as SPOT, review of projects, Local Supplement of the STIP, and the development of the draft Transportation Program (TIP). With the cancellation of SPOT 6.0, MPO staff will work with its member agencies and NCDOT to develop the 2024-2033 STIP.
13. Amendments and Administrative Modifications to the TIP: The MPO- processed several amendments and administrative modifications to the 2020-29 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
14. Triangle Regional Model (TRM) Update and Enhancement: The MPO continued to participate in the update and enhancement of the TRM at ITRE. Work tasks accomplished included completion of generation, destination choice and mode choice models, calibration and the validation of 2013 Estimation Year TRM-V6. The MPO is a funding partner of the modeling service bureau and continued to provide .5 FTE to ITRE Model Service Bureau.
15. Bicycle lane restriping. The MPO continued to work with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT.
16. Other Project Development Planning and NEPA: The MPO continued to participate in project development planning and NEPA for several on-going NCDOT projects within the MPO including; I-40 Managed Lanes Feasibility Study, US 15-501 Corridor Study, US 15-1501 Feasibility Study, NC54 widening project planning, I-40 widening (US15-501 to I-85), several bridge replacement projects, resurfacing projects, etc.
17. Oversight, Monitoring and Administration of Transit Grants: The MPO continued to manage the transit grant program including processing reimbursements for sub-recipients and the LPA, reporting activity to funding agencies, and providing general administration and oversight.
18. Service Requests: Staff performed numerous services requests from the public and member agencies.
19. Management and Operations: Staff continued routine tasks that encompass the administration and support of the 3-C transportation planning process as mandated by federal regulations, Tasks have been divided into the following sub- tasks including, but not limited to:
 - Provided liaisons between DCHC MPO member agencies, transit providers, GoTriangle, CAMPO, NCDOT, NCDEQ, TJCOG, RDU and other organizations at the local, regional, state, and federal levels on transportation-related matters, issues and actions.
 - Provided technical assistance to the MPO Board, member agencies, stakeholders and residents and other member jurisdictions policy bodies.
 - Participated in joint regional technical meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the region.
 - Reviewed and commented on federal and state transportation-related plans, programs, regulations and guidelines, including review of FAST Reauthorization position papers.

- Provided assistance to the MPO Board and Technical Committee with meeting preparation, development of agenda and minutes, follow-up to directives to staff, and support of the agenda management system.
 - Updated and provided support for MPO planning documents as required.
 - Administration and oversight of contracts and fiscal management.
20. Assisted with the compliance of federal and state regulations and mandates.
21. Training and professional development.

Town of Carrboro UPWP Accomplishments

The Town of Carrboro performed substantial planning work on a range of activities under the DCHC-MPO 2020 Unified Planning Work Program for MPO-wide planning efforts, as well as numerous projects specific to the Town of Carrboro. Carrboro continues to conduct 48-hr vehicle & 2-hr bike/ped counts at a variety of locations in support of local traffic calming projects, safety projects, and protected bike lane pilot projects.

The Town recently adopted an Updated Bicycle Plan and is working on implementing the projects and programs identified in the plan. The Town participated in regional efforts such as updating Community Viz Land Use data and reviewing/updating the TRM regional model network. The Town also continues to work toward advancing TIP projects, including coordinating with NCDOT for state managed projects such as the recently completed Estes-Greensboro Roundabout (U-5846), and locally administered projects. Design on the Jones Creek Greenway (C-5158) is approaching 90-percent completion, the S Greensboro St Sidewalk (C-5650) is at 65-percent completion, and the Town is pursuing modifications to the bid documents for the Morgan Creek Greenway (EL-4828A) in order for that project to be re-advertised for construction. Carrboro also participated in regional transit planning as part of the Orange County Transit Plan update and Chapel Hill Transit's NSBRT project development.

City of Durham Accomplishments

The City of Durham conducted and participated in a number of transportation planning activities: passed an ordinance to regulate shared active transportation vehicles (bike share, electric bikes, scooters, etc.), along with beginning operation and administration of this system, advanced design on several federally-funded sidewalk and bicycle lane projects on streets such as Cornwallis Road, Hillandale Road, Carpenter-Fletcher Road, LaSalle Street, and North Duke Street, continued design on several CMAQ-funded projects including Downtown Wayfinding, Durham Bike Lanes, and Neighborhood Bike Routes, and began the process of and conducted extensive public engagement for the Central Durham Transportation Study (also called Move Durham).

The City also participated in regional planning efforts, including the 15-501 Corridor Study, the Durham-Wake Commuter Rail Major Investment Study, and various NCDOT managed TIP projects along NC 54, US 15-501, US 70, Fayetteville Road, Cornwallis Road, and the East Durham Railroad Safety Project. The City worked with other departments to purchase the right-of-way necessary to begin development of the Durham Beltline Trail, and is also working with regional partners to update the Durham County Transit Plan and look for high capacity transit alternatives along major corridors.

Durham County Accomplishments

Durham County staff worked closely with MPO staff, City of Durham staff and GoTriangle on the development of a new County Transit Plan. Work this fiscal year included participation in the Technical, Outreach and Management Oversight committees, conducting in-person surveys and analysis of results for preferred alternatives, and technical work on the preferred alternative.

The County was active in many community impact assessments, scoping projects, traffic study, environmental planning, and other concurrence processes for several TIP projects in the area, including P-5706 (Railroad Grade Separation at Ellis, Wrenn, and Glover Roads), U-5518 (US 70 improvements in Wake County), and U-5720 (US 70 improvements in Durham County) and the 15-501 Corridor Study. Additionally, county staff prepared and provided place type data to TJCOG for the CommunityViz model and the 2050 MTP.

Town of Chapel Hill Accomplishments

Town of Chapel Hill staff conducted a number of transportation planning activities in FY20-21. In response to altered travel behaviors and the need for social distancing, the Town implemented a temporary lane change and widened sidewalk on Franklin Street downtown. Staff evaluated usage and gathered feedback to inform future planning for the street. The town-wide traffic model was finalized and used for reviewing development applications and evaluating lane reallocations, which were completed on Culbreth Road and Europa Drive. Town staff inventoried all bike racks and bike amenities in Town, initiated pedestrian safety initiatives, advanced various TIP projects, updated the Town's Mobility and Connectivity Plan, and finalized the Future Land Use Maps. Staff worked with regional partners on the CTP amendment, 2050 MTP, SPOT 6.0, the 15-501 Corridor Study, and the bike share request for proposals.

FY2023 UPWP Development Schedule

The proposed development schedule for this UPWP is below. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

Dates	DCHC MPO Activity Description
October -December 2021	Development of draft FY2023 UPWP in coordination with local agencies.
November 10, 2021	MPO Board approves new UPWP Prospectus
November 24, 2021	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
December 15, 2021	TC reviews draft FY2023 UPWP and recommends Board release for public comment.
January 12, 2022	MPO Board reviews draft of FY2023 UPWP and releases draft for public comment.
February 9, 2022	MPO Board holds public hearing
February 23, 2022	TC receives final FY2023 UPWP and recommends Board approve final at March Board meeting.
March 9, 2022	MPO Board approves final FY2023 UPWP, including approval of self-certification process and local match.
March 11, 2022	Deadline for final FY2022 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

MPO Funding Table - Distribution by Agency

Receiving Agency	STBG-DA Sec. 133(b)(3)(7)			Section 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	TOTAL	Local	FHWA	TOTAL	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	100%	20%	80%	100%	10%	10%	80%	20%	0%	80%				
LPA	\$499,600	\$1,998,400	\$2,498,000	\$123,200	\$492,800	\$616,000	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$633,105	\$10,305	\$2,573,640	\$3,217,050
Carrboro	\$4,200	\$16,800	\$21,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$16,800	\$21,000
Chapel Hill/CHT	\$36,000	\$144,000	\$180,000	\$0	\$0	\$0	\$17,759	\$17,759	\$142,072	\$0	\$0	\$0	\$53,759	\$17,759	\$286,072	\$357,590
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Durham	\$19,068	\$76,274	\$95,342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,068	\$0	\$76,274	\$95,342
GoDurham	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham County	\$13,554	\$54,216	\$67,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,554	\$0	\$54,216	\$67,770
Hillsborough	\$56,000	\$224,000	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000
Orange County	\$5,000	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$20,000	\$7,500	\$2,500	\$40,000	\$50,000
TJCOG	\$21,125	\$84,500	\$105,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,130	\$15,130	\$121,040	\$15,130	\$15,130	\$121,040	\$151,300
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$654,547	\$2,618,190	\$3,272,737	\$123,200	\$492,800	\$616,000	\$28,064	\$28,064	\$224,512	\$17,630	\$17,630	\$141,040	\$823,441	\$45,694	\$3,476,542	\$4,345,677

MPO Wide - Detail Funding Tables - All Funding Sources

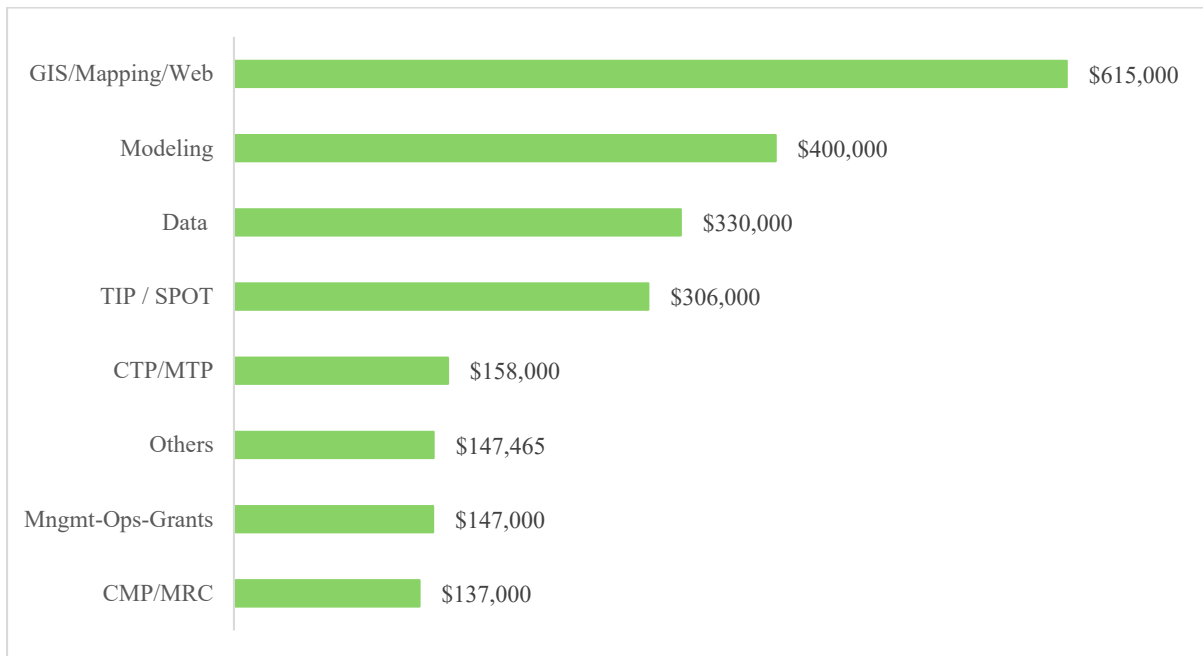
	Task Description	STBG-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	TOTAL 100%	Local 20%	FHWA 80%	TOTAL 100%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support																
	1 Networks and Support Systems	42,113	168,452	210,565	29,600	118,400	148,000	856	856	6,848	0	0	0	72,569	856	293,700	367,125
	2 Travelers and Behavior	99,568	398,271	497,839	4,400	17,600	22,000	3,122	3,122	24,976	0	0	0	107,090	3,122	440,847	551,059
	3 Transportation Modeling	71,155	284,622	355,777	10,000	40,000	50,000	289	289	2,312	15,325	15,325	122,600	96,769	15,614	449,534	561,917
II-B	Planning Process																
	1 Targeted Planning/CMP	32,245	128,981	161,226	7,000	28,000	35,000	2,134	2,134	17,072	0	0	0	41,379	2,134	174,053	217,566
	2 Regional Planning	40,531	162,125	202,656	8,000	32,000	40,000	11,005	11,005	88,040	2,305	2,305	18,440	61,841	13,310	300,605	375,756
	3 Special Studies	252,900	1,011,599	1,264,499	4,800	19,200	24,000	1,700	1,700	13,600	0	0	0	259,400	1,700	1,044,399	1,305,499
III-A	Planning Work Program																
	1 Planning Work Program	6,195	24,778	30,973	4,000	16,000	20,000	608	608	4,864	0	0	0	10,803	608	45,642	57,053
	2 Metrics and Performance Measures	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-B	Transp. Improvement Plan																
	1 Prioritization	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	2 Metropolitan TIP	5,787	23,146	28,933	14,000	56,000	70,000	3,122	3,122	24,976	0	0	0	22,909	3,122	104,122	130,153
	3 Merger/Project Development	8,767	35,068	43,835	3,000	12,000	15,000	0	0	0	0	0	0	11,767	-	47,068	58,835
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																
	1 Title VI	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	2 Environmental Justice	24,200	96,800	121,000	2,800	11,200	14,000	0	0	0	0	0	0	27,000	-	108,000	135,000
	3 Minority Business Enterprise Planning	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
	4 Planning for the Elderly & Disabled	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
	5 Safety/Drug Control Planning	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	6 Public Involvement/ Equitable Comm. Engag.	13,939	55,754	69,693	13,000	52,000	65,000	1,828	1,828	14,624	0	0	0	28,767	1,828	122,378	152,973
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Statewide & Extra-Regional Planning																
	1 Statewide & Federal Policy Development & Implemen	10,000	40,000	50,000	10,000	40,000	50,000	0	0	0	0	0	0	20,000	-	80,000	100,000
	2 Statewide & Extra-Regional Planning	22,617	90,469	113,086	4,000	16,000	20,000	1,700	1,700	13,600	0	0	0	28,317	1,700	120,069	150,086
III-E	Management & Operations																
	1 Board & TC Support and Liaison	17,731	70,924	88,655	5,400	21,600	27,000	0	0	0	0	0	0	23,131	-	92,524	115,655
	2 Member Services	5,800	23,200	29,000	1,200	4,800	6,000	1,700	1,700	13,600	0	0	0	8,700	1,700	41,600	52,000
	3 Workgroup Support	600	2,400	3,000	1,400	5,600	7,000	0	0	0	0	0	0	2,000	-	8,000	10,000
	3 Special Studies Freeway Corridor Study	85,200	340,800	426,000	4,800	19,200	24,000	0	0	0	0	0	0	90,000	-	360,000	450,000
	3 Special Studies HIL Churton St	40,000	160,000	200,000	0	0	0	0	0	0	0	0	0	40,000	-	160,000	200,000
	3 Special Studies HIL Greenway Study	16,000	64,000	80,000										16,000	-	64,000	80,000
	3 Special Studies 15-501 Corridor Study	30,000	120,000	150,000										30,000	-	120,000	150,000
	3 Special Studies US-70 Additional Funding	30,000	120,000	150,000										30,000	-	120,000	150,000
Totals		654,547	2,618,190	3,272,737	123,200	492,800	616,000	28,064	28,064	224,512	17,630	17,630	141,040	823,441	45,694	3,476,542	4,345,677

LPA

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning/CMP	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$41,905	\$10,305	\$208,840	\$261,050
	3 Special Studies	\$185,200	\$740,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$760,000	\$950,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Environmental Justice	\$24,200	\$96,800	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,000	\$0	\$108,000	\$135,000
	3 Minority Business Enterprise Plannir	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	4 Planning for the Elderly & Disabled	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	5 Safety/Drug Control Planning	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	6 Public Involvement/ Equitable Comn	\$10,000	\$40,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$92,000	\$115,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developm	\$10,000	\$40,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	Totals	\$499,600	\$1,998,400	\$123,200	\$492,800	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$633,105	\$10,305	\$2,573,640	\$3,217,050

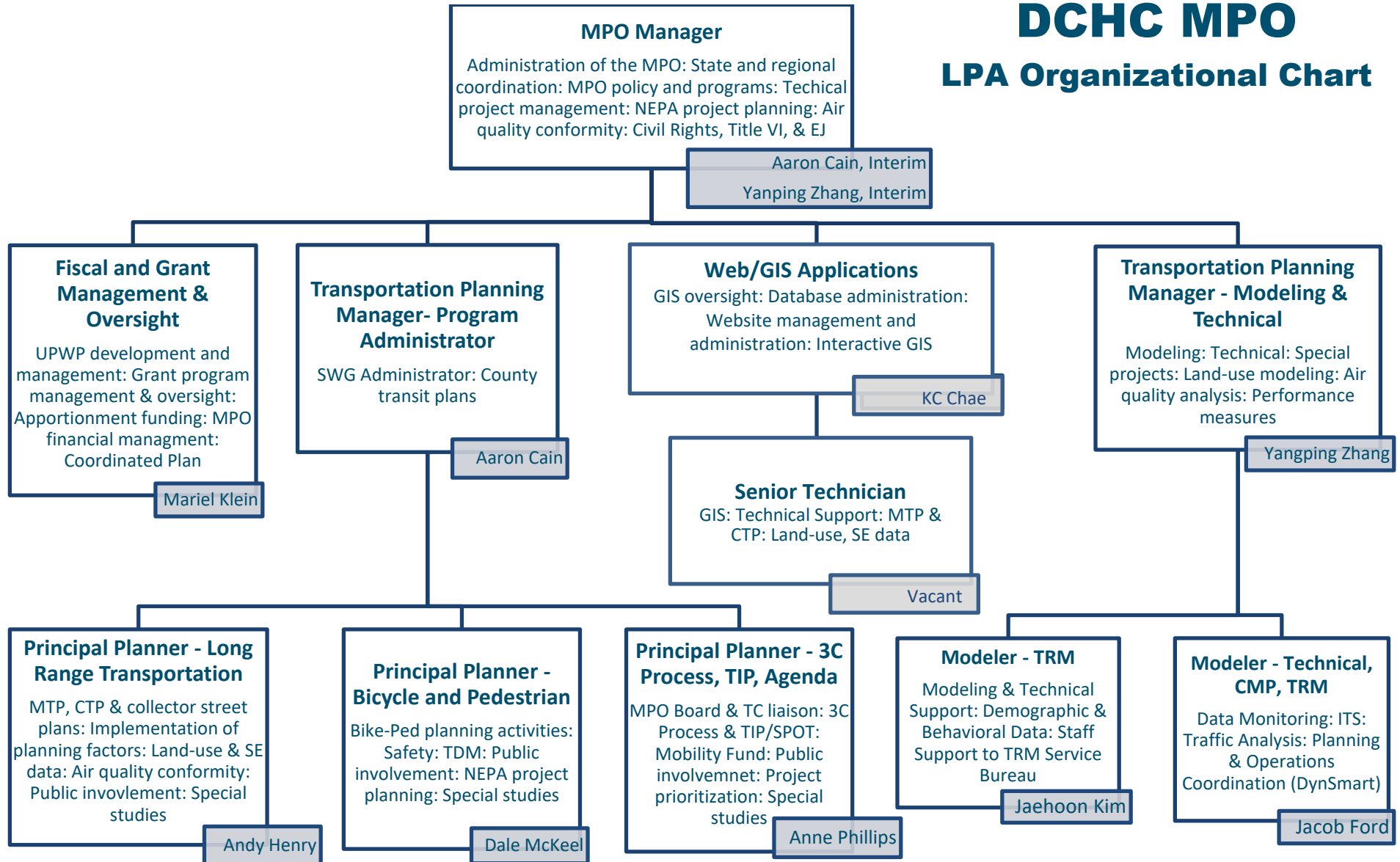
LPA Tasks and Funding by Broad Category

Summary of LPA Tasks and Funding by Broad Categories		
Broad Aggregated Tasks	FY 23 Funding	Percent
Data/Planning Support	\$330,000	15%
GIS/Mapping/Website	\$615,000	27%
TIP/SPOT	\$306,000	14%
CTP/MTP/Metropolitan Transportation Planning	\$158,000	7%
Modeling/Technical/Survey	\$400,000	18%
CMP/MRC	\$137,000	6%
Management/Grants	\$147,465	7%
Others/regulatory	\$157,002	7%



DCHC MPO

LPA Organizational Chart



Interns; Temporary & Part-time
Support for positions listed above;
Supervised by MPO Manager.

Glossary	CMP Congestion Management Process	NEPA National Environmental Policy Act
	CTP Comprehensive Transportation Plan	SE Socio Economic
	EJ Environmental Justice	SPOT Strategic Planning Office of Transportation
	GIS Geographic Information Systems	TC Technical Committee
	ITS Intelligent Transportation System	TDM Transportation Demand Management
	LEP Local Enterprise Partnership	TIP Transportation Improvement Program
	LPA Lead Planning Agency	TRM Transportation Regional Model
	MPO Metropolitan Planning Organization	UPWP Unified Planning Work Program
	MTP Metropolitan Transportation Plan	3C Comprehensive, Cooperative, & Continuing
		35

DCHC MPO Task Descriptions and Deliverables/Products

The major products of the transportation planning process, in addition to the UPWP, are the Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), Public Participation Process, project development and the Transportation Improvement Program (TIP). Numerous special reports, corridor/subarea studies and analyses on a wide variety of transportation issues are also produced on a regular basis.

II-A: Data and Planning Support

Task II-A-1: Networks and Support Systems

This section covers data and processes used to support transportation planning related to infrastructure. It includes (but is not limited to):

- **Traffic Volume Counts:** The Transportation Planning Division is responsible for obtaining counts at specified locations on other segments of the major street system, for updating the count location map biennially to reflect any changes made in the major street system, for preparing the Annual Average Daily Traffic Volume Map, and for sending this information to the Lead Planning Agency.
- **Vehicle Miles of Travel:** As specified by the Metropolitan Transportation Plan (MTP) Goals and Objectives, Targets and annual VMT growth will be monitored and compared to MTP Targets. This information will help determine if the Plan targets are being met.
- **Street System Changes:** The MPO will continue to support land-use mapping activities such as aerial ortho-imagery, and street centerlines, names and addresses, maintained by cities and counties and integrated by the MPO and TRM Service Bureau to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas. The MPO will continue to update the inventory of improvements to municipal street systems and update the inventory of signalization on existing major streets, to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from previous years and summarize inventory by functional classification.
- **Traffic Crashes:** The LPA will collect, tabulate and analyze route traffic crash data from NCDOT's traffic accident portal (TEAAS) and prepare a summary and analysis of high crash locations by mode as well as compare data analysis to previous years' results. Crash data will include auto, bike and pedestrian crashes for the latest three-year period within the MPO Metropolitan Planning Boundary. This task will align, build from, and support the safety work of the NCDOT as required by federal regulations. The task will feed into the MPO Congestion Management Process (CMP), MPO MTIP ranking and project prioritization, SPOT, mobility funds and urban loop funds prioritization, etc.
- **Central Area Parking Inventory:** The LPA will continue data collection and inventory of on- and off- street parking facilities in the Central Business Districts (CBD), major generators and universities. Parking data to be collected include number of spaces, parking fee rates (hourly, daily, and monthly), subsidy, duration, average weekday costs, and demand. Parking information collected will help in the calibration and maintenance of the travel model. The LPA will update the parking inventory and usage spatial geodatabase as well as Parking Area Study Analysis.
- **Bicycle and Pedestrian Facilities & Counts Inventory:** The LPA staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units as needed. The MTP supports and encourages bicycle and pedestrian planning and staff continue to work toward achieving those goals. The MPO will continue to conduct an inventory of bicycle and pedestrian facilities as part of the CMP and the development of performance measures.
- **Collection of Network Data:** The MPO will continue to update transportation/model network

data. The proposed work activities will include collection and update of the following transportation network variables and attributes: Highways, Transit, and Bicycle and Pedestrian

- Capacity Deficiency Analysis: A system planning level capacity deficiency analysis will be made to determine existing and projected street deficiencies. Link capacities will be calculated in accordance with procedures based on the latest edition of the HIGHWAY CAPACITY MANUAL and other resources.

Task II-A-2: Travelers and Behavior

This section covers data and processes used to support transportation planning related to socio- economic data and conditions. It includes (but is not limited to):

- Dwelling Unit, Population, and Employment Changes: The MPO will continue to support land-use mapping activities such as aerial orthoimagery, flown metro-wide every 2 years by the region's cities and counties to provide the basis for geographically accurate local land use data. The LPA will continue to maintain inventory of dwelling units and population to track changes and to compare with assumptions used in the adopted MTP and CTP.
- Collection of Base Year Data: The LPA will continue to update the socio-economic and demographic data for the base year model and Title VI demographic/ Minority and Low Income (MLI) profiles. Work activities will include update, estimation and tabulation of the following data elements; population, housing, income, auto ownership, Limited-English proficiency, linguistically isolated households, workers, head of household, environmental justice, linguistic demographic factors, ACS community patterns, school enrollment, etc.
- Travel Surveys: Travel surveys may be implemented to attain such items as origins and destinations, travel behavior, transit ridership, commercial vehicle usage, workplace commuting, freight movement, etc. The survey is being managed by the TRM Service Bureau, however LPA staff will be involved in every facet of the survey and analysis.
- Vehicle Occupancy Rates: Vehicle occupancy counts are collected across the service area to measure effectiveness of transportation investments and operations. Information will also be used to comply with the Clean Air Act and is useful in the trip generating process of modeling traffic during the travel modeling phase, as well as other parts of the Metropolitan Transportation Plan.
- Travel Time Studies: The MPO will continue to undertake BIG Data; travel time and speed data. HERE data, INRIX data and TREDIS will be the main source of travel time/speed data within the MPO. The big travel time data will supply information for CMP, Mobility Report Card, CTP, MTP, corridor studies, feasibility studies, etc.

Task II-A-3: Transportation Modeling

This section covers data and processes used to forecast future conditions for planning horizons.

- Travel Model Updates: The purpose of this task is to continue to review and analyze existing travel demand and air quality models in order to determine feasible enhancements to the modeling procedures that are used in the TRM. The DCHC MPO, with CAMPO, NCDOT and GoTriangle, develops and maintains a regional travel demand model for predicting the impact of transportation investments and land-use policies on travel demand and air quality. The model is used by the MPO in development of the required MTP and CTP, by NCDOT in project development, SPOT/TIP prioritization, mobility funds ranking, by GoTriangle in New Starts and fixed guideway transit analysis, and by local and state agencies for development impacts analysis and scenario planning.
- Forecast of Data to Horizon Year: The MPO will provide the approved socioeconomic forecasts as well as continue to generate and update socio-economic and demographic projections and forecasts. CTP and MTP forecasts will continue to be re-evaluated and refined to be consistent with local land- use plans as well as State and regional land use policies.
- Financial Planning: The MPO will generate and update travel demand forecasts for future years

included in the MTIP, SPOT, CMP, MRC, etc. The forecast of future travel patterns will result from using the forecasted planning data as input to the travel demand models.

- FTA STOPS and CIG Technical Analysis & Planning: The MPO in conjunction with Go-Triangle, CAMPO and NCDOT will continue to work with ITRE, the TRM Service Bureau, for the update, maintenance, and enhancement of regional transit modeling software, which will be used for all FTA capital projects under the Capital Investment Grant (CIG). FTA New Starts and Small Starts planning activities will be done and carried out under this task.

Task II-B: Planning Process

Task II-B-1: Targeted Planning

This section includes non-modal specific planning, and focuses on themes across modes. It can include (but is not limited to):

- Air Quality Planning/Conformity Analysis: MPOs have the responsibility to make a determination as to whether or not the MTP and TIP conform to the intent of the State Implementation Plan (SIP).
- Alternative Fuels/Vehicles: MPOs can support transportation projects that reduce mobile source emissions and reduce vulnerability of fuel supplies and enhance fuel security in times of extreme weather events or other reasons for petroleum scarcity. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels, among others.
- Hazard Mitigation and Disaster Planning: MPOs can conduct analysis in areas related to climate change and extreme weather adaptation such as assessments of transportation vulnerability to extreme weather events, or to develop options for improving resiliency of transportation facilities or systems related to climate changes and/or extreme weather events.
- Congestion Management Strategies: Planning for congestion management strategies such as these are included in this item: Congestion Management System (CMP), Transportation Demand Management (TDM), Intelligent Transportation System (ITS), High Occupancy Vehicle lanes or priorities (HOV), Access Control and Management, Traffic Operations Improvements, Incident Management, and Growth Management. This item covers the costs associated with planning, coordination with public and private stakeholders, and marketing or public education.
- Freight Movement/Mobility Planning: The MPO will continue to undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks associated with the implementation of the Regional Freight Plan will continue. Other tasks to be undertaken include attending and staffing the Regional Freight Stakeholders meetings, survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes. The MPO will continue the management role to update the Triangle Regional Freight plan.
- Planning and Implementation of Federally Required Planning Factors: Federal transportation regulations require MPOs to consider specific planning factors when developing transportation plans and programs in the metropolitan area. In addition, livability principles are to be considered in the metropolitan planning process activities.
- Climate Change Planning: This task includes carbon emission reduction and monitoring of performance planning. Technical tools & procedures to analyze carbon emissions are also included. The MPO, in partnership with CAMPO and TJCOG, will undertake resilience assessment and monitoring on MTPs.

Task II-B-2: Regional Planning

This element includes development and creation of both the Comprehensive Transportation Plan (NC Requirement) and the Metropolitan Transportation Plan (MAP-21 Requirement). Elements of the creation

of these two plans include: Highways, Transits, Bicycle and Pedestrian, Airport/Air Travel, Collector Streets, Rail, Waterways, and other modes, as well as integrating community goals and objectives, evaluating and utilizing new technologies, including on-demand transportation and micromobility, and conducting land-use scenario planning.

Task II-B-3: Special Studies

This element includes mode-specific plans and special studies that do not fall under Operational Planning.

III-A: Unified Planning Work Program

III-A-1: Unified Planning Work Program

A Unified Planning Work Program (UPWP) will be prepared annually by the MPO in cooperation with other participating agencies and under the guidance of the Technical Coordinating Committee. The PWP will present the proposed planning work program for the next year and review the most recent accomplishments of the planning process. The PWP will be cross-referenced to the Prospectus to minimize repetitive documentation. The PWP will be reviewed and approved by the MPO Policy Board, the North Carolina Department of Transportation, and Federal agencies providing planning funds for continuing transportation planning. These Federal planning funds are provided by FHWA (Section 104(f)) and FTA (Section 5303). Preparation of a Section 5303 Grant application is also required in addition to the PWP to receive planning funds from FTA. The MPO must annually certify their 3-C Transportation Planning Process annually as part of the PWP adoption.

III-A-2: Metrics and Performance Measures

Each metropolitan planning organization shall establish performance targets and measures that address performance of the transportation system. MPOs shall coordinate with appropriate State and transit agencies in developing targets for the transportation system. The MPO shall integrate into the metropolitan planning process, either directly or by reference, the goals, objectives performance measures and targets described in other State transportation plans and processes, as well as, any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

III-B: Transportation Improvement Program

III-B-1: Prioritization

The MPO list of projects to evaluate under NCGS § 136-18 (42) is developed biennially to communicate the MPO's priorities regarding the funding schedule on already programmed projects, the acceleration of long term projects into the program, and the addition of new projects to the STIP. The List may include cost estimates, purpose and need statements, and other supporting materials. A prioritization process is a key step in cooperative TIP development between the MPO, the transit operator, and NCDOT.

III-B-2: Metropolitan TIP

Every 2 years, the MPO will prepare a metropolitan programming document (TIP) which is coordinated with the State Transportation Improvement Program (STIP). The local programming document is a short range, five to ten-year multi-modal program which identifies transportation improvements recommended for advancement during the program period, identifies priorities, groups improvements into staging periods, includes estimated costs and revenues, and is fiscally constrained.

As conditions change, it may be necessary to amend the TIP to ensure consistency with the STIP. The MPO will coordinate with NCDOT to keep the documents aligned and bring modifications/amendments before the MPO boards as needed.

The MPO will coordinate with local governments to include major non-NCDOT projects in the TIP, with a blanket local STIP identifier to be assigned by NCDOT. The MPO will develop criteria to define

"major" along with NCDOT and federal partners.

III-B-3: Merger and Project Development

The proposed Comprehensive Transportation Plan (CTP) and selected alternative plans will be evaluated based on criteria established by the goals and objectives reevaluation study and impact on the environment. The Airport Master Plan or other modal plan not included in the CTP should also be evaluated on these criteria. It is anticipated that the evaluation will be in the following areas: efficiency in serving travel demands; energy conservation; cost; and impact on the physical, social, and economic environment. This task includes the merger process and any needed feasibility studies.

III-C: Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1: Title VI

Provide update of Civil Rights statistics report for submittal to FTA to determine MPO compliance to civil rights provisions. Title VI states: The MPO shall comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto.

III-C-2: Environmental Justice

Executive Order (E. O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations, requires all Federal agencies to identify and address Title VI and Environmental Justice requirements. Recipients of federal funds, including NCDOT and the MPOs, must assure compliance with these requirements. As mandated by the FHWA, planning activities should focus on complying with E. O. 12898 and the three basic principles of Environmental Justice as follows:

- a. Ensure public involvement of low-income and minority groups in decision making
- b. Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from decisions made
- c. Assure low-income and minority groups receive a proportionate share of benefits resulting from decisions made.

Specific tasks include mapping of populations, and businesses, conducting quantitative analysis of the benefits and burdens the transportation system/programs have on the MLI communities, etc.

III-C-3: Minority Business Enterprise Planning

There is a continuing need to address the Minority Business Enterprise (MBE) as a part of the planning and programming phases of project development. Areas are encouraged to give full consideration to the potential services that could be provided by MBE's in the development of transit plans and programs, and the provision of transit service. Transit properties with established MBE programs are encouraged to work with MPOs, utilizing transportation planning funds to update existing MBE programs as necessary.

III-C-4: Planning for the Elderly and Disabled

Joint FHWA and FTA regulations require that the urban transportation planning process include activities specifically emphasizing the planning, development, evaluation and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA. This process should include an analysis of inventories of disabled persons, their locations, and special transportation services needed. These regulations emphasize estimation of travel needs through statistical analysis and a self-identification process. Both thoroughfare and transit planning activities should focus on complying with the key provisions of the ADA, and include special efforts to plan transportation facilities and services that can be effectively utilized by people with limited mobility.

III-C-5: Safety/Drug Control Planning

MPO's may pass planning funds through to transit operators for use in performing safety audits and in the resulting development of safety/ security improvement and in alcohol/drug control planning, programming, and implementation. Attention should be given to the development of policies and planning for the proper safety related maintenance of transit vehicles, fire safety, substance abuse where it affects employee performance in critical safety related jobs, emergency preparedness to improve the capability to respond to transit accidents/incidents, security to reduce theft and vandalism of transit property and to counter potential politically motivated terrorism directed against transit users, facilities, and equipment.

III-C-6: Public Participation

The MPO will continue to update and enhance the MPO website as well as continue to strive to provide early, proactive, and meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers, to provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process, to assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information. It also includes providing process support, such as developing and preparing informational materials for the MPO website, conducting public outreach, managing the MPO website, preparing and distributing the MPO's newsletter, implementing other social media (Twitter, YouTube and Facebook), and maintaining mailing lists and email lists.

III-C-7: Private Sector Participation

The purpose of the private sector participation requirement is to give private operators the opportunity to initiate involvement. In an effort to more effectively address this requirement, the evaluation of private sector service alternatives has been incorporated into the transportation planning process.

III-D: Statewide and Extra-Regional Planning

This section covers planning and policy development outside the region and support of state and national user groups and organizations, as well as legislative issues. Planning involves coordination with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. Examples of such activities include Functional Reclassification of roads, designation of Urban Area Boundaries, National Highway System coordination, participation in statewide planning such as the Vision Plan, Highway Performance Monitoring System activities, and regional transit coordination. Involvement could include, but is not limited to: collection and compilation of data; participation in related workshops, conferences, and meetings; and review and administrative approval or endorsement of documentation. Extra-regional plans might include corridor plans that span multiple region boundaries (US 70, US 17), large-area transit plans that span multiple areas, or similar bike/trail plans (ECG, MTST, Carolina Thread Trail).

Policy coordination involves state and federal agencies, which collaborate to develop policy direction and implementation.

III-E: Board Support, Member Services, and Administration

The purpose of this work is to assist and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning process in conformance with applicable federal and state requirements as described in the 3C Memorandum of Understanding. This work encompasses the administration and support of transportation planning process as mandated by federal regulations. The 3C planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes of these meetings, training, preparing quarterly progress reports, documenting expenditures for planning work items, and filing for reimbursement of expenditures from the PL and STBG-DA funds

account and other Federal funds. In addition, this work includes consultation with other agencies involved within 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of, and reporting on, the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include, but are not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, NCDEQ, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Respond to federal and State legislation and regulations.
3. Provide service request to citizens.
4. Provide service requests and technical support to MPO member agencies.
5. Provide oversight to MPO planning and transit funding policies.
6. Work with CAMPO on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
7. Provide technical assistance to the Board and other member jurisdictions' policy bodies.
8. Participate in joint CAMPO/DCHC MPO TC and Board meetings to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
9. Review and comment on federal and state plans, programs, regulations and guidelines.

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FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
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1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer
1.4	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses
1.5	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data
1.6	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc
1.7	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.
1.10	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise
1.11	Parking inventory	Parking inventory	Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2022 UPWP	Develop FY 2023 UPWP	Develop FY 2024 UPWP	Develop FY 2025 UPWP	Develop FY 2026 UPWP
2.5	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration
	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
2.7	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.
2.8	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.
3	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP

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3.1	2050 MTP development process and schedule	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	Amendment of the 2045 MTP for AQ analysis and conformity as necessary	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	2050 MTP environmental analysis and consideration
3.2	Refinement of SE forecast to Horizon and intermediate years.	Integration of resiliency planning.	Framework for incorporating technology and autonomous / connecte vehicles into the 2050 MTP	Work associated with Goals, Objectives and targets for 2050 MTP commences.	Model and technical analyses for the 2050 MTP
3.3	Model Update and improvements for 2050 MTP development commences	CTP continual update and consistency and integration with CMP and SPOT	Update of base year networks and their attributes	Deficiency analysis and needs assessment for 2050 MTP continue	Continue work on GIS and mapping for MTP base maps
3.4	Inter-Agency Consultation process	Base year SE data collection, tabulation and analysis underway; and networks and attributes development continues	Update of modeling and technical tools for 2050 MTP analyses.	Public outreach for deficiency analysis, existing condition and need assessment	Selection of Preferred MTP Option.
3.5	CTP continual update and amendemnt as necessary.	Update methodology for analyzing and assessing equity and health impacts on 2050 MTP	Continue work on GIS and mapping for MTP base maps	Generation of alternatives for 2050 MTP	AQ analysis and conformity determination process
3.6	2050 MTP Visioning process and coordination kick-off	Adoption of the 2050 MTP development process and schedule	Continue work on GIS and mapping for MTP base maps	Evaluation and analysis of alternatives	Inter-Agency Consultation process
3.7	Goals, Objectives and targets for 2050 MTP	Develop 2050 MTP Public Outreach and input process, including involvement and input from MPO member agencies.	Base year SE data collection and analysis for 2050 MTP	Public outreach and input on the draft preferred plans (options).	Public outreach and involvement of the 2050 MTP.
	Work commences on MPO wide Community visioning. Product to lead into Goals and Objectives development	Update Title 6, EJ and LEP for 2050 MTP	Comm Viz Scenario planning and selection of the preferred scenario	CTP continual update and amendemnt as necessary.	Adoption of 2050 MTP and AQ comformity report
	Development of networks and update of base maps	2050 Goals, Objectives and Performance Measures	Socio-economic and demographic forecasts for 2050 MTP, including 2030 and 2040 intermediate years	Incorporation of freight, airport, safety, EJ, etc.	Initiation of 2055 MTP development and update process
	Existing condition analysis continues	Initiate Community Viz 3.0 model update and land-us scenario building.	Existing conditions and deficiency analyses continue	Amendment of the 2045 MTP as necessary	Amendment of the 2045 MTP as necessary
	Deficiency analysis commences	Public outreach and involvement for thr 2050 MTP	Assessment of Need for the 2050 MTP		
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of annual continuous household and transit on board survey. Coordination of estimation year data collection	Support MPO 2045 MTP and air quality conformity model applications	Develop TRMv7: continue estimating models for tour mode choice	Develop TRMv7: incorporate existing model components for commercial vehicles & external models	Develop TRMv7: complete model calibration and validation
4.3	Survey tabulation and analyses winter/spring 2020. Analysis and tabulation of estimation year data (traffic counts, SE data, PASA parking)	Collection of network data and development of networks	Develop TRMv7: model applications completed	Develop TRMv7: initial model calibration and validation begins	Develop TRMv7: develop application tools for plan evaluation & air quality analysis
4.4	Support MPO 2045 MTP model application and demand forecasts.	Maintain/enhance TRMv6: develop additional tools for application	Develop TRMv7: continue estimating models for tour mode choice		2020 census TAZ delineation
4.5	Maintain/enhance TRMv6.x: develop improved parking model	Develop TRMv7: begin developing/adapting application programs for population synthesizer/tour-activity scheduler/router			

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4.6	Develop TRMv7: investigate/specify tour/activity scheduler/router	Develop TRMv7: begin model estimation and calibration for usual work and school location, activity scheduler, and router			
	Develop TRMv7: begin preparing data for estimation				
	Develop TRMv7: available data will be entered in selected data structure				
4.7					
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans
5.3	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues
6.3	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Transportation Performance Measures (TPM)	Update of area of influence and congestion networks. Application & reevaluation of definition of congestion		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion	
7.4	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update
7.5		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Identification and evaluation of strategies continues
7.9		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
	Review and confirm data to be used in SPOT 6 (2023-2032 STIP)	Submit SPOT 6 Division Needs points assignment	Develop 2023-2032 MTIP including public input and comment process	Update TIP ranking & project prioritization methodology as necessary	Develop 2025-2034 MTIP including public input and comment process
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Adopt 2023-2032 MTIP	Submit SPOT 7 Regional Impact points assignment	Adopt 2025-2034 MTIP
	Submit SPOT 6 Regional Impact points assignment	Adopt 2023-2032 STIP	Review SPOT 7 (2025-2034) project submissions and prepare comparative analysis	Submit SPOT 7 Division Needs points assignment	Review SPOT 8 (2027-2036) project submissions and prepare comparative analysis

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			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
14.1	Development of the MPO Safety plan to reflect State Highway Safety initiatives	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination

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	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	Board directives	Board directives	Board directives	Board directives	Board directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
		NC 751 Corridor Study	NC 751 Corridor Study		

Appendix

Commonly Used Acronyms

3-C	Comprehensive, Cooperative, and Continuing
ACS	American Community Survey
ADA	Americans with Disabilities Act (1990)
ADT	Average Daily Traffic
AGOL	ArcGIS Online
APC	Automatic Passenger Counter
AQ	Air Quality
AVL	Automatic Vehicle Location
Bike/Ped	Bicycle and Pedestrian
BOT	Board of Transportation
BRT	Bus Rapid Transit
CAMPO	Capital Area Metropolitan Planning Organization
CBD	Central Business District
CFR	Code of Federal Regulations
CHT	Chapel Hill Transit
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Certificate of Occupancy
CTP	Comprehensive Transportation Plan
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprise
DCHC MPO	Durham Chapel-Hill Carrboro Metropolitan Planning Organization
DEIS	Draft Environmental Impact Statement

FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
FY	Fiscal Year
GIS	Geographic Information Systems
HOT	High-Occupancy Toll (Lane)
HOV	High-Occupancy Vehicle (Lane)
HPMS	Highway Performance Monitoring System
IDAS	ITS Deployment Analysis System
INFOUSA	Info USA
ITRE	Institute for Transportation Research and Education
ITS	Intelligent Transportation System
KML	Keyhole Markup Language
LEP	Limited English Proficiency
LOS	Level of Service
LPA	Lead Planning Agency
MAP-21	Moving Ahead for Progress in the 21st Century Act
MBE	Minority Business Enterprise
MLI	Minority and Low Income
MOVES	Motor Vehicle Emission Simulator
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MRC	Mobility Report Card
MTIP	Metropolitan Transportation Improvement Program

DOLRT	Durham-Orange Light Rail Transit
DTAG	Durham Trails and Greenway
EJ	Environmental Justice
EPA	Environmental Protection Agency
ESRI	Environmental Systems Research Institute
E-TIP	Electronic-Transportation Improvement Program

MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
NEPA	National Environmental Policy Act (1969)

NHS	National Highway System
NPRM	Notice of Proposed Rule Making
N-S BRT	North-South Bus Rapid Transit
NTD	National Transportation Database
OC	Orange County
OPT	Orange Public Transportation
PIP	Public Involvement Policy
PL	Metropolitan Planning (Funds)
PMT	Person Miles of Travel
PTD	Public Transportation Division
PUMS	Public Use Microdata Sample
QC	Quality Control
RDU	Raleigh-Durham International Airport
REA	Regional Emissions Analysis
RFP	Request for Proposal
SE	Socio-Economic
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SPOT	Strategic Planning Office of Transportation
SRTP	Secure Real-time Transportation Protocol

TBS	Travel Behavior Survey
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TIM	Traffic Incident Management
TIMS	Transportation Injury Mapping System
TIP	Transportation Improvement Program
TJCOG	Triangle J Council of Government
TMA	Transportation Management Area
TRM	Triangle Regional Model
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

STBG-DA	Surface Transportation Block Grant-Direct Attributable
STBGP	Surface Transportation Block Grant Program
STI	Strategic Transportation Initiative
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STP-DA	Surface Transportation Program - Direct Attributable
SWG	Staff Working Group
TA	Transportation Alternatives
TAC	Transportation Advisory Committee (MPO)
TAP	Transportation Assistance Program
TAZ	Transportation Analysis Zone

Town of Carrboro

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Data and Planning Support															
	1 Networks and Support Systems	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	2 Travelers and Behavior	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500	
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II-B	Planning Process															
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
III-A	Planning Work Program															
	1 Planning Work Program	\$360	\$1,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$0	\$1,440	\$1,800	
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	3 Merger/Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. En	\$940	\$3,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$940	\$0	\$3,760	\$4,700	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning															
	1 Statewide & Federal Policy Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations															
	1 Board & TC Support and Liaison	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000	
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$4,200	\$16,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$16,800	\$21,000	

Task II-A-1: Networks and Support Systems

Description

This section covers data and processes used to support transportation planning related to transportation infrastructure. It includes (but is not limited to): Traffic Volume Counts, Vehicle Miles of Travel (VMT), Street System Changes, Traffic Crashes, Transit System Data, Air Travel, Central Area Parking Inventory, Bicycle and Pedestrian Facilities Inventory – including Trails, Collection of Network Data, Capacity Deficiency Analysis

Objectives

To collect local traffic count data relevant to the CMP, TRM model analysis, the Town's residential traffic management plan, or other studies. Town staff to provide synchro files developed for local projects.

Previous Work

In FY 2021, the Town submitted traffic count data, parking inventory data and bicycle/pedestrian data as had been collected in support of local studies was submitted to the MPO.

Previous Task Codes

- II-A-1: Traffic Volume Counts
- II-A-11: Central Area Parking Inventory
- II-A-13: Bicycle & Pedestrian Counts

Proposed Activities

- Inventory on and off-street parking facilities
- Update mapping for bike and pedestrian facilities
- Collect daily, weekly and monthly ridership counts; compile service related information by route
- Assemble transit system characteristics
- Provide annual TAM and State of Good Repair target inventories
- Additional data collection tasks as needed/ requested by the LPA

Products

- Database of parking facilities
- GIS shape files containing parking data
- Transit system statistics as part of quarterly progress reports to the LPA in Excel for transit system data and in a GIS shape files (spatial) for route and stop attributes
- GIS shapefiles of bicycle and pedestrian networks
- Annual TAM and SGR inventories and targets

Relationship to other plans and MPO activities

Data will be used for the CMP and MRC. Counts may be helpful in determining focus areas for TDM strategies, the Triangle Regional Model (TRM), the Town's conceptual Slow Zone plan, and responding to citizen inquiries for safety improvements on NCDOT maintained facilities. Also relevant to Carrboro Downtown Parking Study, 2050 MTP, 2020 Bicycle Plan Update, Town Comprehensive Plan.

Proposed budget and level of effort

All work to be completed by the Transportation Planner

Local Staff Hours: **60 Hours**

Task II-A-2: Travelers and Behavior

Description

This section covers data and processes used to support transportation planning related to socio- economic data and conditions. It includes (but is not limited to): Dwelling Unit, Population, and Employment Changes, Collection of Base Year Data, Travel Surveys, Vehicle Occupancy Rates (Counts), Travel Time Studies

Objectives

To support mapping activities for the 2050 MTP, the TRM update, and generate maps as needed for other MPO or Town transportation planning tasks.

Previous Work

The Town provided local socioeconomic data for the 2040 and 2045 MTPs, reviewed and modified Community Viz for the 2050 MTP place type and development status categories. The Town edited the employment shapefile in Employment Analyst in preparation for the 2050 MTP, analyzed residential and employment density in the vicinity of bus stops for the Orange County Bus and Rail Investment Plan, provided downtown Carrboro parking inventory maps, and regularly updated transportation shapefiles based on new developments and completed projects.

The Town assisted MPO staff in review of socioeconomic data for the MPO

Previous Task Codes

- II-A-10: Mapping
- II-B-3: Travel Model Updates

Proposed Activities

- Update geospatial mapping for SE data, development proposals/permits, bike-pedestrian networks, development review activities, building permit and Certificate of Occupancy data, highway element of the MTP, transit element of the MTP, etc.
- Additional data collection tasks as needed/ requested by the LPA

Products

- SE Data shapefiles
- Development review/proposals
- Permits
- CO's
- Data collection locations
- Basemaps, etc.

Relationship to other plans and MPO activities

2050 MTP, TRM update, 2017 Carrboro Parking Plan, 2020 Bicycle Plan Update, Town Comprehensive Plan

Proposed budget and level of effort

10 percent of work to be completed by the Transportation Planner.

45 percent of work to be completed by GIS Analyst.

45 percent of work to be completed by the GIS technician.

Local Staff hours: **90 hours**

Task II-B-3: Special Studies

Description

This task includes mode-specific plans and special studies that do not fall under Operational Planning.

Objectives

To develop and use the recommendations from the Estes Road corridor study for implementation of bike-ped improvements along that corridor as part of EB-5994A. The Town will also work to coordinate with consultants for the downtown paid parking study.

Previous Work

The Town has engaged in transportation-related studies such as the 2020 Bicycle Plan Update, conceptual and design plans for various greenway projects, the Safe Routes to School Action Plan, the West Main Street Road Diet Study, the Downtown Carrboro Parking Study, the NC 54 West Corridor Study, and the NC 54 Bike-Ped Safety Study (in partnership with Chapel Hill).

Previous Task Codes

- III-D-3: Special Studies

Proposed Activities

- Participation in corridor study of Estes Drive (funded by the Orange County Transit Plan)
- Review other Town plans and studies as necessary

Products

- Estes Drive Corridor Study
- Downtown Paid Parking Study
- Related data for use by MPO

Relationship to other plans and MPO activities

2050 MTP, CMP, 2020 Bicycle Plan Update, Downtown Parking Study

Proposed budget and level of effort

50 percent of work to be completed by the Transportation Planner.

50 percent of work to be completed by the Planning Administrator.

Local Staff hours: **45 hours**

Task III-A-1: Unified Planning Work Program (STBG-DA and 5303)

Description

A Unified Planning Work Program (UPWP) will be prepared annually by the MPO in cooperation with other participating agencies and under the guidance of the Technical Coordinating Committee. The PWP will present the proposed planning work program for the next year and review the most recent accomplishments of the planning process. A 5-year plan that shows basic assumptions for work to be performed in future PWPs for the current year and subsequent 4 years should also be developed. This will reflect the high-level PWP categories and show the progression of projects that require more than one year to complete and ongoing maintenance tasks.

Objectives

To track and report on Carrboro's FY2023 UPWP activities, and process amendments to the UPWP if necessary. The Town will submit Carrboro's portion of the FY2023 UPWP to the MPO and participate in oversight of the UPWP process.

Previous Work

Town staff has prepared UPWPs each year and tracked the completion of UPWP tasks with quarterly progress reports. Progress reports have made clear how much funding remains for tasks in the fiscal year, guiding whether or not amendments are necessary. Town staff has also participated in LPA oversight meetings.

Previous Task Codes

- III-A-1: Planning Work Program

Proposed Activities

- Complete quarterly reports for the 2023 UPWP
- Complete amendment spreadsheets as needed
- Prepare Carrboro's 2024 UPWP documents and budget
- Attend LPA oversight meetings and review documents.

Products

- Development of draft and final FY24 UPWP
- Quarterly invoices and reports
- Amendment of UPWP as necessary
- Transmittal of documentation, work products/deliverable highlighted elsewhere to the LPA

Relationship to other plans and MPO activities

Required by federal law, the UPWP is the mechanism for regional transportation planning and coordination in the MPO. It allocates a portion of STP-DA and transit funding received by the MPO for planning activities.

Proposed budget and level of effort

100 percent of work to be completed by the Transportation Planner.

Local Staff hours: **35 hours**

Task III-B-2: Metropolitan TIP (STBG-DA and 5303)

Description

Every 2 years, the MPO will prepare a metropolitan programming document (TIP) which is coordinated with the State Transportation Improvement Program (STIP). The local programming document is a short range, five to ten-year multi-modal program which identifies transportation improvements recommended for advancement during the program period, identifies priorities, groups improvements into staging periods, includes estimated costs and revenues, and is fiscally constrained.

Objectives

To facilitate timely progress on TIP projects and process amendments when necessary. The Town will continue to participate in review and coordination regarding the SPOT 6.0 prioritization process if/when it resumes.

Previous Work

The Estes-Greensborough Roundabout (U-5846) was completed in 2021. The Town previous bid out the construction of Bicycle Loop Detectors (U-4726-DF) but did not receive any bids and is continuing to assess potential avenues for implementation. Other projects currently underway include Morgan Creek Greenway (EL-4828, Town is pursuing modifications to bid documents to readvertise for construction), Jones Creek Greenway (C-5181, currently at ~90% design), and South Greensboro Street sidewalk (C-5650, currently at 65% design).

Previous Task Codes

- III-B-1: Transportation Improvement Plan

Proposed Activities

- Submit candidate projects, with relevant data and GIS shapefiles, for the MPO's LAP program
- Review the draft STIP and MTIP and provide comment

Products

- MTIP local agencies' supplement
- MTIP amendment requests
- Summary of public involvement activities
- Comments on the draft STIP and MTIP

Relationship to other plans and MPO activities

2021-2030 TIP, 2050 MTP, Orange County Transit Plan, CMAQ funding.

Proposed budget and level of effort

50 percent of work to be completed by the Transportation Planner.

50 percent of work to be completed by the Planning Administrator.

Local Staff hours: **55 hours**

Task III-C-6: Public Involvement/ Equitable Community Engagement (STBG-DA and 5303)

Description

An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision-makers. Objectives of an area's public involvement process include that it is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. It also provides mechanisms for the agency or agencies to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and builds support among the public who are stakeholders in transportation investments.

Objectives

To participate in and contribute to MPO-related meetings and adhere to the goals and tasks laid out in the Unified Planning Work Program. Town staff will ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues. Town staff will also ensure the local transportation advisory board and planning board both have the information it needs to develop sound recommendations on local and regional transportation issues. To improve staff efficiency and knowledge through training sessions and educational materials.

Previous Work

The Town will continue its public activities in FY 2023, similar to proposed activities described below, and will include increasing use of social media for notice of local matters on transportation matters and of MPO meetings and input opportunities. Public involvement occurs for most development review processes, already.

Previous Task Codes

- III-C-6 Public Involvement.

Proposed Activities

- Ensure early, proactive, and meaningful public participation and input throughout the transportation planning process, including providing the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process
- Assess the effectiveness of the current Public Involvement Process as required by the federal certification team. Develop and enhance the process of public dissemination of information
- Update the Public Involvement Plan (PIP) and Limited English Proficiency Plan (LEP)

Products

- Update public involvement mailing/contact list
- Summary of public involvement activities, including means of advertisement, attendance, and response to comments
- Report on the analysis of the effectiveness of the local agencies' public involvement, especially in reaching EJ communities

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

The Town will continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. The Town will work to increase public participation in transportation planning issues at the local and regional (MPO) levels.

Proposed budget and level of effort

50 percent of work to be completed by the Transportation Planner.

50 percent of work to be completed by the Planning Administrator.

Local Staff hours: **90 hours**

Task III-E: Board Support, Member Services, and Administration (STBG-DA and 5303)

Description

Support of advisory and governing bodies, including maintenance of membership and appointments, meeting planning, agenda preparation and posting, conducting meetings & hearings, minutes preparation, and compliance with Open Meetings & Public Records statutes.

Objectives

To participate in and contribute to MPO-related meetings and adhere to the goals and tasks laid out in the Unified Planning Work Program. Town staff will ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues. Town staff will also ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues. To improve staff efficiency and knowledge through training sessions and educational materials.

Previous Work

Similar to requested activities described below.

Previous Task Codes

- III-E-1: Management & Operations

Proposed Activities

- **Program no more than 5% of total funding request in this task code**
- Attend MPO Board and TC meetings and any relevant sub-committee meetings that don't pertain to other defined Task Codes
- Provide agenda items for board and committee meetings as requested or needed

Products

- Relevant and requested presentations to the MPO Board, TC and/or City Council on various transportation topics
- Participation in MPO TC and Board meetings on general topics not already defined in another Task Code
- Facilitation of requested follow-up information from board and committee meetings

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

Proposed budget and level of effort

60 percent of work to be completed by the Transportation Planner.

40 percent of work to be completed by the Planning Administrator.

Local Staff hours: **20 hours**

Town of Chapel Hill

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$5,113	\$20,452	\$0	\$0	\$856	\$856	\$6,848	\$0	\$0	\$0	\$5,969	\$856	\$27,300	\$34,125
	2 Travelers and Behavior	\$3,068	\$12,271	\$0	\$0	\$3,122	\$3,122	\$24,976	\$0	\$0	\$0	\$6,190	\$3,122	\$37,247	\$46,559
	3 Transportation Modeling	\$1,155	\$4,622	\$0	\$0	\$289	\$289	\$2,312	\$0	\$0	\$0	\$1,444	\$289	\$6,934	\$8,667
II-B	Planning Process														
	1 Targeted Planning	\$12,045	\$48,181	\$0	\$0	\$2,134	\$2,134	\$17,072	\$0	\$0	\$0	\$14,179	\$2,134	\$65,253	\$81,566
	2 Regional Planning	\$3,068	\$12,271	\$0	\$0	\$700	\$700	\$5,600	\$0	\$0	\$0	\$3,768	\$700	\$17,871	\$22,339
	3 Special Studies	\$3,068	\$12,271	\$0	\$0	\$1,700	\$1,700	\$13,600	\$0	\$0	\$0	\$4,768	\$1,700	\$25,871	\$32,339
III-A	Planning Work Program														
	1 Planning Work Program	\$578	\$2,311	\$0	\$0	\$608	\$608	\$4,864	\$0	\$0	\$0	\$1,186	\$608	\$7,175	\$8,969
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$3,068	\$12,271	\$0	\$0	\$3,122	\$3,122	\$24,976	\$0	\$0	\$0	\$6,190	\$3,122	\$37,247	\$46,559
	3 Merger/Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comr	\$2,045	\$8,181	\$0	\$0	\$1,828	\$1,828	\$14,624	\$0	\$0	\$0	\$3,873	\$1,828	\$22,805	\$28,506
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Develop	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$1,492	\$5,969	\$0	\$0	\$1,700	\$1,700	\$13,600	\$0	\$0	\$0	\$3,192	\$1,700	\$19,569	\$24,461
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$1,300	\$5,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$0	\$5,200	\$6,500
	2 Member Services	\$0	\$0	\$0	\$0	\$1,700	\$1,700	\$13,600	\$0	\$0	\$0	\$1,700	\$1,700	\$13,600	\$17,000
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$36,000	\$144,000	\$0	\$0	\$17,759	\$17,759	\$142,072	\$0	\$0	\$0	\$53,759	\$17,759	\$286,072	\$357,590

II-A-1 Networks and Support Systems

The Town of Chapel Hill will collect traffic/bike-ped volume counts, central area parking data, bicycle and pedestrian facilities, crash data, and street systems changes. The Town will utilize the Town-wide traffic model to conduct traffic analyses, review TIAs for developments, and evaluate the TIA process to include regional implications.

Objectives

- Collect data listed above
- Utilize traffic model for analyses
- Update Town's TIA process

Previous Work

- Local traffic counts
- Traffic Impact Analyses for developments
- Parking inventories
- Mobility Report Cards
- Facilities inventories

Requested Activities

- Collect traffic data
- Collect bike-ped counts at various locations
- Conduct traffic analyses using town-wide model
- Inventory on and off-street parking facilities
- Update mapping for bike and pedestrian facilities
- Collect and analyze traffic crash data
- Additional data collection tasks as needed/ requested by the LPA

Products

- Parking data
- Traffic/bike-ped counts
- Updated bike-ped facilities inventory
- Crash reports

Relationship to other plans and MPO activities

CMP, Mobility Report Card and TRM, Chapel Hill traffic analytics

Proposed budget and level of effort

Task will be undertaken by Transportation Planner and Division Manager. **500 hours**

II-A-2 Travelers and Behavior

The Town of Chapel Hill will continue to assist the LPA with mapping for UPWP transportation planning activities such as the CMP, MTP, CTP, TIP, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, development review, socio-economic and demographic trends, and environmental factors. The Town mapping and spatial GIS products will support the MPO overall GIS and geo-spatial management system.

Objectives

- Provide maps for use in various MPO planning activities
- Provide mapping support for Community Viz, modeling, MTP, CTP, etc.
- Maintain GIS-Online

Previous Work

- Mapping for MTP, CTP, SPOT processes, and STIP projects
- Traffic/bike-ped count locations
- Special projects

Requested Activities

- Update geospatial mapping for socio-economic data, development proposals/permits, bike-pedestrian networks, development review activities, building permit and Certificate of Occupancy data, etc.
- Additional data collection tasks as needed/ requested by the LPA

Products

- Socio-economic data
- Compiled development review/proposals
- Certificates of Occupancy
- Data collection locations
- Maps and shapefiles as needed by LPA

Relationship to other plans and MPO activities

Triangle Regional Model, MTP, CTP, CMP, Mobility Report Card, SPOT, land-use scenarios

Proposed budget and level of effort

Task will be undertaken by Transportation Planner and Division Manager. **300 hours**

II-A-3 Transportation Modeling

The Town of Chapel Hill will participate and assist the MPO and GoTriangle in developing revenue and expenditure assumptions and data related to the Orange County Transit Plan and 2050 MTP. Town staff will develop cost estimates and budgets for LAPP project submissions, TIP projects, and monitor budgets of projects underway.

Objectives

- Provide financial information as necessary to the Orange County Transit Plan
- Monitor update and implementation of the Orange County Transit Plan
- Create, adopt, and monitor budgets for TIP projects and LAPP program
- Use regional financial information to inform Town budget processes

Previous Work

- Financial element of previous MTPs
- Orange County Transit Plan financial element
- Budgets for existing TIP and MTP projects

Requested Activities

- Monitor financial reporting from GoTriangle for Orange County Transit Plan
- Submit necessary documentation to GoTriangle for OC Transit Plan projects
- Budget work for Town and regional TIP projects
- Assist with transportation modeling and MPO financial planning as needed

Products

- Updated Orange County Transit Plan financial element
- Quarterly invoices and reports for OC Transit Plan projects
- Cost estimates and budgets for TIP and LAPP projects

Relationship to other plans and MPO activities

Annual UPWP, TIP, MTP, Orange County Transit Plan

Proposed budget and level of effort

Task will be undertaken primarily by Division Manager. **100 hours**

II-B-1 Targeted Planning

The Town of Chapel Hill will continue to work with the MPO to refine the collection and analysis of data related to the congestion management system for the MPO. Town staff will prepare information and analyses specific to congestion in the region and develop strategies to address identified issues. Town staff will coordinate Transportation Demand Management (TDM) activities for numerous employers in Chapel Hill as well as the regional public. The Chapel Hill TDM program is part of a larger regional effort that is responsible in part to the MPO. The Town will develop a Connector Roads plan to improve connectivity within Chapel Hill and to the rest of the region.

Objectives

- Identify areas of congestion within the Town and regional connections based on count information, community survey responses, and traffic studies
- Develop strategies to address congested corridors and key intersections
- Prepare biannual report highlighting key issues and proposed recommendations
- Coordinate with MPO staff to develop regional CMS and Mobility Report Card
- Promote TDM to Chapel Hill and regional employers
- Develop Connector Road plan

Previous Work

- Coordination with MPO for collection of previous MRC and CMP data
- Ongoing TDM efforts
- Previous biennial traffic signal timing studies

Requested Activities

- Support and evaluate the updates of the MPO CMP and MRC
- Provide relevant GIS shape files
- Support the MPO in supporting regional County Transit Plans and BRT/commuter rail initiatives
- Support development of a 5-year needs-based budget and connectivity plan
- TDM activities and traffic analyses
- Hire consultant to develop a Connector Roads plan

Products

- MPO CMS Report
- Chapel Hill data for Mobility Report Card
- Results from biannual TDM and travel time/signal timing surveys
- Connector Roads plan

Relationship to other plans and MPO activities

Annual UPWP, TIP, MTP, Orange County Transit Plan

Proposed budget and level of effort

Task will be undertaken by Transportation Planners and Division Manager. **200 hours**

II-B-2 Regional Planning

The Town of Chapel Hill will assist the MPO in developing the Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Plan (MTP). Staff will provide data to the MPO to include in the model and develop highway, transit, and bicycle/pedestrian projects for inclusion in the plans.

Objectives

- Submit and review data for CTP and MTP
- Work with NCDOT to develop designs for highway projects in Chapel Hill
- Design transportation projects from adopted MTP
- Assist in development of roadway, transit, bike-ped, and corridor studies

Previous Work

- Previous MTPs and CTPs
- Travel demand forecast
- Capacity deficiency analysis
- Elliott Road Extension design

Requested Activities

- Create and conduct public engagement activities based on goals and objectives of MTP
- Submit data and support MPO in identifying transportation deficiencies from the model
- Identify highway, transit, bicycle and pedestrian projects and policies to address deficiencies

Products

- Designs for NC 54, US 15-501, I-40/NC 86
- MPO roadway and corridor studies
- Updated GIS shapefiles for highway, transit, and bicycle and pedestrian elements of the MTP

Relationship to other plans and MPO activities

2045/2050 MTP and CTP, STIP/TIP.

Proposed budget and level of effort

Task will be undertaken by Transportation Planners and Division Manager. 300 hours

II-B-3 Special Studies

Participate in ongoing special studies, including NC 54 NEPA/Design and transit feasibility, Chapel Hill traffic analytics, N-S BRT, Vision Zero, and others

Objectives

- Provide staff support to mode-specific plans special studies that impact the DCHC MPO

Previous Work

- Staff assistance to US 15-501 Feasibility Study and Corridor Study
- Draft Blue Hill TIA/Town-wide model development
- N-S BRT alternatives analysis

Requested Activities

- Attend coordination meetings
- Prepare data on request
- Provide updates to elected officials
- Continue work on other studies that impact the DCHC MPO

Products

- Deliverables related to the requested special studies

Relationship to other plans and MPO activities

CTP, MTP and STIP/TIP, CMP, Mobility Report Card, TRM, and others

Proposed budget and level of effort

Task will be undertaken by Transportation Planners and Division Manager. **300 hours**

III-A-1 Planning Work Program

Administer the Chapel Hill element of the FY23 UPWP that describes all transportation and transportation-related planning activities anticipated within the Town of Chapel Hill and DCHC MPO planning area. Staff will prepare and process quarterly reports and amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY24 UPWP.

Objectives

- Administer the FY23 UPWP
- Develop, maintain, and complete the UPWP quarterly reports and invoices
- Prepare UPWP amendments as necessary
- Prepare the FY24 UPWP

Previous Work

- Previous UPWPs

Requested Activities

- Review and amend relevant portions of the FY23 UPWP
- Prepare and submit quarterly reports
- Develop the FY24 UPWP
- Attend MPO Oversight Committee meetings as required

Products

- Amendments to the current UPWP as necessary
- Quarterly reports for current UPWP
- FY24 UPWP

Relationship to other plans and MPO activities

The UPWP captures work required for all other plans and MPO activities.

Proposed budget and level of effort

Task will be undertaken primarily by the Division Manager. **50 hours**

III-B-2 Metropolitan TIP

The Town of Chapel Hill will assist the MPO in developing projects for consideration in the next update of the STIP/TIP, as well as develop projects for the LAPP program. Town staff will also work to implement projects currently in the STIP, including bike-ped improvements on Old Durham Road, Estes Drive, Estes Drive Extension, the sidepaths on US 15-501, as well as NCDOT and regional STIP projects.

Objectives

- Provide input to STIP update
- Develop projects for LAPP program
- Plan and implement projects in current and previous STIPs

Previous Work

- Development of projects for SPOT 4.0-6.0
- TIP project planning and implementation

Requested Activities

- Assist in updating the current STIP
- Prepare TIP amendments as necessary
- Develop projects for LAPP program
- Plan and implement current and past STIP projects

Products

- Updated STIP
- TIP amendments as necessary
- LAPP program project submissions
- Status updates on existing STIP projects

Relationship to other plans and MPO activities

2045/2050 MTP and CTP, Chapel Hill Mobility and Connectivity Plan

Proposed budget and level of effort

Task will be undertaken by the Transportation Planners and Division Manager. **300 hours**

III-C-6 Public Involvement/Equitable Community Engagement

The Town of Chapel Hill will be proactive in ensuring that equitable public input and participation is part of the transportation planning process. This will be done through public meetings, workshops, pop-up meetings, social media outreach, and community surveys. Town staff will strive to engage all residents, regardless of their ability to attend traditional public meetings. Staff will analyze demographic data and identify communities of concern to focus engagement. The Town will conduct an ADA Transition Plan planning effort and related public engagement.

Objectives

- Obtain input from all Chapel Hill populations
- Analyze demographic data
- Progress on ADA Transition Plan

Previous Work

- Public meetings for past transportation studies and projects
- Biennial Community Surveys
- Tabling at community events
- Communities of Concern maps

Requested Activities

- Hold public meetings/workshops/pop-up events in the community
- Demographic data analyses to enhance public involvement processes for wider reach
- ADA Plan

Products

- Update public involvement mailing/contact list
- Summary of public involvement activities, including means of advertisement, attendance, and response to comments
- Communities of Concern map
- Update on ADA plan progress

Relationship to other plans and MPO activities

STIP/TIP, Mobility and Connectivity Plan, MPO Environmental Justice Plan

Proposed budget and level of effort

Task will be undertaken by the Transportation Planners and Division Manager. **200 hours**

III-D-2 Statewide & Extra-Regional Planning

The Town will collaborate on projects with NCDOT and other partners such as the Triangle Bikeway Study, Commuter Rail, and Vision Zero. The Town will support inter-MPO coordination as required.

Objectives

- Participation in regional, statewide, and local planning initiatives

Previous Work

- Coordinated with GoTriangle on the Station Area Grant application and the DEIS for DOLRT
- Collaborated with NCDOT and regional partners on numerous studies and projects

Requested Activities

- Support joint activities and analysis in land use, transportation, and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and private sector partners
- Participate in NC Vision Zero Coalition

Products

- High capacity transit plans for major regional corridors
- Other statewide and regional studies and plans
- Vision Zero plans

Relationship to other plans and MPO activities

MTP, Orange/Durham County Transit Plans, and STIP/TIP, Pedestrian Safety Action Plan

Proposed budget and level of effort

Task will be undertaken by the Transportation Planners and Division Manager. **145 hours**

III-E-1 Board & TC Support and Liaison

The Town will assist and support the DCHC MPO efforts in complying with federal requirements. Town staff will attend DCHC MPO and other regional meetings. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes, attending trainings/conferences, and performing other administrative duties related to being a MPO member jurisdiction. Town staff also manages meetings for the Transportation and Connectivity Advisory Board and frequently presents MPO-related information and plans to the Town Council.

Objectives

- Perform all tasks necessary to conduct successful and forward-thinking transportation planning in the Town of Chapel Hill
- Fulfill duties of MPO member jurisdiction
- Keep Advisory Board and Town Council informed of transportation-related activities

Previous Work

- Attended MPO TC, Board, and sub-committee meetings
- Liaised to the Transportation and Connectivity Advisory Board

Requested Activities

- Attend all MPO TC, Board and sub-committee meetings
- Provide technical assistance to the MPO
- Staff Town Advisory Board meetings
- Brief Town MPO Board representatives prior to each meeting
- Review and comment on federal and state transportation-related plans, programs, regulations and guidelines pertaining to the Town of Chapel Hill
- Present to Council as necessary and appropriate

Products

- Attendance at MPO meetings
- Feedback and comments from Council and advisory boards as appropriate

Relationship to other plans and MPO activities

This task supports all plans and MPO activities

Proposed budget and level of effort

Task will be undertaken by the Transportation Planners and Division Manager. **125 hours**

1-	MPO	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)
2-	FTA Code	442400	442400	442400	442302	442301	442302	442400	442400	442500	442500	442500	442700	442100
3-	Task Code	II-A-1	II-A-2	II-A-3	II-B-1	II-B-2	II-B-3	III-A-1	III-A-2	III-B-1	III-B-2	III-B-3	III-C-6	III-E-1
4-	Title of Planning Task	Networks and Support Systems	Travelers and Behaviors	Transportation Modeling	Targeted Planning	Regional Planning	Special Studies	Planning Work Program	Metrics and Performance Measures	Prioritization	Metropolitan TIP	Merger/Project Development	Public Involvement/Equitable Community Engagement	Board & TC Support and Liaison
5-	Task Objective	<ul style="list-style-type: none"> Inventory on and off-street parking facilities Update mapping for bike and pedestrian facilities Collect daily, weekly and monthly ridership counts; compile service related information by route Assemble transit system characteristics Provide annual TAM and State of Good Repair target inventories Additional data collection tasks as needed/ requested by the LPA 	<ul style="list-style-type: none"> Update geospatial mapping for SE data, development proposals/permits, bike-pedestrian networks, development review permit and Certificate of Occupancy data, highway element of the MTP, transit element of the MTP, etc. Employment dataset for 2020 to update models Additional data collection tasks as needed/ requested by the LPA 	<ul style="list-style-type: none"> Modeling tasks as needed/ requested by the LPA 	<ul style="list-style-type: none"> Support and evaluate the updates of the MPO CMP and MRC activities Provide relevant GIS shape files Transit development plan to support regional County Transit Plans, BRT/commuter rail initiatives, including performance measurement performance based programming If requested/needed, development of a 5-year needs based budget and connectivity plan Connector/collector road studies 	<ul style="list-style-type: none"> Create and conduct public engagement activities to develop goals and objectives. Use current and forecasted model data, public input and goals/objectives to identify transportation deficiencies. Identify highway, transit, bicycle and pedestrian projects and policies to address deficiencies. Amendments to the CTP and MTP 	<ul style="list-style-type: none"> All activities related to the development, planning, data collection, and public involvement of a requested special study (Ex. Corridor study, etc.) 	<ul style="list-style-type: none"> Development of the UPWP, process amendments of the UPWP as necessary, prepare quarterly invoices and reimbursement requests 	<ul style="list-style-type: none"> Evaluate data for the TPM (from transit systems) Set targets for the TPM 	<ul style="list-style-type: none"> Provide candidate projects for consideration in the SPOT process Provide relevant data and shapefiles for candidate SPOT projects Participate in the local points assignment process for SPOT Assist with public involvement for various phases of the SPOT process 	<ul style="list-style-type: none"> Submit candidate projects, with relevant data and GIS shapefiles, for the MPO's LAP program Review the draft STIP and MTIP and provide comment 	<ul style="list-style-type: none"> Provide LPA staff with regular (biannual) updates on Locally Administered Projects (LAP) Participate in meetings with NCDOT on STIP projects within the local jurisdiction and provide local information and perspective (ex. Complete Streets, etc.) 	<ul style="list-style-type: none"> Ensure early, proactive, and meaningful public participation and input throughout the transportation planning process, including providing the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process Assess the effectiveness of the current Public Involvement Process as required by the federal certification team. Develop and enhance the process of public dissemination of information Update the Public Involvement Plan (PIP) and Limited English Proficiency Plan (LEP) Develop and 	<ul style="list-style-type: none"> Attend MPO Board and TC meetings and any relevant sub-committee meetings that don't pertain to other defined Task Codes Provide agenda items for board and committee meetings as requested or needed
6-	Tangible Product Expected	Ridership counts, routes/service assessment, traffic signal assessment, annual TAM and SGR inventories and targets	MPO Regional GIS database and CMS database.	Data on existing bicycle and pedestrian activity	Evaluation of transit preferred options, update 2050 transit tables and attributes, update geodatabase of transit preferred options and final 2050 projects	Refinements to the 2050 MTP financial plan, quarterly reports and annual work plan for the OC Transit Plan, other budgets and workplans for transit projects	Preparation of DCHC MPO CMS and other traffic projects. Development of TDM program, developments with appropriate traffic mitigation	5-year and 10-year plan, system performance report, GIS shape files of routes and proposed changes	Draft and final FY23 UPWP, quarterly invoices and reports, amendment of UPWP as necessary, transmittal of documentation, work products/deliverable highlighted elsewhere to the LPA	Monitor final SPOT 6.0 projects, budgets and progress reports for ongoing TIP projects, amendments as needed	Updated EJ/LEP mailing list (address and email), community and groups. Summary of EJ/LEP outreach and analysis. Update demographic profile based local data of EJ/LEP communities.	Annual assessment, updated ADA plan/activities, route maps showing ADA target areas		Participation in regional, statewide, and local planning initiatives.
7-	Expected Completion Date of Product(s)	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	
8-	Previous Work	Data Collection	Support for development of geo spatial database. Maintained current transit GIS data	Collection of bike and pedestrian count data	Development of 2045 MTP transit projects, Orange County Transit Plan inputs, BRT alternatives analysis	2045 Financial Plan and CHT's Financial Sustainability Plan	2019 Mobility Report Card, previous years' TDM programs and reports	CHT Short Range Transit Plan, CHT financial feasibility plan, DO-LRT planning	Development and management of previous years' UPWPs	SPOT 4.0/5.0 project submissions, current TIP/STIP, monitoring and implementing past TIP projects	Continuous outreach to EJ/LEP communities, strategizing to improve communication. Work with other depts. to increase outreach.	Ongoing monitoring, CHT bus stop facility inventory	US 15-501 South Corridor Study, NC 54 Corridor Study	
9-	Prior FTA Funds													
10-	Relationship To Other Activities	<ul style="list-style-type: none"> Database of parking facilities GIS shape files containing parking data Transit system statistics as part of quarterly progress reports to the LPA in Excel for transit system data and in a GIS shape 	<ul style="list-style-type: none"> SE Data shapefiles Development review/proposals Permits CO's Data collection locations Basemaps, etc. 	<ul style="list-style-type: none"> Supports development and implementation of MTP, Orange County Transit Plan, Mobility and Connectivity Plan, and other MPO-related activities 	<ul style="list-style-type: none"> GIS shape files of sub-areas Local transit data, as needed 5-Year and 10-Year transit plans System performance reports 	<ul style="list-style-type: none"> Update of GIS shapefiles for highway, transit, and bicycle and pedestrian elements of the MTP 	<ul style="list-style-type: none"> Deliverables related to the requested Special Study(ies) 	<ul style="list-style-type: none"> Development of draft and final UPWP Quarterly invoices and reports Amendment(s) of UPWP as necessary Transmittal of documentation, work products/deliverable highlighted elsewhere 	<ul style="list-style-type: none"> Adoption of the TPM target and measures 	<ul style="list-style-type: none"> Candidate projects for SPOT GIS shapefiles and data for candidate projects Evaluation of candidate projects for SPOT 	<ul style="list-style-type: none"> MTIP local agencies' supplement MTIP amendment requests Summary of public involvement activities Comments on the draft STIP and MTIP 	<ul style="list-style-type: none"> LAP project delivery status reports and presentations 	<ul style="list-style-type: none"> Update public involvement mailing/contact list Summary of public involvement activities, including means of advertisement, attendance, and response to comments Report on the 	<ul style="list-style-type: none"> Relevant and requested presentations to the MPO Board, TC and/or City Council on various transportation topics Participation in MPO TC and Board meetings on general topics not already defined in
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%													
13-	HPR - Highway - FHWA 80%													
14-	Section 104 (f) PL Local 20%													
15-	Section 104 (f) PL FHWA 80%													
16-	Section 5303 Local 10%													
17-	Section 5303 NCDOT 10%													
18-	Section 5303 FTA 80%													
19-	Section 5307 Transit - Local 10%													
20-	Section 5307 Transit - NCDOT 10%													
21-	Section 5307 Transit - FTA 80%													
22-	Section 5309 Transit - Local 10%													
23-	Section 5309 Transit - NCDOT 10%													
24-	Section 5309 Transit - FTA 80%													
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

City of Durham

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 20%	FTA 80%					
II-A	Data and Planning Support														
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process	\$0	\$0												
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$4,767	\$19,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,767	\$0	\$19,068	\$23,835
	3 Special Studies	\$5,032	\$20,128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,032	\$0	\$20,128	\$25,160
III-A	Planning Work Program														
	1 Planning Work Program	\$477	\$1,907	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$477	\$0	\$1,907	\$2,384
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0												
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$2,119	\$8,475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,119	\$0	\$8,475	\$10,594
	3 Merger/Project Development	\$4,767	\$19,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,767	\$0	\$19,068	\$23,835
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. E	\$953	\$3,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953	\$0	\$3,814	\$4,767
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developmen	\$0	\$0										\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$953	\$3,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953	\$0	\$3,814	\$4,767
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$19,068	\$76,274	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,068	\$0	\$76,274	\$95,342

Task II-B-2: Regional Planning (CTP, MTP, etc.)

Description:

This element includes development and creation of both the Comprehensive Transportation Plan (NC Requirement) and Metropolitan Transportation Plan. Federal Law and USDOT's Metropolitan Planning Regulations require the MPO to have a Metropolitan Transportation Plan (MTP). The MPO will continue maintenance of highway, transit, and bicycle and pedestrian elements of the Comprehensive Transportation Plan and Metropolitan Transportation Plan. The City will assist and support the MPO efforts for these elements of the 2050 MTP. Specifically, the City will assist in the evaluation of any needed amendments to the plans. Also, the City will identify and evaluate highway, transit, and bike and pedestrian facilities to be included as part of the MPO highway component of the CTP and MTP.

Objectives:

1. Update the MTP/CTP highway, transit, and bicycle and pedestrian elements, project descriptions and cost information;
2. Collect public input on highway, transit, and bicycle and pedestrian facilities and programs to be included in the CTP/2050 MTP;
3. Update the MTP ancillary planning and program information.
4. Coordinate existing local and regional plans and projects with MTP highway, transit, and bicycle and pedestrian elements;
5. Update MTP highway, transit, and bicycle and pedestrian Element maps; and,
6. Work with local communities on Regional Priority Lists, in order to implement MTP elements through the TIP.

Previous Work:

1. Preparation of the highway, transit, and bicycle and pedestrian elements of the 2045 MTP;
2. Feasibility studies (regional transit plans, STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, US 70 East Access and Connectivity Study, etc.);
3. Move Durham Study;
4. Durham Bike+Walk Implementation Plan
5. Transit 5-year TDP and master plans;
6. Congestion Management Process;
7. Triangle Regional Model;
8. Travel demand forecast; and,
9. Capacity deficiency analysis

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for highway projects, transit services, and bicycle and pedestrian facilities;
3. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the MTP/CTP;
4. Re-evaluation of 2045 highway, transit, and bike and pedestrian elements;
5. Provide support for development of 2050 MTP;
6. Generate and evaluate highway projects and alternatives, transit projects and alternatives, and bicycle and pedestrian projects and alternatives;
7. Coordinate planning activities between local and regional agencies for highway, transit, bicycle, and pedestrian, trail/greenway and TDM initiatives;

8. City Council and MPO Board comments on alternatives.

Products/Deliverables:

1. Amendments to the CTP and 2050 MTP as needed
2. Preliminary identification of issues/concerns to address in future MTP updates
3. Update 2050 transit tables and attributes.
4. Update of geodatabase of transit preferred option and final 2050 projects.

Relationship to Other Plans and MPO Activities:

Before the regional planning element can be developed, several other tasks must be successfully completed including: TRM update; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the CTP, coordination with local and regional bicycle, pedestrian, greenway and TDM Plans, and the Congestion Management Process will be important to this task in order to capture all proposed projects within the MPO.

Proposed Budget and Level of Effort

MPO/Transportation Planner, Principal Planner and Transportation Planning Manager, **450 hours**

III-B-3: Special Studies

Description

This includes mode-specific plans and special studies that do not fall under Operational Planning. The City will participate in MPO special studies, including the new US 70 East Access and Connectivity Study and the proposed Durham Freeway Conversion Study.

Objectives

1. To develop focused studies for the US 70 Corridor between the East End Connector and Durham/Wake County Line.
2. To develop focuses studies for the Durham Freeway Corridor near Downtown Durham (roughly Swift Avenue to Briggs Avenue)

Previous Work

1. Special studies on various corridors and areas of the MPO.

Proposed Activities

1. Kickoff meeting and participation on steering committees
2. Development of a draft study
3. Final study
4. Website postings and public involvement

Products

1. Study documents for US 70 East and Durham Freeway

Relationship to Other Plans and MPO Activities

Both the US 70 East Access Study and the Durham Freeway Conversion Study will include analysis related to the Regional Planning Elements MTP, along with existing NCDOT projects in the TIP.

Proposed Budget and Level of Effort

MPO/Transportation Planner, Principal Planner and Transportation Planning Manager, **475 hours**

comprehensive study of the future of NC 147 to ensure a thoughtful and equitable engagement process is the basis of recommendation development. It's also important to note that the outcome of said study may not be compatible with the current TIP project, resulting in the need to re-prioritize the project in the TIP process.

Preliminary data indicates that traffic into and out of Downtown is expected to change significantly after the opening of the East End Connector in Spring 2022. This, along with discussion from our residents, is leading the City to reassess the primary purpose of the Durham Freeway through Downtown. To mitigate the damage that the construction of the Durham Freeway caused, a community-led study to re-connect communities in central Durham adjacent to the corridor is needed, in order to best determine the type of corridor is needed for this area.

The regional impact for this project, specifically its effect on traffic is still to be determined through the study, the magnitude of impact depends on the type of treatment for the Durham Freeway that the community decides on. The larger regional effect will be how commuters and visitors will be able to get to and from Downtown Durham. Downtown is a regional destination serving numerous job and technology centers, a regional AMTRAK and bus station, and significant access to government and health, medical and educational services for the County and region. With the expected growth of Durham County and the region over the next 20 years, data indicates the through-volume traffic can be diverted to other large transportation corridors such as US 15-501, I-85 and the East End Connector/US 70. Downtown Durham access from Chapel Hill and Carrboro would be affected by a majority of traffic using US 70 Business, I-85, or whatever facility the Durham Freeway becomes to access Downtown from US 15-501. Access from Orange County via I-85 or from Wake County (via US 70 or NC 147) would also be changed, as drivers would use US 70 or I-85. All three locations could also use the East End Connector to divert traffic around Downtown. Through traffic on I-85 going towards Raleigh or NC 147 going towards I-85 would also be rerouted through the East End Connector. This would leave Downtown traffic to be carried by the internal network and whatever facility the Durham Freeway becomes.

The City of Durham would like to have this study within the Unified Planning Work Program, with the hopes of adopting it in the same time period to apply for the Reconnecting Communities Grant Program that is part of the Federal Infrastructure Bill recently signed into law. This study can be done over the course of 24 months, comparable to the Move Durham Study timeline. If included in the FY 2023 UPWP, it is anticipated the study can begin in late Fall 2022 and end Fall 2024.

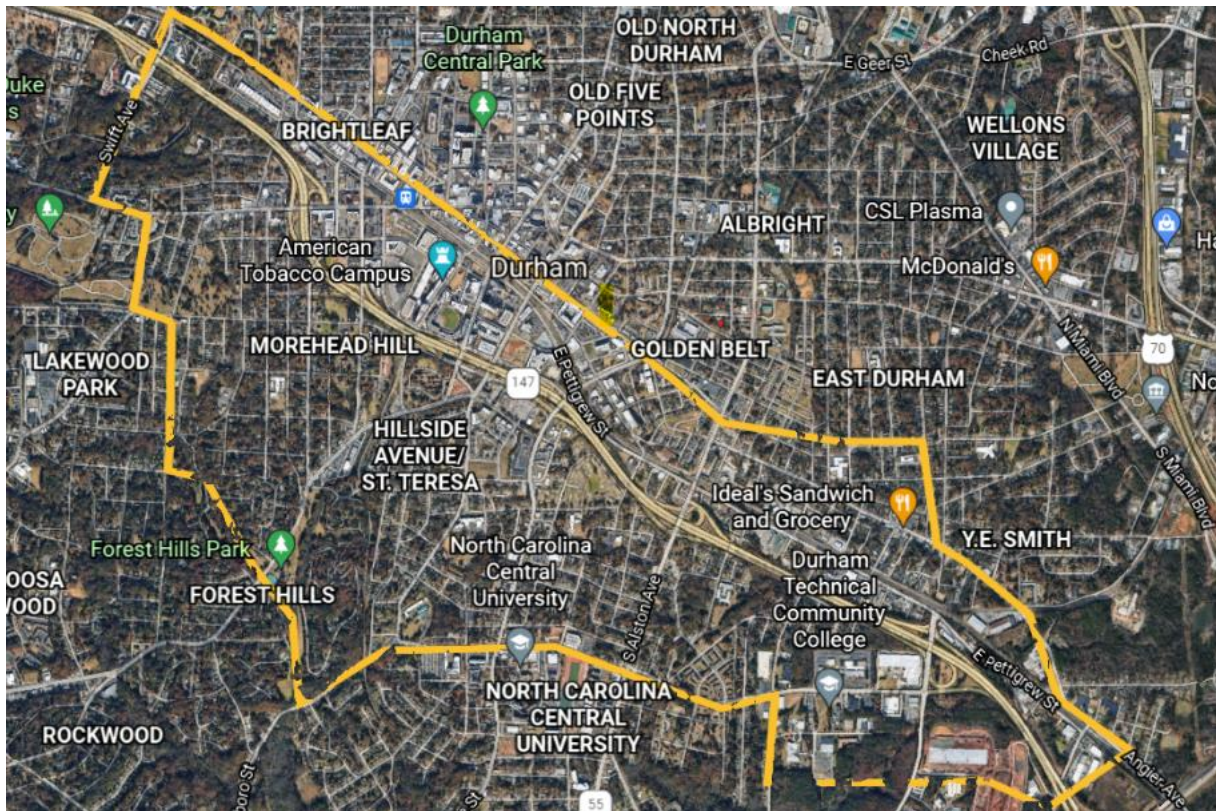
A. TASK TITLE: What is the title of the task?

Durham Freeway Reconnecting Communities Pilot Program

B. PROJECT LOCATION (name of roadway, intersection, geographic area, etc.):

(Attached maps if necessary)

- Durham Freeway (NC 147) Corridor (See next page)
 - West Terminus: roughly Swift Avenue
 - East Terminus: I-885 (East End Connector)



C. OBJECTIVE/TASK DESCRIPTION (What is the purpose and scope of work for the task)? Please state whether this is a multi-year effort and identify each phase, and for which phase the applicant is requesting funding.

Planning for the Durham Freeway Corridor after the completion of the East End Connector will need to be reflective of community needs and will need to ensure that a thoughtful and equitable engagement process is the basis of recommendation development. The principal study tasks will include:

- Analysis of existing conditions/Articulation of problem
 - Land use
 - State and local ordinances and studies
 - Existing STIP, MTP, and CTP
 - Move Durham Study (2020)
 - Other municipalities repurposing Downtown highways (Dallas, Rochester, Boston, Columbus, Washington DC, Detroit, etc.)
 - Travel patterns and behaviors
 - ADT, VHT, VMT and hourly
 - Historic trends
 - Origin/Destination
 - Local Priorities
 - Access/Corridor Connectivity and Speed Management
 - Historical Context/Community Trust Building
 - Low-Income/Minorities/Environmental Justice
 - Environmental Impact
 - Historic Preservation and Climate Impact

- Modes
 - Highway
 - Transit service
 - Bike/pedestrian
- Future conditions
 - Travel patterns/behaviors – especially due to East End Connector
 - Economic/land-use development from corridor change
 - Residential growth, housing trends, and mitigation of gentrification
 - Impacts on Commuting
- Public Engagement
 - Community-led engagement and discussion – trust0building with the community
 - Central Website
 - At least 3 rounds of public meetings within CoD for alternatives
- Alternatives evaluation (including potential for multi-modal facilities; impacts on land use, environmental justice, historic properties; ripple effects on community)
 - No-build
 - STIP U-5937 build
 - Cut and cap-sensitive
 - Boulevard-sensitive
 - Freeway Teardown, road network integration
 - Other Community-sensitive
- Strategies
 - Short-term vs. long-term changes to the Durham Freeway
 - Recommended Cross-Sections
 - Implementation
- Action Plan

D. ALIGNMENT WITH NATIONAL PLANNING FACTORS AND TRANSPORTATION LONG RANGE PLANS: Describe which National Planning Factor this project aims to address. Is this project identified in the DCHC MPO 2045 Metropolitan Transportation Plan or Comprehensive Transportation Plan?

This project is identified in the 2045 MTP and CTP
DCHC MPO 2045 MTP Goals

- Goal 1 – Protect Environment and Minimize Climate Change
 - Study will look at access management to mitigate potential congestion and high-traffic volumes
- Goal 2 – Connect People
 - Regional corridor traversing a local jurisdiction and connecting residents to outside employment, along with connecting neighborhoods across the corridor.
 - NC 147 is a strategic regional corridor
- Goal 3 –Promote Multimodal and Affordable Travel Choices
 - Focus on multimodal accommodations for future transit, bike/ped, transit and auto
- Goal 4 – Manage Congestion and System Reliability
 - Study will look at access management along the corridor, both to locations and business along the corridor, and access across the corridor
- Goal 5 – Improve Infrastructure Condition
 - Study will provide recommendations on Future Conditions as listed above.
- Goal 6 – Ensure Equity and Participation

- In the City of Durham, this corridor intersects multiple Environmental Justice Communities of Concern, and addresses the need for community voices that have gone ignores for 60+ years to take charge.
- Goal 7 – Promote Safety and Health
 - Study will delineate multi-modal transportation in the corridor and promote the safety of local travelers and residents through transportation choices

E. PARTICIPANTS: Who, besides the DCHC MPO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

- City of Durham – co-project leaders
- Fayetteville Street Fellows or similar organization – co-project leaders
- GoTriangle/GoDurham
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- North Carolina Department of Transportation (NCDOT) Division 5 and Integrated Mobility Division (IMD)
- NCCU and Duke Universities
- Community Partners
- Downtown Durham Inc.

F. BUDGET, SCOPE OF WORK AND PROJECT SCHEDULE: Please describe the tasks and anticipated schedule to complete the project. If you are able to estimate the budget for each task, please include that information. Requested funds should be expended by June 30, 2023. Add more rows if needed.

Task Month/Year Task Budget (if known)

Task	Month/Year	Task Budget
1: Project Management and Coordination	October 2022	
2: Community Conversation and Public Engagement	Spring 2023	
3: Existing Conditions Analysis	Fall 2023	
4: Draft Plan and Alternatives Analysis	Spring 2024	
5: Final Plan	Fall 2024	

Requested UPWP Amount	\$450,000 DCHC MPO FY 2023 UPWP
Non-Federal Cash Match	\$90,000 DCHC Local Funding via FY 2023 UPWP
Other Funding	\$360,000 State/Federal Funding via FY 2023 UPWP
Total Project Cost	\$450,000

G. EXPECTED DELIVERABLES: If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.

- Public Engagement Website
- Draft Plan for Durham Freeway Reconnecting Communities Pilot Program
- Final Plan for Durham Freeway Reconnecting Communities Pilot Program

H. PROJECT MATCH REQUIREMENT: All municipal applications, including match

amounts, must be presented to and approved by the governing body at an advertised public meeting (City/County Council, etc.). If matching funds are required, please attach a letter of support from your governing body to document the availability of the local match. Non-municipal partners would provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability and intent to provide matching funds, etc.

- City of Durham – Staff resources and co-manage project
- Fayetteville Street Fellows/Community Partners – resources and co-manage project
- DCHC MPO – Transportation Planning Staff resources

Please consider this study as we hope to better reconnecting the Central Durham Community and better inform the STIP Project U-5937 in planning the future of this corridor. We are fortunate to have the time before this STIP project goes back into planning and design. We would like this to be a community-led project with City and MPO facilitation, in order to coordinate multi-sectional problems and desired outcomes for the community. We can set up additional meetings with potential partners in their desire in participating in this Study.

If you have any questions regarding the information contained herein, please contact Evian Patterson at evian.patterson@durhamnc.gov.

Thank you.

Sincerely,



Evan Tenenbaum, MPO/Transportation Planner

Task III-A-1: Planning Work Program

Description:

Administer the FY 2022-2023 Unified Planning Work Program (UPWP) and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2024 UPWP. Prepare quarterly progress reports, document expenditures for the various planning work items, and file for reimbursement of expenditures from the PL and STP-DA funds account and other federal funds.

Objective:

1. To prepare and continually maintain a UPWP that describes all transportation and transportation-related planning activities anticipated within the City of Durham and DCHC MPO planning area for the FY 2022-2023 UPWP.
2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines.
3. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. Previous UPWPs
2. Previous Amendments to the UPWP

Proposed Activities:

1. Review and amend relevant portions of the DCHC's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the MPO Board.

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2024 UPWP.

Relationship to Other Plans and MPO Activities:

The Planning Work Program documents the work conducted for other plans and MPO activities and enables reimbursement for work performed.

Proposed Budget and Level of Effort

MPO/Transportation Planner, **45 hours**

III-B-2: Metropolitan Transportation Improvement Plan

Description:

Amend TIP/ STIP as needed. Finalize development of the FY 2024-2033 TIP. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STPBG, CMAQ, TAP, and other federal/state funds.

Objectives:

As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the TIP for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects that is consistent with the 2050 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Previous Work:

Previous DCHC MPO Transportation Improvement Programs.

Proposed Activities:

1. Develop transportation improvement projects for consideration by the City Council.
2. Develop FY 2024-2033 TIP
3. Refine project ranking methodology and priority system.
4. Conduct appropriate public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.
6. Produce and distribute TIP documents for local officials.
7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

1. Work with the MPO in the development of STI.
2. Assist and provide support to the LPA regarding STI
3. FY 2024 -2033 Transportation Improvement Program
4. Develop and refine procedures necessary for TIP preparation and amendments as necessary.
5. TIP Amendments and Adjustments as necessary.

Proposed Budget and Level of Effort

MPO/Transportation Planner and Transportation Planning Manager, **200 hours**

III-B-3: TIP Merger/ Project Development

Description:

The proposed Comprehensive Transportation Plan (CTP) and selected alternative plans will be evaluated based on criteria established by the goals and objectives reevaluation study and impact on the environment. It is anticipated that the evaluation will be in the following areas: efficiency in serving travel demands; energy conservation; cost; and impact on the physical, social, and economic environment. The City will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The City will be involved in TIP project development. The City will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process.

Objectives:

1. To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
2. To ensure the needs of the citizens in the City portion of the DCHC MPO planning area are considered in the project planning process.

Previous Work:

Regular project scoping, environmental study and public meetings, especially those conducted by the NCDOT and GoTriangle.

Proposed Activities:

1. Regular participation at project scoping, environmental study and public meetings, especially those conducted by the NCDOT and GoTriangle;
2. Review and comment on project scoping and environmental documents;
3. The City participation in NEPA process for TIP projects.

Products/Deliverables:

Written comments on project scoping and environmental studies, activities and documents;

Relationship to Other Plans and MPO Activities:

The activities of this task are directly related to transportation projects in the long-range transportation plan and to projects that are being considered for TIP funding.

Proposed Budget and Level of Effort

MPO/Transportation Planner and Transportation Planning Manager, **450 hours**

III-C-6: Public Involvement/Equity Engagement

Description:

An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision-makers. Objectives of an area's public involvement process include that it is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. It also provides mechanisms for the agency or agencies to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and builds support among the public who are stakeholders in transportation investments. The City of Durham will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers.

Objectives:

To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the MPO, and to develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process.
2. Newsletters, emails, websites, social media;
3. Advertisements.

Proposed activities:

1. Administer the MPO Public Participation Process as needed.
2. Apply the Public Involvement Process to transportation programs and tasks:
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Expected Work Products:

1. Public meetings, website postings, flyers, etc.
2. Support of Citizen Advisory Committee

Relationship to other plans and MPO activities

Public involvement is used throughout the MPO planning process in support of all activities.

Proposed Budget and Level of Effort

MPO/Transportation Planner and Transportation Planning Manager, **90 hours**

III-E-1: Board & TC Support and Liaison

Description:

Support of advisory and governing bodies, including maintenance of membership and appointments, meeting planning, agenda preparation and posting, conducting meetings & hearings, minutes preparation, and compliance with Open Meetings & Public Records statutes. The City will assist and support the DCHC MPO efforts in complying with the federal 3-C process. The City of Durham staff will attend both DCHC MPO and regional meetings. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, and attending training.

Objective:

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding.

Previous Work:

1. Management of the 3C process using previous Unified Work Program and prospectus documents, transportation plans, and Memorandum of Understanding. Specifically, previous tasks include but not limited to preparation of Technical Committee (TC) and the MPO Board meeting agendas, providing technical assistance to the MPO Board, development of the TIP, preparation of the annual UPWP, working with other agencies, such as NC Division of Air Quality, etc.

Proposed Activities:

1. Provide liaisons between DCHC MPO and the City of Durham elected officials and citizens.
2. Provide technical assistance to the MPO.
3. Participate in joint meetings as a means to continually improve the quality and operation of the transportation planning process and decision making within the MPO and in the Triangle Region.
4. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines pertaining to the City of Durham.

Work Product Expected:

1. Technical assistance memoranda, reports, and public involvement meetings and workshops as needed.
2. Updates to the planning documents as required.

Relationship to other plans and MPO activities

Participation in MPO meetings is necessary for the function of the MPO and all plans and activities.

Proposed Budget and Level of Effort

MPO/Transportation Planner, **90 hours**

Durham County

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Data and Planning Support															
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process															
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$9,096	\$36,386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,096	\$0	\$36,386	\$45,482	\$0
	3 Special Studies	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$12,000	\$15,000	\$0
III-A	Planning Work Program															
	1 Planning Work Program	\$780	\$3,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780	\$0	\$3,120	\$3,900	\$0
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Merger/Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. Eng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning															
	1 Statewide & Federal Policy Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations															
	1 Board & TC Support and Liaison	\$678	\$2,710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$678	\$0	\$2,710	\$3,388	\$0
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$13,554	\$54,216	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,554	\$0	\$54,216	\$67,770	\$0

Task II-B-2. Regional Planning.

This element includes development and creation of both the Comprehensive Transportation Plan (NC Requirement) and Metropolitan Transportation Plan. Federal Law and USDOT's Metropolitan Planning Regulations require the MPO to have a Metropolitan Transportation Plan (MTP).

Objectives

1. Provide data to the LPA on highway facilities as needed
4. Develop Transportation element for the Comprehensive Plan
5. Provide data to the LPA on bike and pedestrian facilities as needed
6. Continue development of the new County Transit Plan
7. Participation in the Staff Working Group for County Transit Plan
8. Begin implementation of the County Transit Plan

Previous Work

1. Preparation of the 2050 MTP and the CTP;
2. The County has been developing a new Transit Plan and participating in the Staff Working Group.
3. Participation in the Triangle bikeway study.

Requested Activities

1. Provide data to the LPA on bike and pedestrian facilities as needs
2. Completed Durham County Transit Plan.
3. Evaluation of transit preferred options.
4. Provide data to the LPA on highway facilities as needed
5. Develop Transportation element for the Comprehensive Plan
6. CTP amendments as needed
7. Develop data on sidewalk needs in unincorporated Durham County

Products

2. Key data for highway projects
2. Completed Durham County Transit Plan.
3. Implementation of the County Transit Plan
3. Adopted Transportation Element of the Durham Comprehensive Plan
3. Sidewalk inventory and needs analysis in unincorporated Durham County.

Relationship to other plans and MPO activities

All tasks and products are related to the CTP, MTP and TIP.

Proposed budget and level of effort

Tasks to be completed by Planners, Senior Planners, Planning Manager and Planning Director **750 hours**

Task II-B-2. Special Studies.

This task includes mode-specific plans and special studies that do not fall under Operational Planning.

Objectives

Participation in the development of the US 70 corridor study.

Previous Work

Participation in the development of the US 70 corridor study.

Requested Activities

Serve on any committees related to the US 70 corridor study
Analysis and development of preferred alternatives for US 70.

Products

Provide land use and development data for the US 70 corridor study

Relationship to other plans and MPO activities

Related to the CTP, MTP and TIP

Proposed budget and level of effort

Work to be performed by Planner and Planning Manager **150 hours**

Task III-A-1. Unified Planning Work Program.

A Unified Planning Work Program (UPWP) will be prepared annually by the MPO in cooperation with other participating agencies and under the guidance of the Technical Coordinating Committee. The PWP will present the proposed planning work program for the next year and review the most recent accomplishments of the planning process. A 5-year plan that shows basic assumptions for work to be performed in future PWPs for the current year and subsequent 4 years should also be developed. This will reflect the high-level PWP categories and show the progression of projects that require more than one year to complete and ongoing maintenance tasks.

Objectives

Development of the FY22 UPWP, process amendment of the FY21 UPWP as necessary, prepare quarterly invoice and reimbursement requests. Process amendments to the UPWP if necessary and provide input on UPWP oversight.

Previous Work

County staff have been involved in previous UPWPs, providing oversight and guidance to UPWP management.

Requested Activities

1. Complete amendment spreadsheets as needed
2. Prepare Durham County's 2022 UPWP documents and budget

Products

1. Amendment spreadsheets as needed
2. Durham County's previous fiscal year UPWP activities narrative and budget
3. 2022 UPWP and budget
4. Quarterly invoice and reimbursement requests

Relationship to other plans and MPO activities

Required by federal law, the UPWP is the mechanism for regional transportation planning and coordination within the MPO.

Proposed budget and level of effort

Task to be performed by Planning Manager- **50 hours**

Task III-E. Board Support, Member Services, and Administration.

Support of advisory and governing bodies, including maintenance of membership and appointments, meeting planning, agenda preparation and posting, conducting meetings & hearings, minutes preparation, and compliance with Open Meetings & Public Records statutes.

Objectives

- Participate and contribute to MPO-related meetings.
- Adhere to the goals and tasks laid out in the Unified Planning Work Program.
- Ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues.
- Ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues.
- Improve staff efficiency and knowledge through training sessions and educational materials.

Previous Work

Similar to proposed activities described below.

Requested Activities

1. Attend and participate in MPO Board and TC meetings
2. Staff development through professional training courses, seminars, and conferences
3. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
4. Attend and participate in MPO subcommittee meetings

Products

Staff reports and communication with other County officials as well as elected officials and members of advisory boards

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

Tasks to be performed by Planner, Senior Planner and Planning Manager - **75 hours**

Town of Hillsborough

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II A	Data and Planning Support															
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process															
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$56,000	\$224,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000
III-A	Planning Work Program															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Merger/Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. Eng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning															
	1 Statewide & Federal Policy Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations															
	1 Board & TC Support and Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$56,000	\$224,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000

III-D-3: Special Studies

South Churton St - \$200,000

Engineering feasibility study to identify appropriate cross-section and project scope for U-5845, Widening of South Churton Street in Hillsborough.

Objectives

- O1 Establish concurrence between town and NCDOT on the purpose and need for improvements in the project corridor.
- O2 Revaluation of existing conditions, traffic forecast, and capacity analysis for the project corridor.
- O3 Identify constraints and opportunities for implementation of complete streets improvements and capacity improvements for the project corridor.
- O4 Robust public engagement
- O5 Develop feasible and constructible preferred alternative for the project corridor.
- O6 Develop planning level cost estimates consistent with project funding.
- O7 Develop corridor study report for town adoption and use as project moves into engineering design.

Previous Work

Project U-5845 is funded in the current TIP, but subject to reprioritization. Design and engineering work by NCDOT and Kimley Horn (as their consultant) begin in 2016 with a public meeting in 2019. The town raised numerous concerns and questions about the preliminary design following the public meeting and did not select a preferred cross-section. Design was halted by NCDOT due to funding limitations unrelated to the town's comments.

Since design work may begin in the near future, the town is pursuing this study to do the extra outreach and detailed consideration needed for the town to identify a preferred cross-section and project scope. The town will invite NCDOT participation to ensure the project purpose and need remain consistent with the funded project and so this study does not endanger the funded project approval or schedule.

Requested Activities

- Re-evaluate existing conditions, traffic forecast, capacity analysis, and multimodal opportunities/needs to validate the statement of purpose and need for the project.
- Detailed key intersection analysis to address turning trucks and bicycle & pedestrian needs.
- Evaluate utility conflicts and engage with utility providers.
- Robust public engagement of property owners in the project corridor and general public.
- Develop constructible preferred alternative (including preliminary stormwater analysis and utility conflicts) that implements complete street principles in a context-sensitive nature.
- Monitor planning level cost estimates to be consistent with project funding.
- Develop implementation assessment to evaluate and aid design and construction of the recommended improvements in an efficient and effective manner. This includes schedule coordination with other TIP projects in the vicinity.

Products

- Engagement with property owners in the corridor north of I-85 to discuss access management, connectivity, and redevelopment plans to inform the final recommended improvements.
- Updated and detailed intersection analysis of key intersections to address signalization, turning movement (especially for trucks), and pedestrian safety throughout the corridor.

- Updated projections of Level of Service and Travel time changes expected throughout the corridor,
- Context-appropriate implementation of complete streets components throughout the corridor (understanding the improvements may be different in different locations).
- Corridor study report the town can adopt and NCDOT can rely on as the project moves toward implementation.

Relationship to other plans and MPO activities

This project is the final component of the town's Churton Street Corridor Study that will be implemented. Project U-5845 has been on the MPO's priority list and adopted plans for about 20 years in different iterations.

Proposed budget and level of effort

This work will be predominately completed by a consultant following an RFP selection process with oversight by staff.

Local staff time will be approximately **500 hours** with 60% of the hours by the Public Space Manager and 30% by the Planning and Economic Development Manager, and 10% by the Assistant Town Manager. Local staff time but will not be charged against the project budget.

This project will not be completed in FY23 and will wrap up in FY24.

Engineering feasibility study for north-south greenway in Hillsborough.

III-D-3: Special Studies

Greenway Special Study - \$80,000

Objectives

- O1 Collect sufficient field data to identify a feasible and constructible greenway route from the train station, through Collins Ridge, and south to Interstate 40.
- O2 Identify constraints or alternatives
- O3 Develop a locally preferred alternative and implementation plan for future funding requests
- O5 Ballpark construction cost estimates

Previous Work

The town has an adopted Community Connectivity Plan that identifies the need for a bicycle and pedestrian connection to the neighborhoods in Hillsborough that have developed south of Interstate 85. A portion of the greenway will be constructed by the Collins Ridge development. This study focuses on connecting from the future train station south to Interstate 40 and any planned connections to other county communities. Of particular focus will be an evaluation of the needed bridge over Interstate 85.

Requested Activities

- Evaluate existing conditions, utilities, topography, and NCDOT requirements along a route connecting the train station south to existing and proposed communities in Hillsborough to Interstate 40.
- Evaluate the feasibility of constructing a bicycle pedestrian bridge over Interstate 85 in the location where the town has access to right of way and consistent with NCDOT requirements. This may include multiple alternatives.
- Develop planning level cost estimates for greenway components and suggest implementation phases.

Products

A feasibility study report that details expected constraints and limiting existing conditions along with alternatives to achieve this important connectivity goal. The report will also provide a more detailed analysis of the needed bridge, planning level cost estimates, an implementation plan, and identify possible future connections.

Relationship to other plans and MPO activities

This project is shown in the Hillsborough Community Connectivity Plan and the MPO's Comprehensive Transportation Plan. The CTP route includes a possible roadway; whose necessity is uncertain. The bicycle/pedestrian connection is critical to maintaining the town's character in light of current growth activity.

Proposed budget and level of effort

This work will be predominately completed by a consultant following an RFP selection process with oversight by staff.

The town's Public Space Manager, Planning & Economic Development Manager, and Assistant Town Manager will all provide staff oversight. Town staff time will not be charged against the project budget.

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary					
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total		
II A	Data and Planning Support												
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$12,825	\$12,825	\$102,600	\$12,825	\$12,825	\$102,600	\$128,250		
II-B	Planning Process												
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$0	\$0	\$0	\$2,305	\$2,305	\$18,440	\$2,305	\$2,305	\$18,440	\$23,050		
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program												
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan												
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Merger/Project Development	\$0	\$0	\$0	\$0	\$0	\$0						
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$27,500	\$0	\$0	\$27,500		
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. Engag.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning												\$0
	1 Statewide & Federal Policy Development & Implementation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations												
	1 Board & TC Support and Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$15,130	\$15,130	\$121,040	\$42,630	\$15,130	\$121,040	\$178,800		

II-A-3: Transportation Modeling

A “Modeling Agreement” has been signed between the MPO, GoTriangle, Capital Area MPO (CAMPO), and NCDOT. The agreement details accepted standards and practices, used in the specific travel model, to calibrate and substantiate acceptable tolerances.

A technical summary report of the travel modeling process and results will be provided by the modeling custodian as named in the modeling agreement.

Objectives

Support for Triangle Regional Model (TRM) Service Bureau.

Previous Work

Ongoing support of TRM service bureau.

Proposed Activities

Ongoing support of TRM service bureau.

Products

Updated Triangle Regional Model.

Relationship to other plans and MPO activities

Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.

Proposed budget and level of effort

Attendance at all TRM Model team meetings, both technical and executive; input into model related tasks as outlined in the Model Bureau work plan.

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-3	\$25,650	\$102,600	\$128,250

II-B-2: Regional Planning

GoTriangle contracts with Triangle J Council of Governments to provide continued planning and GIS services in developing the transportation networks and associated land use required for Travel Model and Regional Plan Updates.

Objectives

To provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG.

Previous Work

Continued and ongoing regional corridor analysis for MTP and other projects.

Proposed Activities

Continued and ongoing regional corridor analysis for MTP and other projects.

Products

Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.

Relationship to other plans and MPO activities

This supports regional transit planning for capital investments.

Proposed budget and level of effort

Attendance at all MPO, both technical and executive; coordination among MPO, municipal and transit agency staffs; analysis and projections of land use, population, and employment.

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-2	\$4,610	\$18,440	\$23,050

Orange County

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II A	Data and Planning Support															
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$20,000	\$2,500	\$2,500	\$20,000	\$25,000	\$25,000
II-B	Planning Process															
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Merger/Project Development	\$0	\$0													
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. Eng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning															
	1 Statewide & Federal Policy Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations															
	1 Board & TC Support and Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Member Services	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000	\$25,000
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$20,000	\$7,500	\$2,500	\$40,000	\$50,000	\$50,000

II-A-1: Networks and Support Systems

Objectives

To fulfill compliance to have an independent auditing consultative review of National Transit Database financial data.

Previous Work

This will be a first time request from this organization. NCDOT has determined to designate Urbanized Area programs, formally sub-recipients, to be direct recipients of 5307 funding.

Requested Activities

The Consulting auditor would review NTD data and corresponding financial data to certify to the Federal Transit Administration, that our grant funding (Federal, State and Local) meets 2 CFR 200 uniform guidance and complies with GASB generally accepted accounting principles. Recognizing the need for, and timeliness of contracting with a financial auditing firm, quotes for this level of auditing have been in the \$20K-30K range.

Products

National Transit Database report.

Relationship to other plans and MPO activities

This is in line with short and long range transportation planning activities.

Proposed budget and level of effort

A more concrete estimate will be developed after contracting with a consultant, but estimate being used to program 5307 funds in the UPWP is **\$25,000**

Triangle J COG

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process	\$0	\$0												
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Merger/Project Development	\$0	\$0												
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	\$21,125	\$84,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$21,125	\$84,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625

III-D-2: Statewide & Extra-Regional Planning

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and anchor institution partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in coordinated, timely, effective and cost-efficient ways.

Previous Work

Facilitation and preparation of Joint Metropolitan Transportation Plans; MTP and TIP air quality conformity coordination and determination report preparation, TRM executive committee support, facilitate joint MPO technical team meetings, Joint MPO Executive Committee coordination, assist with preparation and conduct of Joint MPO Policy Boards meetings, GoTriangle and county transit plan participation, MPO area plan and project participation, facilitate development and revisions of Joint MPO Policy Priorities. Development of 3rd version of CommunityViz growth allocation model. Participation on TCRP transit prioritization panel.

Requested Activities

Major activities are of three types:

1. General Regional Planning and GIS tasks oriented principally to 2050 MTP amendments, air quality conformity and joint MPO policy board, technical staff and TRM executive committee work;
2. Focused work related to implementing the Regional ITS Plan
3. Focused work on metrics and performance measure tracking, synthesis and reporting arising from 2050 MTP priority goals and objectives.

Tasks will include debrief on the 2050 MTP and the use of CommunityViz 3.0; preparation for what is expected to be a major 2050 MTP amendment with the development of the next STIP; any interim 2050 MTP amendments, including AQ conformity work; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. TJCOG will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz 3.0 data updates and expanded set of validation site examples.
- 2050 MTP debrief report and plan for early work products for major MTP amendment associated with next STIP.
- GIS and CommunityViz work to reconcile data with the switch to the G2 Triangle Regional Model format and TAZs
- 2050 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support and Joint Policy Priorities revisions
- Triangle Regional Model Executive Committee tasks
- Regional ITS Work Group meeting agendas and summaries

- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on designated tasks.
- Status reporting on ITS Plan recommendations designated for MPO lead role
- Presentations on ITS work as needed to technical and policy boards
- Performance Metrics work plan and schedule
- Data summaries and technical analyses, including how metrics can be used to inform local and MPO decisions
- Creation of a web-based metrics dashboard
- Presentations on performance metrics as needed to technical and policy boards
- Note: the budget does not account for the acquisition of any additional external data sources, but can be adjusted if initial work indicates the desire by the MPOs to jointly purchase data.

Relationship to Other Plans and MPO Activities:

This work relates to several MPO core responsibilities, including MTP and TIP updates and amendments, AQ conformity determinations, development of data used in modelling and analysis, regional ITS deployment plan implementation, performance metrics responsibilities and incorporation of results from small area, corridor and modal plans.

Proposed Budget and Level of Effort:

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-2 – Statewide & Extra-Regional Planning	\$21,125	\$84,500	\$105,625

20% local match to be provided by TJCOG; other funding participation from CAMPO and GoTriangle as in previous years. Work primarily undertaken by existing TJCOG staff in the Metropolitan Transportation Program Area and the Regional Data Center.

LPA

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600	\$0	\$126,400	\$158,000
	3 Special Studies	\$155,200	\$620,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$640,000	\$800,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Environmental Justice	\$24,200	\$96,800	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,000	\$0	\$108,000	\$135,000
	3 Minority Business Enterprise Plannir	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	4 Planning for the Elderly & Disabled	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	5 Safety/Drug Control Planning	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	6 Public Involvement/ Equitable Comn	\$10,000	\$40,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$92,000	\$115,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developm	\$8,000	\$32,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$72,000	\$90,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	Totals	\$467,600	\$1,870,400	\$123,200	\$492,800	\$0	\$0	\$0	\$0	\$0	\$0	\$583,800	\$0	\$2,335,200	\$2,919,000

Date: November 24, 2020

To: Aaron Cain, DCHC MPO Planning Manager
Through: Bill Judge, Assistant Director, Department of Transportation
From: Evan Tenenbaum, MPO/Transportation Planner
Subject: Durham Freeway Reconnecting Communities Pilot Program

The City of Durham would like to request that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization consider the Durham Freeway Reconnecting Communities Pilot Program as part of its FY 2022-2023 Unified Planning Work Program. This would be a feasibility study that would analyze and reimagine the Durham Freeway Corridor from roughly the East End Connector to the Swift Avenue interchange in Durham. This feasibility study would evaluate the conversion of this corridor from a freeway to another use. This could be a boulevard, cut and capped freeway, a complete corridor tear-down, or other arterial appropriate, for maximizing multi-modal safety and access to and through the corridor, transit service and facility coordination to and from Durham Station, roadway connectivity, and community-building across neighborhoods adjacent to the corridor. The participants for this project would be NCDOT Division 5, NCDOT Integrated Mobility Division, the Durham-Chapel Hill-Carrboro MPO, the City of Durham, and local community groups and stakeholders such as the Fayetteville Street Fellows, North Carolina Central University, Duke University, Durham's Community Partners, and Downtown Durham Inc. Other stakeholders also include PAC districts 1, 3 and 5, and other residents and businesses in Central Durham.

Currently NCDOT STIP project U-5937, which designates the length of this corridor for "operational improvements", is in the very early planning stages, and likely will not be going into ROW until FY 2027. Connections for all modes of traffic across and along Durham Freeway US 70 are not addressed in the work already done, entrance and exit ramps are proposed for closure and consolidation, and auxiliary lanes are expected to be added, widening the highway in areas of the city with significant ROW impacts.

The Durham Freeway (NC 147) was initially built during the 1970s to provide a high-speed vehicle connection from Research Triangle Park (RTP) to central Durham. NC 147's entire length is classified as a limited access freeway, linking NC 540 in Morrisville with RTP, Downtown Durham, and Interstates 40 and 85. NC 147's path through Durham destroyed well-established African American communities such as Durham's Hayti community. As a result of NC 147's construction, African American businesses, homes, and places of worship were separated or demolished, and residents were permanently displaced. Today, NC 147 serves as a primary route through Durham with between 44,000 and 87,000 vehicles driving the corridor every day. However, the impact on adjacent communities can still be felt, and NC 147 represents a significant barrier to access for many Durham residents, and additionally a sensitive subject in regards to a local government needing to build trust with its residents.

Adding auxiliary lanes, closing and consolidating freeway ramps, and limiting connectivity across the corridor would be antithetical to the city's needs for this corridor. The Move Durham Study (2020) identified the Durham Freeway as a priority corridor and address its needs by indicating that we need to continue the conversation with local leaders and neighborhoods about the impact of the Durham Freeway, challenges the Freeway causes to downtown access, and potential improvements. Move Durham also suggests coordination on an additional

II-B-3: Special Studies.

US 15-501 Corridor Study

Objectives

The DCHC MPO wants to create multimodal transportation solutions for the corridor segments in Chapel Hill and the quadrant area (I-40/US 15-501). The high-level design should coordinate bicycle, pedestrian, transit and roadway facilities that meet the goals of the local governments and community, DCHC MPO and NCDOT.

Previous Work

The DCHC MPO recently completed a detailed study and report of the US 15-501 corridor from Ephesus Church Road in Chapel Hill to University Drive in Durham. A consultant performed the analysis, proposed recommendations, and created a final report and conceptual design. However, the study's proposed transportation system for the Chapel Hill segment and the I-40/US 15-501 quadrant area did not meet the newly adopted Goals and Objectives of the DCHC MPO and the expectations of the local communities. The proposed design of the Chapel Hill segment favored vehicle travel over that of bicyclists, pedestrians, and transit riders, and included an 8-lane cross-section and Reduced Conflict Intersection (RCI) that would reduce the safety of bicycle and pedestrian travel. The sole interchange proposed for the I-40/US 15-501 quadrant was viewed as providing inadequate access to the Patterson Place and New Hope Commons developments, as well as making bicycle and pedestrian movement between the developments more hazardous.

Requested Activities

The DCHC MPO wants a consultant to work with stakeholders to find solutions for the Chapel Hill segment and quadrant area. Tasks will likely include:

- Review draft corridor study and process
- Conduct issues meeting with stakeholders
- Conduct solutions meeting with stakeholders
- Develop draft plan for Chapel Hill segment and quadrant area
- Conduct public engagement including stakeholder meetings and review of draft plan
- Produce final plan document, including high-level design

Products

Products will include:

- Identification of issues
- Presentation of alternatives and feasible solutions
- Draft and final plan, including high-level design

Relationship to other plans and MPO activities

The final US 15-501 Corridor Study will incorporate information from the Durham and Orange county transit plans, current Transportation Improvement Program (TIP), socioeconomic

forecasts, local land use plans and zoning, environmental data and designations and local bicycle and pedestrian plan.

The final Study will provide information for the DCHC MPO Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), NCDOT prioritization process (i.e., SPOT), DCHC MPO locally administered projects, and local government development review processes.

Proposed budget and level of effort

Consultant contract cost will be approximately \$100,000, and staff time will be \$31,200 [260 hours x \$120/hour (including benefits)]. Total cost will be \$131,200.

II-B-3: Special Studies.

US 70 East Corridor Study

Objectives

The US 70 East Corridor Study will analyze existing multimodal connections along the US 70 in Durham County, from I-885 to the Durham/Wake County line, while analyzing how a conversion of the US 70 corridor to a boulevard instead of a freeway would impact multimodal access, safety, and reliability.

Previous Work

In the 2045 MTP, the US 70 corridor was scheduled to be converted into a limited access freeway. NCDOT's proposed design in the U-5720 for US 70 favored vehicle travel over that of bicyclists, pedestrians, and transit riders. Interchanges previously listed at Glover and Angier were no longer included, while these interchanges were included in the 2045 MTP. These limited access points were viewed as challenges to overall connectivity, along with impediments to multimodal safety, in particular bicycle and pedestrian. Following the DCHC MPO Board's direction, the 2050 MTP Preferred Option shows US 70 in Durham County as a boulevard. This study will analyze the existing challenges to a boulevard conversion, along with evaluating alternatives.

Requested Activities

The DCHC MPO wants a consultant to work with stakeholders to find solutions for the US 70 segment and quadrant area. Tasks will likely include:

- Review draft corridor study and process
- Study and compare alternative analyses specific to boulevard conversion of US 70
- Develop draft plan for US 70 segment and quadrant area
- Produce conceptual plan of a boulevard for US 70, providing plan to NCDOT and their consultants for their ongoing comparative analysis work in U-5720
- Conduct public engagement including stakeholder meetings and review of draft plan
- Produce final plan document, including high-level design

Products

Products will include:

- Identification of issues
- Presentation of alternatives and feasible solutions
- Draft and final plan, including high-level design

Relationship to other plans and MPO activities

The final US 70 Corridor Study will incorporate information from the Durham county transit plans, current Transportation Improvement Program (TIP), socioeconomic forecasts, local land use plans and zoning, environmental data and designations and local bicycle and pedestrian plan.

The final Study will provide information for the DCHC MPO Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), NCDOT prioritization process (i.e., SPOT), DCHC MPO locally administered projects, and local government development review processes.

Proposed budget and level of effort

Consultant contract cost will be approximately \$100,000, and staff time will be \$50,00 [416 hours x \$120/hour (including benefits)]. Total cost will be \$150,000.

Anticipated DBE Contracting Opportunities for 2022-2023

Name of MPO/Subrecipient: DCHC MPO Lead Planning Agency/City of Durham

Check here if no anticipated DBE opportunities

Person Completing Form: Mariel Klein

Telephone Number: 919 560-4366

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
No Contracting Opportunities					

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.