

December 9, 2020

TO: Transportation Advisory Committee DCHC MPO
 FROM : DCHC MPO Lead Planning Agency
 SUBJECT: Draft FY22 Unified Planning Work Program (UPWP)

This memo presents the draft FY 2021-22 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO). Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

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 described in more detail in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*. The funding tables reflect available federal planning funds and the amounts of non-federal matching funds. The match is provided through either local or state funds or both.

There two are (2) attachments associated with this Item:

Attachment A:

Draft FY22 UPWP – this follows the format and organization of previous UPWP.

Attachment B

New Initiatives (to be included in the FY2022 UPWP if approved by the Board) – The City of Durham, Orange County, and the Lead Planning Agency (LPA) request the MPO Board fund the initiatives contained in this memorandum and illustrated in the attached table. The Board can choose to approve all, none, or any of the proposed initiatives. The rationale for the LPA new initiatives request is to carry out the bold 2050 Metropolitan Transportation Plan (MTP) Goals and Objectives approved by the Board, including equitable engagement, zero deaths, zero disparities, and carbon neutrality by 2050.

1. US 70 E. Access Study from East End Connector to T. W. Alexander (City of Durham/ Durham County). Please see the adjoining memo from City of Durham for more details on this request.
2. US 70 W. Multimodal Corridor Study from NC 119 in Mebane to I-85 in Durham County. Please see the adjoining memo from Orange County for more details on this request.
3. Carbon Emission reduction and monitoring of performance targets. Technical tools and procedures to

analyze carbon emissions; specifically, 1) analyze the impact of climate change on Metropolitan Transportation Plan facilities; 2) calculate baseline inventory of 2020 produced directly or indirectly by MTP activities; 3) calculate total emission per capita; 4) compare climate change impacts of future MTP scenarios and current conditions; and 5) create viable emission strategies to reduce total MTP emissions.

Greenhouse Gas Emission inventories will be used by the MPO to understand sources of emissions, develop strategies to reduce emissions, and track progress. Forecast of emissions, or estimates of future emissions, assist with the development of policies and actions that can be taken to establish reduction goals.

4. MTP resilience assessment and monitoring (in partnership with CAMPO and TJCOG). The Fixing America's Surface Transportation (FAST) Act includes resilience as a Planning Factor the MPO must address (23 USC 134, 23CFR 450). Also, the regulation requires that the MTP "include an assessment of capital investment and other strategies... to reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).
5. Robust equitable engagement; data and analysis tool, including decision making tool for addressing racial injustice in transportation (funding, planning, operational, inclusive growth, etc.).
6. Technical and mapping tool and data processing for evaluating MTP and other MPO measures and targets (i.e. Vision Zero), including framework for monitoring targets and strategic linkage of MPO Goals and Objectives to transportation programming and investments.

Source of Funds

These initiatives, if approved by the Board will be funded from unobligated STBG-DA funds (\$1,080,526) that recently became available for planning. Federal transportation funds are subject to obligation limitation, which is the percentage of apportionment available for programming. A 90% obligation ceiling was applied for MPO STBG-DA allocation for FY 2015 to 2022. However, NCDOT adjusted the FY2021 obligation limitation to 98% based on new assumptions and information (i.e., OA trends and recalibration). This adjustment coupled with the conservative STBG-DA allocation estimates assumed for FY 2021 in previous years resulted in additional funds coming to the MPO.