



Technical Committee Meeting Agenda

Wednesday, October 27, 2021

9:00 AM

Meeting to be held by teleconference.

Watch on Facebook Live at <https://www.facebook.com/MPOforDCHC/>

Any member of the general public who wishes to make public comment should send an email to aaron.cain@durhamnc.gov and the comment will be read to the Technical Committee during the public comment portion of the meeting.

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

CONSENT AGENDA

4. **Approval of the September 22, 2021 TC Meeting Minutes** [21-178](#)

A copy of the September 22, 2021 meeting minutes is enclosed.

TC Action: Approve the minutes of the September 22, 2021 TC meeting.

Attachments: [2021-10-27 \(21-178\) 9.22 TC Minutes](#)

5. **Transportation Improvement Program Amendment #8** [21-175](#)
Anne Phillips, LPA Staff

The MPO Board released Transportation Improvement Program (TIP) Amendment #8 for public comment at their October meeting. The public comment period was advertised on the MPO's website and on the MPO's social media channels. An ad will also be placed in the Herald Sun. So far, no comments have been received.

Transportation Improvement Program (TIP) Amendment #8 primarily consists of projects that have been amended in the State Transportation Improvement Program (STIP) by NCDOT, and therefore need to be amended in the DCHC MPO TIP.

TIP Amendment #8 also includes the CMAQ funding that the Town of Chapel Hill received for Estes Drive (C-5179) during the FY 22 Call for Projects.

TC Action: Recommend that the MPO Board approve TIP Amendment #8.

Board Action: Approve TIP Amendment #8.

Attachments: [2021-10-27 \(21-175\) TIP Amendment #8 Summary Sheet](#)
[2021-10-27 \(21-175\) TIP Amendment #8 Resolution](#)
[2021-10-27 \(21-175\) TIP Amendment #8 Full Report](#)

6. FY22 UPWP Amendment #1 - Town of Carrboro (5 minutes)[21-179](#)**Mariei Klein, LPA Staff****Zachary Hallock, Town of Carrboro**

FY22 UPWP Amendment #1 proposes to move funds from Task III-D-2 (Environmental Analysis and Pre-TIP Planning) to reduce the Task to zero due to an error made in FY22 UPWP development that mistakenly allocated funds to this Task line after the Town of Carrboro requested the funds in Task III-D-3.

Task III-D-3 will be increased an equivalent amount, as it did not receive its requested allocation in the published FY22 UPWP.

TC Action: Recommend that the MPO Board approve FY22 UPWP Amendment #1

Board Action: Approve FY22 UPWP Amendment #1

Attachments: [2021-10-27 \(21-179\) UPWP Amendment #1 Resolution](#)
[2021-10-27 \(21-179\) MPO Composite Funding Table Amendment #1](#)

7. S-Line Letter of Support -- CRISI 2021 (5 minutes)[21-187](#)**Kayla Peloquin, LPA Staff**

NCDOT is currently pursuing a Consolidated Rail and Infrastructure and Safety Improvements (CRISI) grant to conduct preliminary engineering for infrastructure improvement and construction of the S-Line rail corridor. The S-Line will run from Raleigh, North Carolina to Richmond, Virginia and would fully connect the Southeast Corridor rail network. NCDOT has asked stakeholders to provide a letter of support for the S-Line project.

TC Action: Recommend that the Board authorize the Board Chair to sign the S-Line letter of support.

Board Action: Authorize the Board Chair to sign the S-Line letter of support.

Attachments: [2021-10-27 \(21-187\) S-Line Letter of Support](#)

ACTION ITEMS**8. Federal Funding Policy Update (15 minutes)**[21-176](#)**Anne Phillips, LPA Staff**

The MPO Board released the draft Federal Funding Policy for public comment at their October meeting. The public comment period was advertised on the MPO's website and on the MPO's social media channels. An ad will also be placed in the Herald Sun. So far, no comments have been received.

During the FY22 Call for Projects, the MPO Board directed LPA staff to review and update the Policy Framework for DCHC MPO Federal Funds, last updated in 2015. The federal funding policy guides the distribution of federal funds that flow through the MPO such as Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement (CMAQ).

TC Action: Recommend that the MPO Board adopt the Federal Funding Policy.

Board Action: Adopt the Federal Funding Policy.

Attachments:[2021-10-27 \(21-176\) Federal Funding Policy Draft](#)[2021-10-27 \(21-176\) Federal Funding Policy Overview](#)[2021-10-27 \(21-176\) Federal Funding Policy Compiled Comments](#)**9. Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY23 (5 minutes)**[21-185](#)**Mariel Klein, LPA Staff**

On October 14, 2015, the MPO Board approved the formula and policy to distribute STBG-DA and TAP funds to subrecipients for fiscal years 2017 through 2025 with the expectation that each year, prior to development of the next year's Unified Planning Work Program (UPWP), the actual STBG-DA and TAP allocation to the DCHC MPO would be entered into the formula as would the most recent certified National Transit Database (NTD) data (to be used in calculating the distribution to transit agencies). Attached is a table with the FY23 STBG-DA and TAP funding available to the MPO and the allocation resulting from the formula. Approval of this allocation will commence the FY23 UPWP development as agencies may choose to use the allocation for planning purposes, and thus must program funds in the FY23 UPWP. The FY23 UPWP development schedule is also attached.

TC Action: Recommend the Board approve the FY23 distribution of STBG-DA and TAP funds.

Board Action: Approve the FY23 distribution of STBG-DA and TAP funds.

Attachments:[2021-10-27 \(21-185\) FY23 STBG and TAP Distribution Table by Agency](#)[2021-10-27 \(21-185\) UPWP Development Schedule](#)

10. Advanced Notification of FY23 Call for Projects (10 minutes)[21-184](#)**Anne Phillips, LPA Staff**

During the FY22 Call for Projects, the MPO Board directed LPA staff to review and update the Policy Framework for DCHC MPO Federal Funds in time for the FY23 Call for Projects. The federal funding policy guides the distribution of federal funds that flow through the MPO such as Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement (CMAQ).

The MPO Board is expected to adopt an updated Federal Funding Policy at their November meeting. The updated policy creates one funding pool, Regional Flexible Funding (RFF), which consists of CMAQ, STBGDA, and TAP funding. CMAQ applications are due to NCDOT on February 28, 2022, and will therefore drive the overall schedule for the FY23 Call for Projects.

LPA staff is providing information about the FY23 Call for Projects, including funding availability and schedule, so that agencies may identify project submittals and begin preparing applications before the official FY23 Call for Projects is issued on November 15, 2021.

TC Action: Receive advanced notification of the FY23 Call for Projects.

Board Action: Receive advanced notification of the FY23 Call for Projects.

Attachments: [2021-10-27 \(21-184\) Advanced Notification of FY23 Call for Projects](#)

11. **UPWP Prospectus for Continuing Transportation Planning for the DCHC MPO**

[21-181](#)

Marriel Klein, LPA Staff

Aaron Cain, LPA Staff

The Unified Planning Work Program (UPWP) Prospectus outlines the scope of work to be undertaken annually by DCHC MPO. This Prospectus is intended to illustrate the relationship between adopted goals, objectives and program activities. It outlines the general nature of these program elements, which are summarized by general categories, and are referenced to specific projects by project number. Planning activities, products and a budget is provided for each program element. It provides the agency structure, committee memberships and key interagency agreements. Primarily a management tool for planning and coordination, it also provides the basis for cataloging and integrating DCHC MPO's activities into general categories. It delineates the programmatic and fiscal relationships essential for internal planning and programming.

An update of the UPWP Prospectus has not occurred for several years, and was requested to bring UPWP tasks better into line with MPO goals and objectives. This prospectus will drive work programmed in the UPWP.

TC Action: Approve the UPWP Prospectus to be implemented in the development and execution of the FY22-23 UPWP.

Board Action: Adopt the UPWP Prospectus resolution for implementation in the development and execution of the FY22-23 UPWP.

Attachments: [2021-10-27 \(21-181\) UPWP Prospectus](#)
 [2021-10-27 \(21-181\) Prospectus UPWP Funding Table](#)
 [2021-10-27 \(21-181\) Prospectus Resolution](#)

12. Authorization for New Planner Position (10 minutes)[21-183](#)**Aaron Cain, LPA Staff**

For several years the administrative duties for the MPO have been performed by either part-time employees or temporary staff obtained through an agency. Due to the current job market, as well as additional planning staffing needs, the MPO requests authorization for an additional full-time (FTE) planner to conduct these duties. The staff recommendation is for this FTE to be an entry-level planner position.

There are sufficient funds within the MPO's budget to accommodate the requested FTE. No additional local match from our contributing local jurisdictions will be required to fulfill the request.

The attached memo provides further justification for the request.

TC Action: Recommend that the Board authorize an additional FTE for a Planner position.

Board Action: Authorize LPA staff to begin the process to add a new FTE for a Planner position.

Attachments: [2021-10-27 \(21-183\) MPO Additional FTE Justification Memo](#)

13. Signatory Authority for Acting MPO Managers (5 minutes)[21-186](#)**Bill Judge, City of Durham**

With the effective retirement of DCHC MPO Manager Felix Nwoko on October 8, the City of Durham, as the lead planning agency, recommends that the DCHC MPO Board appoint two acting managers to fill that role until a new manager has been hired. Yanping Zhang will oversee technical personnel and projects for the MPO, and Aaron Cain will manage planning efforts and personnel.

Per direction of the City Attorney, Board action is necessary to grant authority to sign documents on behalf of Felix and the MPO until such time as his replacement starts work for DCHC MPO. The additional authority will allow both of them to sign items which have been reviewed and prepared by MPO staff, and for either to sign documents on behalf of the MPO, including but not limited to contracts, reimbursement requests, and invoices.

TC Action: Recommend that the Board grant Yanping Zhang and Aaron Cain signatory authority for DCHC MPO until a new manager is in place.

Board Action: Grant Yanping Zhang and Aaron Cain signatory authority for DCHC MPO until a new manager is in place.

14. COD Application for FTA Buses and Bus Facilities Grant (10 minutes)

21-188

Evian Patterson, City of Durham**Sean Egan, City of Durham**

The City of Durham is pursuing funding under the 5339(b) Grants for Buses and Bus Facilities Program to advance construction to improve the Durham Station Transportation Center (Durham Station), providing functional improvements that address space needs, safety concerns, maintenance issues, and user-experience enhancements. Current transit facilities are inadequate for the robust level of transit ridership at Durham Station. The proposed project includes improvements to the bus island, including providing additional shade and weather protection through expanded canopies, restrooms, additional seating, and a new customer service security kiosk. In addition to the bus island, the improvements would relocate the kiss-and-ride location to optimize the existing site, provide needed pavement repairs, and increase the number of bus bays from 20 to 28, allowing for increased transit service. Construction of these improvements will help advance the City's Racial Equity vision and will improve the quality of life, access to transit and health of Durham residents. The City of Durham seeks MPO support to pursue federal funding to advance this project and request consideration for agenda item at the upcoming Board meeting. **Application Deadline: November 19, 2021.**

TC Action: Recommend the Board authorize the MPO Board Chair to sign the letter of support for the COD FTA Buses and Bus Facilities Grant.

Board Action: Authorize the MPO Board Chair to sign the letter of support for the COD FTA Buses and Bus Facilities Grant.

Attachments: 2021-10-27 (21-188) COD Request for MPO Letter of Support for FTA Grant
2021-10-27 (21-188) Executive Summary - Durham Station Transportation Cent
2021-10-27 (21-188) Draft Letter of Support_GoDurham Bus and Bus Facility N

REPORTS FROM STAFF:**15. Report from Staff**[21-107](#)

TC Action: Receive report from Staff.

Attachments: [2021-10-27 \(21-107\) LPA staff report](#)

16. Report from the Chair[21-108](#)**Ellen Beckmann, TC Chair**

TC Action: Receive report from the TC Chair.

17. NCDOT Reports[21-109](#)**Brandon Jones (David Keilson), Division 5 - NCDOT****Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT****Patrick Norman (Bryan Kluchar), Division 8 - NCDOT****Julie Bogle, Transportation Planning Division - NCDOT****John Grant, Traffic Operations - NCDOT****TC Action:** Receive reports from NCDOT.

Attachments: [2021-10-27 \(21-109\) NCDOT Reports](#)

INFORMATIONAL ITEMS:**Adjourn****Next meeting: November 17, 9 a.m., meeting to be held via teleconference****Dates of Upcoming Transportation-Related Meetings: None**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

September 22, 2021

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on September 22, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

Ellen Beckmann (Chair) Durham County
Nishith Trivedi (Vice Chair) Orange County
Evan Tenenbaum (Member) City of Durham Transportation
Tasha Johnson (Member) City of Durham Public Works
Tom Devlin (Member) City of Durham Transportation
Kayla Seibel (Member) City of Durham Planning
Lynwood Best (Member) City of Durham
Brooke Ganser (Member) Durham County
Scott Whiteman (Member) Durham County
Tina Moon (Member) Carrboro Planning
Zach Hallock (Member) Carrboro Planning
Bergen Watterson (Member) Town of Chapel Hill
Josh Mayo (Member) Town of Chapel Hill
Kumar Neppalli (Member) Chapel Hill Engineering
Margaret Hauth (Member) Town of Hillsborough
Chance Mullis (Member) Chatham County Planning
John Hodges-Copple (Member) TJCOG
Julie Bogle (Member) NCDOT TPD
Brandon Jones (Member) NCDOT Division 5
John Grant (Member) NCDOT Traffic Operations
Kurt Stolka (Member) The University of North Carolina
Tom Altieri (Member) Orange County Planning
Theo Letman (Member) Orange Public Transportation
Travis Crayton (Member) Research Triangle Foundation
Bill Judge (Alternate) City of Durham
Evian Patterson (Alternate) City of Durham Transportation
David Keilson (Alternate) NCDOT Division 5
Stephen Robinson (Alternate) NCDOT Division 7
Pat Wilson (Alternate) NCDOT Division 7
Bryan Kluchar (Alternate) NCDOT Division 8
Matt Cecil (Alternate) Chapel Hill Transit/Planning
Meg Scully (Alternate) GoTriangle
Chassem Anderson (Alternate) The University of North Carolina

Joe Geigle, Federal Highway Administration
Rachel Stair, Raleigh-Durham Airport Authority

43 Sean Egan, City of Durham
44 Jeron Monroe, NCDOT Division 8
45 John Tallmadge, Bike Durham

46 Felix Nwoko, DCHC MPO
47 Aaron Cain, DCHC MPO
48 Anne Phillips, DCHC MPO
49 Andy Henry, DCHC MPO
50 Dale McKeel, City of Durham/DCHC MPO
51 Yanping Zhang, DCHC MPO
52 Kayla Peloquin, DCHC MPO
53 Jake Ford, DCHC MPO

54 Quorum count: 27 of 31 voting members

55 Chair Ellen Beckmann called the meeting to order at 9:02 a.m.

56 **PRELIMINARIES:**

57 **1. Roll Call**

58 The roll call was completed using the Zoom participant list. Aaron Cain welcomed Tom
59 Devlin and Lynwood Best as new voting members for the City of Durham as well as Grace
60 Smith and Evian Patterson as new alternate voting members for the City of Durham.

61 **2. Adjustments to the Agenda**

62 There were no adjustments to the agenda.

63 **3. Public Comments**

64 There were no public comments.

65 **CONSENT AGENDA:**

66 **4. Approval of the August 25, 2021 TC Meeting Minutes**

67 There was no discussion on the consent agenda. Kumar Neppalli made a motion to
68 approve the consent agenda. Tom Devlin seconded the motion. The motion passed
69 unanimously.

70 **ACTION ITEMS:**

71 **5. 2050 MTP – Alternative Analysis**

72 Andy Henry, LPA Staff

73 Andy Henry shared a presentation on the 2050 Metropolitan Transportation Plan (MTP)
74 Preferred Option. Andy Henry asked the TC to review the elements in the two options for the
75 Preferred Option, and said staff will further develop the Preferred Option and hold a TC
76 subcommittee meeting before the Preferred Option is forwarded to the MPO Board. Andy Henry
77 summarized the MPO Board Directives given on September 1, 2021 to create two options, one
78 that follows the Transportation Improvement Program (TIP) for the first decade, then supports
79 the MPO goals after that (Traditional Option), and one that is aligned with the MPO's priorities
80 following only the first 4 years of the TIP (Vision Option). Andy Henry said the MPO Board also
81 stated that while climate change and Vehicle Miles Traveled (VMT) are important, other factors
82 such as direct environmental impacts, air and water quality, safety, racial equity, and human
83 health and well-being are also important. Andy Henry mentioned that those factors are difficult
84 to quantify, so staff need better analytical tools and models to produce different Performance
85 Measures (PMs) and Measures of Effectiveness (MOEs).

86 Andy Henry reviewed the revenue projections for the three original scenarios from the
87 Alternative Analysis (Plans and Trends, Shared Leadership, and All Together) and reminded the
88 TC that the MPO must balance costs and revenues within three ten-year horizons. Andy Henry
89 said the current TIP encompasses FY20-29, all of which is included in the Traditional Option,
90 while the Vision Option only includes committed projects in the TIP through FY23. Andy Henry
91 shared lists of selected highway projects for both the Vision and Traditional Options. Andy
92 Henry said both options would include modernization projects, projects that provide an
93 advantage for buses, grid projects, and projects of high local or regional interest. Andy Henry
94 reviewed a list of excluded highway projects and said he will distribute a map and table for each
95 Option to TC members after the meeting.

96 Aaron Cain asked that jurisdictions communicate if they have any projects of local or
97 regional interest they feel should be included or any projects they feel should not be included.
98 Aaron Cain mentioned that the Traditional Option is similar to the All Together Scenario, and

that the Capital Area MPO (CAMPO) Board has voted to move forward with the All Together Scenario as their Preferred Option. John Hodges-Copple said that the only projects that DCHC and CAMPO need to agree on are projects with shared investments. John Hodges-Copple pointed out that revenues are not independent of the expenses, meaning that if a highway project is removed, the revenue will disappear along with the project. There was a discussion on the effect of removing projects on the revenue projections and reprogramming of funds. Bill Judge asked for the timeline on providing recommended changes to the project list and Andy Henry asked for recommendations by October 1, 2021. Chair Ellen Beckmann brought up the option to modify a project cross-section instead of completely omitting that project. Vice Chair Nishith Trivedi reminded the TC that a substantial change to a project would require the project to be resubmitted to the strategic prioritization process again and that removing highway projects would result in funding loss, not funding redirected to another project. Andy Henry presented a map for each option showing included and excluded highway projects.

There was a discussion on the difference between modernizations and complete streets. Andy Henry said a modernization is a type of project that does not add capacity but focuses on improving operations and safety through infrastructure such as sidewalks and bike lanes, while complete streets refers to an NCDOT policy supporting biking and walking infrastructure. Andy Henry said further clarification will be provided regarding the terms modernization and complete streets.

Andy Henry shared the transit projects for the two options, and stated transit projects are similar for both the Vision and Traditional Options consisting of Commuter Rail Transit (CRT), Bus Rapid Transit (BRT), Bus improvements, Bus on Shoulder System (BOSS), and Express Busses. Andy Henry said work with GoTriangle is ongoing to formulate cost estimates for transit projects.

Andy Henry said bicycle and pedestrian projects were not listed or mapped in the 2045 MTP, so they are not all listed in the Preferred Option, however the total cost and estimated

length in miles for bicycle and pedestrian projects was available for the following categories: sidewalk, shared use path/sidepath, and protected bike lanes on both sides. Andy Henry said the values shown in the presentation were adopted in the Comprehensive Transportation Plan (CTP). Vice Chair Nishith Trivedi asked if the cost estimates include the local match cost share. Andy Henry said the values in the table are total cost estimates that do not specify funding sources. Chair Ellen Beckmann pointed out the high unit cost for protected bike lanes and questioned if the cost includes widening the road. Chair Ellen Beckmann added that sidewalks should be prioritized and would like to see an increase in the 855 miles planned as many areas are deficient in sidewalks and they are appropriate for most contexts. Chair Ellen Beckmann said 477 miles seems high for bike lanes, and the MPO would likely prioritize protected bike lane projects that are less costly such as a conversion of a road lane to a protected bike lane. Andy Henry said the costs for protected bike lanes are very high and staff will continue to work on estimates. Zach Hallock mentioned the way protected bike lanes are constructed is shifting to not necessarily include constructing a new lane, so there less costly ways to construct them similarly to a multiuse path. Andy Henry said these sidewalk, shared use path, and protected bike lane projects could be built by municipalities or developers.

Andy Henry shared a suitability map for BOSS projects and asked if BOSS projects should be added to the highway table with the consideration that costing those projects would be complex. Meg Scully said it is important to include BOSS maps in the MTP and that Jay Heikes is prepared to provide assistance with BOSS planning. Andy Henry said the initial BOSS suitability study produced cost estimates, but they seemed unrealistically low, so assistance with BOSS planning would be greatly appreciated. Chair Ellen Beckmann asked if it would be possible to implement BOSS shoulder widening in tandem with maintenance projects that do not include a widening. Brandon Jones pointed out the opportunity should be considered to add BOSS elements in conjunction with interstate maintenance projects.

150 Andy Henry shared the PMs that seemed to be well received by the MPO Board and
151 those that had too little variance among scenarios to provide any insight into the scenarios.
152 Andy Henry shared the additional PMs that will be produced for the Preferred Option, and
153 brought up the potential to use the Rapid Policy Assessment Tool (RPAT) that is more sensitive
154 to policy and behavioral changes than the Triangle Regional Model (TRM). Andy Henry shared
155 factors that make VMT reduction difficult, such as land-use policies, the price of gasoline and
156 parking, and exogenous trips through the MPO boundaries. Andy Henry said there was no
157 change in mode share measures when non-motorized mileage was increased by 20% in the
158 TRM, and the modeling staff would need to further explain those results. Andy Henry stated that
159 the Opportunity Places land use foundation that was used for the All Together Scenario will also
160 be used for the Vision Option.

161 Andy Henry asked for feedback, especially on transit and highway components, by
162 October 1, 2021. Transit costs are still being worked on with GoTriangle. Chair Ellen Beckmann
163 thanked Andy Henry for the quick turnaround for the MPO Board's directives, but said there are
164 more details that need to be refined and that our model capabilities don't support the type of
165 planning the MPO Board has requested. A TC subcommittee meeting was scheduled for
166 October 4, 2021. Vice Chair Nishith Trivedi thanked Andy Henry for soliciting input from all of
167 the jurisdictions and reviewing their suggestions.

168 Meg Scully made a motion to authorize a TC subcommittee to meet on October 4, 2021
169 and authorize the subcommittee to make a recommendation on the release of the Preferred
170 Option to the MPO Board. Zach Hallock seconded the motion. The motion passed unanimously.

171 **6. Federal Funding Policy Update**
172 **Anne Phillips, LPA Staff**

173 Anne Phillips said two subcommittee meetings were held to discuss the Federal
174 Funding Policy, which was last updated in 2015. Anne Phillips mentioned the MPO Board
175 requested that MPO staff update the policy for the FY23 call for projects. Anne Phillips

summarized how feedback has been collected from various jurisdictions and incorporated into the draft policy that is aimed to be adopted in November 2021.

Zach Hallock reiterated previous comments regarding the crash count safety metric, and suggested normalizing crash data would be more fair for smaller jurisdictions that don't have expansive road networks. Anne Phillips said she is working with modeling staff to refine analysis of safety data.

There was discussion of whether federal funding could be used for staff activities through Regional Flexible Funding (RFF) or the Unified Planning Work Program (UPWP), and Julie Bogle pointed out that UPWP funding should support planning activities, not staff positions. Anne Phillips said that language will be clarified. There was a discussion about how Durham County is the only jurisdiction that funds staff using local discretionary funding, and the process should be changed so that Durham County uses the same process as other jurisdictions. Chair Ellen Beckmann said it is an inefficient process to fund local staff with Surface Transportation Block Grant Direct Attributable (STBGDA) funding, but that it would be challenging to change. There was a discussion regarding the scope of the MPO Governance Study and if it will address the funding sources of staff positions. There was consensus that the TC would benefit from an update on the Governance Study.

Meg Scully asked for the language to be clarified on page 9 of the draft in the Environmental Justice and Equity section to further specify how the relative scores will be handled for transit ridership. Anne Phillips said she will refine the language in that section. Tina Moon brought up the negative impact to the Town of Carrboro from the removal of local discretionary funding as Carrboro often depends on this source of funding to complete projects. Bergen Watterson said Chapel Hill shares that concern. Anne Phillips said DCHC is unique in providing local discretionary funding based on population, but that the most efficient process would be to combine all of the funding sources and then award funding to projects from the aggregate source. Anne Phillips emphasized that funding for existing projects will be prioritized

to complete as many projects as possible. Anne Phillips added that project submittals for existing projects would go through an easier process because prior funding means it has already gone through a call for projects and scored well. The MPO is proposing only one call for projects each year in which existing projects would be routed differently than a new project.

Evan Tenenbaum suggested a separate meeting to wrap up the City of Durham's discussion points and asked about the timeline for this call for projects. Anne Phillips responded that in order to combine funding sources to avoid a split call for projects as we had in FY22, the Congestion Mitigation and Air Quality (CMAQ) funding will drive the timeline. Anne Phillips said NCDOT has announced CMAQ projects are due in February 2022, so the Federal Funding Policy needs to be approved as soon as possible because a formal call for projects cannot be issued without an updated policy. Anne Phillips proposed issuing a pre-call for projects this year to share the amount of funding available and an estimated timeline. Anne Phillips said she is open to another TC subcommittee meeting for further adjustments to the policy if there is interest. Chair Ellen Beckmann recommended the TC recommend the MPO Board release the draft policy as is at their October meeting, then have further discussions at the October TC prior to the MPO Board meeting in November. Anne Phillips said she will write a memo explaining the differences between the original and the draft policy for the MPO Board. Bill Judge pointed out the uncertainties in the next year, such as the federal legislation and the MPO Governance Study, and suggested the policy be allowed to be updated as needed at any time. Anne Phillips agreed and said that the MPO Board can approve changes to the policy at any time, and that using the policy for this round of funding will help provide more insight into the policy.

Evan Tenenbaum made a motion to recommend that the MPO Board release the draft policy for a 21-day public comment period. Margaret Hauth seconded the motion. The motion passed unanimously.

7. Transportation Improvement Program Amendment #8
Anne Phillips, LPA Staff

Anne Phillips stated that this amendment consists mostly of projects updated by NCDOT in the State Transportation Improvement Program (STIP) with one exception of CMAQ funding for the Town of Chapel Hill Estes Drive project that triggered the public-comment period per the Public Involvement Policy (PIP).

Bergen Watterson made a motion to recommend that the MPO Board release TIP Amendment #8 for a 21-day public comment period. Tom Devlin seconded the motion. The motion passed unanimously.

8. GoDurham Section 5307 and 5339 Proposed Program of Projects
Pierre Osei-Owusu, GoDurham

Tom Devlin said it is required that the proposed Program of Projects (POP) for 5307 and 5339 funds be published and have a public hearing. Tom Devlin said GoDurham usually advertises the public hearing in the News & Observer newspaper, but would like to hold a public hearing at an MPO Board meeting for more visibility. Tom Devlin said the POP allocates 5307 funds for preventative maintenance on GoDurham buses and FY23 replacement electric buses while the 5339 funds will be used for purchasing GoDurham ACCESS vehicles and a portion of the electric bus purchase.

Tom Devlin made a motion to recommend that the MPO Board hold a public hearing for GoDurham's 5307 and 5339 Proposed Program of Projects. Zach Hallock seconded the motion. The motion passed unanimously.

9. 5310 Grant Program of Projects Amendment
Maribel Klein, LPA Staff
Aaron Cain, LPA Staff

Aaron Cain said this amendment to the current GoDurham 5310 Program of Projects is to support on-demand transportation services to enhance mobility service for seniors and individuals with disabilities in response to decreased transportation options during the COVID-19 pandemic. Aaron Cain added that in order to begin utilizing those funds, the MPO needs to approve the POP amendment.

Tom Devlin made a motion to approve the amended POP to include the awarding of CRRSAA funds to GoDurham ACCESS. Travis Crayton seconded the motion. The motion passed unanimously.

REPORTS FROM STAFF:

10. Report from Staff **Aaron Cain, LPA Staff**

Anne Phillips stated that DCHC and CAMPO met with NCDOT about doing a three-year funding application for the Transportation Demand Management (TDM) program to make it more efficient. TJCOG will have to provide an annual work program. Anne Phillips said that she would follow up with TJCOG.

11. Report from the Chair **Ellen Beckmann, TC Chair**

Chair Ellen Beckmann had no report.

12. NCDOT Reports **Brandon Jones (David Keilson), Division 5 – NCDOT**

Brandon Jones said work continues with the SPOT 6.0 workgroup and mentioned a recent WRAL article that summarizes where the workgroup is with cost updates for the STIP reprogramming. Brandon Jones said further coordination is needed with MPOs and RPOs across the state to make adjustments. Brandon Jones said NCDOT is refining the guidance and evaluation methodology for the Complete Streets Policy and should have a draft to share in October 2021. Chair Ellen Beckmann said the Complete Streets Policy update would be of high interest to the TC and said consistency is important such that certain jurisdictions aren't given different instructions based on perceived resources.

Wright Archer (Pat Wilson, Stephen Robinson), Division 7 – NCDOT

Stephen Robinson highlighted the I-3306 project (I-40) widening contract that has been awarded and said a kickoff meeting will be held the week of September 27, 2021. Stephen Robinson added that the majority of design work will begin this fall with construction likely

282 beginning next spring to early summer. Stephen Robinson gave an update on project W-5707
283 that is being planned for this fall and public outreach will occur when the traffic patterns shift.
284 Vice Chair Nishith Trivedi asked Stephen Robinson to include Orange County in the meeting.
285 Stephen Robinson asked TC members to email a preferred contact for each organization that
286 wants to be involved.

287 **Patrick Norman (Bryan Kluchar), Division 8 - NCDOT**

288 Bryan Kluchar had no additional report.

289 **Julie Bogle, Transportation Planning Division – NCDOT**

290 Julie Bogle had no additional report.

291 **John Grant, Traffic Operations – NCDOT**

292 John Grant had no additional report.

293 **INFORMATIONAL ITEMS:**

294 **Adjourn**

295 There being no further business, the meeting was adjourned by Chair Ellen Beckmann
296 at 11:13 a.m.

297 **Next meeting: October 27, 9 a.m., meeting to be held via teleconference**

Transportation Improvement Program Amendment #8
Summary Sheet

- **C-5179 Estes Drive Bicycle and Pedestrian:** Add \$800,000 in FY22 CMAQ funds and \$200,000 local match.
- **C-5181 Jones Creek Greenway:** Delay CON from FY 21 to FY 22 to allow additional time for planning.
- **C-5702D North Carolina Clean Energy Technology Center, conduct a clean-fuel advanced technology outreach and awareness program in all CMAQ-eligible counties:** Add new project break at the request of the Transportation Planning Division (TPD).
- **C-5702E North Carolina Clean Energy Technology Center Emissions-reducing subawards in all CMAQ-eligible counties:** Add new project break at the request of TPD.
- **HI-0001 I-85/US 15 Pavement Rehabilitation:** Delay CON from FY 21 to FY 22 to allow additional time for CAMPO TIP amendment approval.
- **HO-0005 Install Statewide ITS Device Operations:** Add new project at the request of TPD.
- **HO-0009 North Carolina Department of Environment and Natural Resources, NC Air Awareness Outreach Program to Provide Education and Produce Daily Air Quality Forecast:** Project added at the request of the Transportation Planning Branch.
- **HS-2005D Pickett Rd, Garrett Road/Luna Lane Intersection Traffic Signal Installation:** Add new project break at request of the Transportation Mobility and Safety Division.
- **HS-2005E Academy Road Interchange Guardrail:** Add new project break at the request of the Transportation Mobility and Safety Division.
- **HS-2008C Install Long Life Pavement Markings at various locations in Chatham, Lee, Hoke, Randolph and Scotland Counties:** Project break added at request of Transportation Mobility and Safety Division.
- **P-5719C NCRR Acquire and refurbish 8 rail cars:** Delay CON from FY21 to FY 22 to allow additional time for planning and design.
- **TM-0036 Statewide 5310 Administrative Funds:** New project developed for federal funding award; add project in FY22 at the request of Integrated Mobility Division (IMD).
- **TO-0003 Statewide Human Trafficking Awareness and Public Safety Initiative Discretionary Grant Awarded by FTA:** Modify funding in FY 21 at the request of IMD.
- **TU-0008 NCSU (ITRE) Technical Assistance to IMD and Subrecipients:** New project developed for federal funding award; add project in FY22 at the request of IMD.
- **TU-0009 NCSU (ITRE) Training/Professional Development Related to Delivery of ADA Training to Transit Professionals:** New project developed for federal funding award; add project in FY22 at the request of IMD.

**RESOLUTION TO MODIFY THE 2020-2029 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #8
November 10, 2021**

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, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

WHEREAS, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

WHEREAS, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2020-2029 Transportation Improvement Program as described in the attached sheets; and

WHEREAS, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; and

WHEREAS, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2045 Metropolitan Transportation Plan (MTP); and

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #8 to the FY 2020-2029 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on December 11, 2019, and as described in the “FY 2020-2029 TIP Amendment #8 Summary Sheet” on this, the 10th day of November, 2021.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: November 10, 2021

Kayla Peloquin, Notary Public
My commission expires: May 9, 2026

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0028 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	WEST CLUB BOULEVARD, WASHINGTON STREET TO SR 1322 (BROAD STREET); BLACKWELL STREET / CORCORAN STREET / FOSTER STREET, ATT TRAILHEAD TO WASHINGTON STREET; SR 1127 (CHAPEL HILL STREET), RAMSEUR STREET TO SWIFT AVENUE IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	ENGINEERING	FY 2022 - \$47,524 (CMAQ) FY 2022 - \$75,000 (BGDA) FY 2022 - \$52,476 (L)	
			CONSTRUCTION	FY 2023 - \$375,000 (CMAQ) FY 2023 - \$354,426 (BGDA) FY 2023 - \$307,369 (L)	
					\$1,211,795
	Added to TIP with Amendment #6. Bike Facilities II	<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>			
* BL-0029 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	EXCHANGE PARK LANE, SOUTH CHURTON STREET TO FARIBAULT LANE IN HILLSBOROUGH. REPAIR BRIDGE 670241 OVER ENO RIVER.	CONSTRUCTION	FY 2021 - \$126,447 (BGDA) FY 2021 - \$27,353 (L)	
					\$153,800
	Added to TIP with Amendment #6. Exchange Park Lane Bridge Repair. Now HL-0045	<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>			
* BL-0030 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 2295 (SOUTH ROXBORO ROAD), SR 1158 (CORNWALLIS ROAD) TO SUMMIT STREET; SOUTH ROXBORO STREET, SHADY CREEK DRIVE TO MARTIN LUTHER KING JR. PARKWAY; SR 1322 (BROAD STREET), US 70 BUSINESS (MAIN STREET) TO GUESS ROAD; US 15 BUSINESS / US 501 BUSINESS (DURHAM- CHAPEL HILL BOULEVARD), NATION AVENUE TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	ENGINEERING	FY 2022 - \$13,500 (BGDA) FY 2022 - \$15,000 (BGDACV) FY 2022 - \$7,000 (L)	
			CONSTRUCTION	FY 2022 - \$91,225 (BGDA) FY 2022 - \$52,310 (BGDACV) FY 2022 - \$18,681 (L)	
					\$197,716
	Added to the TIP with Amendment #6. Bike Lane Vertical Protection.	<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.</u>			

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0031	- DURHAM-CHAPEL HILL-CARRBORO	ENGLEWOOD AVENUE; GEORGIA AVENUE TO WATTS	ENGINEERING	FY 2022 -	\$40,000	(BGDA)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	STREET; KNOX STREET, WATTS STREET TO ACADIA		FY 2022 -	\$20,000	(L)
PROJ.CATEGORY		STREET; BIVINS STREET, SR 1127 (CHAPEL HILL	CONSTRUCTION	FY 2023 -	\$242,723	(BGDA)
DIVISION		ROAD) TO ARNETTE AVENUE; IREDELL STREET, US 70		FY 2023 -	\$97,277	(L)
		BUSINESS (MAIN STREET) TO WEST CLUB			\$400,000	
		BOULEVARD; MARYLAND AVENUE, WEST CLUB				
	Added to the TIP with Amendment #6.	BOULEVARD TO ELLERBE CREEK TRAIL; ¶				
	Neighborhood Bike Routes II.	CLEVELAND STREET / CORPORATION STREET, US 70				
		BUSINESS / NC 98 (HOLLOWAY STREET) TO RIGSBEE				
		AVENUE; JUNIPER STREET, SPRUCE STREET TO				
		GUTHRIE AVENUE; LINCOLN STREET / GRANT				
		STREET, LAWSON STREET TO LAKELAND STREET;				
		RIDGEWAY AVENUE / LAKELAND STREET, LAWSON				
		STREET TO MATHISON STREET; LAVENDER AVENUE,				
		ELGIN STREET TO STEPHENSON STREET;				
		STEPHENSON STREET, LAVENDER AVENUE TO SR				
		1669 (CLUB BOULEVARD); UMSTEAD STREET / LODGE				
		STREET, SR 1118 (FAYETTEVILLE STREET) TO FARGO				
		STREET IN DURHAM. CONSTRUCT BICYCLE				
		ACCOMODATIONS.				
		<u>PROJECT ADDED AT THE REQUEST OF THE DURHAM /</u>				
		<u>CHAPEL HILL / CARRBORO MPO.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HO-0005	- ROCKY MOUNT METROPOLITAN PLANNING ORGANIZATION	VARIOUS, NCDOT TRAFFIC SYSTEMS OPERATIONS. INSTALL STATEWIDE ITS DEVICE OPERATIONS.	CONSTRUCTION	FY 2022 -	\$5,360,000	(CMAQ)
CABARRUS				FY 2022 -	\$1,340,000	(S(M))
CATAWBA	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	<u>ADD NEW PROJECT AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>			\$6,700,000	
DAVIDSON						
DAVIE	- GASTON CLEVELAND LINCOLN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
DURHAM						
EDGEcombe						
FORSYTH	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
GASTON						
GRANVILLE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
GUILFORD						
HAYWOOD	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
IREDELL						
JOHNSTON	- WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION					
MECKLENBURG						
NASH	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION					
ORANGE						
ROWAN	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION					
UNION						
WAKE	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION					
PROJ.CATEGORY	- UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION					
EXEMPT	- LAND OF SKY RURAL PLANNING ORGANIZATION					
	- KERR TAR RURAL PLANNING ORGANIZATION					

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

- ROCKY RIVER RURAL PLANNING ORGANIZATION
- KERR TAR RURAL PLANNING ORGANIZATION

C-5181 ORANGE PROJ.CATEGORY EXEMPT	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	JONES CREEK GREENWAY, CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$523,000	(CMAQ)
				FY 2022 -	\$131,000	(L)
			IMPLEMENTATION	FY 2022 -	\$10,000	(CMAQ)
				FY 2022 -	\$2,000	(L)
					\$666,000	
HI-0001 DURHAM GRANVILLE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	I-85 / US 15, NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION. <u>TO ALLOW ADDITIONAL TIME FOR CAMPO TIP AMENDMENT APPROVAL. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$2,600,000 \$2,600,000	(NHPIM)

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* HS-2008C CHATHAM HOKE LEE RANDOLPH SCOTLAND	<ul style="list-style-type: none"> - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - FAYETTEVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION 	<p>VARIOUS, VARIOUS SECONDARY ROUTES IN CHATHAM, LEE, HOKE, RANDOLPH AND SCOTLAND COUNTIES. INSTALL LONG LIFE PAVEMENT MARKINGS.</p> <p><u>PROJECT BREAK ADDED AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	CONSTRUCTION	FY 2022 -	<u>\$1,580,000</u> \$1,580,000	(HSIP)
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* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

P-5719C	- CABARRUS-ROWAN URBAN AREA	NCRR, ACQUIRE AND REFURBISH 8 RAIL CARS.	CONSTRUCTION	FY 2022 - \$156,888,000	(O)
ALAMANCE	METROPOLITAN PLANNING ORGANIZATION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2024 - \$27,820,000	(T)
CABARRUS	- BURLINGTON-GRAHAM URBAN AREA	<u>DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>		FY 2025 - \$27,820,000	(T)
DAVIDSON	METROPOLITAN PLANNING ORGANIZATION			\$212,528,000	
DURHAM	- DURHAM-CHAPEL HILL-CARRBORO				
GUILFORD	METROPOLITAN PLANNING ORGANIZATION				
MECKLENBURG	- CHARLOTTE REGIONAL TRANSPORTATION				
ORANGE	PLANNING ORGANIZATION				
ROWAN	- GREENSBORO URBAN AREA				
WAKE	METROPOLITAN PLANNING ORGANIZATION				
PROJ.CATEGORY	- HIGH POINT URBAN AREA METROPOLITAN				
REGIONAL	PLANNING ORGANIZATION				
	- CAPITAL AREA METROPOLITAN PLANNING				
	ORGANIZATION				

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* TM-0036 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS.
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION. NEW PROJECT
DEVELOPED FOR FEDERAL FUNDING AWARD.**

ADMINISTRATIVE FY 2022 - \$567,000 (5310)
\$567,000

* TU-0008 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL
ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION
AND SUBRECIPIENTS.
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION. NEW PROJECT
DEVELOPED FOR FEDERAL FUNDING AWARD.**

PLANNING FY 2022 - \$118,000 (S)
FY 2022 - \$470,000 (5311)
\$588,000

* TU-0009 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
PUBLIC TRANS

NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO
PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT
RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT
PROFESSIONALS.
**ADD PROJECT IN FY 2022 AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION. NEW PROJECT
DEVELOPED FOR FEDERAL FUNDING AWARD.**

PLANNING FY 2022 - \$765,000 (RTAP)
\$765,000

STIP MODIFICATIONS

* C-5702D - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
EXEMPT

VARIOUS, NORTH CAROLINA CLEAN ENERGY
TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL
ADVANCED TECHNOLOGY OUTREACH AND
AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE
COUNTIES.
**ADD NEW PROJECT BREAK AT THE REQUEST OF THE
TRANSPORTATION PLANNING DIVISION.**

IMPLEMENTATION FY 2022 - \$1,210,000 (CMAQ)
FY 2022 - \$303,000 (L)
\$1,513,000

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>	IMPLEMENTATION	FY 2022 - \$1,222,000 (CMAQ) FY 2022 - <u>\$306,000</u> (L) \$1,528,000
* TO-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS. <u>MODIFY FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2021 - \$120,000 (5312) FY 2021 - <u>\$30,000</u> (5307) \$150,000

* INDICATES FEDERAL AMENDMENT

Thursday, August 5, 2021

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HO-0009	- BURLINGTON-GRAHAM URBAN AREA	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT	IMPLEMENTATION	FY 2022 -	\$578,000	(CMAQ)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	AND NATURAL RESOURCES, NORTH CAROLINA AIR		FY 2022 -	\$282,000	(S)
CATAWBA	- ROCKY MOUNT METROPOLITAN	AWARENESS OUTREACH PROGRAM TO PROVIDE			\$860,000	
CHATHAM	PLANNING ORGANIZATION	EDUCATION AND PRODUCE DAILY AIR QUALITY				
DAVIDSON	- GREATER HICKORY METROPOLITAN	FORECAST.				
DAVIE	PLANNING ORGANIZATION	<u>PROJECT ADDED AT THE REQUEST OF THE</u>				
DURHAM	- HIGH POINT URBAN AREA METROPOLITAN	<u>TRANSPORTATION PLANNING BRANCH.</u>				
EDGEcombe	PLANNING ORGANIZATION					
FORSYTH	- GREENSBORO URBAN AREA					
FRANKLIN	METROPOLITAN PLANNING ORGANIZATION					
GASTON	- GASTON CLEVELAND LINCOLN URBAN					
GRANVILLE	AREA METROPOLITAN PLANNING					
GUILFORD	ORGANIZATION					
HAYWOOD	- WINSTON-SALEM URBAN AREA					
IREDELL	METROPOLITAN PLANNING ORGANIZATION					
JOHNSTON	- CABARRUS-ROWAN URBAN AREA					
LINCOLN	METROPOLITAN PLANNING ORGANIZATION					
MECKLENBURG	- DURHAM-CHAPEL HILL-CARRBORO					
NASH	METROPOLITAN PLANNING ORGANIZATION					
ORANGE	- CAPITAL AREA METROPOLITAN PLANNING					
PERSON	ORGANIZATION					
ROWAN	- CHARLOTTE REGIONAL TRANSPORTATION					
SWAIN	PLANNING ORGANIZATION					
UNION	- LAND OF SKY RURAL PLANNING					
WAKE	ORGANIZATION					
PROJ.CATEGORY	- NORTHWEST PIEDMONT RURAL					
EXEMPT	PLANNING ORGANIZATION					
	- SOUTHWESTERN RURAL PLANNING					
	ORGANIZATION					
	- UPPER COASTAL PLAIN RURAL PLANNING					
	ORGANIZATION					
	- TRIANGLE AREA RURAL PLANNING					
	ORGANIZATION					

* INDICATES FEDERAL AMENDMENT

Thursday, September 2, 2021

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

- ROCKY RIVER RURAL PLANNING ORGANIZATION
- KERR TAR RURAL PLANNING ORGANIZATION

STIP MODIFICATIONS

* HS-2005D DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1303 (PICKETT ROAD), SR 1116 (GARRETT ROAD) / LUNA LANE INTERSECTION IN DURHAM. INSTALL TRAFFIC SIGNAL. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2023 -	\$2,000	(HSIP)
				FY 2023 -	<u>\$100,000</u>	(HSIP)
					\$102,000	
* HS-2005E DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 751 (ACADEMY ROAD) INTERCHANGE IN DURHAM. INSTALL GUARDRAIL. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2023 -	\$5,000	(HSIP)
				FY 2023 -	<u>\$155,000</u>	(HSIP)
					\$160,000	
* TA-4923 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	DURHAM AREA TRANSIT AUTHORITY, REPLACEMENT BUS. <u>FUNDING ADDED TO FY 21 AT THE REQUEST OF MPO.</u>	CAPITAL	FY 2021 -	\$880,000	(L)
				FY 2021 -	\$1,834,000	(5307)
				FY 2021 -	<u>\$1,686,000</u>	(5339)
					\$4,400,000	

Added to the TIP with Amendment #2.

* INDICATES FEDERAL AMENDMENT

Thursday, September 2, 2021

August 31, 2021

MEMORANDUM

To: Anne Philips, PhD
Principal Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

From: Jamal Alavi, PE, CPM *Jamal Alavi*
Director, Transportation Planning Division

Subject: CMAQ Project Award for FY 2022

Thank you for submitting a project proposal for funding through the North Carolina CMAQ Program. The Transportation Planning Division is pleased to inform you that the following project has been approved for CMAQ funding in the amount shown below:

STIP Number	Description	Phase	CMAQ Funding	Local Match	Total Funding	FY
C-5179	Estes Drive bicycle and pedestrian improvements	CON	\$800,000	\$200,000	\$1,000,000	FY22
		TOTAL	\$800,000	\$200,000	\$1,000,000	

The awardee is responsible for all funding that is above the approved award amount.

Please note there is an additional small amount of funds above and beyond the project award that is included in the WBS. This is not for use by the project or project manager. These funds are placed there to pay for estimated BSIP/SAP charges that will occur as the project is invoiced and paid out.

By agreeing to use the CMAQ funds, the project manager's business unit or entity (awardee) agrees that any charges that cause the WBS to become negative and require repayment, (whether BSIP/SAP charges or costs incurred by the project) WILL be covered and paid for by the unit/entity receiving these funds.

Please note that projects that are not implemented according to the approved schedule may be subject to cancellation.

If you have any questions about the CMAQ Program or the project that has been awarded funding, please contact Jamal Alavi, PE, CPM by telephone at 919-707-0901 or by email at jalavi@ncdot.gov.

cc: Travis Marshall, PE, Transportation Planning Division
Heather Hildebrandt, Transportation Planning Division
Mike Stanley, PE, STIP Unit
Tracy Parrot, PE, Division 5
Marta Matthews, Local Programs

Requesting Local Agreements for CMAQ Projects

The Local Programs Management Office (LPMO) has a web-based system for requesting agreements for locally-administered projects. As a Local Government Agency (LGA) with an upcoming CMAQ project to administer with NCDOT, you will be responsible for requesting an agreement through the Enterprise Business Portal (EBS). In order to access the EBS, you will need a **user id** and **password**, issued by NCDOT.

Please visit the LPMO website at <https://connect.ncdot.gov/municipalities/Funding/Pages/default.aspx> and download the LPMO Security Form, complete, sign and email to the contact address in the form. Once you have a user id and password assigned, you may log into the EBS at <https://www.ebs.nc.gov/irj/portal>, from there, submit a request for a new agreement.

If you have any questions, please contact the LPMO office at LPMO@ncdot.gov. You can also access Help Guidance for the EBS at [EBS Helpful Hints](#).

Please note the following:

- At this time the EBS can only be used to manage new projects that do not currently have an executed municipal agreement. If you have been approved for additional funding on an existing CMAQ project that is managed outside the EBS portal, please coordinate with Phyllis Jones to request a local agreement.
- CMAQ transit projects that are being flexed to Federal Transit Administration do not require a local agreement. Please contact Phyllis Jones to determine the steps for implementing these projects.
- Contact Information:
Phyllis Jones
CMAQ Program Engineer
Telephone: 919-707-0970
Email: pdjones@ncdot.gov

RESOLUTION

**TO APPROVE AMENDMENT #1 TO THE FY 2022 UNIFIED PLANNING WORK
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN
PLANNING ORGANIZATION (DCHC MPO)**

November 10, 2021

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2022 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2022

Now, therefore, be it resolved that the Board hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2022 as described in the attached sheets.

I, Wendy Jacobs, MPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area MPO Board, duly held on the 10th day of November, 2021

Signature of Board Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day to affix their signature to the forgoing document.

Date: November 10, 2021

Kayla Peloquin, Notary Public
My commission expires: May 9, 2026

MPO Funding Table - Distribution by Agency

Receiving Agency	STBGP		Section 104(f)		Section 5303			Section 5307			Funding Summary			
	Sec. 133(b)(3)(7)		PL		Highway/Transit			Transit						
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	20%	0%	80%				
LPA	\$374,986	\$1,499,944	\$127,794	\$511,177	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$513,086	\$10,305	\$2,093,564	\$2,616,955
Carrboro	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
Chapel Hill/CHT	\$23,300	\$93,200	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$40,450	\$17,150	\$230,400	\$288,000
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/GoDurham	\$18,160	\$72,639	\$0	\$0	\$17,850	\$17,850	\$142,800	\$0	\$0	\$0	\$36,010	\$17,850	\$215,439	\$269,299
Durham County	\$10,761	\$43,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,761	\$0	\$43,043	\$53,804
Hillsborough	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$21,125	\$84,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,500	\$0	\$118,000	\$32,000	\$0	\$118,000	\$150,000
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$452,732	\$1,810,926	\$127,794	\$511,177	\$45,305	\$45,305	\$362,443	\$29,500	\$0	\$118,000	\$657,831	\$45,305	\$2,802,546	\$3,505,683

	CHT	DATA	TTA	MPO Total
Federal	\$137,200	\$82,443	\$0	\$219,643
State	\$17,150	\$10,305	\$0	\$27,455
Local	\$17,150	\$10,305	\$0	\$27,455
Total Sect. 5303	\$171,500	\$103,054	\$0	\$274,554

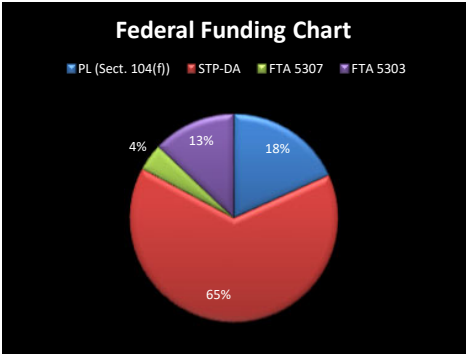
	CHT	DATA	TTA	MPO Total
Federal	\$0	\$0	\$118,000	\$118,000
State	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$29,500	\$29,500
Total Sect. 5307	\$0	\$0	\$147,500	\$147,500

Federal (STP-DA)	\$	1,810,926	
Local (20% match)	\$	452,732	STP-DA
Total	\$	2,263,658	

Federal (PL funds)	\$	511,177	
Local (20% match)	\$	127,794	PL FUNDS
Total PL Funds	\$	638,971	

SUMMARY

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$511,177	\$0	\$127,794	\$638,971
STP-DA	\$1,810,926	\$0	\$452,732	\$2,263,658
FTA 5307	\$118,000	\$0	\$29,500	\$147,500
FTA 5303	\$362,443	\$45,305	\$45,305	\$453,054
Totals	\$2,802,546	\$45,305	\$655,331	\$3,503,183



MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STBGP 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 20%	NCDOT 0	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	20,050	80,200	625	2,500	0	0	0	0	0	0	20,675	-	82,700	103,375
	2 Vehicle Miles of Travel	800	3,200	400	1,600	0	0	0	0	0	0	1,200	-	4,800	6,000
	3 Street System Changes	1,000	4,000	1,120	4,480	0	0	0	0	0	0	2,120	-	8,480	10,600
	4 Traffic Crashes	4,776	19,104	1,080	4,320	0	0	0	0	0	0	5,856	-	23,424	29,280
	5 Transit System Data	3,200	12,800	1,200	4,800	8,444	8,444	67,552	0	0	0	12,844	8,444	85,152	106,440
	6 Dwelling Unit, Pop. & Emp. Change	8,100	32,400	5,000	20,000	0	0	0	0	0	0	13,100	-	52,400	65,500
	7 Air Travel	4,000	16,000	100	400	0	0	0	0	0	0	4,100	-	16,400	20,500
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	14,260	57,040	1,800	7,200	0	0	0	0	0	0	16,060	-	64,240	80,300
	10 Mapping	17,900	71,600	4,800	19,200	3,122	3,122	24,976	0	0	0	25,822	3,122	115,776	144,720
	11 Central Area Parking Inventory	2,240	8,960	625	2,500	0	0	0	0	0	0	2,865	-	11,460	14,325
	12 Bike & Ped. Facilities Inventory	1,820	7,280	1,000	4,000	0	0	0	0	0	0	2,820	-	11,280	14,100
	13 Bike & Ped. Counts	12,040	48,160	1,000	4,000	488	488	3,904	0	0	0	13,528	488	56,064	70,080
II-B	Long Range Transp. Plan (MTP)					0	0	0				-			
	1 Collection of Base Year Data	6,540	26,160	833	3,330	0	0	0	0	0	0	7,373	-	29,490	36,863
	2 Collection of Network Data	3,880	15,520	800	3,200	0	0	0	0	0	0	4,680	-	18,720	23,400
	3 Travel Model Updates	37,066	148,264	39,086	156,344	0	0	0	25,000	0	100,000	101,152	-	404,608	505,760
	4 Travel Surveys	9,000	36,000	3,060	12,240	0	0	0	0	0	0	12,060	-	48,240	60,300
	5 Forecast of Data to Horizon year	526	2,104	240	960	0	0	0	0	0	0	766	-	3,064	3,830
	6 Community Goals & Objectives	2,860	11,440	1,330	5,320	0	0	0	0	0	0	4,190	-	16,760	20,950
	7 Forecast of Futurel Travel Patterns	1,920	7,680	1,100	4,400	0	0	0	0	0	0	3,020	-	12,080	15,100
	8 Capacity Deficiency Analysis	5,352	21,408	2,400	9,600	0	0	0	0	0	0	7,752	-	31,008	38,760
	9 Highway Element of th MTP	8,575	34,301	3,800	15,200	0	0	0	0	0	0	12,375	-	49,501	61,876
	10 Transit Element of the MTP	16,647	66,589	3,800	15,200	11,119	11,119	88,955	4,500	0	18,000	36,067	11,119	188,744	235,930
	11 Bicycle & Ped. Element of the MTP	9,498	37,992	2,878	11,512	0	0	0	0	0	0	12,376	-	49,504	61,880
	12 Airport/Air Travel Element of MTP	1,120	4,480	200	800	0	0	0	0	0	0	1,320	-	5,280	6,600
	13 Collector Street Element of MTP	1,794	7,176	600	2,400	0	0	0	0	0	0	2,394	-	9,576	11,970
	14 Rail, Water or other mode of MTP	7,320	29,280	3,350	13,400	0	0	0	0	0	0	10,670	-	42,680	53,350
	15 Freight Movement/Mobility Planning	3,540	14,160	200	800	0	0	0	0	0	0	3,740	-	14,960	18,700
	16 Financial Planning	2,320	9,280	480	1,920	1,306	1,306	10,448	0	0	0	4,106	1,306	21,648	27,060
	17 Congestion Management Strategies	20,911	83,644	1,139	4,555	1,260	1,260	10,080	0	0	0	23,310	1,260	98,279	122,849
	18 Air Qual. Planning/Conformity Anal.	1,960	7,840	1,600	6,400	0	0	0	0	0	0	3,560	-	14,240	17,800
II-C	Short Range Transit Planning					0	0	0				-			
	Short Range Transit Planning	0	0	0	0	2,850	2,850	22,800	0	0	0	2,850	2,850	22,800	28,500
III-A	Planning Work Program					0	0	0				-			
	Planning Work Program	7,552	30,208	4,006	16,024	608	608	4,864	0	0	0	12,166	608	51,096	63,870
III-B	Transp. Improvement Plan					0	0	0				-			
	TIP	18,378	73,512	7,125	28,500	3,775	3,775	30,200	0	0	0	29,278	3,775	132,212	165,265
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.					0	0	0				-			
	1 Title VI	4,183	16,730	1,000	4,000	326	326	2,608	0	0	0	5,509	326	23,338	29,173
	2 Environmental Justice	9,300	37,200	1,640	6,560	384	384	3,072	0	0	0	11,324	384	46,832	58,540
	3 Minority Business Enterprise	2,380	9,520	400	1,600	0	0	0	0	0	0	2,780	-	11,120	13,900
	4 Planning for the Elderly & Disabled	1,746	6,984	400	1,600	384	384	3,072	0	0	0	2,530	384	11,656	14,570
	5 Safety/Drug Control Planning	8,778	35,110	1,600	6,400	0	0	0	0	0	0	10,378	-	41,510	51,888
	6 Public Involvement	22,908	91,632	3,769	15,077	932	932	7,456	0	0	0	27,609	932	114,165	142,706
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		0	0	0	0	0	0	0	0	0	0	-			
III-D	Incidental Plng./Project Dev.					0	0	0				-			
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	7,702	28,408	2,600	10,400	0	0	0	0	0	0	10,302	-	41,208	51,510
	3 Special Studies	69,540	280,560	4,668	18,670	1,700	1,700	13,600	0	0	0	76,508	1,700	312,830	391,038
	4 Regional or Statewide Planning	25,646	102,584	3,600	14,400	1,700	1,700	13,600	0	0	0	30,346	1,700	128,184	160,230
III-E	Management & Operations					0	0	0				-			
	1 Management & Operations	43,604	174,416	11,341	45,365	6,907	6,907	55,256	0	0	0	61,852	6,907	275,037	343,796

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STBGP 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 20%	NCDOT 0	FTA 80%	Local	NCDOT	Federal	Total
Totals		\$452,732	\$1,810,926	\$127,794	\$511,177	\$45,305	\$45,305	\$362,443	\$29,500	\$0	\$118,000	\$655,331	\$45,305	\$2,802,546	\$3,503,183

LPA

		Task Description	STBGP 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		Surveillance of Change														
	1	Traffic Volume Counts	\$19,200	\$76,800	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$19,825	\$0	\$79,300	\$99,125
	2	Vehicle Miles of Travel	\$800	\$3,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
	3	Street System Changes	\$1,000	\$4,000	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120	\$0	\$8,480	\$10,600
	4	Traffic Crashes	\$4,776	\$19,104	\$1,080	\$4,320	\$0	\$0	\$0	\$0	\$0	\$0	\$5,856	\$0	\$23,424	\$29,280
	5	Transit System Data	\$3,200	\$12,800	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
	6	Dwelling Unit, Pop. & Emp. Change	\$8,100	\$32,400	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100	\$0	\$52,400	\$65,500
	7	Air Travel	\$4,000	\$16,000	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$16,400	\$20,500
	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Travel Time Studies	\$14,260	\$57,040	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$16,060	\$0	\$64,240	\$80,300
	10	Mapping	\$15,000	\$60,000	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$19,800	\$0	\$79,200	\$99,000
	11	Central Area Parking Inventory	\$1,800	\$7,200	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,425	\$0	\$9,700	\$12,125
	12	Bike & Ped. Facilities Inventory	\$400	\$1,600	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
	13	Bike & Ped. Counts	\$11,640	\$46,560	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,640	\$0	\$50,560	\$63,200
II B		Long Range Transp. Plan (MTP)														
	1	Collection of Base Year Data	\$6,540	\$26,160	\$833	\$3,330	\$0	\$0	\$0	\$0	\$0	\$0	\$7,373	\$0	\$29,490	\$36,863
	2	Collection of Network Data	\$3,880	\$15,520	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,680	\$0	\$18,720	\$23,400
	3	Travel Model Updates	\$37,066	\$148,264	\$39,086	\$156,344	\$0	\$0	\$0	\$0	\$0	\$0	\$76,152	\$0	\$304,608	\$380,760
	4	Travel Surveys	\$9,000	\$36,000	\$3,060	\$12,240	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060	\$0	\$48,240	\$60,300
	5	Forecast of Data to Horizon year	\$526	\$2,104	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$766	\$0	\$3,064	\$3,830
	6	Community Goals & Objectives	\$360	\$1,440	\$1,330	\$5,320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690	\$0	\$6,760	\$8,450
	7	Forecast of Futurel Travel Patterns	\$1,920	\$7,680	\$1,100	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,020	\$0	\$12,080	\$15,100
	8	Capacity Deficiency Analysis	\$5,352	\$21,408	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,752	\$0	\$31,008	\$38,760
	9	Highway Element of th MTP	\$3,712	\$14,848	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$7,512	\$0	\$30,048	\$37,560
	10	Transit Element of the MTP	\$9,734	\$38,936	\$3,800	\$15,200	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$23,839	\$10,305	\$136,579	\$170,724
	11	Bicycle & Ped. Element of the MTP	\$7,200	\$28,800	\$2,878	\$11,512	\$0	\$0	\$0	\$0	\$0	\$0	\$10,078	\$0	\$40,312	\$50,390
	12	Airport/Air Travel Element of MTP	\$1,120	\$4,480	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600
	13	Collector Street Element of MTP	\$1,794	\$7,176	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,394	\$0	\$9,576	\$11,970
	14	Rail, Water or other mode of MTP	\$7,320	\$29,280	\$3,350	\$13,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,670	\$0	\$42,680	\$53,350
	15	Freight Movement/Mobility Planning	\$3,540	\$14,160	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,740	\$0	\$14,960	\$18,700
	16	Financial Planning	\$1,000	\$4,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480	\$0	\$5,920	\$7,400
	17	Congestion Management Strategies	\$17,336	\$69,344	\$1,139	\$4,555	\$0	\$0	\$0	\$0	\$0	\$0	\$18,475	\$0	\$73,899	\$92,374
	18	Air Qual. Planning/Conformity Anal.	\$1,960	\$7,840	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,560	\$0	\$14,240	\$17,800
II C		Short Range Transit Planning														
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A		Planning Work Program														
		Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-B		Transp. Improvement Plan														
		TIP	\$9,700	\$38,800	\$7,125	\$28,500	\$0	\$0	\$0	\$0	\$0	\$0	\$16,825	\$0	\$67,300	\$84,125
III-C		Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1	Title VI	\$4,183	\$16,730	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,183	\$0	\$20,730	\$25,913
	2	Environmental Justice	\$9,300	\$37,200	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$10,940	\$0	\$43,760	\$54,700
	3	Minority Business Enterprise	\$2,380	\$9,520	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,780	\$0	\$11,120	\$13,900
	4	Planning for the Elderly & Disabled	\$1,746	\$6,984	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146	\$0	\$8,584	\$10,730
	5	Safety/Drug Control Planning	\$8,778	\$35,110	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,378	\$0	\$41,510	\$51,888
	6	Public Involvement	\$18,900	\$75,600	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$22,669	\$0	\$90,677	\$113,346
	7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D		Incidental Plng./Project Dev.														
	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$3,470	\$13,880	\$2,600	\$10,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,070	\$0	\$24,280	\$30,350
	3	Special Studies	\$62,800	\$251,200	\$4,668	\$18,670	\$0	\$0	\$0	\$0	\$0	\$0	\$67,468	\$0	\$269,870	\$337,338
	4	Regional or Statewide Planning	\$4,436	\$17,744	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,036	\$0	\$32,144	\$40,180
III-E		Management & Operations														
	1	Management & Operations	\$39,800	\$159,200	\$11,341	\$45,365	\$0	\$0	\$0	\$0	\$0	\$0	\$51,141	\$0	\$204,565	\$255,706
Totals			\$374,986	\$1,499,944	\$127,794	\$511,177	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$513,086	\$10,305	\$2,093,564	\$2,616,955

Triangle J COG

		Task Description	STBGP 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	Surveillance of Change														
	1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
II	B	Long Range Transp. Plan (MTP)	\$0	\$0												
	1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Community Goals & Objectives	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
	7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Highway Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Transit Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14	Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17	Congestion Management Strategies	\$1,875	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875	\$0	\$7,500	\$9,375
	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
II	C	Short Range Transit Planning	\$0	\$0												
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-A		Planning Work Program	\$0	\$0												
	1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-B		Transp. Improvement Plan	\$0	\$0												
	1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-C		Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0												
	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	\$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	\$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	\$0												
III-D		Incidental Plng./Project Dev.	\$0	\$0												
	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$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
	4	Regional or Statewide Planning	\$16,750	\$67,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,750	\$0	\$67,000	\$83,750
			\$0	\$0												
III-E		Management & Operations	\$0	\$0												
	1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Triangle J COG

		Task Description	STBGP 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
Totals			\$21,125	\$84,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	#####

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

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmpo.org



November 10, 2021

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to support the ***Raleigh to Richmond (R2R) Corridor Infrastructure Engineering & Safety Program*** application for the Federal Rail Administration's Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program for fiscal year 2021. The Program is a joint venture between the North Carolina Department of Transportation (NCDOT) and the Virginia Passenger Rail Authority (VPRRA).

The intent of the program is to advance the development of the federally designated Southeast Corridor by providing preliminary engineering for infrastructure rehabilitation and construction of the S-Line which will support expanded high-performance intercity rail service from Raleigh, North Carolina to Richmond, Virginia. The program will also immediately address safety concerns through construction of an important grade separation on the active S-Line in North Carolina's rapidly developing Wake County.

Overall, the program has both local and multi-regional benefits as it directly effects eight counties (Warren, Vance, Franklin, Wake, Mecklenburg, Brunswick, Dinwiddie, and Chesterfield) across the two states. It spans approximately 162 miles of both rural and urban areas across the states and will build upon previous federal and state investments made through environmental research and documentation of the Southeast Corridor as well as both North Carolina and Virginia's acquisition of the S-Line. This step of incremental engineering prepares the regions for future development along the rail line that will provide economic development and job growth to underserved communities and other areas within the states. It will also allow the realization of planning of future interstate rail infrastructure and service development partnerships that have been established through the Virginia-North Carolina Interstate High Speed Rail Compact.

Thank you for your consideration of the *R2R Corridor Infrastructure Engineering & Safety Program*.

Sincerely,

Wendy Jacobs, Chair
DCHC MPO Board



Regional Flexible Funding Draft Policy

Draft Policy	Justification/Notes
<p>Statement of Values</p> <p>This updated policy aligns with the goals that the MPO Board adopted for the 2050 Metropolitan Transportation Plan.</p> <p>These goals include:</p> <ul style="list-style-type: none">I. Protect the Human and Natural Environment and Minimize Climate ChangeII. Ensure Equity and ParticipationIII. Connect People and PlacesIV. Ensure that All People Have Access to Multimodal and Affordable Transportation ChoicesV. Promote Safety, Health, and Well-BeingVI. Improve Infrastructure Condition and ResilienceVII. Manage Congestion and System ReliabilityVIII. Stimulate Inclusive Economic Vitality <p>As part of the application procedure, each applicant will explain how their project submittals support the goals of the 2050 MTP.</p>	<p>The 2050 MTP goals are intended to drive the MPO’s policies and decision making for the lifespan of the plan.</p>
<p>Regional Flexible Funding</p> <p>Federal funding that flows through the MPO, including Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives, Congestion Mitigation Air Quality Improvement funding (CMAQ), STBG-Any Area funding received through INFRA swaps, and any federal funding identified during NCDOT’s August closeout, will be combined to form a single funding pool known as Regional Flexible Funding (RFF).</p> <p>Once all projects are submitted, MPO staff will determine which projects will receive which type of federal funding based on the project type and funding available.</p> <p>Applicants may also indicate preferred funding types for their projects.</p>	<p>LPA Staff is making the recommendation to create a single funding pool for the following reasons:</p> <ul style="list-style-type: none">• DCHC MPO is the only MPO in the state that provides STBGDA funding based on population. This practice is a disadvantage to smaller jurisdictions who must bank funding for many years to fund projects given that the cost of many transportation projects are relatively similar across jurisdictions, regardless of population. This means that funding that could be used to deliver projects is not being put to good use as it is sitting in the “bank” for future use.• Creating a single funding pool means that funding will be available to agencies as needed. Larger jurisdictions will have access to more funding in a given year as no funding will be banked. Smaller jurisdictions will be able to apply for funding when they have a project in mind instead of waiting to bank enough funds.• Many MPOs combine all federal funding into one pool, including CAMPO. A publication from Transportation for America, “The Innovative MPO,” recommended combining federal funding pools in order to use federal funding more efficiently. For instance, by treating funds as separate pool (e.g. CMAQ), staff must select projects that most efficiently meet the funding available in each individual pot. Having funding in a single pool allows more flexibility in allowing MPO staff to identify the best projects submitted and making the available funding fit those projects. In other words, it will be easier to combine funding types to fund projects.• This recommendation does not include the STBGDA funding that is given to transit agencies based on population. Given the impact of

	COVID-19, transit agencies may be counting on this funding more so than in past years.
<p>Eligible Applicants, Projects, and Phases</p> <p><u>Eligible Applicants</u> Any MPO member agency, including transit agencies, cities, towns, counties, and planning organizations such as the Triangle J Council of Governments and Research Triangle Foundation, may apply for funding through the Regional Flexible Funding Program.</p> <p><u>Project and Phase Eligibility</u> During the SPOT process that North Carolina uses to prioritize projects for funding throughout the state, NCDOT uses a normalization procedure to allocate funds between highway and non-highway modes. The normalization procedure allocates at least 90% of funds that come through the state to highway projects.</p> <p>In keeping with the MPO’s goals, funding priority will be given to projects in the adopted DCHC Metropolitan Transportation Plan in the following categories and <u>not for roadway projects</u>:</p> <ul style="list-style-type: none">• Public transit• Bicycle and pedestrian facilities• Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems• Scenic and environmental enhancements• Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs <p><u>Local versus Regional Plans and Projects</u></p> <p>Regional planning studies should be requested through the UPWP process. Agencies may apply for funding for local area and feasibility studies through the RFF program.</p> <p>The 2045 MTP’s defines “<u>regionally significant</u>” projects as those that:</p> <p>Provide access to and from the region, or to major destinations in the region. The FHWA functional classifications serve a different purpose than the local functional classification used by the MPOs, so the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant.</p> <p>A list of regionally significant bicycle and pedestrian routes is included in the 2045 MTP.</p> <p><u>Infrastructure Projects versus Local Area Planning and Feasibility Studies</u> All phases of a project need to follow the federal process if federal funding is used for even one phase or part of a project. The federal process often leads to increased project costs. The RFF program therefore prioritizes design, ROW, and construction of infrastructure projects over local area planning studies and feasibility studies to most efficiently use federal funds.</p> <p>Agencies may apply for local area planning and feasibility studies through the RFF program. The rubric and various provisions in this policy, such as the maximum funding request cap, are designed to allow smaller jurisdictions to receive funding for these projects, as these jurisdictions may lack other sources of funding for such projects.</p>	Meets federal funding requirements; project eligibility based on previous policy.

Projects must meet the following five requirements to apply for RFF:

1) Federal-Aid Eligible Projects

There are eligibility requirements associated with all types of state and federal funding sources. Regional Flexible Funding may consist of funds from Surface Transportation Block Grant Program Direct Attributable (STBGP-DA); Congestion Mitigation for Air Quality (CMAQ); Transportation Alternatives Program (TAP); and other funds passed through the MPO for programming. Bicycle and pedestrian projects that serve a transportation purpose (as opposed to a recreational purpose) are eligible. A bicycle or pedestrian project must transport members of the public from one place to another to demonstrate its transportation purpose. Transit projects that encourage the development, improvement, and use of public mass transportation systems are eligible for RFF.

2) Locally Administered

By applying for a project through the RFF program, the applicant is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project. DCHC MPO will also require reporting from successful applicants to keep the MPO Board up-to-date on the progress of all funded projects until the project is complete. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule as local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.

Transit agencies typically flex funds to the Federal Transit Administration, which requires less coordination with NCDOT.

3) Metropolitan Transportation Plan or local plan compliant The project must be identified in the currently adopted MTP or another local plan that has been adopted by a governing body or board.

4) Eligible Project Phase

- NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation
- Land or Right-of-Way Acquisition
- Construction (including environmental mitigation and utility relocation)
- Transit Capital
- Travel Demand Management (TDM) Projects, coordinated through the Triangle Transportation Choices TDM Program administered by TJCOG.

5) Minimum Match Committed

Applicants must provide a local match as required by the federal funding source assigned to their project. Typically, the requested local match is 20 percent. Applicants must identify the source of their local matching funds as part of the application procedure. The local match should be clearly identified in the project budget.

Number of New Project Submittals

Although there will be one call for projects each year, there will be separate procedures for submitting new and existing project funding requests.

Shortfall funding requests will be prioritized as the MPO wishes to encourage local agencies to complete projects before starting new projects to avoid overextending staff and funding resources.

If you are submitting a request for funding for an existing project, you must confirm that there are no substantial changes in scope to your project that led to the increase in the project cost. If there are substantial changes in the

Some MPOs limit the number of new project submittals to avoid reviewing too many applications. DCHC MPO has a relatively small number of jurisdictions and agencies. MPO staff would like to introduce a cap not to limit the overall number of applicants, but to incentivize completion of projects and to avoid overextending staff and funding resources to start new projects while others are incomplete.

Local transit agencies may have their own new project cap based on their FTA funding match. Funds received by the transit agency will count towards their parent agency's maximum funding request cap.

<p>scope of your project, the project must be submitted and scored as a new project.</p> <p>Due to delays in implementation of previously programmed projects,DCHC will cap new project submittals based on each agencies number of active projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>below</u> the cap may submit their desired number of new projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>above</u> the cap may only apply for funding for existing projects.</p> <p>The active project cap is based on local match cost sharing¹ for the MPO:</p> <table><tr><th>Local Match Cost Share</th><th>Active Project Cap</th></tr><tr><td>Less than \$50,000</td><td>10</td></tr><tr><td>\$50,001-\$200,000</td><td>15</td></tr><tr><td>Above \$200,000</td><td>20</td></tr></table>		Local Match Cost Share	Active Project Cap	Less than \$50,000	10	\$50,001-\$200,000	15	Above \$200,000	20
Local Match Cost Share	Active Project Cap								
Less than \$50,000	10								
\$50,001-\$200,000	15								
Above \$200,000	20								
<p>Funding Request Minimums and Maximum</p> <p><u>Minimum</u> Due to the high administrative burden associated with RFF projects, the total project cost is required to be at least \$100,000.</p> <p>Agencies may bundle smaller projects to meet this threshold (e.g.,Durham’s Bicycle Facilities projects during the FY22 Call for Projects).</p> <p>Exceptions to this requirement must be approved by the MPO Manager prior to project submittal.</p> <p><u>Maximum</u> As a regional planning organization, DCHC MPO would like to ensure that all of its jurisdictions and agencies have a chance to receive funding though the RFF program. Further, given the limited availability of RFF, MPO staff would like jurisdictions to submit their strongest projects and projects that meet pressing transportation needs. For these reasons, the following funding caps exist:</p> <p>Individual projects – 40% of federal funding available All projects submitted by an agency – 65% of federal funding available Exceptions to this requirement must be approved by the MPOManager prior to project submittal.</p>	<p>Fair geographic distribution of projects MPO staff will be using ascoring rubric to score allproject submittals. The highest scoring projects will receive their funding requests based on the available funding. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding.</p>								

¹ We are using the local match cost share instead of population to accommodate regional organizations. The FY22 UPWP local match cost share is as follows:

- Durham City \$233,781
- Durham County \$40,225
- Chapel Hill \$58,599
- Carrboro \$20,050
- Hillsborough \$6,232
- Orange County \$35,019
- Chatham County \$14,498
- GoTriangle \$29,871

Mutli-year Funding

The RFF program should be flexible and this means funding more expensive projects over several years when needed. Therefore,

- Agencies may apply for up to three years of funding. This will count against the agency's 65% overall funding request for each of the years that the project has received funding.
- Agencies will receive funding when it is needed to avoid having to inefficiently phase projects. NCDOT banks funding for the MPO, so providing the funding up front should not be a problem.

Four-Year Funding Review and Provisions for Agencies that Have Not Received Funding

- Before each call for projects, MPO staff will review funding received by all agencies over the previous four years.
- Beginning in FY24, if an agency has not received funding in the previous four years, they will receive an extra 10 points on the rubric for projects they submit in that cycle. These points may be added to a single project or divided for multiple projects.

Inability to Use Funds

In cases where an agency cannot secure a local match after two years of receiving RFF or there are egregious delays to using RFF, MPO staff will ask the MPO Board to make a recommendation about whether RFF should be withdrawn from a project and returned to the RFF pool. The two year timeline begins once the MPO Board has approved project funding.

Application Procedure

MPO staff will provide a schedule for the Call for Projects at the beginning of each fiscal year. All due dates for application materials will be finalized at least one month before the first application materials are due.

Agencies should only apply for funding for projects that have a phase that begins in or within one year of the Call for Projects cycle. For example, you should only apply for funding in FY 23 if the project or project phase that you are applying for begins in FY 23 or 24.

Applicants will receive links to two types of applications: 1) new projects and 2) existing projects. Applicants will fill out the appropriate application by project type and send an email to MPO staff once all their applications are complete with the following information:

- 1) A list of all submitted projects
- 2) Shapefiles for each project submitted
- 3) A designated point of contact for the submissions

Pre-submittal Meeting

At least two weeks before applications are due, MPO staff will hold a presubmittal meeting for local agencies and jurisdictions. Each agency submitting an application should have a representative present at the meeting. If that is not possible, the agency should let MPO staff know and set up a one-on-one meeting to discuss their questions. Responses to all questions raised at the presubmittal meeting will be posted on the MPO's website.

Cost Estimates

- Applicants should share the method they used to prepare their cost estimate. For instance, did they use a cost estimator tool? Which one?
- Cost estimates should be no more than a year old.

Contingencies

To reduce the need for shortfall funding and to account for the difficulty of developing accurate cost estimates, all RFF project submittals must include a contingency of at least 15%. Contingencies will be based on project completion.

Cost Estimates

Beginning in FY24, the MPO would like to use an on-call consultant to provide cost estimates for new projects. We will work to find room in our budget to make this possible. Until then, jurisdictions should use the best cost estimation tool they have available.

Applicants who have not completed the Preliminary Engineering phase for their project should apply a 45% contingency to all phases included in their RFF cost estimate.

Applicants who have completed Preliminary Engineering and are pursuing Right of Way funding and beyond should apply a 30% contingency.

Applicants who have completed Preliminary Engineering and Right of Way should apply a 15% minimum contingency when applying for construction funding.

Project Phase Completed			Contingency
PE	ROW	CON	45%
PE x	ROW	CON	30%
PE x	ROW x	CON	15%

The contingency should be clearly identified in your project budget.

Project Scoring and Selection

MPO staff will score new projects using the scoring rubric provided in Appendix A.

MPO modeling staff will provide all quantitative data required to complete the rubric including crash, emissions, environmental justice, and congestion data. This ensures consistency in data collection across jurisdictions and agencies and reduce local staff time needed to prepare applications.

Board Presentation of Selected Projects
MPO staff will prepare a list of projects that are recommended for funding based on the rubrics found in the appendices and present this list to the MPO Board for approval. Each agency will select a representative to present projects that have received a funding recommendation to the MPO Board.

MPO staff will provide a template for presenting these projects to the MPO Board. Presentations will be no more than 5 minutes per agency or jurisdiction. Time per agency will depend on the number of projects that receive a funding recommendation.

Project Reporting

Recipients of Regional Flexible Funding will be required to provide a brief report to the MPO Board twice a year.

MPO staff will provide a reporting template to funding recipients. The MPO Board will receive the compiled progress reports as an attachment to the agenda and will have an opportunity to ask questions about projects to local staff.

To encourage compliance with this reporting requirement, past reporting will be considered on the scoring rubric for future funding cycles.

Public Involvement

This update of the federal funding policy process aims to increase transparency for DCHC MPO’s funding processes. As such, once projects are scored, they will be released for a 21-day public comment period before the MPO Board votes to approve a funding recommendations. In order to avoid excessive delays to the process, MPO staff will release the scores for public comment without a recommendation from the TC and MPO Board. A public hearing will be held at an MPO Board meeting to allow members of the public to share their thoughts about the proposed projects with the MPO Board.

The rubric will be updated for the FY24 Call for Projects to take reporting compliance into account.

Increase transparency for DCHC MPO’s funding processes. Currently, the only public involvement for funded projects is related to the TIP procedure for any projects that receive more than \$1 million.

Projects that receive more than \$1 million in funding will not be released for a second public comment period through the Transportation Improvement Program (TIP) amendment procedure. The 2020 Public Involvement Policy will be amended to reflect these changes.	
<p>TIP Procedure</p> <p>Applicants cannot access federal funding until their projects are reflected in the State Transportation Improvement Program (STIP) and the MPO's Transportation Improvement Program (TIP).</p> <p>MPO staff will present the MPO Board with a TIP amendment to reflect newly funded project at the same Board meeting where funding for new projects is approved.</p> <p>New projects cannot be added to the STIP without a STIP number. Once funding for a new project is approved by the MPO Board, MPO staff will work with local agencies and the NCDOT STIP Unit, or the Integrated Mobility Division in the case of transit projects, to assign STIP numbers to new projects. This process typically takes about <u>three weeks</u>.</p> <p>Projects that receive less than \$2 million can be added to the STIP an administrative modification, which does not require approval from the Board of Transportation. Adding such projects to the STIP usually takes about one month.</p> <p>Projects that receive more than \$2 million in funding require a STIP amendment, which requires Board of Transportation approval. Adding such projects to the STIP may take approximately two months.</p>	
<p>Evaluation and Revision of Policy</p> <p>This policy should be updated every time a new MTP is adopted to ensure that the policy reflects the MPO's current policy priorities. To update this policy, MPO staff will:</p> <ol style="list-style-type: none">1) Collect data on funded projects and their progress each year2) Collect qualitative data through interviews and surveys with past RFF applicants and recipients to identify issues with the implementation of the program3) Review updated federal funding policies from MPOs in and outside of North Carolina <p>Policy amendments may occur as needed to resolve issues or problems with implementation of the RFF program. Amendments to this policy must be approved by the MPO Board.</p>	

Contact

For questions and comments about this policy, contact:

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Appendix A: Scoring Rubric

Category	Description		Scoring Method	Justification	Max
Connectivity	Bicycle and Pedestrian: The project should connect to an existing bicycle or pedestrian facility in order to qualify for these points. To qualify for points, other facilities should be existing on the ground, under construction at time of application, or obligated for federal or state construction funding at the time of application. Scoring allows flexibility for new connections.	Transit: Directly connects the transit user with other modes, routes, systems, or destinations. The project directly serves riders and provides new connections between the transit system and other modes, routes, systems or destinations. To qualify for these points, the other modes, routes, systems, or destinations must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time	For projects with less than three existing connections, one point for each planned connection up to three points maximum; 1 connection = 4 points, 2 connections = 7 points, 3 or more connections = 10 points	Aligns with the "Connect People and Places" goal of the 2050 MTP.	10
Access to Transit	If the project improves access to transit services by being within ¼-mile of fixed-route transit stop.		Closest = 10; others relative ranked based on distance; 8 = next closest, etc. It is possible for multiple projects to get 10 points if they provide direct access	Supports equity, mode shift, and a multimodal transportation network. Aligns with the "Ensure all people have access to multimodal and affordable transportation choices" goal of MTP.	10
Population and Employment Density	Variable score from 0-10 points based on the relative population and employment density within a 0.5 mile buffer of the corridor. For multi-jurisdictional agencies, the municipality where the project is located will be used to normalize scores.		Relative Score	Similar to a category in the Regional Bicycle and Pedestrian scoring rubric. MPO staff will perform this analysis using the regional model.	10
Project Phase	This category is intended to ensure that the MPO is leveraging federal funds for constructing projects in a timely manner.		Construction with partial funding = 30; Construction phase with no funding = 25, Right-of-Way = 20; Design = 15, Area Planning or Feasibility Study = 10	Keeps with precedent of prioritizing Construction/ROW	30

Local Priority	Each submitting agency will receive 15 points to apply to their projects.			Allows agencies to demonstrate their priorities. Giving all agencies that submit projects the same number of points supports fair geographic distribution of projects. No project can receive more than 10 local priority points.	15
Environmental Justice and Equity	Projects will receive points if located in communities of concern identified in DCHC MPO's 2020 Environmental Justice Report. Sixty percent of a project needs to be located in a community of concern or overlapping communities of concern to receive these points.	Transit Projects will receive a relative score based on demographic data from on-board surveys. Transit agencies will provide this data. The methodology that the MPO uses for its EJ report will be applied to the transit route(s) served by the project to determine how many overlapping communities of concern are served by the project.	0 or 1 Overlap CoC = 3; 2 Overlapping CoC=6; 3 Overlapping CoC = 9; 4 Overlapping CoC = 12; 5 Overlapping CoC = 15	Aligns with Zero Disparity objective of 2050 MTP	15
Safety	Projects will receive a variable score from 0-15 points based on the relative number of bike/ped crashes in previous 5 years within a 1/4 mile buffer of the project, or an alternate corridor if the project is on a new location. Crashes will be normalized using vehicle miles traveled (VMT).		Relative Score	Aligns with Zero Fatalities and Serious Injury objective of the 2050 MTP.	15
Emission/VMT Reduction	Modeling staff will calculate the emissions reduction benefit for each project using the methods we use for CMAQ calculations. Projects will receive a variable score from 0-15 based on these emissions calculations. The highest scoring projects will be prioritized for CMAQ funding.		Relative Score	Aligns with Zero Emissions objective of 2050 MTP	15
Total					120

Appendix B: New Project Application

DCHC MPO modeling staff will provide crash, emissions, equity, and access to transit data for all project submittals to ensure fairness and consistency in project scoring. Applicants must provide shapefiles for each project submittals for this analysis.

- 1) Is your project included in the currently adopted Metropolitan Transportation Plan? Y/N
- 2) Is your project in a local plan? Y/N If yes, which plan and when was it adopted?
- 3) What is the total cost of the project?
- 3) What phase of funding are you applying for? When will this phase begin?
- 4) How much federal funding are you requesting?*
- 5) What is the source and amount of the local match you are providing.
- 6) Describe all work that has been completed on this project to date. If no work has been completed, explain why this project is a priority for your agency.
- 7) Describe all work that needs to be completed on the project and a schedule for completing that work.
- 8) In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.
- 9) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

*Attach a budget that shows the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by this policy.

Appendix C: Application for Shortfall Funding

Requests for funding for new and existing projects will be scored separately.

- 1) How much federal funding are you requesting from the MPO?

- What is the source of the 20% local match?

- How much funding are you requesting from other sources?
- 2) Describe the work that has been completed on this project.
- 3) Describe the work that still needs to be completed and the schedule for completion of the remaining work.
- 4) Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?
- 5) Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

Criteria		Points		Points		Points
Percent Increase in Request Over Original Budget	Up to 50%	3	51-99%	2	100% or more	1
Highest Phase Complete	Less than Planning	1	ROW	2	CON	3
Previously Received Shortfall Funds	1 time	3	2 times	2	3 or more times	1

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October 6, 2021

TO: DCHC MPO Board
 FROM : Anne Phillips, DCHC MPO Lead Planning Agency
 SUBJECT: Federal Funding Policy Update: Overview

Background

During the FY22 Call for Projects, the MPO Board directed LPA staff to review and update the Policy Framework for DCHC MPO Federal Funds, which was last updated in 2015. This policy guides the distribution of federal funds that flow through the MPO such as Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement (CMAQ).

To inform the update, MPO staff had conversations with local agencies and a peer MPO, reviewed other MPO policies from North Carolina and throughout the US, and convened a TC subcommittee to provide feedback on drafts of the updated policy.

Goals of the Update

The draft aims to:

- 1) Align the federal funding policy with the goals and objectives of the 2050 Metropolitan Transportation Plan
- 2) Ensure that the MPO and its member agencies are working together effectively to leverage federal funding for local project implementation
- 3) Ensure that the MPO's process for distributing federal funds is efficient and transparent
- 4) Increase accountability for recipients of federal funding

Differences between Draft and Current Policy

1) Statement of Values

The updated policy aligns with the goals and objectives that the MPO Board adopted for the 2050 Metropolitan Transportation Plan (MTP). More than half of points in the new project scoring rubric support the highest priority objectives of the 2050 MTP: zero disparities, zero emissions, and zero deaths and serious injuries.

2) Regional Flexible Funding: One Funding Pool

To make more efficient use of funding that flows through the MPO, the draft policy recommends doing away with the Regional Bicycle and Pedestrian and local discretionary programs. Following the example of MPOs such as the Capital Area Metropolitan Planning Organization (CAMPO) and Charlotte Regional Transportation Planning Organization (CRTPO) and guidance laid out in Transportation for America's "The Innovative MPO," the draft policy proposes to combine federal funding, such as STBGDA, CMAQ and TAP, into one funding pool for the following reasons:

- DCHC MPO is believed to be the only MPO in the state that provides a portion of funding to member agencies based on population (local discretionary funding). This practice is a disadvantage to smaller jurisdictions who must bank funding for many years to fund projects given that the cost of transportation

projects are relatively similar across jurisdictions, regardless of population. As a result, funding that could be used to deliver projects is not being put to good use and is instead sitting in the “bank” for future use.

- Creating a single funding pool means that funding will be available to agencies as it is needed. Larger agencies will have access to more funding each year as no funding will be banked. Smaller agencies will be able to apply for funding when they have a project in mind instead of waiting to bank enough funds.
- By treating funds as separate pool (e.g. CMAQ), staff currently select projects that most efficiently meet the funding available in each individual pot. Having funding in a single pool allows MPO staff to identify the best projects submitted and make the available funding fit those projects.

3) Request Minimums and Maximums

Many MPOs prescribe minimum and maximum requests for federal funding. This policy introduces funding minimums and maximums to support the fair geographic distribution of projects. Fair geographic distribution of projects supports the development of a robust regional transportation system that increases access and mobility for those that travel within and through the region.

MPO staff will be using scoring rubrics to score all project submittals. The highest scoring projects will receive their funding requests based on the funding that is available. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding and that funding is spread throughout the region.

Exceptions to the maximum funding request cap may be approved by the MPO manager prior to project submittal. The MPO Board may approve maximums beyond what is prescribed for projects that are of MPO importance.

4) Guidance on New and Existing Project Submittals

Although there will be one call for projects each year, there will be separate procedures for submitting new and existing project funding requests. Existing project funding, or shortfall funding requests, will be prioritized as the MPO wishes to encourage agencies to complete projects before starting new projects to avoid overextending staff and funding resources.

Due to delays in implementation of previously programmed projects, DCHC will cap new project submittals based on each agency’s number of active projects and cost share of the MPO’s local match. Agencies with a number of active projects below the cap may submit their desired number of new projects. Agencies with a number of active projects above the cap may only apply for funding for existing projects.

5) Well-Defined Application Procedure with Project Scoring Rubrics

The draft policy contains a well-defined application procedure that includes guidance on eligible applicants, eligible projects, and developing cost estimations for new projects.

Cost Estimate and Contingencies

Beginning in FY24, DCHC MPO would like to work with consultants on our on-call list to provide cost estimates for all new project submittals.

The draft policy calls for contingencies to be built into cost estimates based on project phase. While the contingencies may seem high, MPO staff have seen shortfall requests that have exceeded these contingencies

in recent years. Further, these contingencies are in line with those required by our peer MPOs such as CAMPO and CRTPO.

Higher contingencies are expected to reduce the need for shortfall funding in the future.

Project Scoring

The policy contains rubrics for scoring new and existing projects. MPO staff will perform all data analysis required for the new project rubric to ensure fairness and reduce the time required to prepare applications on the part of local staff.

6) Increased Public Involvement

This update of the federal funding policy process aims to increase transparency for DCHC MPO's funding processes. As such, once projects are scored, they will be released for a 21-day public comment period before the MPO Board votes to approve a funding recommendation. In order to avoid excessive delays to the process, MPO staff will release the scores for public comment without a recommendation from the TC and MPO Board. A public hearing will also be held at an MPO Board meeting to allow members of the public to share their thoughts about the proposed projects with the MPO Board.

7) Reporting Requirements

To increase accountability, recipients of Regional Flexible Funding will be required to provide a brief report about projects that have received RFF to the MPO Board twice a year.

8) Procedure for Evaluating and updating the Policy

This policy should be updated every time a new MTP is adopted to ensure it aligns with the MPO's current policy priorities.

The MPO Board may approve policy amendments as needed to resolve issues with implementation of the RFF program.

An Unresolved Issue: Federal Funds and Staffing

During the update of this policy, MPO staff and members of the Technical Committee expressed concern about the use of federal funds to support regional planning performed by non-LPA staff. The issue of whether to use federal funding for non-LPA staff hours is beyond the purview of this policy update. Ideally, this issue will be addressed by the ongoing MPO Governance Study. If the Governance Study does not address this issue, LPA staff will need additional time and resources to further investigate this issue and make a recommendation to the MPO Board.

Federal Funding Policy: Member Agency Comments Summary

MPO staff held two Technical Committee subcommittee meetings, solicited written feedback, and met with agencies who requested meetings for further discussion, such as the City of Durham, the Town of Carrboro, and the Town of Chapel Hill. Comments from the first subcommittee meetings and MPO responses to written comments from local agencies are provided here.

In these meetings, the following changes proposed in the draft Regional Flexible Funding Policy elicited the most concern from the MPO's member agencies:

1) Loss of local discretionary funding will adversely affect smaller agencies

- DCHC MPO is thought to be the only MPO in North Carolina that provides funding to its member agencies based on population.
- The FHWA requires MPOs to use a competitive process to distribute federal funds such as STBGDA, CMAQ, and TAP.
- "The Innovative MPO" by Transportation for America suggests blending funds to create one funding pool and cites MPOs that have successfully blended funds to maximize project eligibility.
 - Some MPOs that blend funds include Atlanta Regional Commission, Portland Metro, Denver Regional Council of Governments, CAMPO, and CRTPO.
- Benefits of a blended funding pool include:
 - Smaller agencies will not need to bank funding over many years to implement a project
 - Larger funding pool available to all applicants, including larger agencies, as no funding is banked
 - Fit funding to projects instead of fitting projects to funding
 - For agencies that bank funding for shortfalls, all shortfalls will be prioritized before new projects are funded

2) Loss of flexibility due to a more quantitative funding process

- In the spring 2021, the MPO Board directed LPA staff to update the federal funding policy due to concerns about the methodology used to recommend CMAQ projects for funding during the FY22 funding cycle.
- Board members and local staff both supported a more quantitative process. MPO member agency staff subsequently provided feedback on a quantitative rubric developed by MPO staff for the second half of the FY22 call for projects.
- The draft policy lays out a procedure for a transparent and predictable application process. Rubrics are decision making tools for staff to make recommendations to the MPO Board.
- The MPO Board ultimately votes on which projects will receive funding and may exercise discretion should local agencies need shortfall funding outside of the window of an official call for projects or should a project considered of MPO-importance not score well on the rubric.

3) Maximum funding request caps will limit selection of the best projects and limit the MPO's ability to address equity in planning efforts (MPO too focused on fair geographic distribution of funds)

- As a regional organization, the MPO must balance the needs of all of its member agencies in the interest of creating a robust and equitable regional transportation system.
- Ensuring that all agencies can access funds is not the end goal of the policy, but a means to an end. Ensuring that all member agencies have access to federal funds supports implementation of projects throughout the region, which is necessary to create an effective regional transportation network.

4) Concerns that the policy favors large agencies or small agencies

- MPO staff have heard concerns from larger and smaller agencies that the draft policy adversely affects their agency for a variety of reasons.
- The policy recognizes that large agencies have advantages in scoring due to density and resources that may allow them to submit projects that may score better due to preliminary planning or engineering.
- As such, the draft policy proposes guidelines that are intended to ensure that smaller agencies are not excluded from the RFF program, such as funding requests maximums and minimums and points on the rubric in future years for agencies that have not received funding.
- The policy therefore attempts to thoughtfully balance the needs of all agencies within the MPO to maintain the fair geographic distribution of projects for the reasons described above.
- Staff is recommending a review of the policy one year after it is implemented and after that, every time a new MTP is adopted (beginning with the 2055 MTP). If the data show that the policy favors larger or smaller agencies, adjustments should be made to ensure that all agencies in the MPO have access to funding that will allow them to contribute to building a robust regional transportation system.

For other comments and LPA responses, see below. Comments may have been edited for clarity or to add context.

Town of Carrboro Comments

General

We understand the intent to streamline and keep projects moving, but this may inadvertently make things more difficult for the smaller jurisdictions to complete for and receive funds. It seems like it would be beneficial to make this funding as flexible as possible.

The MPO Board has requested that staff come up with a more quantitative process for selecting projects, which reduces flexibility. The MPO Board makes all final funding decisions, and therefore can make exceptions to stipulations laid out in the policy.

Statement of Values

Will the TC see all of the applications? How much time will need to be dedicated toward preparing these applications to ensure a reasonable level of success?

Yes, we can provide all applications to the TC along with scores. Applications should take no more than a few hours to prepare. MPO staff will use Shapefiles provided by applicants to do data analysis, which is usually the most time consuming part of applying for grants (in my experience).

RFF

Is this a DCHC-MPO approach or are all MPOs transitioning to this type of organization structure?

Most MPOs have some sort of policy that governs the distribution of federal funds. We already have one, but it is not very quantitative. We are updating the policy at the request of the MPO Board.

What is the 5-year transition period?

Initially, this referred to the time period for transitioning away from MPO-funded staff work in local jurisdictions. We have decided to move away from the staff funding discussion for the time being. Agencies will now have 5 years to use up any banked local discretionary funding.

Number of Projects

- Call for Projects - Please consider holding calls for projects twice a year. If a project runs into an overrun—waiting a full year to resolve will be problematic.

We don't have MPO staff capacity to do two calls a year. We can be flexible when it comes to shortfall funding requests.

- A month notice is probably not enough for jurisdictions that have to request Board/Council permission to request funding/new projects.

We'll provide a general schedule for the Call for Projects along with the final draft of the policy before it is adopted by the MPO Board. That way folks will know when to expect a CFP each year.

- What is considered a substantial change?

We didn't define this in our TC subcommittee meetings. Let's use our TIP definition. Anything over \$1 million or 25% of the original project cost.

- The number of projects by cost relative to the jurisdiction cost sharing seems to skew project approval to the larger jurisdictions. In our way of thinking—these funds should be more flexible than funds obtained via the SPOT process and help balance the need to quality projects throughout the MPO region.

This draft policy values different things than the SPOT process such as safety, EJ, and climate mitigation over traffic flow.

- Can you clarify at what point a project is considered “closed.” Paperwork complete or formal NCDOT acceptance? What happens if jurisdiction runs into issue with claims—that may delay finishing a project. Searching for funding sources to pay for an overrun may likewise delay the final steps of a project.

When it is closed out in the STIP. We would make an exception for situations like the one you have described.

Funding Request Minimums and Maximum

- Smaller jurisdictions typically need to account for all of the project costs from beginning to end before initiating the Municipal Agreement to begin a project. Design wouldn't get underway until construction costs have been identified. Having to wait to apply for construction costs mid-way into design and risk not getting them—will likely put gaps into projects—increasing costs.
- Moreover, since delays are common in the construction process, Finance Departments may be uncomfortable using funds that are subject to being withdrawn if the project runs into some sort of delay. [At our last subcommittee meeting, we decided to take out the withdrawal of fund stipulations. Funds will only be withdrawn if agency cannot secure the local match or has been egregious in not using funds.](#)
- The 45% contingency will increase the project such that it will be considered too expensive to pursue. [Open to discussing how to do this for MPO purposes so that it is not reflected in your budget.](#)

Reporting

Concerns—this seems like a good bit of additional administrative work which will be harder for the smaller jurisdictions where staff may be limited to a single full time person or one and one half positions which are managing transportation projects as one task in their work load. [This will only be twice a year. Reports will be no more than one page or one PPT slide.](#)

Appendices

- Some of the criteria in appendices seems hard to meet. For example, a greenway project that supports transit and has connections to three other facilities—difficult requirement. [Projects don't have to receive a perfect or near perfect score to receive funding. The highest scoring project \(when we used a very similar rubric\) scored 77 out of 105. It was the Chapel Hill/Carrboro NC 54 Pedestrian Safety/Transit Access Improvements.](#)
- ADA and EJ/Equity for smaller jurisdictions may be difficult to meet or may require all projects to be located within small areas of jurisdiction. [Other categories can benefit smaller jurisdictions such as not receiving funding in previous years \(beginning in FY24\) and local input points.](#)
- Shortfall should be linked to subject project not other projects. A former staff person could limit future project funding. A new person may not be able answer questions of the history of the jurisdiction and payment issues. [As an MPO, we need to keep better records of funding we are distributing. Hopefully we will be able to help with project history information in future years.](#)

Chapel Hill Comments

General

How much money are we talking about each year?

We had \$5.8 million in competitive funding in FY22.

Local Discretionary and Staff

Unclear on the difference here. We use our local discretionary for staffing, which ends up in the UPWP, but according to this would end up in the RFF. Is this only the MPO UPWP? Will the TC have more oversight over MPO activities in the future? I'd like to see MPO support on LAPs.

Discussed in meeting. MPO staff subsequently decided that the policy update would not address the staffing issue.

The MPO would like to offer more support for locally administered projects, but would need additional resources to do so in terms of budget and staffing.

Studies

It seems like studies would have a hard time competing with infrastructure projects given the goals in the MTP listed above.

The rubric was adjusted to include more points for studies. However, project implementation (PE, ROW, CON) is the priority for RFF.

Small versus large projects

How are you defining small vs. large project? Is there a monetary value that differentiates them?

Discussed in meeting. Large project would be something like a BRT corridor, which would use up many years of LAP funding. In the first TC subcommittee, it was decided that LAP/RFF was more appropriate for smaller bicycle, pedestrian, and transit projects.

Cost Estimates

This would be an excellent service to be provided by the MPO. Smaller jurisdictions don't have \$\$ to pay for cost estimates and limited staff ability to prepare them accurately.

We would like to provide this beginning in FY24, but need to find money in the budget for this.

Contingencies and PE

This will likely be every project, right? Do any of the jurisdictions have the ability to do this?

The City of Durham can do PE through their Public Works Department, but applied for projects without PE in the FY22 Call for Projects.

Scoring Rubric: Project Phase

Does this differ for new vs. existing project applications? If not it disadvantages smaller jurisdictions who cannot pay for early phases without the federal funding.

This has been adjusted in the second draft to add points for design, area planning, and feasibility studies.

Scoring Rubric: Safety

This sounds like NCDOT reasoning. There shouldn't have to be crashes to demonstrate need. There are tons of projects that are needed for safety even though there haven't been crashes.

Agreed. However, high-crash locations are prioritized in most Vision Zero programs. After we take care of high-crash locations, we can then focus on systematic safety improvements.

Project Phase and Applications

Are we expected to apply for each phase separately? We would need to be guaranteed funding for future phases. Federal funding can be rescinded if the project isn't completed, right?

You can apply for multiple phases at once, but a phase would need to begin during the Call for Project year or the following year to be eligible to apply for funds.

Federal funding can be rescinded if a project has not been completed in 10 years.

New Project Applications

What is expected here? [6). Please describe all work that has been completed on this project to date and 7) Please provide all work that needs to be completed on the project and a schedule for completing that work.]

Up to a paragraph describing work on the project and the work to be completed. If no work has been completed on the project, describe whether the project is in a plan and/or why it is a priority.

Shortfall Funding

As it is currently, we can almost always get shortfall funding for our projects. Will this change that? SPOT wouldn't really work for this, and the state doesn't have bike-ped funding - what are we expected to do if we can't get shortfall funding through this process?

The MPOs priority is to complete existing projects before funding new projects. Shortfall funding will be prioritized.

City of Durham Comments

Staffing

Concerns about Employee staff funding through the UPWP vs. through the new RFF pool – clarification on the impact of this towards the positions with the City; sounds like there'll be no impact, but we just want clarification

No current impact on staffing. More information is needed on how much federal funding is used to support activities for non-LPA staff.

This really should have been addressed by the Governance Study, but not sure whether this is a possibility at this stage.

Geographic Distribution of Projects

Geographic equity – as we discussed in the previous round of call for project, we feel the MPO is too reliant on the geographic distribution of projects and while we do feel that is important to distribute projects amongst the LPAs, funding the *good* projects is upmost importance.

- The notion of good projects is subjective, especially given that as a regional organization, we must consider the context of each community.
- This policy and its rubrics attempt to quantify the MPO's values.
- We hope that quantification and its outcomes reflect the MPO's values, but there is no perfect system for project selection. Rubrics lend objectivity to a subjective process and are a decision making tool.
- Fair geographic distribution as part of this process is a means to achieve equitable regional mobility, not the end goal (not interested in geographic equity for the sake of geographic equity).

To the City of Durham, which has increased focus on equitable projects within the community, additional focus needs to be given to that as a way of correcting neglect in lack of projects and community0inbstrusive projects built in communities of concern.

The EJ Report (page A-6) says Durham County has 306,457 of 455,813 people in the MPO (67%)

- compared to other counties in the MPO, Durham has the highest percentage of block groups above EJ thresholds in all categories (Black, Minority, Hispanic, LEP, Zero-Car, Below Poverty) except Elderly population
- more areas considered Communities of Concern in Durham compared to other municipalities in the MPO; see table below

Table A.1: County Summary Data

County	Total Pop	Total HH	Med HH Income	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	69,791	31,555	\$ 63,531	8,073	13,601	8,626	8,241	16,306	1,283	2,105
Durham	306,457	133,429	\$ 58,190	113,511	149,091	41,189	46,805	37,056	9,936	15,650
Orange	142,938	57,502	\$ 68,211	16,557	36,403	12,014	17,633	18,364	2,644	3,508

Table A.2: County Thresholds

County	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	12%	19%	12%	12%	23%	4%	3%
Durham	37%	49%	13%	15%	12%	7%	5%
Orange	12%	25%	8%	12%	13%	5%	2%

- The City is interested in knowing if the information from the EJ report is also available broken down per city? We're using the County as a proxy, and would like to see the differences if it was City only
 - Would like to see the Durham County EJ figures disaggregated to show City of Durham only. The suspicion is that the vast majority of the EJ population in the County is in the City. From the data provided, about 75% of the region's minority population lives in Durham County.

The data source for the analysis is identified in the EJ report. Others have requested it and have performed more tailored analyses. The City is welcome to do the same, but we do not currently have the resources to do this on the City's behalf. We could allocate resources to do this work in the future, but not in time for the approval of this policy.

- We live with the legacy of racial discrimination in policymaking that shapes the inequity in transportation facilities and access. We talk about structural and institutional racism and inequity, and this is how it happens. Let's say, for example, that the City has 70% of the EJ population of the region. We need to over-invest in the EJ communities, as a region, to address historical discrimination. If the City is capped at 60%, we will be guaranteeing that we systematically under-invest in these communities. Clearly, more data analysis is needed to support this assertion, but it's important to note

EJ and equity are not the same. While the MPO has an adopted EJ framework, we do not have an adopted equity framework. The federal funding policy relies on an EJ analysis in the absence of an equity analysis so that the policy fits within the universe of the MPO's plans.

EJ is a legislative concept. Equity can apply to any demographic factor. While I (Anne) am supportive of a racial equity framework based on many years of education, training, and teaching, the MPO needs to clearly define equity and initiate planning around that definition of equity before it can be reflected in the MPO's activities and policies.

A note about the flawed EJ Methodology

- As has been noted during discussions about the adoption of the 2020 EJ report, the EJ methodology is flawed. Durham has substantially larger POC, low income, zero car, etc. populations than Orange and Chatham. By using a regional percentage as the threshold, we

are holding Durham to an artificially low threshold and Orange and Chatham to an artificially high threshold.

- While the methodology is sufficient to meet federal requirements, it is insensitive to variations within the region. The methodology also treats all demographic factors as equal (e.g. elderly is weighed the same as race or income).

Geographic equity is not about fairness to the member agencies of the MPO, it is about improving regional access and mobility. Using the example provided above, if 70% of the EJ population is in Durham, overinvesting in Durham means that we are improving mobility primarily within Durham. A regional approach expands access and mobility to EJ populations in Durham — and beyond— into the region.

Agreed that overinvesting in historically marginalized communities is important to right historical wrongs. As the largest agency in DCHC, Durham has resources available to do this, such as the new Green Infrastructure bond, more so than other jurisdictions. This is not to say that DCHC should subsidize work that supports equity outside of Durham, it is to say that we need to intensively invest locally as well as regionally so that historically disenfranchised communities have the privilege of access and mobility across municipal borders that many of us take for granted.

By including EJ considerations into the quantitative formula, MPO staff have attempted to include equity considerations in the funding formula (Anne's note about the difference between EJ and equity is noted). Furthermore, the City of Durham, and all our regional partners, are encouraged to fund projects in EJ areas. The City of Durham is free to direct all of its funding through the MPO to projects in EJ areas.

Regionally Significant Project

- Page 2 – Clarify what a “regionally significant project” is in terms of project length/extent – does it have to be in two separate municipalities/need to connect regional areas, despite its length
 - does this also include projects that aren't directly linked to another municipality but connects to a different regional project
 - The 2045 MTP has a broad definition of regional (beyond FHWA functional classifications).
 - Length does not matter and the project doesn't need to directly connect two municipalities.
 - If the project is on a route that is commonly used to access another part of the region, it is a regional project.
 - Local projects that connect to regional projects are also regional, even if they are not on a regional route.
 - Since we don't fund highway projects with the LAP program, if the project is on a route included on the MTP's regional bike-ped list or if it is a portion of the route, it would be considered regional. E.g. Erwin Road, Homestead Road, 751, Cornwallis, etc.
 - Note that there are no points in the rubric for projects of regional interest, though there could be. The local versus regional discussion came up in

relation to planning studies and whether they should be funded in the UPWP or through RFF.

- we also feel the “rail transit facilities” sentence is unneeded. This was a direct quote from the 2045 MTP.

Minimum Match Commitment

Page 3 – Minimum match committed– is there/could there be emphasis/weighting on a project with a larger minimum match committed?

- Additionally, for clarity there’s a section later that talks about a two year period for an PA to secure the local match for the project – does this not conflict with minimum match committed as required by the application submission

We do not want to incentivize overmatching. The 80/20 split makes the most efficient use of federal funds. Overmatching also benefits larger agencies that already have advantages in scoring because of density.

Shortfalls

Do new cost estimating procedures help out with making shortfalls less frequent in the future

- Understand the application will be separate from new project, just curious as to the reasoning for separating them out, other than wanting to specifically prioritize these and/or bypass scoring

Bypasses a complicated scoring procedure for projects that are already considered deserving of funding. Also, makes it easier to prioritize shortfall funding over new projects.

What happens with projects affected by external agency shortfalls (i.e NCDOT)

Should not make a difference. All shortfalls will be prioritized.

Clarify what you mean by “cost estimator has to be a year old”

The draft policy says “cost estimates should be no more than a year old.” A cost-estimation that is several years old is unlikely to be inaccurate.

Transit Agencies and Project Caps

Page 4 – is GoDurham considered a separate agency than City of Durham? – isn’t there a portion of local match attributed to GoDurham in the UPWP, and does that translate to a specific project cap for GoDurham, or is that reflected in the number for the City of Durham –

- According to the UPWP, GoDurham has \$17,850 local match for Section 5303 Funding, none listed elsewhere.

Open to transit agencies having their own new project cap since they have dedicated staff to work on transit projects. Any funding received by transit agencies would count towards their parent agencies funding maximum.

- How were the tiers for project caps determined? Should the tiers for active projects cap be reorganized? – the way its set up now, only Durham qualifies for the highest (\$200,000+ local match), only Chapel Hill qualifies (and barely) for the middle (\$50,001-\$200,000 local match), every other LPA is in the low tier.

Please note that it is only new projects being capped. This cap was initially based on population. The TC subcommittee suggested another measure to account for regional organizations (an alternative that was proposed was to give regional organizations such as TJCOG and GT credit for the entire region). The cost share aligned fairly closely with population (likely because for the most part, the cost share is based on population). The cost share does give a sense of resources of each agency and the new project cap is about trying to avoid overextending staff on new projects while other projects are incomplete.

We'd like to keep the tiers but are open to increasing the number of active projects. COD currently has 14 LAP projects, CH has 4, Carrboro has 8.

Project Minimums and Maximums

The 40%/60% requirements might limit best project selection (see geographic equity concern above)

We initially proposed 75%. The TC subcommittee thought that was too high and proposed 50%. 60% was a compromise. Looking at the past two funding cycles, City of Durham got 56% of competitive funding and 58% per the current local discretionary formula funding, proportionate to its population.

60% seems fair since regional projects like the TDM program and projects from GoTriangle will also be competing for funding with municipalities and counties.

Regional projects also benefit municipalities and counties (e.g. a GT bus stop may be in any jurisdiction, Durham received funding in the TDM program, etc.).

Local Match Commitment

- Page 5 – could we reduce the limit on obtaining local match in RFF from two years to one year? Ideally we'd like the LPA to secure that as they're applying for the project.

Since you have two years to start your project (year of CFP and year after), two years to secure the match from the time funding is awarded seems fair. Also, it is hard to provide proof of a local match. While many granting agencies ask for a letter that says you have the match and most people can point to their budget for the match, most councils will not approve a match until all other funding is secured. For example, Carrboro and Chapel Hill will not set aside the local match until the MPO provides proof of federal funding, and depending on the cycle that could mean the following fiscal year.

Contingencies

- Page 6 – we like the tiered contingency but feel the rates are too high – our local contracts are usually 10% or 15% contingency, should the tiers come down closer to that?

We have seen shortfalls that have exceeded these contingencies. These contingencies are also consistent with what CAMPO and CRTPO.

Evaluation

- Page 7 Evaluation – would major changes to legislation (an example, STI) in between when the MTP gets adopted necessitate changes to the RFF policy

We can add this to the language in the policy. The MPO Board can also approve changes to the policy at any time.

- Additionally, could this policy framework be looked at again after this round of call for project, as a one-time “lessons” learned adjustment?

We can add this to our recommendation to the Board. Please keep in mind that these types of evaluations require staff resources and the LAP program is currently less than 25% one staff person’s time. Ultimately, after this first update, we’ll need some longitudinal data to evaluate the policy. It also makes things difficult for local and MPO staff if we are changing policies and procedures every year. Let’s do a one year review and then an update after the 2055 MTP is adopted.

Timeline for Adopting Updated Policy

- General – Clarify what the timeline to get this approved? Timeline of call for projects matches up with this item being approved by the Board in November. You answered in the TC meeting would definitely like the Call for Projects timeline clear to us by the time the Board sees this item in October
 - October Board – Board asked to release the policy for a 21-day public comment period
 - MPO staff updates policy based on comments, legislation, or findings of the governance study
 - October TC – TC asked to review comments, updates, and recommend Board adoption of policy
 - October Pre-call for projects – MPO staff will let TC know funding amounts (STGBDA, CMAQ, and anything else we can find) and approximate timeline for FY23 call for projects to minimize the effects of an overly compressed CFP
 - November Board – Board asked to adopt the policy, CFP goes out within a couple days of Board meeting (possible longer if Board asks for substantial changes to the policy)
 - We’d want to give agencies at least a month to prepare applications
 - We also need a least a month to score projects and release scores for public comment

- We then need enough time for a TC recommendation and Board approval of a slate of projects. Per the new NCDOT CMAQ deadline, the Board must approve in February, and the TC provide a recommendation in January.

DCHC MPO Regional Flexible Funding Policy Draft
Responses to Comments from Federal Funding TC Subcommittee Meeting #1

Draft Policy	Justifications/Notes	Questions/Comments from TC Subcommittee and LPA Responses
<p>Statement of Values</p> <p>This updated policy aligns with the goals that the MPO Board approved for the 2050 Metropolitan Transportation Plan.</p> <p>These goals include:</p> <ul style="list-style-type: none">I. Protect the Human and Natural Environment and Minimize Climate ChangeII. Ensure Equity and ParticipationIII. Connect People and PlacesIV. Ensure that All People Have Access to Multimodal and Affordable Transportation ChoicesV. Promote Safety, Health, and Well-BeingVI. Improve Infrastructure Condition and ResilienceVII. Manage Congestion and System ReliabilityVIII. Stimulate Inclusive Economic Vitality <p>As part of the application procedure, each applicant is required to explain how their project submittal supports the goals of the 2050 MTP.</p>	<p>The 2050 MTP goals are intended to drive the MPO's policies and decision making for the lifespan of the 2050 MTP.</p>	
<p>Regional Flexible Funding</p> <p>Federal funding that flows through the MPO, including Surface Transportation Block Grant Direct Attributable (STBGDA), Transportation Alternatives, Congestion Mitigation Air Quality Improvement funding (CMAQ), STBG-Any Area funding received through INFRA swaps, and any federal funding identified during NCDOT's August closeout, will be combined to form a single funding pool known as Regional Flexible Funding (RFF).</p> <p>For now, all funding used for staff positions will be reflected in the Unified Planning Work Program (UPWP), and will not be taken out of the Regional Flexible Funding pool.</p> <p>The RFF pool does not include STBGDA funding used to support LPA-funded activities in the UPWP.</p> <p>Once all projects are submitted, MPO staff will determine which projects will receive which type of federal funding based on the project type and funding available.</p> <p>Applicants may also indicate preferred funding types for their projects.</p>	<p>*See below for an explanation.</p>	<p>Q/C 1: Population suballocation intended to make sure smaller jurisdictions receive funding. Benefits always tend to be greater in larger jurisdiction like Durham.</p> <p>LPA Response: Safeguards for smaller jurisdictions will be addressed by the scoring rubric and minimum/maximum funding request caps.</p> <p>Q/C 2: Staffing¹</p> <ul style="list-style-type: none">- All entities should be given the opportunity to say whether they want staff, this would put everyone on the same page as opposed to those who have chosen to do it in prior years- There is a cost-saving benefit for MPO by having local positions do MPO work/paperwork <p>LPA Response</p> <ul style="list-style-type: none">- MPO-funded staff should be working on MPO/regional transportation work and not local planning (potentially violates federal regulations)- The staffing issue may be outside of the purview of the federal funding policy update- MPO staff need to do the following to address the staffing issue:<ul style="list-style-type: none">o Determine how much funding is allocated to staff positions outside of the LPAo Determine the degree to which local MPO-funded staff are working on regional planningo Meet with four agencies that use federal funding for staff (Durham County, City of Durham, Town of Chapel Hill, and Town and Carrboro) to determine whether they have alternate means of funding staff positions and determine the timeline for switching over to local funding for these positionso Communicate to MPO Board a recommendation that RFF not be used for staff positions in the future; this funding would come back to local jurisdictions in the form of infrastructure funding and project management support

¹ Highlighted text in the questions/comments column indicates that the topic requires further discussion.

		<ul style="list-style-type: none">▪ Five-year transition period○ This will be communicated to the MPO Board during the Federal Funding Policy approval process, but these steps will occur separately from the update of the policy <p>Q/C 3: Can an entity apply for unlimited amount of funding from the UPWP?</p> <p>LPA Response</p> <ul style="list-style-type: none">- No, regional planning studies should be requested through the UPWP process. Agencies may apply for funding for local area and feasibility studies through the RFF program. <p>Q/C 4: All phases of a project need to follow the federal process if you use federal funding for even one part of a project. Federal funds should be used on more expensive projects and on all stages of those projects. Recommend funding for design. Feasibility studies are different. Fund design, ROW, and CON with federal funding. Justifies time and effort involved. Large projects, even in one jurisdiction, should be considered of MPO [regional] importance.</p> <p>LPA Response</p> <ul style="list-style-type: none">- Agreed, design, ROW, and CON will be prioritized for RFF <p>Q/C 5: How are we defining regional and local?</p> <p>LPA Response: We will use the 2045 MTP's definition of "regionally significant": "Regionally Significant projects provide access to and from the region, or to major destinations in the region. The FHWA functional classifications serve a different purpose than the local functional classification used by the MPOs, so the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant."</p> <p>A list of regionally significant bicycle and pedestrian routes is included in the 2045 MTP.</p>
<p>Eligible Applicants, Projects, and Phases</p> <p><u>Eligible Applicants</u> Any MPO member agency, including transit agencies, cities, towns, counties, and regional planning organizations such as the Triangle J Council of Governments, may apply for funding through the Regional Flexible Funding Program.</p> <p><u>Project and Phase Eligibility</u> According to State Transportation Investments (STI) Law, no less than 90 percent of state transportation funding is used to support highway projects. In keeping with the MPO's goals, funding priority will be given to projects in the adopted DCHC Metropolitan Transportation Plan in the following categories and <u>not for roadway projects</u>:</p> <ul style="list-style-type: none">· Public transit;· Bicycle and pedestrian facilities;· Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems;	<p>Meets federal funding requirements; project eligibility based on previous policy.</p>	<p>Q/C 6: Suggest requiring larger local matches after a certain number of active projects. (i.e. everyone gets three at 20%, the next three require 30% and so on). Or maybe some kind of bonus - get an extra submittal if a certain number of projects exceed minimum local match.</p> <p>LPA Response: We do not want to incentivize overmatching. We want to make sure we are efficiently leveraging federal funds. A 20% local match will be the default unless otherwise noted by a particular federal funding program.</p> <p>Q/C 7: Why are transit vehicles excluded from receiving funds?</p> <p>LPA Responses: This exclusion has been removed. RFF can be used to purchase transit vehicles.</p>

<ul style="list-style-type: none"> • Scenic and environmental enhancements; • Planning studies that support the implementation or development of the adopted and future versions of DCHC's Metropolitan Transportation Plan and air quality programs. <p>Projects must meet the following five requirements to apply for RFF:</p> <p>1) <u>Federal-Aid Eligible Projects</u></p> <p>There are eligibility requirements associated with all types of state and federal funding sources. Regional Flexible Funding may consist of funds from Surface Transportation Block Grant Program Direct Attributable (STBGP-DA); Congestion Mitigation for Air Quality (CMAQ); Transportation Alternatives Program (TAP); and other funds passed through the MPO for programming. Bicycle and pedestrian projects that serve a transportation purpose (as opposed to a recreational purpose) are eligible. A bicycle or pedestrian project must transport members of the public from one place to another to demonstrate its transportation purpose. Transit projects that encourage the development, improvement, and use of public mass transportation systems are eligible.</p> <p>2) <u>Locally Administered</u></p> <p>By applying for a project through RFF, the applicant is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project. DCHC MPO will also require reporting from successful applicants to keep the MPO Board up-to-date on the progress of all funded projects until the project is complete. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule as local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.</p> <p>Transit agencies typically flex funds to the Federal Transit Administration which requires less coordination with NCDOT.²</p> <p>3) <u>Metropolitan Transportation Plan or local plan compliant</u></p> <p>The project must be identified in the currently adopted MTP or another local plan that has been adopted by a governing body or board.</p> <p>4) <u>Eligible Project Phase</u></p> <ul style="list-style-type: none"> • NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation. 		
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² Highlighted text in the draft policy column indicates that the text has been modified since this document was reviewed by the TC Federal Funding Policy Subcommittee.

<ul style="list-style-type: none">• Land or Right-of-Way Acquisition• Construction (including environmental mitigation and utility relocation)• Transit Capital• Travel Demand Management (TDM) Projects, coordinated through the Triangle Transportation Choices TDM Program administered by TJCOG. <p>5) <u>Minimum Match Committed</u></p> <p>Applicants must provide a local match as required by the federal funding source assigned to their project. Typically, the requested local match is 20 percent. Applicants will be asked to identify the source of their local matching funds as part of the application procedure. The local match should be clearly identified in the project budget.</p>										
<p>Number of New Project Submittals</p> <p>Although there will be one call for projects each year, there will be separate procedures for submitting new and existing project funding requests.</p> <p>If you are submitting a request for funding for an existing project, you must confirm that there are no substantial changes in scope to your project that led to the increase in the project cost. If there are substantial changes in the scope of your project, the project must be submitted and scored as a new project.</p> <p>Due to delays in implementation of previously programmed projects, DCHC will cap new project submittals based on each agencies number of active projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>below</u> the cap may submit their desired number of new projects.</p> <p>Jurisdictions and agencies with a number of active projects <u>above</u> the cap may only apply for funding for existing projects.</p> <p>The active project cap is based on population:</p> <table><tr><th>Population</th><th>Active Project Cap</th></tr><tr><td>Less than 50,000</td><td>3</td></tr><tr><td>50,001 – 200,000</td><td>6</td></tr><tr><td>Above 200,000</td><td>9</td></tr></table> <p>Projects must be closed out in the STIP to be considered complete.</p>	Population	Active Project Cap	Less than 50,000	3	50,001 – 200,000	6	Above 200,000	9	<p>Some MPOs limit the number of new project submittals in order to avoid reviewing too many applications. DCHC MPO has a relatively small number of jurisdictions and agencies. MPO staff would like to introduce a cap not to limit the overall number of applicants, but to incentivize completion of projects and to avoid overextending staff and funding resources to start new projects while others are incomplete.</p>	<p>Q/C 8: How should this cap apply to TJCOG and GoTriangle?</p> <ul style="list-style-type: none">- Could consider using local share percentage contributed by all members. TJCOG does not contribute local share, so allow minimal cap for them and certainly no more than any jurisdiction that does contribute local share.- If use population, the regional agencies should be credited with serving entire region.- Whichever way the group goes, whether for population, of course you’d have to figure out what to do for regional orgs, universities. Look at local share contribution rather than the population itself. Be careful about a rubric. Look at accumulation of funding, prior year, what is still active, cap that. <p>LPA Response:</p> <ul style="list-style-type: none">- This cap does not apply to TJCOG. TJCOG is only expected to apply for funding for the regional Transportation Demand Management (TDM) program. As this is an ongoing program and not a project, it has no end date.- It was suggested that we use the local match cost sharing to determine the number of new project submittals for GoTriangle: Durham City \$233,781 Durham County \$40,225 Chapel Hill \$58,599 Carrboro \$20,050 Hillsborough \$6,232 Orange County \$35,019 Chatham County \$14,498 GoTriangle \$29,871<ul style="list-style-type: none">o GoTriangle provides 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- We are open to using the cost share to create thresholds instead of population. <p>Q/C 9: This should include number of projects but also amount of funding allocated to the jurisdiction that is still not expended. Thus a member with one very large project that is not progressing is held to similar restrictions as a member with multiple small projects of same value.</p> <ul style="list-style-type: none">- Consider number of projects as well as total dollar amount so a cap should still apply with total funding on existing projects. One project should not be allowed to tie up all money on a routine basis. It may occur for a special situation but it should not be norm.
Population	Active Project Cap									
Less than 50,000	3									
50,001 – 200,000	6									
Above 200,000	9									

		<p>LPA Response: For the purposes of new project submittals, the number of projects seems sufficient as it is about matching an agency's resources to the number of active projects to ensure agencies are not overextended.</p> <ul style="list-style-type: none">- We will use language from the current policy about obligation deadlines to ensure agencies are not sitting on funds that are not being used (discussed related to Q/C 14) <p>Q/C 10: There should be demonstrated progress on projects. This could be production of documents or documented outreach, approvals, etc. A review of all projects funded in prior years should be completed several months before new funding is distributed.</p> <ul style="list-style-type: none">- Do an evaluation of active projects before CFP. Where all projects are in the process. Once a year, find out where everything sits, what documented actions. If no action on projects, some decision made that you can't come in for new funds. <p>LPA Response: This will be addressed by reporting requirements and enforcement of requirements related to obligation deadlines from our current policy (discussed related to Q/C 14).</p> <p>Q/C 11: Beneficial to separate existing projects from cost overruns.</p> <ul style="list-style-type: none">- Historically, DCHC has not spent this money as fast as it has come in. We will want to fund cost overruns. <p>LPA Response: The process proposed in this draft allows agencies to request shortfall funding through a somewhat less burdensome procedure. If agencies are requesting shortfall funding, it will count against the 60% of RFF they are allowed to request in a given year and they will need to adjust their request for funding for news projects accordingly.</p>
<p>Funding Request Minimums and Maximum</p> <p><u>Minimum</u> Due to the high administrative burden associated with RFF projects, the total project cost is required to be at least \$100,000.</p> <p>Agencies may bundle smaller projects to meet this threshold (e.g., Durham's Bicycle Facilities projects).</p> <p>Exceptions to this requirement must be approved by the MPO Manager prior to project submittal.</p> <p><u>Maximum</u> As a regional planning organization, DCHC MPO would like to ensure that all of its jurisdictions and agencies have a chance to receive funding through the RFF program. Further, given the limited availability of RFF, MPO staff would like jurisdictions to submit their strongest projects and projects that meet pressing transportation needs. For these reasons, the following funding caps exist:</p> <p>Individual projects – 40% of federal funding available All projects submitted by an agency – 60% of federal funding available</p> <p>Exceptions to this requirement must be approved by the MPO Manager prior to project submittal.</p>	<p>Fair geographic distribution of projects. MPO staff will be using a scoring rubric to score all project submittals. The highest scoring projects will receive their funding requests. Funding maximums ensure that no one project or applicant receives a disproportionate share of available funding.</p>	<p>Q/C 12: Is the project minimum of \$100,000 too low?</p> <p>LPA Response: We will keep the \$100,000 so that smaller jurisdictions are not excluded from applying for funding.</p> <p>Q/C 13: Seventy-five percent seems too high for any single agency. 50% seems more appropriate. And, perhaps it should even be a rolling percentage of prior 4 plus current years. Exceptions should be accommodated such as for the Durham Chapel-Hill project. But vote should be near unanimous/unanimous for an exception.</p> <ul style="list-style-type: none">- The lower cap on max funding to a single entity will allow for support of smaller projects. <p>LPA Response: The cap for all projects submitted by an agency has been lowered to 60%. You will not receive 60% of funding just because you apply for 60% of funding.</p> <ul style="list-style-type: none">- Agreed that we should look at funding distributed over a four-year period. Propose adjusting the rubric for FY24 to give additional points to agencies that have not received funding in previous four years.- TC subcommittee should discuss how this should be weighted in future years. <p>Q/C 14: Will the RFF program fund projects over several years?</p> <ul style="list-style-type: none">- Would funding be guaranteed if that is the case?- One or two large projects would eat up funding over five years. Reducing funding available for future projects in other jurisdictions.- Phasing construction, smaller/multiple segments, that would be inefficient. Some value in larger segments/larger projects. <p>LPA Response:</p> <ul style="list-style-type: none">- The RFF program should be flexible and this means funding more expensive projects over several years when needed.- Agencies can apply for up to 3 years of funding. This will count against the agency's 60% overall funding request for each of the three years that the project is funded.

		<ul style="list-style-type: none">- Agencies will receive funding when it is needed to avoid having to inefficiently phase projects. NCDOT banks funding for the MPO, so providing the funding up front should not be a problem.- If you have not demonstrated progress on your project, this funding will be removed from your project and be returned to the RFF pot.- We will measure progress based on language in the existing policy (page 8-9): <p>Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.</p> <p>Each phase of a project with STP-DA, TAP, and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain unobligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TC and the MPO Board of those projects with STP-DA, TAP, and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).</p> <p>LPA staff will notify the project sponsor when any STP-DA, TAP, or CMAQ funds are six months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TC. The LPA staff, along with the TC’s input will determine whether or not an obligation date extension is warranted.</p> <p>1.The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TC will then make a recommendation to the MPO Board.</p> <p>2.If the LPA staff and subsequent TC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the commendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities.</p>
<p><u>Application Procedure</u> MPO staff will provide a schedule for the Call for Projects at least one month before applications are due.</p> <p>Agencies should only apply for funding for projects that have a phase that begins in or within one year of the Call for Projects cycle. For example, you should only apply for funding in FY 23 if the project or project phase that you are applying for begins in FY 23 or 24.</p> <p>Applicants will receive links to two types of applications: 1) new projects and 2) existing projects. Applicants will fill out the appropriate application by project type and send an email to MPO staff once all their applications are complete with the following information:</p> <ol style="list-style-type: none">1) A list of all submitted projects2) Shapefiles for each project submitted3) A designated point of contact for the submissions		<p>Q/C 15: Cost Estimates</p> <ul style="list-style-type: none">- Are smaller agencies able to have their cost estimates prepared by a PE or RLA?- Is there a recommendation for the best/most accurate (cost estimation tool) over time? Is there one that the state relies on most?- Better sense of tools for cost estimates, other than NCDOT Bike/ped estimation tool?- Feasibility/planning studies? Construction cost estimates very difficult before you have done a planning or feasibility study using a cost estimator.- MPO sticking to one cost estimator, particularly if we are doing planning and feasibility separately- Like the idea of MPO developing cost estimates for new projects, gets rid of idea that people may lowball their costs- Once the jurisdiction has hired a designer, MPO can say, we want a 25% cost, 50% cost, a 75%cost so you keep getting regular updates as the project proceeds and it doesn’t come a couple years later in one big dollar request a designer will provide better cost- Do we have (LPA) staff time to do tracking?- Timeline of application period if we are preparing cost estimates- SPOT – not poor cost estimates, but costs have risen

<p>Pre-submittal Meeting</p> <p>At least two weeks before applications are due, MPO staff will hold a presubmittal meeting for local agencies and jurisdictions. Each agency submitting an application should have a representative present at the meeting. If that is not possible, the agency should let MPO staff know and set up a one-on-one meeting to discuss their questions. Responses to all questions raised at the presubmittal meeting will be posted on the MPO’s website.</p> <p>Cost Estimates</p> <ul style="list-style-type: none">- Cost estimates should be prepared by a professional engineer (PE) or registered landscape architect (RLA)- Applicants should share the method they used to prepare their cost estimate. For instance, did they use a cost estimator tool? Which one?- Cost estimates should be no more than a year old <p>Contingencies</p> <p>To reduce the need for shortfall funding and to account for the difficulty of developing accurate cost estimates, all RFF project submittals must include a contingency of at least 25%. Contingencies will be based on project completion.</p> <p>Applicants who have not completed the Preliminary Engineering phase for their project should apply a 45% contingency to all phases included in their RFF cost estimate.</p> <p>Applicants who have completed Preliminary Engineering and are pursuing Right of Way funding and beyond should apply a 30% contingency.</p> <p>Applicants who have completed Preliminary Engineering and Right of Way should apply a 25% minimum contingency when applying for construction funding.</p> <table><tr><th colspan="3">Project Phase Completed</th><th>Contingency</th></tr><tr><td>PE</td><td>ROW</td><td>CON</td><td>45%</td></tr><tr><td>PE x</td><td>ROW</td><td>CON</td><td>30%</td></tr><tr><td>PE x</td><td>ROW x</td><td>CON</td><td>25%</td></tr></table> <p><u>The contingency should be clearly identified in your project budget.</u></p>	Project Phase Completed			Contingency	PE	ROW	CON	45%	PE x	ROW	CON	30%	PE x	ROW x	CON	25%		<p>LPA Response:</p> <ul style="list-style-type: none">- The MPO does not currently have a recommended cost estimation tool.- We would like to use a consultant to provide cost estimates for new projects beginning with the FY 24 Call for Projects.- In FY23, agencies may use the best cost-estimation tools they have available and indicate how they have determined their cost estimates in their application.- <p>Q/C 16: I understand some funds are not released on a consistent schedule but it would be helpful to have a general calendar of events similar to how the UPWP is developed.</p> <p>LPA Response: We’ll provide a schedule once we are a little further along in the process, likely before the Board votes on the updated policy.</p>
Project Phase Completed			Contingency															
PE	ROW	CON	45%															
PE x	ROW	CON	30%															
PE x	ROW x	CON	25%															
<p>Project Scoring and Selection</p> <p>MPO staff will score all projects using the scoring rubric provided in Appendix A.</p> <p>MPO modeling staff will provide all quantitative data required to complete the rubric including crash, emissions, equity, and</p>	<p>Board presentations for selected projects will help the MPO Board and public to know who is responsible for which projects and increase</p>	<p>Q/C 17: Could this process include recommendations about projects based on levels of activity?</p> <p>LPA Response: The rubric will be updated for the FY24 Call for Projects to take into account reporting compliance. Projects that don’t meet their obligation deadlines or grace period deadlines may have funding withdrawn (enforcement of language in current policy).</p>																

<p>congestion data. This ensures consistency in data collection across jurisdictions and agencies.</p> <p>Board Presentation of Selected Projects MPO staff will prepare a list of projects that are recommended for funding and present this list to the MPO Board for approval. Each agency will select a representative to present projects that have received a funding recommendation to the MPO Board. MPO staff will provide a template for presenting these projects to the MPO Board.</p> <p>Presentations will be no more than 5 minutes per agency or jurisdiction. Time per agency will depend on the number of projects that receive a funding recommendation.</p>	<p>accountability. These presentations will also give local staff – junior staff in particular – exposure to and experience presenting before elected officials.</p>	
<p>Project Reporting Recipients of Regional Flexible Funding will be required to provide a brief report to the MPO Board <u>twice</u> a year.</p> <p>MPO staff will provide a reporting template to funding recipients. The MPO Board will receive the compiled progress reports as an attachment to the agenda and will have an opportunity to ask questions about projects to local staff.</p> <p>To encourage compliance with this reporting requirement, past reporting will be considered on the scoring rubric for future funding cycles.</p>	<p>Increases accountability for project progress; provides an opportunity for jurisdictions and agencies to share challenges and project successes with the MPO Board and the public.</p>	<p>Q/C 18: What if we made one of these reports a presentation and one just an information submittal to reduce staff burden? We could build a submittal system similar to City of Durham CIP. They have to report quarterly, as Bill said, and I haven't heard of much complaining about that schedule, so I think twice a year could work. CIP projects are required to provide on a quarterly basis:</p> <ul style="list-style-type: none">○ Stoplight○ Project completion percentage○ Project phase○ Major Activities this period○ Expected Date of Current Phase Completion <p>- Progress is slow. This could be once a year when project status of all previously funded projects is reviewed. Include annual report in calendar of events.</p> <p>LPA Response: We will try twice a year for the FY23 and FY24 Call for Projects. We will provide a template that requires minimal effort from local staff. If reports are insubstantial, we will adjust the reporting schedule as needed.</p> <p>- Reporting dates will be included in the calendar of events.</p>
<p>Public Involvement This update of the federal funding policy process aims to increase transparency for DCHC MPO's funding processes. As such, once projects are scored, they will be released for a 21-day public comment period before the MPO Board votes to approve a funding recommendations. In order to avoid excessive delays to the process, MPO staff will release the scores for public comment without a recommendation from the TC and MPO Board. A public hearing will be held at an MPO Board meeting to allow members of the public to share their thoughts about the proposed projects with the MPO Board.</p> <p>Projects that receive more than \$1 million in funding will not be released for a second public comment period through the Transportation Improvement Program (TIP) amendment procedure. The 2020 Public Involvement Policy will be amended to reflect these changes.</p>	<p>Increases Transparency of Call for Projects. The 2020 Public Involvement Policy does not address DCHC MPO's Call for Projects. Projects are only released for public review and comments during the Transportation Improvement Program (TIP) amendment procedure if a project receives more than \$1 million in funding.</p>	
TIP Procedure		

<p>Applicants cannot access federal funding until their projects are reflected in the State Transportation Improvement Program (STIP) and the MPO’s Transportation Improvement Program (TIP).</p> <p>MPO staff will present the MPO Board with a TIP amendment to reflect newly funded project at the same Board meeting where funding for new projects is approved.</p> <p>New projects cannot be added to the STIP without a STIP number. Once funding for a new project is approved by the MPO Board, MPO staff will work with local agencies and the NCDOT STIP Unit, or the Integrated Mobility Division in the case of transit projects, to assign STIP numbers to new projects. This process typically takes about <u>three weeks</u>.</p> <p>Projects that receive less than \$2 million can be added to the STIP as an administrative modification, which does not require approval from the Board of Transportation. Adding such projects to the STIP usually takes about one month.</p> <p>Projects that receive more \$2 million in funding require a STIP amendment, which requires Board of Transportation approval. Adding such projects to the STIP may take up to two months.</p>		
<p>Evaluation and Revision of Policy</p> <p>This policy should be updated every time a new MTP is adopted to ensure that the policy reflects the MPO’s current policy priorities. To update this policy, MPO staff will:</p> <ol style="list-style-type: none">1) Collect data on funded projects and their progress each year2) Collect qualitative data through interviews and surveys with past RFF applicants and recipients to identify issues with the implementation of the program3) Review updated federal funding policies from MPOs in and outside of North Carolina <p>Policy amendments may occur as needed to resolve issues or problems with implementation of the RFF program. Amendments to this policy must be approved by the MPO Board.</p>		

*Staff is making this recommendation for the following reasons:

- DCHC MPO is the only MPO in the state that suballocates STBGDA funding based on population, and this practice may be in violation of federal regulations. This practice is a disadvantage to smaller jurisdictions who must bank funding for many years to fund projects given that the cost of many transportation projects are relatively similar across jurisdictions, regardless of population. This means that funding that could be used to deliver projects is not being put to good use as it is sitting in the “bank” for future use.
- Creating a single funding pool means that funding will be available to all jurisdictions as it is needed. Larger jurisdictions will have access to more funding in a given year as no funding will be banked. Smaller jurisdictions will be able to apply for funding when they have a project in mind instead of waiting to bank enough funds.
- Many MPOs combine all federal funding into one pool, including CAMPO. A publication from Transportation for America, “The Innovative MPO,” recommended combining federal funding pools in order to use federal funding more efficiently. For instance, by treating funds as separate pool (e.g. CMAQ), staff is put in a position of trying to select projects that most efficiently meet the funding available in each individual pot. Having

funding in a single pool allows more flexibility in allowing MPO staff to identify the best projects submitted and making the available funding fit those projects. In other words, it will be easier to combine funding types to fund projects.

- This recommendation does not include the STBGDA funding that is given to transit agencies based on population. Given the impact of COVID-19, transit agencies may be counting on this funding more so than in past years.

Contact

For questions and comments about this policy, contact:

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Appendix A: Scoring Rubric

Category	Description		Scoring Method	Justification	Max
Connectivity	Bicycle and Pedestrian: The project should connect to an existing bicycle or pedestrian facility in order to qualify for these points. To qualify for points, other facilities should be existing on the ground, under construction at time of application, or obligated for federal or state construction funding at the time of application. Scoring allows flexibility for new connections.	Transit: Directly connects the transit user with other modes, routes, systems, or destinations. The project directly serves riders and provides new connections between the transit system and other modes, routes, systems or destinations. To qualify for these points, the other modes, routes, systems, or destinations must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time	For projects with less than three existing connections, one point for each planned connection up to three points maximum; 1 connection = 4 points, 2 connections = 7 points, 3 or more connections = 10 points	SPOT	10

Access to Transit	If the project improves access to transit services by being within ¼-mile of fixed-route transit stop.		Closest = 10; others relative ranked based on distance; 8 = next closest, etc. It is possible for multiple projects to get 10 points if they provide direct access	Supports equity, mode shift, and a multimodal transportation network.	10
Population and Employment Density	Variable score from 0-10 points based on the relative population and employment density within a 0.5 mile buffer of the corridor. For multi-jurisdictional agencies, the municipality where the project is located will be used to normalize scores.		Relative Score	Similar to a category in the Regional Bicycle and Pedestrian scoring rubric. MPO staff will perform this analysis using the regional model.	10
Project Phase	This category is intended to ensure that the MPO is leveraging federal funds for constructing projects in a timely manner.		Construction with partial funding = 30; Construction phase with no funding = 25, Right-of-Way = 20; Design = 15, Area Planning or Feasibility Study = 10	Keeps with precedent of prioritizing Construction/ROW	30
Local Priority	Each submitting agency will receive 15 points to apply to their projects.			Allows agencies to demonstrate their priorities. Giving all agencies that submit projects the same number of points supports fair geographic distribution of projects. No project can receive more than 10 local priority points.	15
Environmental Justice and Equity	Projects will receive points if located in communities of concern identified in DCHC MPO's 2020 Environmental Justice Report. Sixty percent of a project needs to be located in a community of concern or overlapping communities of concern to receive these points.	Transit Projects: Will receive a relative score based on demographic data from on-board. Transit agencies should provide this data.	0 or 1 Overlap CoC = 3; 2 Overlapping CoC = 6; 3 Overlapping CoC = 9; 4 Overlapping CoC = 12; 5 Overlapping CoC = 15	Aligns with Zero Disparity goal of 2050 MTP	15

Safety	Projects will receive a variable score from 0-15 points based on the relative number of bike/ped crashes in previous 5 years within a 1/4 mile buffer of the project, or an alternate corridor if the project is on a new location.	Relative Score	Aligns with Zero Fatalities and Serious Injury Goal of 2050 MTP	15
Emission/VT Reduction	Modeling staff will calculate the emissions reduction benefit for each project using the methods we use for CMAQ calculations. Projects will receive a variable score from 0-15 based on these emissions calculations. The highest scoring projects will be prioritized for CMAQ funding.	Relative Score	Aligns with Zero Emissions Goal of 2050 MTP	15
Total				120

Q/C 19: Bicycle and Pedestrian Connectivity

- This methodology disadvantages areas where there are no existing ped or bike facilities, but where ped and bike facilities may be much needed.

LPA Response: Is this balanced out by other categories such as safety?

Q/C 20: Transit Connectivity: This may need more specificity to define what is meant by "new" and "connection" for transit. ADA upgrades to existing stops? new bus stops? crosswalks? sidewalk connections to bus stops? What constitutes a destination under this definition? Suggest removing as most transit routes connect multiple destinations. What modes are eligible? and what is needed to be sufficient? i.e. does a park and ride meet this criteria? Does a bike rack?

LPA Response: Discuss with TC subcommittee.

Q/C 21: Access to Transit

- Suggest that this be based on network-distance as opposed to a radius, if feasible for staff to develop this metric in a reasonable amount of time.

LPA Response: Do we anticipate that this would make a significant difference in scoring? If not, would prefer to use current simplified method given limited staff resources.

Q/C 22: Access to Transit

- Could we retool this to be more of a general equity category to better reflect our UPWP goals?

LPA Response: See the EJ category. Also open to an equity matrix like those under review by the City of Durham CIP team, but would be concerned about staff resources to apply an equity matrix in addition to a scoring rubric.

Q/C 23: Environmental Justice

- Could we split this category and make part of it Climate Mitigation?

LPA Response: Climate mitigation now has its own category.

Q/C 24: Safety

- Given that bike/ped crashes are less likely to be reported than vehicular crashes suggest also using an index that factors in current bike/ped facilities, design speed, and number of users to ascertain level of risk, if feasible for staff to develop this metric in a reasonable amount of time.

LPA Response: Would prefer to use current simplified method given limited staff resources.

Appendix B: New Project Application

DCHC MPO modeling staff will provide crash, emissions, equity, and access to transit data for all project submittals to ensure fairness and consistency in project scoring. Applicants must provide shapefiles for each project submittals.

- 1) Is your project included in the currently adopted Metropolitan Transportation Plan? Y/N
- 2) Is your project in a local plan? Y/N If yes, which plan and when was it adopted?
- 3) What is the total cost of the project?
- 3) What phase of funding are you applying for? When will this phase begin?
- 4) How much federal funding are you requesting? *
- 5) What is the source and amount of the local match you are providing.
- 6) Please describe all work that has been completed on this project to date.
- 7) Please provide all work that needs to be completed on the project and a schedule for completing that work.
- 8) In no more than one paragraph, please explain how this project supports at least two goals from the currently adopted Metropolitan Transportation Plan.
- 9) If you do not receive funding from the RFF program, what other funding sources are available to you for this project?

*Attach a budget that show the funding you are requesting, the local match you will provide, when the funding will be used (federal fiscal year), and that you have included the contingencies required by this funding policy.

Appendix C: Application for Shortfall Funding

Requests for funding for new and existing projects will be scored separately. You may only submit applications for shortfall funding if there are no substantial changes in scope to your project. If there are substantial changes in scope to your project, it must be submitted and scored as a new project.

- 1) How much additional funding do you need?
- How much federal funding are you requesting from the MPO?

- What is the source of the 20% local match?

- How much funding are you requesting from other sources?
- 2) Describe the work that has been completed on this project.
- 3) Describe the work that still needs to be completed and the schedule for completion of the remaining work.
- 4) Have you requested shortfall funding for this project from the MPO in the past? How many times? If yes, how much funding did you request and how much funding did you receive?
- 5) Have there been any changes in scope to this project? If so, please describe these changes to the scope of the project and how they have affected the cost of the project.

Criteria		Points		Points		Points
Percent Increase in Request Over Original Budget	Up to 50%	3	51-99%	2	100% or more	1
Highest Phase Complete	Less than Planning	1	ROW	2	CON	3
Previously Received Shortfall Funds	1 time	3	2 times	2	3 or more times	1

DCHC MPO FY23 Allocation of Federal Surface Transportation Block Grant -Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funds Per Distribution Policy approved by MPO Board on November 10, 2021

Jurisdiction/Agency	STBG-DA Allocation (Federal Funds)	TAP Allocation (Federal Funds)	CMAQ (Federal Funds)	Totals
LPA Routine Planning	\$1,400,000			
LPA Extra Planning	\$0			\$1,400,000
TJCOG Planning	\$55,000			\$55,000
Transit				
GoTriangle	\$219,389			
GoDurham	\$538,422			
Chapel Hill Transit	\$394,167			
Orange Public Transit	\$24,491			\$1,176,469
Local Discretionary (#)				
City of Durham	\$1,538,332			
Town of Chapel Hill	\$398,612			
Town of Carrboro	\$182,340			
Town of Hillsborough	\$114,692			
Durham County	\$54,216			
Orange County	\$38,556			
Chatham County	\$26,189			\$2,352,937
Regional Flexible Funding (RFF) (*)	\$773,230	\$806,568	\$2,194,011	\$3,773,809
Total Allocation	\$5,757,636	\$806,568	\$2,194,011	\$8,758,215

Notes

Allocations represent federal funds only. Local match is required for projects.

(*) Regional Bicycle and Pedestrian funds have been repurposed and added to RFF along with CMAQ and TAP

(#) Funds may be flexed to Section 5307 for transit agencies. Call for STBG-DA Local Discretionary projects to be conducted in near future for the FY21 allocation and unprogrammed funds from FY21 and FY22.

Transit agencies must work with MPO and NCDOT/PTD to flex funds to FTA/5307.

Local Discretionary will remain available for programming until FY24 for FY25

Funds to be programmed in the UPWP will be removed from local discretionary allocations.

For example, the City of Durham has already programmed ~\$1.1M, which is less local discretionary they have for programming this year

DURHAM-CHAPEL HILL- CARRBORO METROPOLITAN PLANNING ORGANIZATION 2022-23 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

The tentative development schedule for the 2022-23 UPWP is presented below. The work program will contain new initiatives for FY2022-23 and a continuation of select initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
Oct - Dec 2021	Development of draft 2022-23 UPWP and coordination with the Oversight Committee & local agencies.
11/10/2021	UPWP Prospectus approved by MPO Board
11/24/2021	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies
12/15/2021	TC reviews draft 2022 UPWP and recommends Board release draft for public comments
1/12/2022	MPO Board reviews draft of 2022 UPWP and releases for public comments
2/23/2022	TC recieves draft UPWP and recommends Board hold public hearing and approve draft at February Board meeting
3/9/2022	MPO Board holds public hearing and approves draft 2022 UPWP including approval of self-certification process and local match
3/11/2022	Deadline for final 2022 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PDT submits UPWP to FTA for approval

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METROPOLITAN PLANNING ORGANIZATION

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October 19, 2021

TO: DCHC MPO Technical Committee
 FROM : Anne Phillips, LPA Staff
 SUBJECT: Advanced Notification of FY23 Call for Projects

On November 15, 2021, the Durham-Chapel Hill-Carrboro (DCHC) MPO will invite member agencies to submit project applications for federal funding from the Regional Flexible Funding (RFF) pool.

The project application and selection process will be guided by the Federal Funding Policy that will be adopted by the MPO Board on November 10, 2021.

Final applications are due on December 10, 2021, by 5 p.m.

A few things to keep in mind:

- Applicants may seek funding for new and existing projects.
- Applicants are encouraged to submit bicycle, pedestrian, and transit projects to support the growth of a multimodal transportation network in our region.
- All funding sources require a 20% local match.

Funding Availability

Regional Flexible Funding

The RFF pool consists of Congestion Mitigation Air Quality Improvement (CMAQ), Surface Transportation Block Grant Direct Attributable (STBGDA), and Transportation Alternatives Program (TAP) funding.

Project and phase eligibility, application requirements, and scoring criteria can be found in the draft Regional Flexible Funding Policy.

LPA staff will determine which projects will receive which type of funding based on final project scores.

Funding Type	Amount
CMAQ	\$2,194,011
STBGDA	\$773,230
TAP	\$806,568
Total (RFF)	\$3,773,809

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Local Discretionary

Agencies will continue to receive local discretionary STBGDA funding until FY24. STBGDA provides flexible funding that communities can use to improve or construct roadways, bridges, bicycle and pedestrian infrastructure, and to implement transit capital projects.

All local discretionary funds must be obligated by September 30, 2026. After this date, unobligated local discretionary funds will be added to the RFF pool.

Agency	Total Available¹
Durham	\$265,693
Chapel Hill	\$305,412
Carrboro	\$634,944
Hillsborough	\$370,210
Durham County	\$11,173
Orange County	\$125,156
Chatham County	\$43,687

Schedule

October 27 – Advanced Notification of FY23 Call for Projects presented to the TC
 November 10 – MPO Board votes on adopting updated Federal Funding Policy
 November 15 – Formal Call for Projects announcement
 November 29 – Pre-submittal meeting for all applicants
 December 10 – Applications with all supporting materials due to LPA Staff
 December/January – LPA Staff scores projects and develops funding recommendations
 January 19 – Final scores and funding recommendation published along with TC agenda; final scores and funding recommendations also released for a 21-day public comment period
 February 9 – MPO Board votes on funding recommendation
 February 28 – CMAQ application deadline

Questions

Questions or comments about the FY23 Call for Projects should be directed to:

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¹ These are approximate numbers based on the level of staff activity in the FY22 Unified Planning Work Program (UPWP). These numbers will be updated once we have more information about the level of staff activity in the FY23 UPWP.

PROSPECTUS
For Continuing Transportation Planning
For the
Durham-Chapel Hill-Carrboro (DCHC)
Metropolitan Planning Organization (MPO)

Prepared by:

Lead Planning Agency (LPA) DCHC MPO
North Carolina Department of Transportation (NCDOT)

In Cooperation with the:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

Approved by the DCHC MPO Board
November 10, 2021

OVERVIEW

The Unified Planning Work Program (UPWP) Prospectus outlines the scope of work to be undertaken annually by DCHC –MPO. This Prospectus is intended to illustrate the relationship between adopted goals, objectives and program activities. It outlines the general nature of these program elements, which are summarized by general categories, and are referenced to specific projects by project number. Planning activities, products and a budget is provided for each program element. It provides the agency structure, committee memberships and key interagency agreements. Primarily a management tool for planning and coordination, it also provides the basis for cataloging and integrating DCHC MPO's activities into general categories. It delineates the programmatic and fiscal relationships essential for internal planning and programming. The current federal regulations that guides MPOs in developing an annual UPWP for the purpose of programming, scheduling, and managing metropolitan transportation planning activities for the program year are found in U.S.C. 23 134(a), and(f) as well as 49 U.S.C. 5303(a), (b). The primary federal regulations are 23 CFR 420.109, 23 CFR 450.308, 49 CFR 613 and 23 U.S.C. 150(c).

INTRODUCTION

State and federal law establishes the requirements for transportation planning in North Carolina. Federal funds, such as Section 104 (f) (PL) funds and Section 5303, are available for administering this transportation planning process in the MPO's. These funds are allocated on a reimbursement basis to the MPOs through a formula approved and administered by NCDOT. A Prospectus is a reference document that provides detailed descriptions of work tasks for which transportation planning funds may be expended. The Prospectus defines the work tasks, how they are to be done, and the roles and responsibilities of the supporting agencies. These work tasks are then referenced in the Planning Work Program (Work Program), which is an annual funding document that identifies the work tasks that are to be accomplished in the upcoming fiscal year. The last update to the Prospectus was approved by the MPO Transportation Advisory Committee (TAC), now known as the MPO Board.

The DCHC MPO and the North Carolina Department of Transportation, in cooperation with the various administrations within the U.S. Department of Transportation, participate in a continuing transportation planning process in the Durham-Chapel Hill-Carrboro Metropolitan Planning Area as required by Section 134 (a), Title 23, United States Code. A Memorandum of Understanding approved by the municipalities, the counties, and the North Carolina Department of Transportation establishes the general operating procedures and responsibilities by which short- range and long-range transportation plans are developed and continuously evaluated.

The Prospectus contained herein is primarily a reference document for transportation (3-C) process. Its purpose is to provide sufficiently detailed descriptions of work tasks so that staff and agencies responsible for doing the work understand what needs to be done, how it is to be done, and who does it.

A secondary purpose of the Prospectus is to provide sufficient documentation of planning

work tasks and the planning organization and procedures so that documentation is minimized in a required annual Unified Planning Work Program (UPWP). The UPWP identifies the planning work tasks that are to be accomplished in the upcoming fiscal year and serves as a funding document for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation.

The Metropolitan Planning Organization (MPO) is responsible for carrying out the transportation planning process in the Durham-Chapel Hill-Carrboro Urban Area. The MPO is an organization consisting of the representatives of general purpose local government; the North Carolina Department of Transportation; a Transportation Board; a Technical Committee (TC); and the various agencies and units of local and State government participating in transportation planning for the area. The respective governing boards make policy decisions for local agencies of government. The Board of Transportation makes policy decisions for the North Carolina Department of Transportation. The municipal governing board and the N.C. Department of Transportation have implementation authority for construction, improvement, and maintenance of streets and highways.

The Memorandum of Understanding established a Transportation Advisory Committee (TAC) composed of representatives from the policy boards to provide policy direction for the planning process, and to improve communications and coordination between the several Policy Boards. The TAC is responsible for (1) review and approval of the PWP; (2) review and approval of the area's Metropolitan Transportation Improvement Program (MTIP) which ensures coordination between local and State programs; (3) review of the National Highway System, review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and review and approval of the Metropolitan Area Boundary; (4) endorsement, review, and approval of the Prospectus; (5) guidance on transportation goals and objectives; and (6) review and approval of changes to the adopted Long-Range Transportation Plan. As required by North Carolina General Statutes 136-66.2, revisions to the Thoroughfare Plan must be jointly approved by the local governing boards and the North Carolina Department of Transportation.

A Technical Committee (TC), also established by the Memorandum of Understanding, is responsible for supervision, guidance, and coordination of the continuing planning process, and for making recommendations to the local and State governmental agencies and the Transportation Board regarding any necessary action. The TC is also responsible for review of the National Highway System and for development, review, and recommendation for approval of the Prospectus, UPWP, TIP, Functional Classification Designation (as it pertains to the Surface Transportation Program), Metropolitan Area Boundary revisions, and reports of the transportation study. The membership of the TC consists of, but is not limited to, key staff from the North Carolina Department of Transportation, the Triangle J Council of Government, Federal Highway Administration, Duke University, North Carolina Central University, the University of North Carolina at Chapel Hill, the Research Triangle Park Foundation, Raleigh-Durham Airport Authority, Triangle Transit Authority, the counties, transit operators, and the municipalities.

The City of Durham is designated as the Lead Planning Agency (LPA) and is primarily

responsible for annual preparation of the Planning Work Program and Metropolitan Transportation Improvement Program. The Triangle J Council of Governments serves as the E.O.12372 intergovernmental review agency.

Transportation planning work is divided into two elements in the Prospectus according to type of activity: Continuing Transportation Planning and public participation is an important element of the transportation planning process and is achieved by making study documents and information available to the public and by actively seeking citizen participation during the planning process. Involvement is sought through such techniques as goals and objective surveys, neighborhood forums, drop-in centers, workshops, seminars, and public hearings.

HISTORIC BACKGROUND – Legacy of Transportation Planning in the DCHC

The history of transportation planning for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Area must be looked from two lenses and described separately; Durham and Chapel Hill and Carrboro. This is because, prior to the 1980 Census, which added Chapel Hill and Carrboro to the Durham Urbanized Area (UZA), all transportation planning activities for these communities took place independently.

Transportation planning has been underway in both areas for quite some time. The first Durham plan, a “sketch” thoroughfare plan, was mutually adopted by the City of Durham on October 21, 1959 and by the State Highway Commission on May 25, 1960. It was based on historic traffic trends, current traffic volumes, and comprehensive field study of the existing transportation system.

The second major transportation planning endeavor resulted in a mutually adopted 1967 Durham Urban Area Thoroughfare Plan. Harland Bartholomew and Associates, a private consultant, was retained by the State Highway Commission in cooperation with the City of Durham and the U. S. Bureau of Public Roads to determine the thoroughfare planning needs of the area. This study was based on external and internal origin and destination surveys, and in-depth analysis of socioeconomic trends of the area, a complete street system inventory, and comprehensive traffic volume counts. These trends and surveys were used to develop traffic models that, in turn, were used to develop and project 1985 travel on the existing highway system. From the study of these projected traffic problems, the 1967 plan was developed.

A third major transportation study began in 1974 and culminated in 1980 with the adoption of the 1980 Durham Thoroughfare Plan. This study utilized the Federal Highway Administration’s PLANPAC/BACKPAC battery of urban travel demand forecasting computer programs. During this effort, two series public meetings were conducted to solicit the citizenry’s attitudes about 1) projected deficiencies and 2) the recommended improvements. The 1980 Thoroughfare Plan was amended by the City and the State in 1985.

The history of transportation planning in the Chapel Hill/Carrboro area officially began in 1955 with the development of a “sketch” plan by W. F. Babcock, a private consultant (who

later became the N. C. Highway Commission's first administrator). This plan was revised three times over the next six years.

In 1964, Carrboro and Chapel Hill contracted with the Research Triangle Planning commission to prepare a thoroughfare plan using computer based forecasting techniques. The resulting plans were approved in 1965 by both Towns and the N. C. State Highway Commission. A slightly revised version was readopted in 1968.

In 1971, the Towns contracted with the N. C. Department of Transportation to update the area's thoroughfare plan using the PLANPAC/BACKPAC methodology. The Department prepared a draft report around which considerable controversy ensued. This was due to the prevalent local opinion that the recommended plan was not reflective of local sensitivities and values. As such, no plan resulted from this particular study.

In 1979, the Towns again contracted with the N. C. Department of Transportation to conduct another study, however, the specific methodology was modified by the local staff which also took the lead role in the development and analysis of alternatives, solicitation of citizen input, and documentation of the study's findings. Mutual adoption of the resulting plan by both Towns and the N. C. Department of Transportation took place in 1984.

In 1984, the development of the first combined thoroughfare plan for the Durham-Chapel Hill- Carrboro Urban Area began. The study was prepared by the Transportation Study Committee of the Technical Coordinating Committee. Existing system deficiencies were identified, and with the use of computer based travel forecasts, future deficiencies were identified for a 2010 planning horizon. After five years of public review and reevaluation, the first Durham-Chapel Hill-Carrboro Urban Area Thoroughfare Plan was approved by the Transportation Advisory Committee on October 2, 1991. The Durham County portion of the Urban Area Plan was approved by the Durham City Council on November 18, 1991 and by the N. C. Board of Transportation on January 10, 1992. The Orange County portion of the Urban Area Plan was approved by the Chapel Hill Town Council and the Carrboro Board of Alderman, but not by the N. C. Board of Transportation.

The development and adoption of a thoroughfare plan was provided for in North Carolina General Statutes 136-66 which were enacted by the State Legislature in 1959. These General Statutes require State-municipal cooperative development of a thoroughfare plan, provide for State-municipal adoption of the plan, require State-municipal agreement on street and highway system responsibilities, define State and municipal responsibilities, and provide for revision of the plan.

In 1962, Section 134 of Title 23 (i.e. 1962 Highway Act) was enacted by Congress which required the establishment of a continuing, cooperative, and comprehensive transportation planning process in urban areas over 50,000 populations, as a prerequisite for continued federal funding of highway projects. Regulations promulgated by the then Bureau of Public Roads (now the Federal Highway Administration) required State Highway Departments to carry out the transportation planning requirements of the 1962 Highway Act. Thus, the first formal Memorandum of Understanding (MOU) defining a transportation planning process

for Durham was adopted by the City of Durham, Durham County and The State of Highway Commission in June 1965. The 1965 MOU delineated responsibilities for maintaining a continuing planning process and established the Technical Coordination Committee (TCC) now the Technical Committee (TC) with the responsibility for general review, guidance, and coordination of the continuing process.

As a result of the Federal-Aid Highway Act of 1973, a revised Memorandum of Understanding was approved in 1975. The revised memorandum established a Transportation Advisory Committee (TAC) now known as the MPO Board of elected representatives from the governing boards to facilitate coordination and communications between the several policy boards. The TAC was given responsibility for assisting in the development of a coordinated multi-modal transportation capital improvements program for the planning area.

The 1980 Census resulted in the Durham Urbanized Area being expanded to include the Towns of Chapel Hill and Carrboro and a portion of Orange County as well as a significantly larger part of Durham County. Consequently, the MOU was revised again to include the additional member governments, the Triangle J Council of Governments, and the Research Triangle Foundation.

The 1990 Census did not significantly expand the Durham-Chapel Hill-Carrboro Urban Area boundary. However, the federal enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments of 1990, the creation of a regional transit authority, and a general spirit of regionalism resulted in the mutual agreeable expansion of the planning area to include the Town of Hillsborough and surrounding area. Northwest Chatham County had previously been included in the Chapel Hill and the Durham-Chapel Hill- Carrboro Planning Areas, but Chatham County had not been a party to the MOU. The MOU was therefore revised to include the Town of Hillsborough and Chatham County in 1993.

Two pieces of watershed legislation, CAA and ISTEA altered the course of transportation planning and policy as well integrated land-use and transportation, placed emphasis on multi-modalism and mandatory examination of air quality and environmental factors. Congress through ISTEA empowered MPO and gave them certain funding decision making (STP-DA).

In 1993, the first MPO staff was hired to implement ISTEA requirements and the birth of non-NCDOT MPO led planning was on the way.

II-A: Data and Planning Support

II-A-1: Networks and Support Systems

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 – NCDOT TPB

Traffic counts will be taken on a biennial schedule at specified locations these summaries can also be calculated on an annual basis by TPD inside the transportation study area. Traffic data will be collected on weekdays for a minimum of 48 hours and converted to AADT counts. The respective municipal department is responsible for obtaining counts at specified locations on the municipal owned streets within the MPO region and for furnishing the raw daily traffic counts, count information, and location maps to the NCDOT Transportation Planning Division the first week of November for each scheduled collection year. 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. MPO counts will be available to the general public on the NCDOT web page in spring of each year. As a part of the required Congestion Management Process (CMP), the MPO may implement a Congestion Monitoring Program. Special counts may be taken during travel model updates or validations. These include counts at screen-line stations, external stations, major trip generators, and key intersections as needed. Traffic count types may include daily, hourly, vehicle classification, or turning movements. The Transportation Planning Division will coordinate traffic data collection for these special counts.

Vehicle Miles of Travel (VMT) – NCDOT TPB

The MPO will continue to tabulate VMT by functional classification and County. 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. In addition, VMT will be used in air quality planning, MPO climate change planning, Greenhouse Gas Plan update, evaluation of MPO “what-ifs” scenarios, Non-motorized trip analysis, B/C ration analysis, congestion management program monitoring, model validation, Travel Demand Management (TDM) monitoring and performance evaluation, MTP target measures of effectiveness, etc. Vehicle miles of travel are computed by multiplying the length of each link times the annual average daily traffic volume on that link. Vehicle miles of travel are tabulated annually by county and functional classification by NCDOT-TPD. MPO's may also choose to estimate VMT for the municipal limits in their urbanized area and/or the entire MAB on a regular basis.

Street System Changes – NCDOT, DCHCMPO

Records of improvements to the state highway system, whether planned, underway, or completed, are maintained by the Division Engineer of the NCDOT. Each municipality should maintain similar records for its municipal street system. The municipalities participating in the Powell Bill Program must certify city street mileage maintained annually. An inventory of the geometrics and signalization of the existing major street system for the planning area should be maintained by the MPO. Periodically or as changes or additions to the major street system occur, the inventory may be updated. This inventory will need to be current when the travel model is updated.

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. DCHC MPO will update local street centerline GIS data for all DCHC MPO counties and all counties immediately adjacent to the region. DCHC MPO counties will be updated as needed, with metadata verified or created; the old layer will be archived with a timestamp in the filename. Adjacent counties will follow the same protocol but be done on a bi-annual basis unless a higher frequency is required. 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. The MPO will continue to update HERE (formerly NAVTEQ) street file and attribute data. The MPO municipalities (Town of Chapel Hill, the Town of Carrboro, and the City of Durham) will continue to gather, from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the MPO GIS and data management system. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and be current through the proposed data automation and management system. These data will also feed into the MPO performance measures as required by federal regulation.

Traffic Crashes – NCDOT DMV

North Carolina law requires that any traffic crash involving personal injury and/or property damage in excess of \$1000.00 be reported in detail to the Division of Motor Vehicles (DMV) of the NCDOT. The DMV also receives a detailed report on any crash investigated by a law officer.

Copies of all these reports are forwarded to the Transportation Mobility and Safety Section of NCDOT, where the information is summarized and stored. Annual analysis is produced in onlinemaps and are used to identify short term improvements, and identify problem areas for future improvements. High Frequency Crash location maps are available on NCDOT's website.

The LPA will collect, tabulate and analyze route traffic accident data from NCDOT's traffic accident portal (TEAAS) and prepare a summary and analysis of high accident 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. The LPA will update the geo-spatial application that will map, manage and analyze crash data in a way that will allow planners, engineers and the public to better understand crashes within our region. The analytical tool will also allow the MPO to formulate public policy with our entities to reduce crashes and improve public safety.

Transit System Data – DCHC Area Transit Agencies

Items to be considered are transit patronage, route changes, service miles, load factor, routeridership changes, boarding and alighting counts, headways, frequency, and service hours.

The LPA will continue to undertake a comprehensive transit system data collection effort. Transit data will be collected for MPO transit providers including GoDurham, Chapel Hill Transit (CHT), GoTriangle and Duke University Transit. This will include Automatic Passenger Count (APC) data to

evaluate transit service performance, route productivity, and develop standards. Operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA National Transit Database (NTD) reporting requirements. APC data will be summarized and tabulated for CHT, GoDurham, Duke and GoTriangle as follows: stop level, trip level, time period (peak/nonpeak) level, segment by trip, segment by time period, spatial analysis (TAZ and census tract) and micro analysis (system level).

Air Travel – RDU

The MPO will continue to undertake routine collection of travel and passenger data at the Raleigh-Durham International Airport (RDU). Data to be monitored, collected and analyzed include, but are not limited to, number of daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activity. The purpose of the data collection and monitoring is to determine the influence of RDU as a generator on the regional transportation system and to identify need for additional services. Data may be collected and analyzed to determine influence of local air travel on the area's transportation system and identify needs for additional services. Airport enplanements/deplanements may help relate air travel to ground travel in future updates. Ground transportation survey will be done to coincide with other continuous On-Board transit travel behavior survey.

Central Area Parking Inventory - DCHCMPO

Inventories of both on and off street parking supply in the MPO central areas are maintained by the MPO. Periodic updates and inventories of other parking facilities in other areas will be performed as determined by the MPO through the development of the Planning Work Program.

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 (including Trails) - DCHCMPO

An inventory of significant municipal, county and state, and bicycle and pedestrian transportation facilities shall be maintained. These systems shall be incorporated in the Metropolitan Transportation Plan update and analyzed in conjunction with other transportation performance measures. 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 primary activity in this task will be the further development of the bicycle system inventory using GIS online and Google Earth. The MPO will continue to conduct an inventory of bicycle and pedestrian facilities as part of the CMP and the development of performance measures. The proposed inventory will provide accurate inputs for the travel model update as well as help identify future sidewalk projects, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan, TIP/SPOT prioritization, development of Transportation Alternatives (TA) funding allocation criteria, etc.

Collection of Network Data – NCDOT TPB and DCHCMPO

Collection of the transportation network data is necessary to build a base network for the travel model and for other planning purposes. Data may include, but not be limited to: 1) posted speedlimit; 2) width / number of lanes; 3) segment length; 4) traffic signal locations. These items are generally the standard parameters required, but others may be needed as models become more sophisticated. 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:

A-Highways: 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8) access control and driveway conditions; 9) land use and area type; 10) free flow speeds; 11) Travel Time; 12) median condition; and 13) facility type and functional classification.

B-Transit: 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

C-Bicycle and Pedestrian: 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity.

Capacity Deficiency Analysis – NCDOT TPB and DCHCMPO

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. This task will include mode neutral capacity analysis such as Load factor for transit and throughput analysis.

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 - DCHCMPO

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; parcel-level land use file, maintained by counties and integrated by MPO planning analyses, to provide current land use; planned land use, maintained by cities and counties and integrated by CommunityViz to represent the collective future imagined by area local governments; street centerlines, names and addresses, maintained by cities and counties and integrated by MPO and TRM Service Bureau to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas; and economic and demographic data, maintained by a wide variety of federal, state and local agencies and aggregated by the MPO to monitor changing trends by location or characteristic. 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.

Changes in development will be used to determine needed changes in transportation services and how well developments compare to current and projected demands. The LPA continues to review developments to assess impacts to the Metropolitan Transportation Plan socio-economic and demographic data for the MTP update, the update of CommunityViz land-use scenario planning, the land-use model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the update and enhancement of the MPO GIS enterprise and the Employment Analyst.

Collection of Base Year Data - DCHCMPO

Collection of the following variables for existing conditions, by traffic zone, is required: (1) population; (2) housing units; and (3) employment. It is expected that re-projection of travel patterns, including transit, would require a re-tabulation of these factors used in developing the travel models. This task provides travel and socio-economic data for the modeling update. The data collection initiatives include processing and analysis of Census, American Community Survey (ACS) and employment/special generator data. These efforts will result in the creation of several travel modeling databases that will be used in the development and update of forecasting tools. 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. It is expected that these variables will be linked to the proposed data automation projects, and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task also will be continuous data verification, reconciliation, and quality and error checks.

Travel Surveys – DCHCMPO, TRM Service Bureau

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. Therefore, these surveys may be home interviews, cordon O/Ds, and on-board transit surveys to name a few. Rolling ACS style continuous travel behavior survey (household survey) and Transit Onboard survey tabulation and analysis will be conducted biannually. 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 (Counts) - DCHCMPO

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 - DCHCMPO

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. Also, they provide accurate inputs for applications such as the travel model update and the CMP. The MPO will continue evaluation and validation of the travel time field data collector using INRIX and other Bluetooth data. The LPA will collect highway/auto travel time and speed data along major and minor facilities. The MPO will continue to update the HERE travel time data and the MS2 travel time portal.

II-A-3: Transportation Modeling

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

Travel Model Updates – NCDOT TPB and DCHCMPO

For each MTP update, a “Modeling Agreement” between the MPO and TPD will be adopted, and it will become a part of the Prospectus or a stand-alone document. There are different kinds of models applied at different scales; the right balance of model types will be agreed upon by each MPO with TPD. The

responsibility for building and applying the model will also be negotiated between each MPO and TPD as part of the Modeling Agreement.

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. DCHC MPO will continue to perform air quality, regional travel demand, and micro-simulation model runs for existing and future projects as needed. Staff will continue to be involved in the development, enhancement and update of the Triangle Regional Model (TRM). Specifically, work will focus on the development, calibration and development of the latest version of the model and preparatory work for next versions.

This element provides for maintenance, improvement, and support of travel models housed at the Service Bureau. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. Support activities involve maintenance of the software and hardware of the modeling system, documentation, staff training, and assisting consultants who are providing service to the regional projects. This element also provides for technical communication and participation at the State and Federal (FHWA &FTA) levels to ensure travel models are developed in a coordinated manner to meet future needs and expectations. Consultants and University partnership/assistance will be utilized in undertaking work activities under this task.

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. Modeling activities essentially include but are not limited to:

- Monitor and understand changes in federal requirements as they affect MPO modeling.
- Continue to improve and enhance models and make them responsive to technical and policy questions the MPO seeks to answer.
- Research ways in which the state-of-the-practice is changing and develop modification and improvements in the modeling process to meet those standards.
- Acquire and process data so the work program can be accomplished to meet federal requirements.
- Estimate, calibrate and validate current TRM as an on-going activity.
- Ensure that validation focuses on improvements to link level and route level performance.
- Ensure TRM base year and future years are ready for MTP evaluation two years before hand.
- Document TRM so it can be understood and replicated.
- Document the modeling process so that its capabilities and limitations can be understood by policy makers and lay person.

Forecast of Data to Horizon Year - DCHCMPO

The travel models determine what planning data must be projected to a new design year. In general, the procedure will be to project population and socio-economic factors independently on an area-wide basis,

to cross check these projections and convert them to land use quantities if required, and to distribute the projected planning data to traffic zones on the basis of land capabilities, accessibility, and community goals as implemented through land use controls. 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.

Forecasts of Future Travel Patterns - DCHCMPO

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. The models are sensitive to changes in trip generation, trip purpose, trip length, vehicle occupancy, travel mode, and patterns of daily travel. The forecast of travel patterns will include a review of these factors and a comparison to community goals and objectives to determine if changes in assumptions are warranted. The network development process is included in this task item.

Financial Planning – NCDOT TPB and DCHCMPO

As required by FHWA regulations, the MTP must have a financial plan. Project cost estimates, and revenue forecasts are required. Federal regulations allow flexibility in the methodologies used for analysis, but they must include estimates for maintenance and operations as well as construction. This item also covers identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships. This also includes a financial analysis for the TIP. Additionally, the MPO will continue to update and refine cost estimates and revenues for the regional transit initiatives and the MTPs. As part of this task, the MPO will examine financial options for funding proposed transportation projects and programs, including review of the financial planning assumptions/projections in the MTP and update of the Durham County and Orange County financial plans based on the latest half-cent sales tax revenue collection.

FTA STOPS and CIG Technical Analysis & Planning – ITRE, DCHCMPO

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 the regional Simplified Trips-on-Project Software (STOPS) 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.

II-B: Planning Process

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 – NCDOT TPB and DCHCMPO

Official air quality conformity determinations on the MTP are not required of every NC MPO at this time. However, due to the interest of local and state governments in the quality of the environment, including air quality, an analysis on the MTP may be performed. In non-attainment and maintenance areas, the transportation sector is a key participant in the development and application of the State Implementation Plan (SIP) for air quality.

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). Elements involved in this task include, but are not limited to: Participation in interagency consultation process as part of SIP development and conformity determination development; Providing assistance to NCDENR in developing and maintaining mobile source emission inventories; Participating in development of TCM's for the SIP; Implementation of TCM's as appropriate; and Performing analysis and approving conformity determination as required (the MPO must approve conformity determination).

Alternative Fuels/Vehicles - DCHCMPO

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. Alternative fuel projects for the public and private sector fleet can include coordination of education and incentive programs and/or planning for the provision of fueling or charging infrastructure and pipeline security.

Hazard Mitigation and Disaster Planning - DCHCMPO

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 - DCHCMPO

The 3-C Transportation Planning Process, as enhanced by MAP-21, stresses efficient system management and operations. Transportation Management Areas are required to develop a Congestion Management Process (CMP). 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, Growth Management. This item covers the costs associated with planning for these items, coordination with public and private stakeholders, and marketing or public education.

Freight Movement/Mobility Planning - DCHCMPO

As one of the MAP21's eight planning factors, emphasis is placed on increasing accessibility and mobility

options available to people and freight. Tasks included in this category may be a survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes. 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 - DCHCMPO

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:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investments, and
- Value communities and neighborhoods.

Climate Change Planning - DCHCMPO

Planning task may involve Greenhouse Gas (GHG) efforts if federal and state regulations are re-enacted. Essentially this task will include; carbon emission reduction and monitoring of performance planning. As well as technical tools & procedures to analyze carbon emissions; specifically, 1) analyze climate change on MTP facilities; 2) calculate baseline inventory of horizon year and intermediate years emissions produced directly or indirectly by MTP activities; 3) calculate total emission per capita; 4) compare climate change impacts of future MTP scenario ad current conditions; 5) Create viable strategies to reduced total emissions. Essentially, GHG 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.

The MPO will undertake resilience assessment and monitoring on MTPs (in partnership with CAMPO and TJCOG.). The FAST Act includes resilience as a Planning Factor which the MPO must address (23 US Code 134, 23 CFR Part 450). Also, the regulation requires that 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)).

II-B-2: Regional Planning

This element includes development and creation of both the Comprehensive Transportation Plan(NC Requirement) and Metropolitan Transportation Plan (MAP-21 Requirement). To be valid and useful for corridor protection and other uses, the CTP must be mutually adopted by both theMPO and NCDOT. Federal Law and USDOT’s Metropolitan Planning Regulations require the MPO to have a Metropolitan Transportation Plan (MTP) that is: multi-modal, financially constrained, has a minimum 20-year horizon, adheres to the MPO’s adopted Public Involvement Policy (PIP), has growth forecasts consistent with latest planning assumptions and local land use plan, meets air quality conformity, and be approved by the MPO Board. The MTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the update and reappraisal of the Comprehensive Transportation Plan as well as commence data collection preparation for the model base year. The MPO will continue to work on the preparatory work for timely and efficient development of MTPs.

Community Goals and Objectives - DCHCMPO

In the evaluation of community goals and objectives, the MPO will formulate policies ensuringlocal goals and objectives are discerned and addressed during the development and implementation of the Metropolitan Transportation Plan.

Highway Element of the CTP/MTP - DCHCMPO

The Comprehensive Transportation Plan (a subset of which is the highway element of the CTP/MTP) will be evaluated in terms of projected travel, capacity deficiencies, travel safety,physical conditions, costs, design, travel time, and possible disruption of people, businesses, neighborhoods, community facilities, and the environment. The evaluation will include an analysis of the MTP and the interrelationship between alternative travel modes.

Recommendations should include adequate right-of-way for improvements consistent with the Bicycle & Pedestrian Plan, Transit Plan and other intermodalconnection facilities along logical corridors. If major deficiencies are found with the existing plan, alternative plans will be evaluated. In non-attainment areas, it should be noted that any regionally significant Metropolitan Transportation Plan revisions must be analyzed for conformity with the SIP in non-attainment/maintenance areas.

Transit Element of the CTP/MTP - DCHCMPO

Transit planning incorporates all vehicular modes other than trucks and the single occupant automobile, including (but not limited to) fixed-route bus service, ridesharing, fixed-guideway transit, and demand responsive transit. The transit plan describes existing transit service and unmet needs, and identifies any additional potential markets. New types, and areas of service may be recommended, supported by ridership forecasts and other analyses. Assumptions and implications related to land use, travel behavior, parking policies and other variables

are clearly defined. Establishing objective measures of effectiveness is critical for evaluating transit alternatives. Measures of transit effectiveness include both the reduction of auto use and congestion, and the broadening of mobility options.

The MPO will continue with the update and evaluation of transit elements of the Comprehensive Transportation Plan, the MTP, County transit plans, and the regional New Starts. Transit evaluation will include fixed-route bus service, fixed-guideway transit, high capacity transit and demand-response transit. Using travel behavior, ridership forecasts and other analysis, evaluation of the transit element will look at unmet needs, new service areas and potential markets. Performance measures will routinely be established for evaluating transit alternatives.

The MPO will continue to coordinate with GoTriangle and other regional partners regarding the development of the regional commuter rail and light rail. Specifically, the MPO will conduct planning and studies for fixed guideway studies and high capacity transit and circulator transit (MLK BRT in Chapel Hill), and other planning work necessary for the preparation of the FTA Small-Start project. It is anticipated that this work will be accomplished with the help of consulting services.

Bicycle and Pedestrian Element of CTP/MTP - DCHCMPO

A bikeway and pedestrian plan is an essential part of the multi-modal CTP/MTP for an urban area. Any relevant current guidance pertaining to bicycle and pedestrian elements of CTPs, produced by the Transportation Planning Division, describes the essentials of this task. At a minimum, an update to the inventory of existing and proposed bicycle and pedestrian elements should be included in the CTP/MTP. The MPO will continue with the reappraisal and reevaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the MTP. The MPO and its member agencies will continue work on improving and enhancing bike and pedestrian investment within the MPO.

Airport/Air Travel Element of CTP/MTP - DCHCMPO, RDU

The MPO will continue with the evaluation of the airport/air travel element of the Metropolitan Transportation Plan, including inter-modal connection and access/ground transportation. This work task will include review of RDU plans, and comparison and integration as necessary with the MTP and CTP for consistency. The MPO will continue to routinely coordinate and collaborate the integration of aviation planning into the MTP update process as well as integrate aviation with other transportation modes. Also, the MPO will continue to facilitate an open, ongoing discussion of regional aviation issues among aviation professionals, regional elected leadership, and local, state, and federal officials; and effectively integrate aviation planning considerations into the overall metropolitan transportation planning process.

Collector Street Element of CTP/MTP - DCHCMPO

Collector street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas. Thus, the MPO will continue work on the update of the MPO Collector Street and Connectivity Plan. Work tasks will involve the identification of future collector street connectivity needs, provisions for local street connectivity, development of ordinance

implementation provisions, additional local government consultation, and public involvement. The MPO will continue to involve CAMPO, City of Raleigh and Wake County regarding collector street and connectivity planning in Brier Creek and east Durham area.

Rail, Waterway, or Other Mode of the CTP/MTP – NCDOT Rail Division, DCHCMPO

The MPO will continue to work with NCDOT Rail Division, GoTriangle and CAMPO regarding rail transportation in the Triangle. Work includes, but is not limited to, survey of rail plans, relationship to the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan, programmatic impacts, etc. Also, this task will include planning associated with commuter and light rail efforts. The MPO will continue to play an active role in the next step of the commuter rail assessment study and project development.

New Technologies/On-demand Transportation/ Micromobility - DCHCMPO

The impact of emerging technologies on MPO transportation is frequently requested of staff by the public and decision makers. Under this task the MPO will conduct studies, analysis and planning associated with connected vehicles, transportation on-demand, micromobility, curbside management, etc. Other elements this includes but is not limited to: smart phones, apps, real-time information which help people get around using a multi-modal network of car-sharing, taxis, ride-sharing and new modes such as micro transit and point-to-point trips.

Land-use Scenario Planning – DCHCMPO

Federal regulations require the integration of land-use in transportation planning as well as in the development of Metropolitan Transportation Plans. The MPO scenario planning and Community analyses are developed under this task. To prepare for an increasingly uncertain future and a seemingly fast-growing region, DCHC MPO, CAMPO and TJCOG use the Community-viz scenario planning tool to better understand and answer arising policy and “what-if” questions being posed by the public and decision makers. The MPO will continue to enhance and update Rapid Policy Analysis Tool (RPAT) and Vision-Eval, which are developed and maintained by FHWA.

II-B-3: Special Studies

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

Special Studies - DCHCMPO

During the regular reevaluation of the Metropolitan Transportation Plan, there occasionally is a need to make a specific study of a transportation corridor to determine the best solution to a problem. While this may include development of a simple functional design for corridor protection, more detailed studies may include evaluations of alternative modes or alignments for cost, feasibility, environmental screening, and functional designs. In a similar manner, special problems may arise in relation to major land use changes when large-scale traffic generators (hospitals, regional malls, etc.) will either be developed or closed. These land use changes could significantly affect the regional distribution and/or amount of traffic that could require changes to the Metropolitan Transportation Plan to accommodate the newly forecasted growth. The extent, responsibility, and cost for a corridor or sub-area study, which should be conducted within the work plan of the MPO, would be determined prior to its initiation.

III-A Unified Planning Work Program

III-A-1: Unified Planning Work Program

Development of Unified Planning Work Program and Five-Year Plan - DCHCMPO

A Unified Planning Work Program (PWP) 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. This is used for the submittal of the STIP to FHWA. This should be a separate resolution that is then included in the PWP.

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.

III-A-2: Metrics and Performance Measures

Metrics & Performance Measures: The MPO will establish performance consistent with MAP-21 guidance and any subsequent federal regulations. Under this task, the MPO will collect data, analyze data and establish targets for the following measures: TP1, TP2, TP#, TAM and SOGR. 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 in the metropolitan planning process 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. Local processes for prioritization such as STP-DA, TA or CMAQ projects should also be included here.

III-B-2: Metropolitan TIP (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. The physical environmental evaluation will include air quality, water quality, soils and geology, wildlife and vegetation. The social environmental considerations will include housing and community cohesion, low-income and minority populations, noise, churches and educational facilities, parks and recreational facilities, historic sites, public health and safety, national defense, and aesthetics. Effects on business, employment and income, land development patterns, and public utilities will be studied as part of the economic environmental evaluation.

Merger Process – NCDOT, DCHCMPO

Merger is a process to streamline the project development and permitting processes, agreed to by the USACE, NCDENR (DWQ, DCM), FHWA and NCDOT and supported by other stakeholder agencies and local units of government. To this effect, the Merger process provides a forum for appropriate

agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects.

Each project team will consist of appropriate primary signatory agencies and partnering signatory agencies. The composition of agencies on each project team will vary depending on the specific project's location and scope.

FHWA, USACE, NCDOT and NCDENR are the primary signatories for the Merger Process agreement and are also known as the process owners or sponsors. The partnering agencies are as follows: U. S. Environmental Protection Agency; U. S. Fish and Wildlife Service; National Marine Fisheries Service; N. C. Wildlife Resources Commission; N. C. Department of Cultural Resources; U. S. Coast Guard, U. S. Forest Service; Tennessee Valley Authority; National Park Service; Metropolitan Planning Organizations (MPO's); and the Eastern Band of Cherokee Nation. Some of the partnering agencies will participate only when the project is in their respective geographic area of responsibility or statutory authority.

Feasibility Studies - DCHCMPO

MPOs will participate as needed in NCDOT-sponsored feasibility studies identified in the STIP/TIP.

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

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 MPO's, 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; and 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 (MBE)

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 MPO's, utilizing transportation planning funds to update existing MBE programs as necessary.

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

The Americans with Disabilities Act of 1990 (ADA) ensures that persons with disabilities enjoy access to the mainstream of American life. The ADA expands on the Section 504 program to comprehensively address mobility needs of persons with disabilities. 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 persons with limited mobility, such as: a. Public transit authorities providing fixed route transit service must provide comparable level paratransit service to disabled individuals who cannot otherwise use the fixed route service; b. Transit authorities providing elderly and disabled oriented demand

responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public; and c. New facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible. d. Planning for better mobility through such items as wheelchair curb cuts, longer pedestrian crosswalk times at certain intersections, and special parking spaces and rates for cars with one or more transportation disadvantaged occupant(s).

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 resultant 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.

Additionally, two of the eight planning factors for metropolitan planning is to *increase the safety of the transportation system for motorized and non-motorized user*, and to *increase the security of the transportation system for motorized and non-motorized users*.

III-C-6: Public Participation

An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision-makers. The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1)). 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, by doing so, to build support among the public who are stakeholders in transportation investments which impact their communities. The MPO should have a formalized, written and adopted public participation process.

III-C-7: Private Sector Participation

Federal regulations require that private operators be afforded the "maximum feasible opportunity" to participate in the planning and provision of local transportation services. 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. The general criteria for making public/private service decisions may include but is not limited to: a. comparative cost of private versus public services in similar situations; b. perceived quality and reliability of service; c. local control of services; d. responsiveness and flexibility of operators; and e. private operator financial stability.

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. Legislative issues also covered.

Statewide and Extra-Regional Planning – NCDOT, DCHCMPO

Coordinate 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)

Statewide and Federal Policy Development and Implementation – NCDOT, DCHCMPO

Coordinate with state and federal agencies as a partner for developing policy direction and implementation. Examples include participation in SPOT, CMAQ or other NCDOT workgroups to develop scoring criteria, provide technical expertise to AMPO, AASHTO, ITE or other organizations at the national and state level that provide policy development assistance; responding to requests from NCGA or individual legislators as needed.

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

Board Support - DCHCMPO

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.

Subcommittee Support - DCHCMPO

Same as above for standing and ad-hoc subcommittees. Examples include: Citizen's Advisory Committee, Complete Streets Subcommittee, Data and Modeling Subcommittee, and Bike/Pedestrian Subcommittee.

Workgroup Support - DCHCMPO

This includes support of staff-level committees that do not trigger Open Meetings/Public Records requirements. Examples include: the Transit Operators' Workgroup, and the Triangle's SEData Workgroup.

Member Services - DCHCMPO

This includes responding to specific members' needs not covered in other items. It includes presentations to local boards on MPO business and mission, assistance with transportation-related grant applications, and local staff technical assistance as examples.

Administration - DCHCMPO

This includes day-to-day operational necessities not directly related to the UPWP. Examples include filling out paperwork for finance departments, including timesheets, leave requests, expense reports, benefit forms, etc. Staff meetings may fall under this category, particularly if they include non-MPO staff. Updates to the MOU, Prospectus, funding agreements, and other tasks that do not have another category are also covered here.

DCHC MPO UPWP Funding Table

TASK CODE	TASK DESCRIPTION	STBG_DA :Section 133(b)(3)(7)			MPO Planning and Admin - PL10			Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
		Local 20%	Federal 80%	TOTAL 100%	Local 20%	Federal 80%	TOTAL 100%	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	State	Federal	TOTAL
II-A	Data and Planning Support																		
II-A-1	Networks and Support Systems	\$0	\$ -	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$ -	\$0	\$ -	\$ -
II-A-1.1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.2	Vehicle Miles of Travel (VMT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.4	Crashes (Traffic Crashes)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.6	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.7	Special Generators Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.8	Bicycle & Pedestrian Facilities//Counts Inventory	\$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	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.10	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II.A.1.11	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-2	Travelers and Behavior	\$0	\$ -	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$ -	\$0	\$ -	\$ -
II-A-2.1	Dwelling Unit, Population & Employment Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-2.2	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-2.3.	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-2.4	Vehicle Occupancy Rates (Counts)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-2.5	Travel-Time Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-3	Transportation Modeling	\$0	\$ -	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$ -	\$0	\$ -	\$ -
II-A-3.1	Travel Model Update	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-3.2	Forecast of Data to Horizon Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-3.3	Forecasts of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-3.4	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-A-3.5	FTA STOPS & CIG Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B	Planning Process																		
II-B-1	Targeted Planning	\$0	\$ -	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -	\$ -	\$ -	\$0	\$ -	\$ -
II-B.1.1	Air Quality Planning/Conformity Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.2	Alternative Fuels/Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.3	Hazard Mitigation and Disaster Planning/Sustainability Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B--1.4	Congestion Management Process (CMP)/ITS/TDM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.5	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.6	Planning Factors: consideration & Imple.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.7		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-1.8	Climate Change Planning/Resilience	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-2	Regional Planning (CTP, MTP, etc)	\$0	\$ -	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$0	\$0	\$ -	\$0	\$ -	\$0	\$ -	\$ -
II-B-2.1	Community Goals an Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-2.2	Highway Element of the CTP/MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-2.3	Transit Element of the CTP/MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-2.4	Biclycle & Pedestrian Element of CTP/MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -
II-B-2.5	Airport/Air Travel Element of CTP/MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ -

DCHC MPO UPWP Funding Table

[illegible]

[illegible]

**RESOLUTION ADOPTING DURHAM CHAPEL HILL CARRBORO METROPOLITAN
PLANNING ORGANIZATION PROSPECTUS
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

WITNESSETH

THAT WHEREAS, the DURHAM CHAPEL HILL CARRBORO PLANNING ORGANIZATION (MPO), its member governments, the North Carolina Department of Transportation (NCDOT) entered into a Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning regarding the MPO;

WHEREAS, the MPO is required to develop a Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program in cooperation with NCDOT, the Federal Highway Administration, and the Federal Transit Administration, and in accordance with 23 U.S.C., Section 134, any subsequent amendments to that statute, and any implementing regulations; and a Comprehensive Transportation Plan as per Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina; and

WHEREAS, the transportation plans, once adopted shall serve as the basis for future transportation improvements within the MPO; and

WHEREAS, this Prospectus is the guide for the MPO to program work tasks to plan, implement, and monitor the progress and success of transportation improvements in the region;

NOW THEREFORE the MPO adopts the Prospectus on this, the 10th day of November, 2021.

Signature of Board Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day to affix their signature to the forgoing document.

Date: November 10, 2021

Kayla Peloquin, Notary Public
My commission expires: May 9, 2026

DURHAM • CHAPEL HILL • CARRBORO
METROPOLITAN PLANNING ORGANIZATION

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmo.org



To: DCHC MPO Board
 From: Felix Nwoko, MPO Manager
 Date: November 10, 2021
 Re: Additional Full-time Staff for MPO

Summary. For several years the administrative duties for the MPO, including the recording and compilation of minutes for the MPO Board and Technical Committee (TC) meetings, have been performed by either part-time employees or temporary staff obtained through an agency. Due to the current job market, as well as additional planning staffing needs, this arrangement is not conducive to continued quality work in this regard. Furthermore, as the region has grown and the MPO has taken on additional responsibilities, the need for additional planning staff is required. Therefore, MPO staff requests the authorization for an additional full-time (FTE) planner to conduct these duties. The staff recommendation is for this FTE to be an entry-level planner position.

There are sufficient funds within the MPO's budget to accommodate the requested FTE. No additional local match from our contributing local jurisdictions will be required to fulfill the request.

Background. In 2014, an additional FTE was identified by the MPO as a staffing need for administrative duties. However, this position was eventually absorbed into the City of Durham Transportation Department, and is now exclusively used by the City (the City provides the funds for the position). At that time, the MPO began to use temporary staffing agency personnel to staff these needs, eventually hiring people into this position on a part-time basis. While the quality of work thus far has been excellent by these employees, there has been substantial turnover in the position. The MPO is now on its third administrative person in four years, and the job market is such that the MPO is concerned that keeping outstanding personnel will prove even more difficult.

Analysis. Making the current part-time position full-time will make it more marketable and allow the MPO to retain talent. There are additional planning duties that the MPO is in desperate need of at the moment, particularly regarding transit. While the MPO has planners dedicated to and knowledgeable in highway and bicycle and pedestrian development, only the planning manager is dedicated to transit, and cannot devote the time and attention to this important factor of the region's transportation future as it deserves. Hiring a full-time planner will allow the MPO to devote resources and expertise to transit that are desperately needed.

Planning duties that the new full-time planner would be devoted to include, but are not limited to:

- Transit analysis for SPOT submissions and implementation of the upcoming new transit plans in Durham and Orange counties;
- Regional coordination on transit issues;
- Research on environmental impacts of transportation plans and development of environmental aspects of future transportation modeling and analysis;
- Assisting with development of the MTP and CTP, and amendments to those plans; and
- Developing materials for public outreach.

Financial Impact. The MPO has determined that there is sufficient funding for a full-time entry level planner within the existing budget. No additional funding through local match will be required to fund the position. Since

some of these duties are currently being conducted by a part-time staff person; it is anticipated that there will be less money spent on part-time wage expenditures with the hiring of a full-time staff person.

Recommendation. Staff recommends that the MPO Board authorize the establishment of an additional full-time staff person to provide planning and administrative duties to the MPO.



Date: October 21, 2021

To: Wendy Jacobs, Chair—DCHC Metropolitan Planning Organization

From: Evian Patterson, Transportation Planning Manager – City of Durham

CC: Sean Egan, Director, Transportation—City of Durham

Subject: City of Durham’s Request for MPO Letter of Support for FTA Bus and Bus Facilities Grant

The purpose of this memorandum is to request a letter of support from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) in support of the City of Durham’s (COD) grant application for the Federal Transit Agency’s (FTA) Buses and Bus Facilities Grant program.

The City of Durham (COD) intends to pursue Federal Funding to support the construction of improvements to Durham Station Transportation Center (Durham Station), in order to enhance passenger amenities, address safety concerns, and to alleviate space needs identified in planning stages. The improvements allows the COD to continue addressing goals for equitable access by providing the ability to increase in route frequency and service throughout the transit network. The improved transit service will enhance access and mobility within the service area for all GoDurham riders, but in particular for the 68% of GoDurham riders without access to a vehicles and rely on bus transit for their mobility. The site will provide bike racks and will include space for a scooter corral, along with continuing providing space for intercity buses, creating a mobility hub that allows riders to more easily connect to local and regional destinations. The project will also help advance Durham’s carbon neutrality and renewable energy goals, by providing spaces for electric bus charging and installing solar panels on the bus island canopies.

The City of Durham requests MPO Board support in its effort to improve overall access to Durham’s multimodal and transit system as these improvements will address 2050 MTP Goals and intend to improve connectivity within the MPO.

Enclosed herewith is an Executive Summary of the Durham Station, demonstrating the partnership with GoTriangle in the development of 100% design of Durham’s busiest transit station. The design document is referenced as guide in the FTA funding application. Also attached is a draft Letter of Support, which the COD will work with MPO staff to finalize for Board chair signature by application deadline, November 19, 2021. The COD intends to submit their application on November 16, 2021.

Executive Summary

City of Durham Station Transportation Center

Improvements to Enhance Equitable Access to Durham Transit

Vision Statement

Durham Station is a point of arrival and departure. It serves the city much like the southern porch serves our home. It is both a place of function practicality and a place of cultural expression and community building. It is a liminal space that is semi-public and semi-private. Like the porch, it is not only where we mix with our friends and neighbors, but it is also where we comfortably connect with strangers. It is a place of cultural exchange where we express our own sense of place and belonging while accepting the presence and participation of others.

Durham Station Project Description

The City of Durham is seeking to make improvements to the transportation center, taking into account the many years of feedback and knowledge of the facility from operations staff, users, and community members. The project has developed through a series of phases including Ridership Survey Collection and Validation of Existing Data, Programming and Conceptual Design, and Schematic Design.

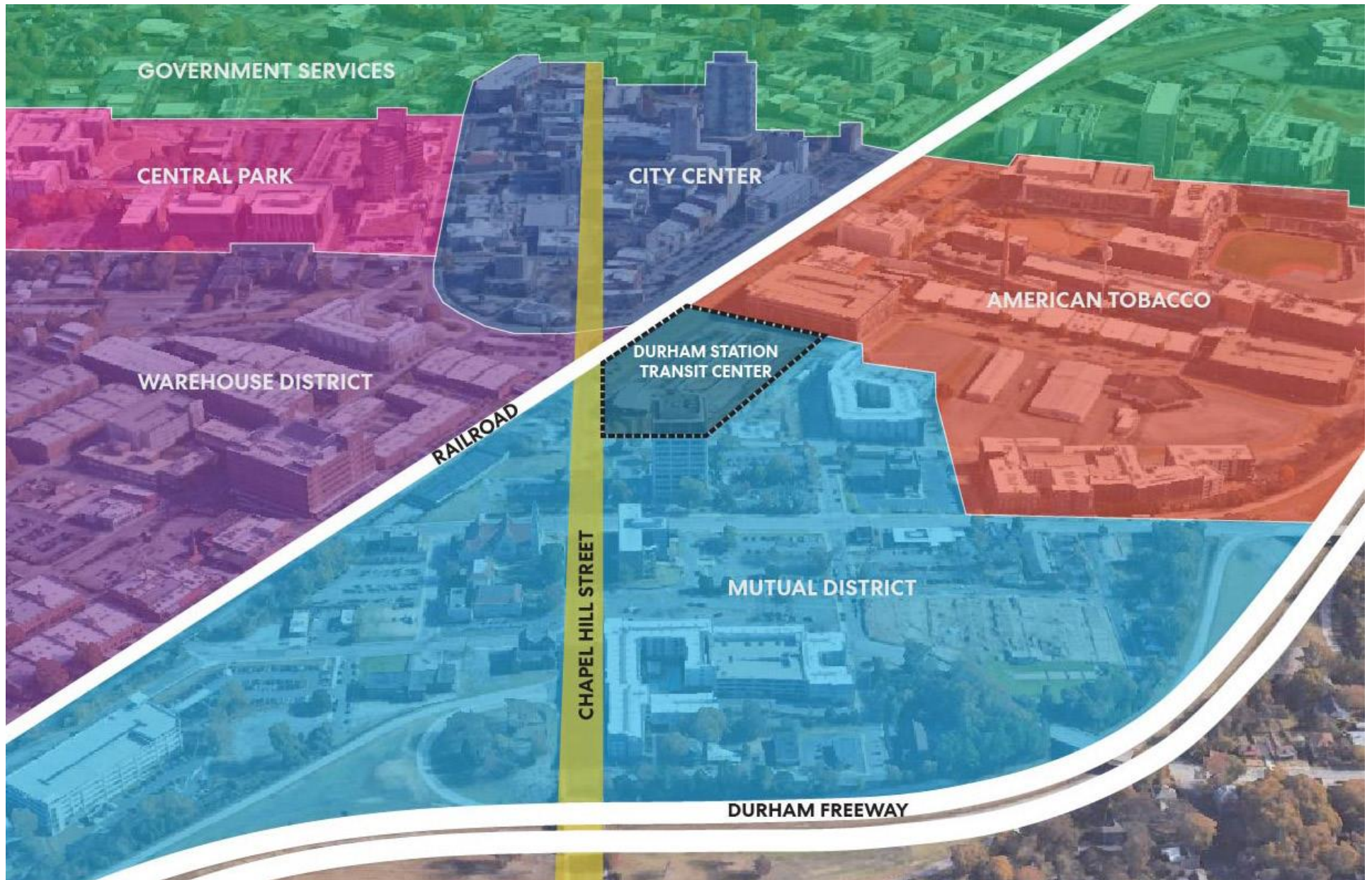
The City of Durham and GoTriangle developed planning design elements to improve to the Durham Station to provide equitable access to transit and increase connections to employment, healthcare and education opportunities. GoDurham's ridership has increased since Durham Station first opened and it now does not effectively serve the needs of the community and does not provide adequate opportunities for increased transit service. The proposed improvements to Durham Station provide functional improvements to address space needs, safety concerns, maintenance issues and user-experience enhancements.

The improvements will be made to three key areas: Pettigrew Street, the area between Pettigrew Street and the bus island, where the current kiss-and-ride drop-off is located, and then the bus island and accompanying internal bus lanes.

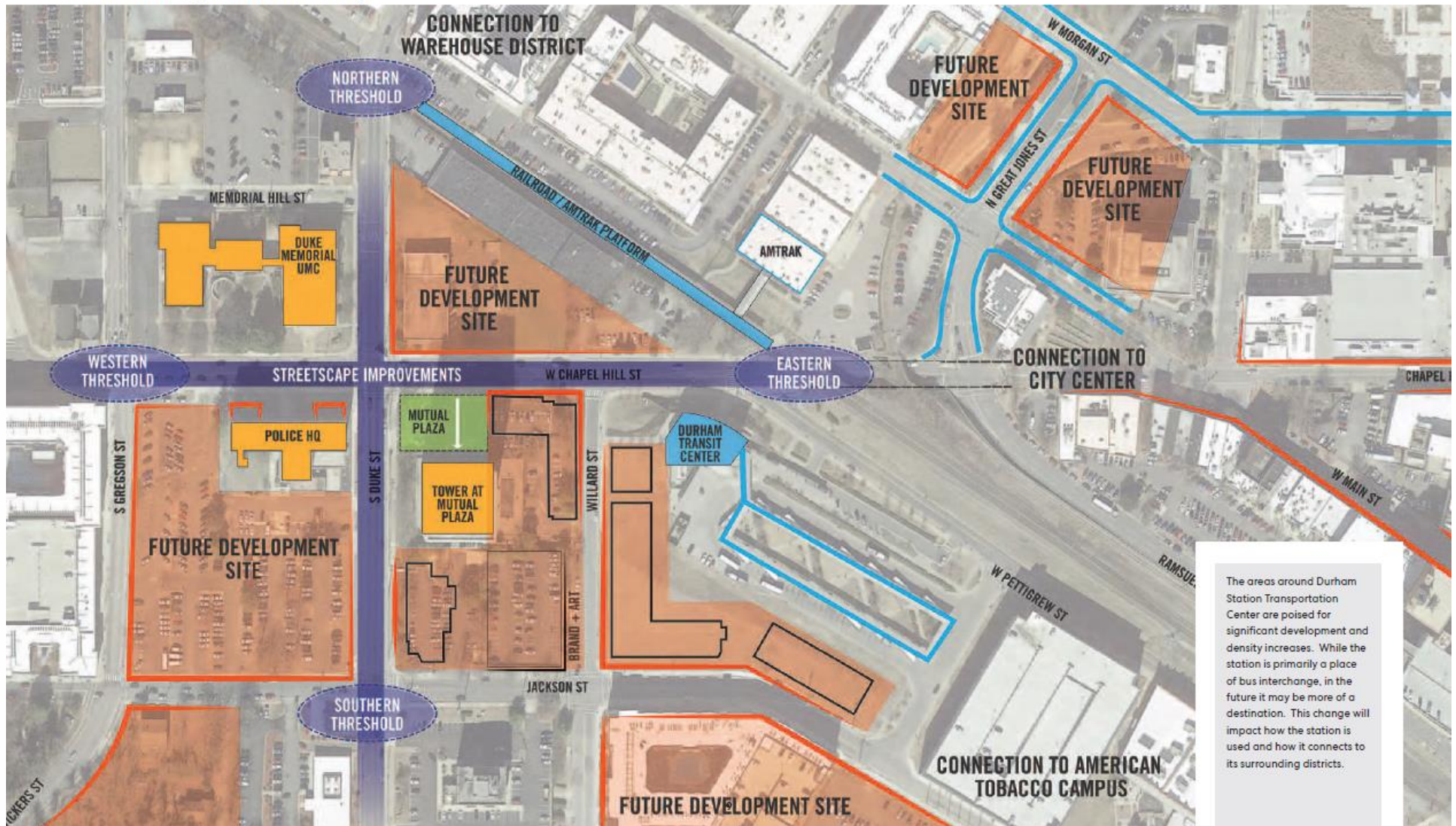
The street zone, along Pettigrew Street, encompasses the northern edge of Durham Station site. This area will be made more pedestrian friendly and inviting by relocating the existing kiss-and-ride parking to the western edge of the site, along Willard Street. Relocating the kiss-and-ride allows for additional bus zones along Pettigrew Street and an enlarged plaza area between Pettigrew Street and the bus island.

The enlarged plaza area will provide additional seating and a small bathroom facility. A bioretention area separates the plaza from the bus island to manage stormwater and improve rider safety by preventing uncontrolled pedestrian movement across bus lanes, guiding pedestrians to a new raised crosswalk connecting to the main bus island.

The bus island will include expanded canopies for more expansive shelter, additional seating, new restrooms and a new customer service security kiosk. In addition to passenger amenities, improvements to the bus lanes will address transit operations and safety by providing 8 additional bus bays, space for future electric bus charging, and pavement improvements.



Planned Development and Density



Perkins&Will



Overall Aerial View from Pettigrew Street

Durham Station Transit Center - Improvements Project

When thought of as a "porch to our city", Durham Station incorporates many elements to meet the varied needs of riders and an overall sense of place.

THE STREET: The street edge is made more pedestrian friendly and inviting by relocating the existing kiss & ride parking from Pettigrew Street to Willard Street. Drop-off from the kiss & ride along Willard Street allows for access to the upper level of the existing station and maintains proximity to the long-distance bus terminal. Relocating the parking allows for additional bus drop-off zones and an enlarged plaza area.

THE PORCH: The enlarged plaza area along Pettigrew Street is approached through a space of gardens and paved pathways. The landscape design incorporates meandering seat walls that provide places for pause within the 'porch' plaza. There is a small bathroom facility for public use and convenience to riders along Pettigrew. A bioretention area separates the plaza from the bus island to manage stormwater and improve rider safety by preventing uncontrolled pedestrian movement across bus lanes. Bioretention areas gently guide pedestrians to the new raised table crosswalk to the main bus island.

THE HOUSE: More expansive shelter, convenience restrooms, additional seating, and a new customer service security kiosk represent the primary additions to the bus island. Bus island elements including canopy columns, windscreens, and planter seat walls create diversity of waiting zones for riders.

The design elements illustrated on the following pages of this report detail the individual elements that form the building blocks of the future Durham Station. Seat walls not only quadruple patron seating, but also encourage meeting and gathering on the 'porch' plaza. Bus shelters, wind screens, service kiosk structures, bus island canopies, and gateway elements materially connect to one another to convey a cohesive identity for Durham Station and its community of users.



Architectural Site Plan



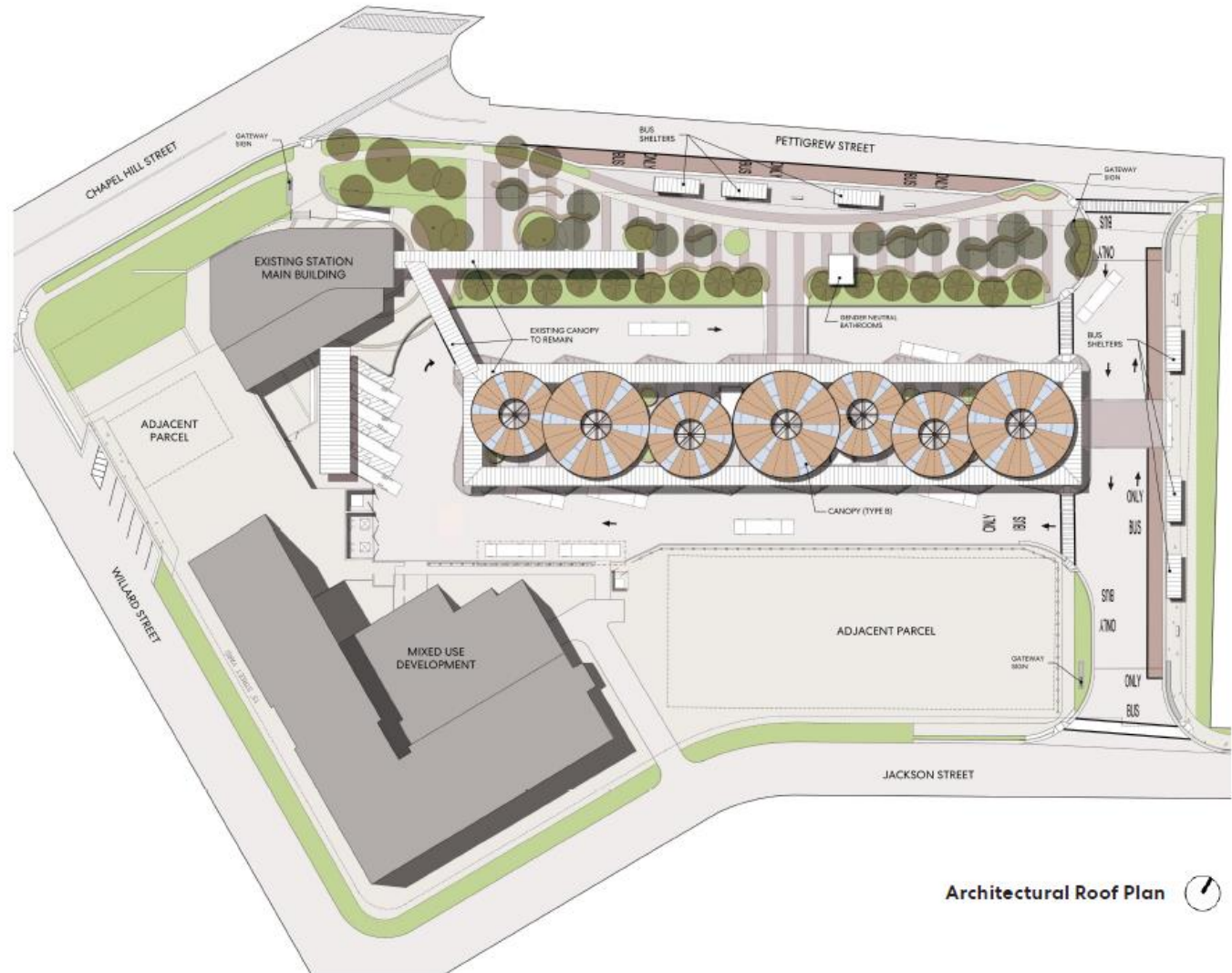
Perkins&Will

Canopy Design

The new canopy covering the bus island consists of seven 'tree-like' structures providing the desired shelter and protection to riders. The canopies are constructed with steel beams and columns, cross-laminated timber decking, and fritted glass skylights. The canopies are overlapping with varying heights and maintain a central opening to allow for air movement under and through the bus island.

The existing metal canopy surrounding the bus island contrasts in material and provides a frame for the new canopy infill. New canopies are sloped to match the existing with rainwater collected through an integral gutter and downspout that connects to the bioretention area in the plaza.

The materiality, structure, and shape of the canopies share common materials and design characteristics to experientially tie the station together with a cohesive identity.



Architectural Roof Plan 

Durham Station Transit Center - Improvements Project



Aerial View facing Southeast

Durham Station Transit Center - Improvements Project



Main Entrance to Bus Island from Pettigrew Street

August 23, 2021

Ms. Nuria Fernandez
Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
United States

Dear Ms. Fernandez:

I write this letter to express strong support for the City of Durham to receive funding under the 5339(b) Grants for Buses and Bus Facilities Program. The City is submitting an application under this program to advance construction to improve the Durham Station Transportation Center (Durham Station), providing functional improvements that address space needs, safety concerns, maintenance issues, and user-experience enhancements. Current transit facilities are inadequate for the robust level of transit ridership at Durham Station.

The City of Durham is planning improvements to Durham Station to address functional improvements, while providing GoDurham the ability to grow. The proposed project includes improvements to the bus island, including providing additional shade and weather protection through expanded canopies, restrooms, additional seating, and a new customer service security kiosk. In addition to the bus island, the improvements would relocate the kiss-and-ride location to optimize the existing site, provide needed pavement repairs, and increase the number of bus bays from 20 to 28, allowing for increased transit service.

GoDurham provides residents and visitors with an affordable and reliable transportation option and is vital for riders, who are often essential workers, seniors, students, people of color, and low-wealth individuals. 80% of GoDurham riders are people of color and 72% of riders report incomes of less than \$25,000. Improvements at Durham Station, Durham's busiest transit facility, will allow the City of Durham to continue providing equitable access to transit and improve connections to employment and educational opportunities for Justice40 communities.

Construction of these improvements will help advance the City's Racial Equity vision and will improve the quality of life, access to transit and health of Durham residents. I advocate for the City of Durham to receive federal funding to advance these projects and respectfully request and appreciate your time in considering this application.

Sincerely,

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: November 10, 2021

Subject: **Lead Planning Agency (LPA) Synopsis of Staff Report**

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP) – Amendment #3

- ✓ Release Amendment #3 for public comment – April 2021
- ✓ Public hearing for Amendment #3 – May 2021
- Adopt Amendment #3 – Winter 2021

2050 Metropolitan Transportation Plan (MTP)

- ✓ Approve Public Engagement Plan – September 2020
- ✓ Approve Goals and Objectives – September 2020
- ✓ Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- ✓ Release Deficiency Analysis – May 2021
- ✓ Release Alternatives Analysis for public comment – August 2021
- ✓ Release Preferred Option for public comments – October 2021
- Adopt Preferred Option – December 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – January 2022

Triangle Regional Model Update

- ✓ Completed
- Rolling Household Survey – nearing completion

Prioritization 6.0/FY 2024-2033 TIP Development

- ✓ LPA Staff develops initial project list – March-April 2019
- ✓ TC reviews initial project list – May 2019
- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- ✓ SPOT On!ne opens for entering/amending projects – October 2019
- ✓ MPO submits carryover project deletions and modifications – December 2019
- ✓ Board releases draft SPOT 6 project list for public comment – February 2020
- ✓ Board holds public hearing on new projects for SPOT 6 – March 2020
- ✓ Board approves new projects to be submitted for SPOT 6 – March 2020
- ✓ MPO submits projects to NCDOT – July 2020

- ✓ LPA staff conducts data review – Spring 2021
- ✓ LPA updates local ranking methodology – May 2021
- ✓ Board approves local ranking methodology – June 2021
- ✓ NCDOT announces cancellation of SPOT 6 – August 2021
- NCDOT Releases Quantitative Scores for SPOT 6 – October 2021
- SPOT Workgroup Releases Methodology for FY2024-2033 STIP – January 2022
- Draft STIP Released – September 2022
- Board of Transportation adopts FY2024-2033 STIP – June 2023
- MPO Board adopts FY2024-2033 MTIP – September 2023

US 15-501 Corridor Study

- ✓ 3rd public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- ✓ Release RFI for second phase of study – March 2021
- ✓ Develop RFQ for second phase of study – May 2021
- Update Board on second phase of study – Winter 2022

Regional Intelligent Transportation System

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- ✓ Analysis of existing conditions
- ✓ Assessment of need and gaps
- ✓ Review existing deployments and evaluate technologies
- ✓ Identification of ITS strategies
- ✓ Update Triangle Regional Architecture
- ✓ Develop Regional Architecture Use and maintenance
- ✓ Develop project prioritization methodology
- ✓ Prepare Regional ITS Deployment Plan and Recommendation

Project Development/NEPA

- US 70 – Durham and Orange Counties
- I-85 Widening
- I-40 Widening

Safety Performance Measures Target Setting

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures

MPO Website Update and Maintenance

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

Upcoming Projects

- Congestion Management Process (CMP)
- State of Systems Report

[New Search](#)

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 10/07/2021 Latest Payment Date: 10/20/2021	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 06/12/2022 Construction Progress: 70.46%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Liam W. Shannon Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 09/22/2021 Latest Payment Date: 10/01/2021	Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 94.02%
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 09/15/2021 Latest Payment Date: 09/30/2021	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 11/30/2022 Construction Progress: 78.97%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 09/30/2021 Latest Payment Date: 10/14/2021	Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 49.83%
Contract Number: C204520	Route: US-501

Division: 5 TIP Number: Length: 17.68 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$3,513,381.26 Work Began: 03/02/2021 Original Completion Date: 07/01/2022 Latest Payment Thru: 09/15/2021 Latest Payment Date: 09/27/2021		County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 39.29%
Contract Number: C204630 Division: 5 TIP Number: Length: 25.324 miles NCDOT Contact: James M. Nordan, PE Location Description: 44 SECTIONS OF SECONDARY ROADS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$5,523,385.60 Work Began: 06/02/2021 Original Completion Date: 11/15/2022 Latest Payment Thru: 09/30/2021 Latest Payment Date: 10/06/2021		Route: SR-1110, SR-1158, SR-1308 SR-1454, SR-1457, SR-1458 SR-1521, SR-1550, SR-1558 SR-1559, SR-1566, SR-1578 SR-1582, SR-1593, SR-1640 SR-1669, SR-1675, SR-1709 SR-1753, SR-1754, SR-1775 SR-1778, SR-1779, SR-1791 SR-1792, SR-1814, SR-1825 SR-1827, SR-1926, SR-1945 SR-2334, SR-2335, SR-2336 SR-2354, SR-2355, SR-2356 SR-2357, SR-2385, SR-2386 SR-2443, SR-2444, SR-2619 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 04/20/2021 Revised Completion Date: Construction Progress: 30.41%
Contract Number: DE00301 Division: 5 TIP Number: B5512 Length: 0.238 miles NCDOT Contact: James M. Nordan, PE Location Description: BRIDGE 89 OVER LICK CREEK ON SR 1902 KEMP RD Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$987,000.00 Work Began: 04/26/2021 Original Completion Date: 11/08/2021 Latest Payment Thru: 09/22/2021 Latest Payment Date: 10/01/2021		Route: SR-1902 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 70.13%
Contract Number: DE00304 Division: 5 TIP Number: SM-5705AA, SM-5705B, SM-5705I SM-5705X, W-5705 Length: 0.432 miles NCDOT Contact: James M. Nordan, PE Location Description: MULTIPLE LOCATIONS ON US 15 501 Contractor Name: JSMITH CIVIL LLC Contract Amount: \$1,258,791.50 Work Began: 04/19/2021		Route: SR-1317, US-15, US-501 US-70 County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680 Letting Date: 03/10/2021

Original Completion Date: 11/19/2021 Latest Payment Thru: 09/30/2021 Latest Payment Date: 10/08/2021	Revised Completion Date: Construction Progress: 75.48%		
<table><tr><td>Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Liam W. Shannon Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/13/2021</td><td>Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: 05/11/2022 Construction Progress: 71.41%</td></tr></table>		Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Liam W. Shannon Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/13/2021	Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: 05/11/2022 Construction Progress: 71.41%
Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Liam W. Shannon Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/13/2021	Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: 05/11/2022 Construction Progress: 71.41%		

October 2021

NCDOT DIVISION 5 _ DURHAM PROJECT LIST _ 5-Year Program

Project ID	Description	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/16/2029	Division Design Raleigh Let (DDRL)	1/1/2040	BENJAMIN J. UPSHAW	\$4,158,000	\$379,000	\$15,200,000	Project is suspended due to funding.
U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	7/16/2027	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$300,000	\$200,000	\$4,800,000	Post-year project
U-6120	NC 98 (HOLLOWAY STREET) FROM SR 1938 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	7/21/2028	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$7,000,000	\$1,200,000	\$10,000,000	Post-year project
I-5942	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/21/2027	CHRISTOPHER A. HOFFMAN			\$9,187,000	No Change in Status
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/2024	Division Design Raleigh Let (DDRL)	10/20/2026	JOHN W. BRAXTON JR	\$9,290,500	\$2,075,000	\$12,400,000	Project is suspended due to funding.
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	Division Design Raleigh Let (DDRL)	10/21/2025	JOHN W. BRAXTON JR	\$20,413,786		\$32,000,000	ROW acquisition is suspended due to funding. Project remains committed.
I-5998	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.		Division POC Let (DPOC)	1/22/2025	CHRISTOPHER A. HOFFMAN			\$15,000,000	No Change in Status
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		Division Design Raleigh Let (DDRL)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$14,900,000	No Change in Status
I-6000	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		Division POC Let (DPOC)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$7,600,000	No Change in Status
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$10,600,000	No Change in Status
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$24,333,000	No Change in Status
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$12,167,000	No Change in Status
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/21/2022	Division POC Let (DPOC)	1/11/2023	STEPHEN REID DAVIDSON	\$210,000		\$630,000	Preliminary design underway
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS		Division POC Let (DPOC)	12/7/2022	JEREMY WARREN			\$62,000	

October 2021

NCDOT DIVISION 5 _ DURHAM PROJECT LIST _ 5-Year Program

Project ID	Description	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
HS-2005D	SR 1303 (PICKETT ROAD) AT SR 1116 (GARRETT ROAD)/(LUNA LANE). INSTALL TRAFFIC SIGNAL.	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$2,000		\$100,000	
HS-2005E	US 15-501 BUSINESS AT NC 751 (DURHAM - CHAPEL HILL BOULEVARD). INSTALL GUARDRAIL.	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$5,000		\$155,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/30/2021	Division POC Let (DPOC)	9/28/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	CE document completed.
HS-2005C	NC 54 AT NC 55		Division POC Let (DPOC)	3/23/2022	JEREMY WARREN			\$75,000	No Change
HI-0001	I-85/US 15 FROM NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.		Division POC Let (DPOC)	11/10/2021	TRACY NEAL PARROTT			\$2,600,000	Preliminary design underway
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		On Call Contract (OCC)	11/1/2021	JEREMY WARREN			\$80,000	No Change
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		On Call Contract (OCC)	10/6/2021	JEREMY WARREN			\$80,000	No Change
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		On Call Contract (OCC)	9/30/2021	JEREMY WARREN			\$20,000	Durham is planning.

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2022 10/19/2021	FY2024 FY2023	\$7,200,000	PE funding scheduled 7/1/2020	Matthew Simmons
I-3306A 34178.1.3 34178.1.4 34178.1.5 34178.2.2 34178.3.GV3	I-40 widening from I-85 to Durham Co. line (US 15/501 Interchange) in Chapel Hill	8/17/2021	FY2024	\$175,600,000	Design Build Contract Awarded - Planning and Design Activities Underway	Laura Sutton
SS-6007V 49706.3.1	Intersection improvements (all-way stop) on SR 1567 (Pleasant Green Road) at SR 1569 (Cole Mill Road); on SR 1548 (Schley Road) at SR 1538 (New Sharon Church Road); on SR 1507 (Wilkerson Road) at SR 1545 (Sawmill Road); and on SR 1114 (Buckhorn Road) at SR 1120 (Mt. Willing Road).	7/14/2021 1/3/2022	6/30/2022	\$90,000	Construction underway	Dawn McPherson
SS-6007R 49557.1.1 49557.3.1	Traffic signal revisions and high visibility crosswalk installation on SR 1010 (East Franklin Street) at Henderson Street.	Mar. 2022	Jun. 2022	\$12,600	Plans Complete - Construction Pending	Dawn McPherson
SS-6007AD 49823.1.1 49823.3.1	Convert intersection from two way stop to all way stop at the intersection of SR 1710 (Old NC 10) and SR 1712 (University Station Road) west of Durham	Jun. 2022	Sep. 2022	\$28,000	Planning and design activities underway	Dawn McPherson
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski
SS-6007E 49115.1.1 49115.3.1	All Way Stop installation and flashing beacon revisions at the intersection of SR 1005 (Old Greensboro Road) and SR 1956 (Crawford Dairy Road/Orange Chapel Clover Garden Road)	Jun. 2022	Sept. 2022	\$28,800	Construction completed - Final Inspection completed on 9/23/21	Dawn McPherson

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/17/2026	FY2028	\$8,690,000	PE funding approved 10/10/17	Chad Reimakoski
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/19/2027	FY2030	\$16,900,000	PE funding approved 9/8/17, Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/16/2027	FY2029	\$11,156,000	PE funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chad Reimakoski
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/20/2028	FY2031	\$7,000,000	PE funding approved 10/10/17, design activities currently suspended, Coordinating with NC54 West Corridor Study	Rob Weisz
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	7/18/2028	FY2031	\$49,238,000	PE funding approved 5/14/15, Planning and Design activities underway, Coordinate with I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/21/2028	FY2031	\$20,900,000	PE funding approved 10/10/17, Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2040	FY2044	\$132,000,000	PE funding approved 6/5/18, Planning and design activities underway, Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

North Carolina Department of Transportation

10/11/2021

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. DIVISION 5	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	6/12/2022	100	66.46
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	84.31	98
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020	9/13/2021			
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
DG00484		AST RETREATMENT OF 3 SECONDARY ROADS IN DURHAM COUNTY AND VARIOUS ROUTES IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$339,150.43	4/1/2021	10/30/2021	9/7/2021	10/30/2021	100	86.43
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022	7/29/2019	6/10/2022	96	99.96
DG00504		RESURFACING OF 1 SECTION OF SECONDARY ROAD IN DURHAM COUNTY AND 24 SECTIONS OF SECONDARY ROADS IN ORANGE COUNTY	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$2,203,659.65	7/1/2021	11/1/2021	7/22/2021	11/1/2021	74	79.5
DG00510		AST RETREATMENT ON 26 SECONDARY ROADS IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Howell, Bobby J	\$900,585.16	7/1/2021	6/30/2022	7/29/2021	10/30/2021	99	99.5
DG00517		SR 1146 (WEST TEN ROAD) FROM JOINT WEST OF SR 1114 (BUCKHORN ROAD) TO SR 1120 (MT. WILLING ROAD)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$659,647.14	4/1/2021	10/30/2021	7/6/2021	10/30/2021	100	99.73
DG00527	HS-2007C	PLACEMENT OF THERMOPLASTIC PAVEMENT MARKING LINES ON VARIOUS SECONDARY ROADS THROUGHOUT THE DIVISION	TMI SERVICES INC.	Cvijetic, PE, Bojan	\$1,358,289.72	8/16/2021	11/19/2021				

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--October 2021

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	After 2031	TBD	TBD	Greg Davis (910) 773-8022	\$117,700,000	Right of Way 1/2026
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$1,121,000	