



DCHC MPO Board Meeting Agenda

Wednesday, November 10, 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 Board during the public comment portion of the meeting.

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[21-100](#)

Attachments: [2021-11-10 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. Approval of the October 13, 2021 Board Meeting Minutes**[21-180](#)

A copy of the October 13, 2021 meeting minutes is enclosed.

Board Action: Approve the minutes of the October 13, 2021 Board meeting.

Attachments: [2021-11-10 \(21-180\) 10.13 MPO Board Meeting Minutes_LPA2](#)

7. 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, on the MPO's social media channels, and 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: Recommended that the MPO Board approve TIP Amendment #8.

Board Action: Approve TIP Amendment #8.

Attachments: [2021-11-10 \(21-175\) TIP Amendment #8 Summary Sheet](#)
 [2021-11-10 \(21-175\) TIP Amendment #8 Full Report](#)
 [2021-11-10 \(21-175\) TIP Amendment #8 Resolution](#)

8. FY22 UPWP Amendment #1 - Town of Carrboro[21-179](#)**Mariel 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: Recommended that the MPO Board approve FY22 UPWP Amendment #1

Board Action: Approve FY22 UPWP Amendment #1

Attachments: [2021-11-10 \(21-179\) UPWP Amendment 1 UPWP Composite Funding Table](#)
 [2021-11-10 \(21-179\) UPWP Amendment 1 Resolution](#)

9. S-Line Letter of Support -- CRISI 2021[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: Recommended 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: [2021-11-10 \(21-187\) S-Line Letter of Support](#)

10. Letter of Support for City of Durham Application for FTA Buses and Bus Facilities Grant[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, 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.

TC Action: Recommended 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: [2021-11-10 \(21-188\) COD Request for MPO Letter of Support for FTA Grant \(01-21-188\)](#)
[2021-11-10 \(21-188\) Executive Summary - Durham Station Transportation Center](#)
[2021-11-10 \(21-188\) Draft Letter of Support GoDurham Bus and Bus Facility](#)

11. **Letter of Support for GoTriangle Application for FTA Buses and Bus Facilities Grant**

[21-190](#)

Jay Heikes, GoTriangle

GoTriangle is pursuing federal funding under the 5339(b) Grants for Bus and Bus Facilities Program to fund the Regional Transit Center Relocation project and requests a letter of support from the MPO. The new Regional Transit Center will improve transit speed and reliability, address passenger amenity and operational needs, and provide new multi-modal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as whole.

The present Regional Transit Center was constructed as a temporary facility in 2008 and it is insufficient in terms of size, layout, location, and passenger amenities to accommodate current service and ridership. To address these needs, the new facility will include additional covered boarding bays, covered drop-off spaces for paratransit, microtransit, and rideshare vehicles, electric vehicle charging infrastructure, and a signalized bus-only driveway, ensuring comfortable and reliable transfers for riders taking regional trips or making last mile connections. The relocation will additionally save riders time and reduce operating costs given its central location relative to the regional transit network and its proximity to the highway network.

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

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

Attachments: [2021-11-10 \(21-190\) DCHC MPO Letter of Support - RTC Grant Application](#)

12. Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY23

[21-185](#)

Mariei 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: Recommended 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: [2021-11-10 \(21-185\) FY23 STBG and TAP Distribution Table by Agency](#)
 [2021-11-10 \(21-185\) UPWP Development Schedule](#)

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

[21-181](#)

Marisel 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: Recommended the Board adopt the UPWP Prospectus resolution for implementation 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:

[2021-11-10 \(21-181\) MPO Prospectus](#)

[2021-11-10 \(21-181\) MPO Prospectus Resolution](#)

14. Signatory Authority for Acting MPO Managers[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: Recommended that the Board grant Yanping Zhang and Aaron Cain signatory authority for DCHC MPO until a new manager is in place.

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

ACTION ITEMS**15. 2050 MTP -- Preferred Option (45 minutes)**[21-155](#)**Andy Henry, LPA Staff**

At the October meeting, the DCHC MPO Board reviewed two options for the Preferred Option and directed staff to release the Vision Plan, which more accurately reflected the MPO's policy priorities around climate change, environmental impacts, racial equity, safety, and human health and well-being. The Board also authorized the TC subcommittee to make final changes to the Preferred Option and release it for public comment. The TC subcommittee met on October 20th to make any needed changes and MPO staff released the Preferred Option for a public comment period from October 27th through December 7th.

Today, the MPO Board will receive a presentation on the Preferred Option, provide comments, and conduct a public hearing. A copy of the presentation and a compilation of comments that have been received as of November 2nd are attached

The schedule for completing the 2050 MTP includes:

- * October 27 through December 7 -- Preferred Option public comment period
- * November 10 -- Conduct public hearing on Preferred Option
- * December 8 -- Approve Preferred Option for 2050 MTP; release full 2050 MTP report, including SE Data and Triangle Regional Model (TRM); release Air Quality Conformity Determination report
- * January 12 or February 9, 2022 -- Adopt by resolution the 2050 MTP (adoption includes SE Data and TRM), and Air Quality Conformity Determination

The DCHC MPO Public Involvement Plan requires a minimum 42-day public comment period for key MTP decision points such as the Preferred Option and a 21-day minimum period for the Air Quality Conformity Determination.

The 2050 MTP Web page is <https://bit.ly/2050MTP-AltsAn>.

Board Action: Receive a presentation on the Preferred Option, provide comments, and conduct a public hearing

Attachments: [2021-11-10 \(21-155\) Preferred Option Presentation](#)
 [2021-11-10 \(21-155\) Preferred Option Public Comments](#)

16. 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 social media channels, and in the Herald Sun. So far, one comment has been received from a member of the Technical Committee. The comment and a response from LPA staff is attached to the agenda.

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: Recommended that the MPO Board adopt the Federal Funding Policy.

Board Action: Adopt the Federal Funding Policy.

Attachments:[2021-11-10 \(21-176\) Federal Funding Policy Overview](#)[2021-11-10 \(21-176\) Federal Funding Policy Draft](#)[2021-11-10 \(21-176\) Federal Funding Policy Compiled Comments](#)[2021-11-10 \(21-176\) Response to TC Comments](#)[2021-11-10 \(21-176\) Federal Funding Policy Resolution](#)

17. 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: Recommended, on a 26-1 vote, that the Board authorize MPO staff to initiate the process to add an additional FTE for a Planner position.

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

Attachments: [2021-11-10 \(21-183\) MPO Additional FTE Justification Memo](#)

18. Hiring Process for New MPO Manager (15 minutes)[21-193](#)**Wendy Jacobs, MPO Board Chair****Bill Judge, City of Durham**

With the impending retirement of Felix Nwoko, who has been the DCHC MPO Manager for 27 years, the process for hiring a new MPO Manager will begin soon. Chair Wendy Jacobs will form an Executive Search Committee to guide the process.

In consultation with the Chair and Vice Chair, the City of Durham, as the Lead Planning Agency, is recommending contracting with an executive search firm, Developmental Associates, to conduct a search for prospective candidates. The proposed agreement with Developmental Associates is attached for the Board's review and comment. The funds for the search firm will come from the MPO and there is sufficient budget in the current fiscal year to cover the cost.

Board Actions: 1) Establish an Executive Search Committee to guide the process for the hiring of a new MPO Manager; 2) Provide comment on the proposal with Developmental Associates; and 3) Authorize the City of Durham to enter into the agreement with Developmental Associates on behalf of the MPO.

Attachments: [2021-11-10 \(21-193\) Developmental Associates Proposal for MPO Manager Hir](#)

19. MPO Board Officer Election (10 minutes)[21-192](#)**Aaron Cain, LPA Staff**

Per the DCHC MPO Board's by-laws, the Board is to hold an election for the offices of Chair and Vice Chair at its last regularly scheduled meeting of the calendar year. Following the procedure used in previous years, a nominating committee will be formed to present a slate of officers at the December meeting.

The current officers, Chair Wendy Jacobs of Durham County and Vice Chair Jenn Weaver of Hillsborough, are both completing their second year in their respective roles. The by-laws state that officers may only serve two consecutive terms in one officer position. The by-laws further state that a new Chair must be from a different county than the outgoing Chair; therefore, the new Chair must come from either Orange or Chatham County, or a municipality therein. The new Vice Chair must come from a different county than the newly elected Chair, or a municipality therein.

Board Action: Form a nominating committee for officers for 2022; the committee will report back at the December meeting.

REPORTS:**20. Report from the Board Chair**[21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

21. Report from the Technical Committee Chair[21-102](#)**Ellen Beckmann, TC Chair**

Board Action: Receive the report from the TC Chair.

22. Report from LPA Staff[21-103](#)

Board Action: Receive the report from LPA Staff.

Attachments: [2021-11-10 \(21-103\) LPA staff report](#)

23. NCDOT Report[21-104](#)

Lisa Mathis, NC Board of Transportation

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 Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-11-10 \(21-104\) NCDOT Progress Reports](#)

INFORMATIONAL ITEMS**24. Recent News Articles and Updates**[21-105](#)

Attachments: [2021-11-10 \(21-105\) News Articles](#)

Adjourn

Next meeting: December 8, 9 a.m., Meeting to be held via teleconference

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/Underway)

Meeting Date	Directive	Status
11-13-19	Chair Seils set up a committee, including MPO staff, to address MPO resources and governance.	<u>Underway.</u> The Governance Committee was formed in September 2020: <ul style="list-style-type: none"> • Damon Seils • Karen Howard • Nishith Trivedi • Ellen Beckmann • Sean Egan • Felix Nwoko A draft report has been developed and is under review by the Governance Committee.
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<u>Underway.</u> Staff update the MPO Board at a future meeting.
10-13-21	Investigate potential options for a racial equity policy and/or framework for DCHC MPO.	<u>Underway.</u> Staff will investigate options and present them to the TC and Board in early 2022.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

13 October 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on October 13, 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Jamezetta Bedford (Member)	Orange County
Pierce Freelon (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Karen Howard (Member)	Chatham County
Pam Hemminger (Member)	Town of Chapel Hill
Michael Parker (Member)	GoTriangle
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Sally Greene (Alternate)	Orange County
Brenda Howerton (Alternate)	Durham County
Amy Ryan (Alternate)	Town of Chapel Hill
Lisa Mathis (Alternate)	NC Board of Transportation
Ellen Beckmann	Durham County
Scott Whiteman	Durham County Planning
Nishith Trivedi	Orange County
Bergen Watterson	Chapel Hill Planning
Josh Mayo	Chapel Hill Planning
Matt Cecil	Chapel Hill Transit/Planning
Tina Moon	Carrboro Planning
Zach Hallock	Carrboro Planning
Sean Egan	City of Durham
Evan Tenenbaum	City of Durham
Evian Patterson	City of Durham
Lynwood Best	City of Durham
Bill Judge	City of Durham
Tom Devlin	City of Durham Transportation
Tasha Johnson	City of Durham Public Works
Pierre Osei-Owusu	GoDurham
John Hodges-Copple	Triangle J Council of Governments
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
Chassem Anderson	The University of North Carolina
Kurt Stolka	The University of North Carolina
Michael Page	North Carolina Central University
Joe Geigle	Federal Highway Administration

43	Rachel Stair	Raleigh-Durham Airport Authority
44	Travis Crayton	Research Triangle Foundation
45	David Keilson	NCDOT Division 5
46	Brandon Jones	NCDOT Division 5
47	Pat Wilson	NCDOT Division 7
48	Stephen Robinson	NCDOT Division 7
49	Jeron Monroe	NCDOT Division 8
50	Bryan Kluchar	NCDOT Division 8
51	Julie Bogle	NCDOT TPD
52	Nick Morrison	NCDOT IMD
53	Heidi Perov	Resident
54	Joe Milazzo II	Regional Transportation Alliance
55	Chris Lukasina	CAMPO
56	Aidil Ortiz	Aidilisms
57	Andy Henry	DCHC MPO
58	Anne Phillips	DCHC MPO
59	Aaron Cain	DCHC MPO
60	Dale McKeel	DCHC MPO
61	Yanping Zhang	DCHC MPO
62	Kayla Peloquin	DCHC MPO
63	Jake Ford	DCHC MPO
64	Mariel Klein	DCHC MPO
65	Filmon Fishastion	DCHC MPO

66 Quorum Count: 10 of 10 Voting Members

67 **1. Roll Call**

68 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
 69 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
 70 above. Michael Parker made a motion to excuse the absence of Board Member Lydia Lavelle. Vice Chair
 71 Jenn Weaver seconded the motion. The motion passed unanimously.

72 **PRELIMINARIES:**

73 **2. Ethics Reminder**

74 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of
 75 interest with respect to matters coming before the MPO Board and requested that if there were any

identified during the meeting for them to be announced. There were no known conflicts identified by MPO Board Members.

3. Adjustments to the Agenda

There were no adjustments to the agenda.

4. Public Comments

Joe Milazzo II of the Regional Transportation Alliance (RTA) complimented the DCHC MPO and the Capital Area MPO (CAMPO) for an excellent Joint Board Meeting on September 29th centered around multimodal opportunities. Joe Milazzo II announced the RTA tour in South Florida in January 2022 (www.letsgetmoving.org/southflorida) that will focus on commuter rail, intercity passenger rail, Bus Rapid Transit (BRT), and climate change and resiliency. Joe Milazzo II also announced the RTA 20th Annual Meeting will be held on November 4th at the Embassy Suites in Cary, NC (www.letsgetmoving.org/20). Chair Wendy Jacobs asked for registration information to be sent to Aaron Cain for distribution to MPO Board Members.

5. Directives to Staff

Chair Wendy Jacobs said the directive to staff given at the September 1st Board meeting to revise the MTP Preferred Option will be addressed during action item #10.

CONSENT AGENDA:

6. September 1, 2021, Board Meeting Minutes

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

8. 5310 Grant Program of Projects Amendment **Mariel Klein, LPA Staff**

Pam Hemminger made a motion to approve the Consent Agenda. Karen Howard seconded the motion. The motion passed unanimously.

ACTION ITEMS:**9. GoDurham Section 5307 and 5339 Proposed Program of Projects****Pierre Osei-Owusu, GoDurham**

Pierre Osei-Owusu said that GoDurham, as the recipient of federal funds, is required to inform the public about how the transit system plans to use the funds. Pierre Osei-Owusu said the public hearing is being held at an MPO Board meeting to broaden the scope of public participation and increase visibility. Pierre Osei-Owusu mentioned the funds will be used for bus purchases and maintenance. Chair Wendy Jacobs opened the public hearing. There were no members of the public signed up to speak. Chair Wendy Jacobs closed the public hearing. There were no other comments from MPO Board members and Chair Wendy Jacobs thanked Pierre Osei-Owusu for his work on this proposal.

10. 2050 MTP – Preferred Option**Andy Henry, LPA Staff****Anne Phillips, LPA Staff**

Chair Wendy Jacobs thanked MPO staff for a quick turnaround on the directive to staff from the previous MPO Board meeting that required much detailed technical work. Andy Henry said the action today is to provide comments and authorize the Technical Committee subcommittee to release the Preferred Option for public comment.

Anne Phillips introduced the presentation on the MTP public engagement and said the survey results in the first half of the presentation are straightforward. Anne Phillips added that survey respondents typically do not accurately represent the demographics of the broader population, so the focus groups emphasized recruiting people of color, low-income people, people with disabilities, and seniors. Anne Phillips said Aidil Ortiz was hired as a consultant to assist with recruitment and facilitate the hour-long focus group sessions. Anne Phillips reviewed the demographic information of the 39 focus group participants and said the three main topics were: 1) How participants currently travel through the region, 2) Transit investments, and 3) Bicycle and pedestrian infrastructure. Anne Phillips reviewed the highlights of the findings including high interest in paratransit, extended bus hours, transit at the

neighborhood level, infrastructure for safe walking and bicycling, and investment in underserved communities. Anne Phillips stated that a report on the findings will be completed soon.

Andy Henry presented the two Preferred Options that were requested by the MPO Board at their September 1, 2021 meeting. Andy Henry said the Vision Plan follows the first four years of the Transportation Improvement Program (TIP), then supports the MPO goals. The Traditional Plan follows the first decade of the TIP, and then supports the MPO goals. Andy Henry reviewed the financial plan based on the All Together Alternative investment revenue comprised of traditional revenues, the NC First Commission additional state revenue, and additional local/regional revenues. Andy Henry said the final revenue plan was just received and the TC subcommittee will review it prior to bringing it to the MPO Board.

Andy Henry reviewed the selection of highway projects for both plans including modernizations, bus advantage projects, grid street projects, and projects of high local or regional interest. Andy Henry said Orange County has requested certain highway projects be added back into the Traditional plan and a subset of those projects be included in the Vision plan. Andy Henry reviewed the Bus on Shoulder System (BOSS) suitability rankings for projects that can be included. Andy Henry said that while managed lanes refer to toll roads, managed roadways help synchronize the flow of vehicles entering a freeway without adding capacity. The managed roadway projects have been included in the Vision Plan as modernizations.

Andy Henry summarized transit projects that are similar for both the Vision and Traditional plans, with the transit projects in the Vision plan scheduled to be completed a decade sooner than in the Traditional plan. Andy Henry said bicycle and pedestrian projects are not listed out individually in the MTP, but regional routes will be included. Andy Henry reviewed the length and unit cost estimates for sidewalks, shared use paths, protected bike lanes, and bicycle boulevards in all local plans totaling almost \$2.8 billion.

149 Andy Henry reviewed additional Performance Measures (PMs) that will be available for the
150 Preferred Option. Andy Henry said the Rapid Policy Assessment Tool (RPAT), now called VisionEval, is
151 more sensitive to policy and behavioral changes than the Triangle Regional Model (TRM). Andy Henry
152 reviewed the RPAT model results from 2016 that demonstrated reductions in Vehicle Miles Traveled
153 (VMT), Vehicle Hours Traveled (VHT), and greenhouse gas emissions. Andy Henry said policy changes to
154 parking price and capacity, more intense land-use, and fare free transit will be incorporated into the
155 next TRM run and the data will be available soon. Andy Henry expanded on the land-use assumptions in
156 the model that would require policy changes. Andy Henry reviewed the proposed upcoming schedule
157 prior to the plan lapse date of February 21, 2022.

158 Chair Wendy Jacobs thanked Andy Henry for the exciting changes brought forward and said the
159 Board needs to decide either to release both plans or only the Vision plan for public comment. Michael
160 Parker said the transformation over the last six weeks has been remarkable and thanked Andy Henry
161 and MPO staff for their work. Michael Parker suggested using the MTP or a companion document to
162 demonstrate the tradeoffs of spending, for example: how much bicycle and pedestrian or transit
163 improvements could be completed for the same amount of money needed to widen a highway. In other
164 words, Michael Parker said the MPO should use these documents to outline what projects cannot be
165 accomplished with the limited amount of funding and in turn use the document to advocate for more
166 funding and different policies. Michael Parker emphasized the importance of making land-use
167 assumptions explicit to local governments so they can adopt new policies after understanding how
168 those changes impact the desired results of reaching the broadly supported goals.

169 Damon Seils thanked MPO staff for quickly responding to the directives to staff and said he
170 appreciates all the work that went into developing both plan options. Damon Seils said he supports only
171 releasing the Vision plan for public comment. Damon Seils noted that Durham removed many of the
172 highway expansion projects but Orange County asked for highway expansion projects to be added back

173 in. Damon Seils asked what else needs to be added into the final option before releasing it for public
174 comment and Andy Henry said staff is working on identifying funding sources for selected projects.
175 Charlie Reece expressed appreciation for all the work that has gone into putting together two Preferred
176 Options and said he would be interested in seeing feedback from the public on both options. Charlie
177 Reece suggested changing the name of the traditional plan to something such as the “unsustainable”
178 plan to reinforce to the public that the way we have been doing things is unsustainable with respect to
179 global climate change. Charlie Reece added that the Vision plan still includes some unsustainable
180 investments in highway widening and we need to limit the growth of major roadways despite the
181 anticipated opposition from local and regional partners as well as NCDOT. Lisa Mathis thanked staff for
182 putting the Vision plan together. Lisa Mathis and Andy Henry discussed the NC First Commission
183 revenue source. Lisa Mathis asked if on-demand services were included in the transit portions of the
184 Vision plan and encouraged incorporating on demand services. Aaron Cain said there are significant
185 increases in funding for paratransit services in the Durham County Transit Plan and there is an on-
186 demand service in Orange County funded by their local transit tax, and local efforts will be documented
187 in the MTP.

188 Vice Chair Jenn Weaver thanked staff and said she supports releasing only the Vision plan for
189 public comment and including information comparing the unsustainable/traditional/business-as-usual
190 plan to the new Vision plan. Chair Wendy Jacobs supported only releasing the Vision plan for public
191 comment with accompanying context referencing the Traditional plan that is not a preferred option and
192 is not recommended by the MPO. Chair Wendy Jacobs emphasized the land-use policies that need to be
193 adopted by local governments in order to achieve the MPO goals, so the MTP needs to be as explicit as
194 possible. There was a discussion on listing the bicycle and pedestrian projects in the MTP. Aaron Cain
195 said that if the projects were listed out, any changes to those local projects would require a lengthy MTP

amendment process. Chair Wendy Jacobs agreed with Lisa Mathis that microtransit and on-demand transit services should be included in the MTP.

Michael Parker made a motion to authorize the TC subcommittee to release the 2050 MTP Preferred Option Vision plan for public comment with context on the unsustainability of the Traditional Option and why it was not released. Pam Hemminger seconded the motion. The motion passed 8-2.

11. Federal Funding Policy Update

Anne Phillips, LPA Staff

Anne Phillips summarized the issues with the FY22 call for projects, the request to update the Federal Funding Policy, and the collaborative process used to update the draft policy to align with the goals and objectives of the 2050 MTP. Anne Phillips highlighted some of the major changes between the draft and the current policy, mainly the creation of one Regional Flexible Funding (RFF) pool that aims to increase regional mobility, access, and connectivity, and will benefit both smaller and larger agencies. Chair Wendy Jacobs said she appreciates Anne Phillips' research of other MPO's best practices and the transparency of the draft development process.

Michael Parker asked if there was information on how the previous call for projects would have resulted if this new draft policy were used. Anne Phillips said that the FY22 project submittals were not analyzed with this rubric, however the policy will be reassessed after the FY23 funding cycle to make any necessary adjustments. Charlie Reece asked what mechanisms in the policy relate to geographic equity. Anne Phillips said normalization is used for several categories in the new rubric and the proposed 65% funding maximum cap for a single agency ensures funding will be distributed regionally. There was a discussion on the funding cap in relation to the demographic makeup of Environmental Justice (EJ) populations within MPO jurisdictions. Pierce Freelon agreed with Charlie Reece and added the importance of racial equity in addition to EJ. Pierce Freelon asked what the MPO Board can do to ensure the plans being implemented and the scoring rubrics are aligned with a racial equity framework. Pierce Freelon said he would like the 65% cap to increase.

Chair Wendy Jacobs mentioned the directive to staff to update the Federal Funding Policy emphasized the three values of zero disparities, zero emissions, and zero serious injuries and deaths. Anne Phillips said the MPO has an adopted EJ framework, but not a racial equity framework. Michael Parker said Chapel Hill is applying the Government Alliance on Race and Equity (GARE) framework for decision making and perhaps the MPO could use the GARE framework as well. Damon Seils said the current draft encourages all jurisdictions to apply for projects within the EJ framework, and smaller jurisdictions rely more heavily on MPO funding to complete projects than larger jurisdictions. Vice Chair Jenn Weaver agreed with Damon Seils and added that the geographic equity framework is important for smaller jurisdictions such as Hillsborough to participate. Chair Wendy Jacobs agreed that the MPO needs a formally adopted racial equity framework and asked Anne Phillips for an estimated timeframe to develop a racial equity framework. Anne Phillips said recommendations could be brought back to the MPO Board in early 2022. There was a discussion on the use of funding to pay for staff and if the MPO Governance Study will be investigating this issue. More information is forthcoming on the scope of the Governance Study.

Damon Seils made a motion to release the draft policy for a 21-day public comment period.

Michael Parker seconded the motion. The motion passed unanimously.

12. Durham County Transit Plan Update

Ellen Beckmann, Durham County Transportation Manager

Aaron Cain, LPA Staff

Ellen Beckmann shared a presentation on phase two of outreach for the Durham County Transit Plan, which is based on the core principles of equity and community trust. Ellen Beckmann said various methods were used including online and in person surveys, engagement ambassadors, and stakeholder interviews. Ellen Beckmann said building community trust was a top priority as some residents were wary of transit planning efforts due to the previous failed light rail project. Ellen Beckmann reviewed demographics of the survey respondents and the survey questions that forced respondents to prioritize.

Ellen Beckmann summarized the key takeaways from the three options presented, which were similar across all three methods of outreach. Ellen Beckmann said the Preferred Option is being developed and is informed by the engagement efforts, technical data analysis, and financial considerations. Ellen Beckmann said the goal is to release the Preferred Option in January 2022 for public comment and then approve the final plan in the Spring of 2022 in coordination with the results of the GoTriangle Commuter Rail Study. A final plan should be complete in Winter 2022 after a third round of public engagement. Ellen Beckman said the Durham and Orange County Transit Governance Study will inform the development of new Interlocal Implementation Agreements (ILA). Ideally, the new ILA will be recommended for approval by the three governing boards in tandem with the Durham Transit Plan.

Michael Parker emphasized that there is not enough funding for transit in the Triangle in general, so the Durham Transit Plan should delineate what projects were omitted and the associated costs to help build a case for increased funding. Chair Wendy Jacobs added that it would be helpful to understand all the different potential revenue sources. Chair Wendy Jacobs said she would like specifics on the language in the half-cent sales tax referendum and asked if expanding the transit tax is an option. Charlie Reece complimented the presentation that compared survey data for EJ populations to the general population. Chair Wendy Jacobs said the results of the engagement provided valuable information into marginalized communities.

This item was for informational purposes; no further action was required of the MPO Board.

REPORTS:

13. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs said a nominating committee will be formed at the November Board meeting in preparation for December elections for new Board leadership. Chair Wendy Jacobs acknowledged the great career and upcoming retirement of Felix Nwoko and said he will attend the January meeting for formal recognition. Chair Wendy Jacobs said herself and Vice Chair Jenn Weaver will

have follow-up conversations with staff regarding the hiring process for the next MPO Director and that will be a discussion item for the November Board meeting.

14. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair

Ellen Beckmann had no report.

15. Report from LPA Staff

There was no report from LPA staff.

16. NCDOT Reports

Lisa Mathis, NC Board of Transportation

Lisa Mathis shared a report from the October 6th NC Board of Transportation meeting including financial updates and a SPOT 6.0 update on the development of more accurate cost estimates for the next STIP cycle. Lisa Mathis thanked NCDOT staff for their efforts in transparency, collaboration, and communication during the STIP reprogramming process. Lisa Mathis said the Salem Parkway project is a finalist in the 2021 America's Transportation Awards competition and encouraged meeting participants to vote. Lisa Mathis said another wave of outreach to small and disadvantaged businesses has been conducted to raise awareness of the many available NCDOT contracts. Lisa Mathis said the fall litter sweep has been completed and 10.5 million pounds of litter were collected. There was a discussion on additional delays to projects already committed in the current STIP and Lisa Mathis said that NCDOT needs and appreciates input from MPOs. Charlie Reece thanked Lisa Mathis for attending the meeting and explaining the situation occurring at the state level. Chair Wendy Jacobs pointed out the letter from Joey Hopkins response to the MPO's letter regarding SPOT 6.0 and STIP reprogramming.

Brandon Jones (David Keilson), Division 5 - NCDOT

Brandon Jones said that the FY24-33 STIP will consist of only existing committed projects, though unfortunately not all existing committed projects. Brandon Jones said railroad work is underway for the East End Connector and the corridor is on track for a Spring 2022 opening. Brandon Jones said

the Alston Avenue project is slated for final completion in November 2022. Brandon Jones said the EB-4707A Bike Lanes project is slated for completion in Spring 2022. Michael Parker asked when the earliest date will be that new projects could be considered through the prioritization process. Brandon Jones said new projects will be considered for P 7.0 for the FY26-35 STIP, with project submittals occurring in FY23.

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

Pat Wilson had no additional report.

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Bryan Kluchar had no additional report.

Julie Bogle, Transportation Planning Branch - NCDOT

Julie Bogle had no additional report.

John Grant, Traffic Operations - NCDOT

There was no additional report.

INFORMATIONAL ITEMS:

17. Recent News, Articles, and Updates

Chair Wendy Jacobs pointed out the attached articles.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at

11:48 a.m.

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.

**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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

* BL-0031	- DURHAM-CHAPEL HILL-CARRBORO		ENGINEERING	FY 2022 -	\$40,000	(BGDA)
DURHAM	METROPOLITAN PLANNING ORGANIZATION			FY 2022 -	\$20,000	(L)
PROJ.CATEGORY			CONSTRUCTION	FY 2023 -	\$242,723	(BGDA)
DIVISION				FY 2023 -	\$97,277	(L)
					\$400,000	

Added to the TIP with Amendment #6.

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.

PROJECT ADDED AT THE REQUEST OF THE DURHAM / CHAPEL HILL / CARRBORO MPO.

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	(NHPIM)
					\$2,600,000	

* 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 PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	ADMINISTRATIVE	FY 2022 - <u>\$567,000</u> \$567,000	(5310)
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* TU-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 - \$118,000 (S) FY 2022 - <u>\$470,000</u> \$588,000	(5311)
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* TU-0009 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 - <u>\$765,000</u> \$765,000	(RTAP)
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STIP MODIFICATIONS

* C-5702D STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>	IMPLEMENTATION	FY 2022 - \$1,210,000 (CMAQ) FY 2022 - <u>\$303,000</u> \$1,513,000	(L)
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* 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

**ITEM N
(HANDOUT)**

**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 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

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 Future 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				-			

MPO Wide - Detail Funding Tables - All Funding Sources

			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
		1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	-	-	-	-
		2	Enviro. Analysis & Pre-TIP Plng.	7,202	28,808	2,600	10,400	0	0	0	0	0	10,302	-	41,208	51,510
		3	Special Studies	70,640	282,560	4,668	18,670	1,700	1,700	13,600	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	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	61,852	6,907	275,037	343,796
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

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 a vote was duly adopted.

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation 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 his 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 • 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



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.

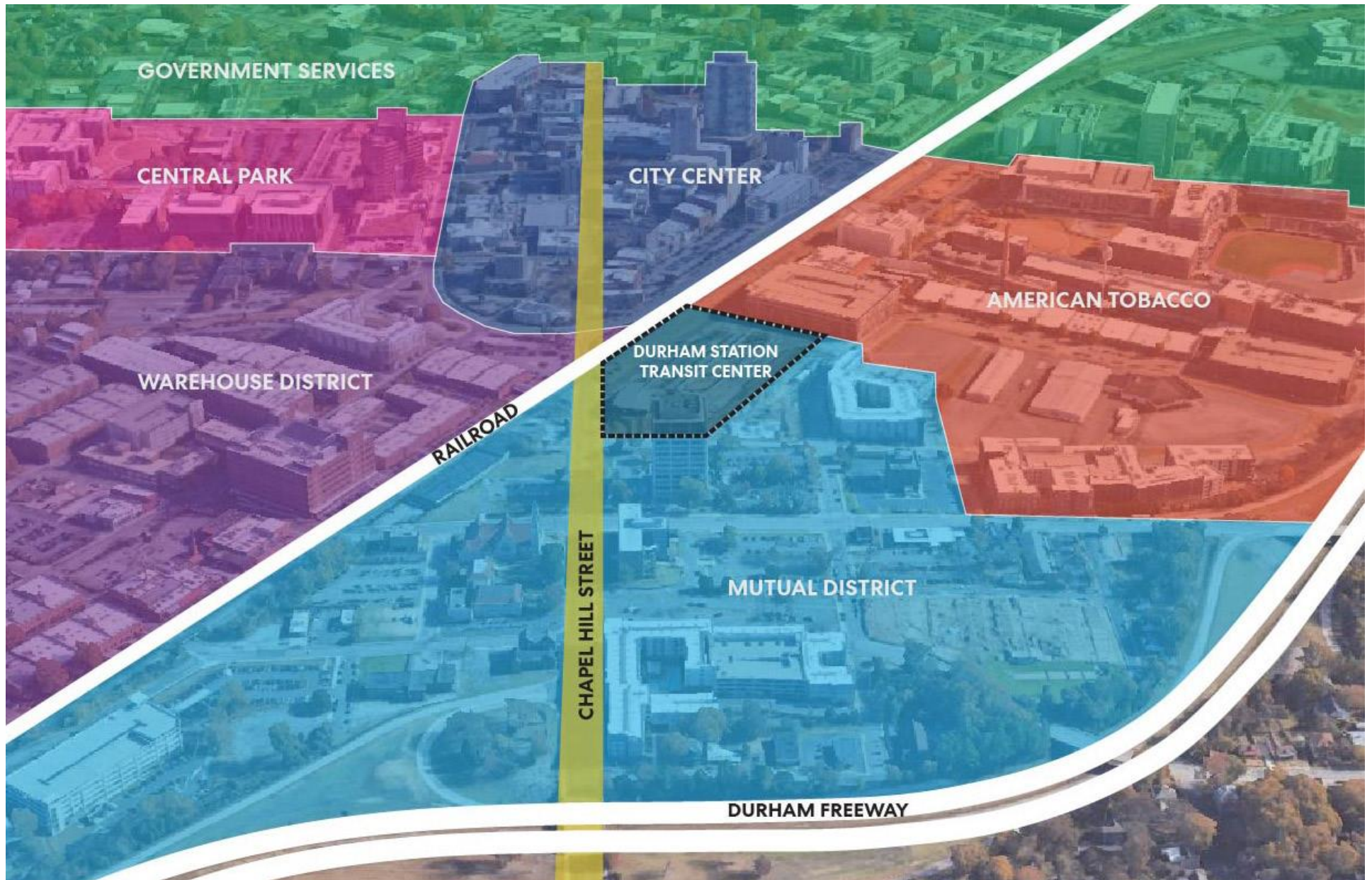
The City of Durham and GoTriangle developed planning design elements to improve to the Durham Station to provide equitable access to transit and increase connections to employment, healthcare and education opportunities. GoDurham's ridership has increased since Durham Station first opened and it now 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.

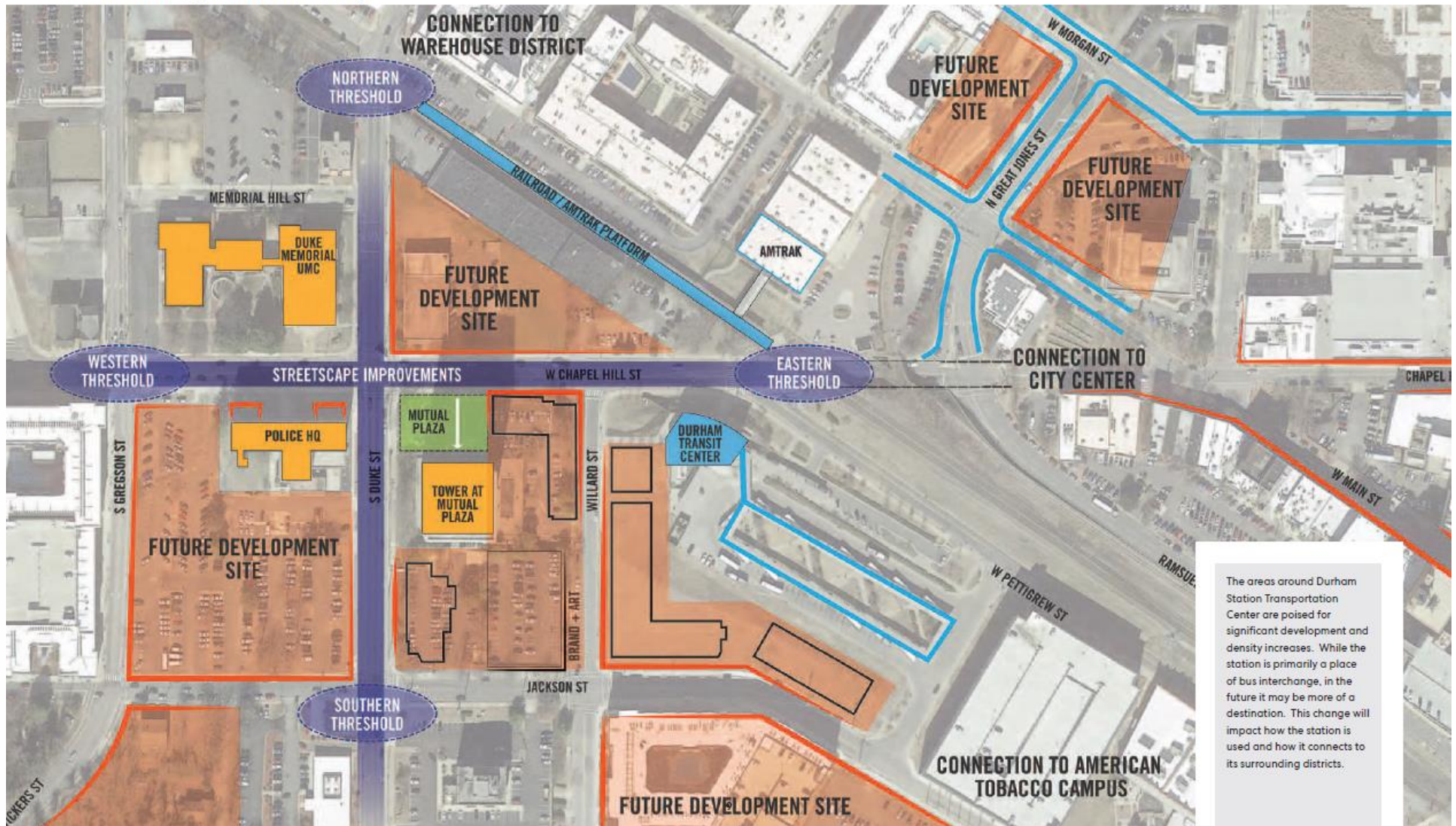
The enlarged plaza area will provide additional seating and a small bathroom facility. A bioretention area separates the plaza from the bus island to manage stormwater and improve rider safety by preventing uncontrolled pedestrian movement across bus lanes, guiding pedestrians to a new raised crosswalk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



Durham Station Transit Center - Improvements Project

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

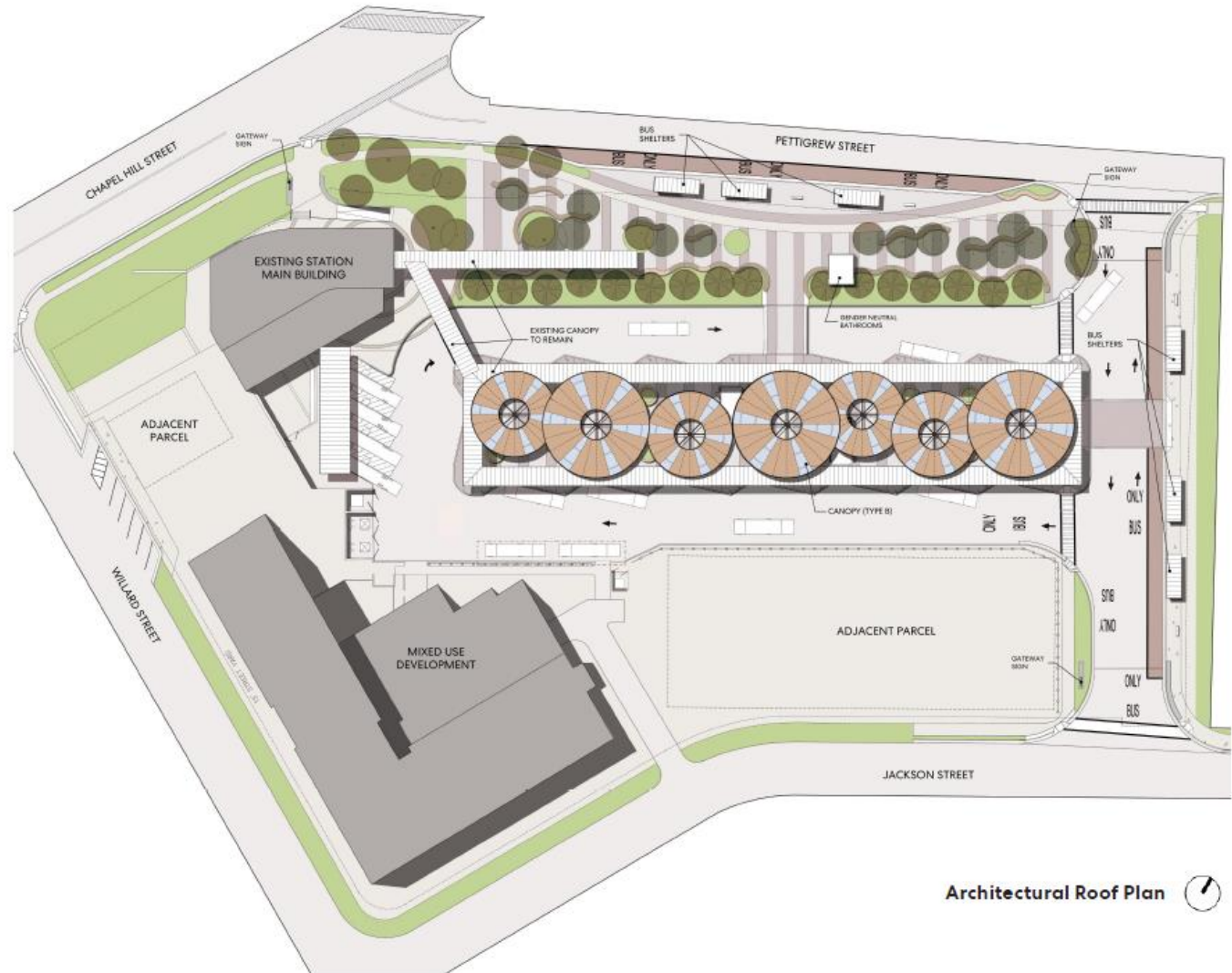
Perkins&Will

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



DURHAM • CHAPEL HILL • CARRBORO
METROPOLITAN PLANNING ORGANIZATION

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



November 10, 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 on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) 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,

Wendy Jacobs, Chair
 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

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

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



November 10, 2021

U.S. Department of Transportation
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Fernandez:

I am writing to express, on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) my support of GoTriangle's application to the Grants for Buses and Bus Facilities Program for the Regional Transit Center (RTC) Relocation project. In order to better serve the needs of transit riders and to address the onsite and offsite limitations of the current facility, regional planning efforts have identified the need and committed the local funding share for constructing a new intermodal facility. The relocated Regional Transit Center will improve transit speed and reliability, address passenger amenity and operational needs, and provide new multi-modal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as whole. By providing direct connections to planned investments including commuter rail, bus rapid transit, the Triangle Bikeway, and to an adjacent adaptive reuse project, the new facility will enhance regional multi-modal connectivity to jobs and other destinations in and around Research Triangle Park.

The DCHC MPO supports GoTriangle, and all transit agencies in our region, through management of local transit plans and integration of transportation projects across jurisdictional boundaries. The RTC will further DCHC MPO's goals of a comprehensive and multi-modal regional transportation network.

I fully support the efforts of GoTriangle as they seek to fund the new Regional Transit Center for the Triangle region in North Carolina and will continue to support the project as we work together to meet the needs of the public. I look forward to hearing about the success of the application.

Sincerely,

Wendy Jacobs, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

DCHC MPO FY23 Allocation of Federal Surface Transportation Block Grant -Direct Attributable (STBGDA) 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	\$84,500			\$84,500
Transit				
GoTriangle	\$218,013			
GoDurham	\$535,047			
Chapel Hill Transit	\$391,696			
Orange Public Transit	\$24,337			\$1,169,093
Local Discretionary (#)				
City of Durham	\$1,527,248			
Town of Chapel Hill	\$396,132			
Town of Carrboro	\$181,492			
Town of Hillsborough	\$114,355			
Durham County	\$54,216			
Orange County	\$38,556			
Chatham County	\$26,189			\$2,338,188
Regional Flexible Funding (RFF) (*)	\$765,855	\$806,568	\$2,194,011	\$3,766,434
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

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

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 receives 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

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 are 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 guide 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 establish 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 MPOs. 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 the 3-C —or cooperative, continuous, and comprehensive — planning 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 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, GoTriangle (formerly the 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. 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 resident participation during the planning process. Involvement is sought through techniques such as goals and objective surveys, neighborhood forums, drop-in centers, workshops, seminars, and public hearings.

HISTORY – 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. The 1967 plan was developed from the study of these projected traffic problems

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 of public meetings were conducted to solicit the citizenry’s attitudes about rejected deficiencies and 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 resident 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 highways 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 as integrated land-use and transportation, placed emphasis on multi-modalism and mandatory examination of air quality and environmental factors. Through ISTEA, congress empowered MPOs 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, DCHCMPO

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 TPD, DCHCMPO

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 – DCHCMPO, NCDOT

North Carolina law requires that any traffic crash involving personal injury and/or property damage in excess of \$1000 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 online maps 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 crash data from NCDOT's traffic accident portal (TEAAS) and prepare a summary and analysis of high crash locations by mode as well as compare data analysis to previous years' results. Crash data will include auto, bike and pedestrian crashes for the latest three-year period within the MPO Metropolitan Planning Boundary. This task will align, build from, and support the safety work of the NCDOT as required by federal regulations. The task will feed into the MPO Congestion Management Process (CMP), MPO MTIP ranking and project prioritization, SPOT, mobility funds and urban loop funds prioritization, etc. 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 other 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, rider/ridership 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. A 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 TPD 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 TPD 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 TPD 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 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

The MPO will generate and update travel demand forecasts for future years included in the MTIP, SPOT, CMP, MRC, etc. The forecast of future travel patterns will result from using the forecasted planning data as input to the travel demand models. 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 TPD 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 regional transit modeling software, which will be used for all FTA capital projects under the Capital Investment Grant (CIG). FTA New Starts and Small Starts planning activities will be done and carried out under this task.

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 TPD 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:

- 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
- 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) mitigation efforts if federal and state regulations are re-enacted. Essentially this task will include carbon emission reduction and monitoring of performance planning. Technical tools & procedures to analyze carbon emissions are also included; 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.

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, in partnership with CAMPO and TJCOG, will undertake resilience assessment and monitoring on MTPs (. 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 the MTP “include an assessment of capital investment and other strategies to reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).

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 ensuring local 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 intermodal connection 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 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 analyses, 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. Specifically, the MPO will conduct planning and studies for fixed guideway studies and high capacity transit and circulator transit (North-South 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 the 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 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 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. This includes other elements such as 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 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: - DCHCMPO

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 - *DCHCMPO*

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) – *DCHCMPO, NCDOT TPD*

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, NCDOT

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 - *DCHCMPO*

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 - *DCHCMPO*

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

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

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

III-C-3: Minority Business Enterprise Planning (MBE) - *DCHCMPO*

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

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

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 people 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
- 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 - DCHCMPO

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

Additionally, two of the eight planning factors for metropolitan planning are 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 - DCHCMPO

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 affect their communities. The MPO should have a formalized, written, and adopted public participation process.

III-C-7: Private Sector Participation - DCHCMPO

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
- 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 work groups 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.

**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

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

2050 Metropolitan Transportation Plan Preferred Option

Andy Henry, andrew.henry@durhamnc.gov, November 10, 2021


Preferred Option – Public Engagement

- Preferred Option is the integral part (i.e., projects and financial plan) of the 2050 MTP
- Public comment period: October 27th through December 7th
- Public comment activities:
 - Publicity: MPO email list; public affair postings; newspaper ad; and social media
 - Provide comments to MPO staff
 - Public hearing
- Public hearing today


Preferred Option – Presentation

- Preferred Option is presented in document format →
- Web page has public participation info, documents, interactive maps, performance measures ↘

PREFERRED OPTION



Highway Map




Major Transit

How to Participate

The DCHC MPO has released the Preferred Option for the 2050 Metropolitan Transportation Plan (MTP) for a 42-day public comment period that will run from October 27, 2021 through December 7, 2021. The public can provide input by:

Public Hearing: The MPO Board will conduct a public hearing on November 10, 2021, 9am, by an online meeting. The public can speak directly to the Board on the Preferred Option by sending a request to address the Board at the hearing to andrew.henry@durhamnc.gov.



DURHAM • CHAPEL HILL • CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION

2050 MTP –Preferred Option

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1. Goals and Objectives	
2. Land Use (Socioeconomic Data)	
3. Highways	
4. Public Transportation	
5. Bicycle and Pedestrian	
6. Financial Plan	
7. Measures of Effectiveness	

Send comments or request to speak at the hearing to:

Andy Henry
Planner, Durham-Chapel Hill
andrew.henry@durhamnc.gov
(919) 560-4366, ext. 36419

Public input period is October 27, 2021 through December 7, 2021

www.bit.ly/2050mtp

Land Use (Socioeconomic Data)

Background

The MPO forecasts socioeconomic data (SE Data), such as dwelling units, population and employment, to the year 2050 and uses that data as a key input into the travel demand model called the Triangle Regional Model, or TRM). The process starts with the 2050 guide totals, which are county-level population and employment projections for the year 2050, and proceeds to the Community Visualization (CommViz) model that distributes the dwelling units and employment to particular parcels based on land availability and suitability.

The following MPO Web maps and document links provide more detailed information:

- [Map](#) of population and employment distribution for the Opportunity Places development foundation used in the Preferred Option.
- [Document](#) that explains the methodology for creating the Opportunity Places foundation.

Guide Totals

The MPO establishes the 2050 county-level population and employment to calculate the growth that the CommViz model process will distribute. The population is based on estimates and projections from the N.C. Office of State Budget and Management, and the employment projection is based on a private service from Woods-and-Poole Economics. The current employment estimate is based on employer data from InfoUSA that is verified and updated by local planners. The following table provides the county-level guide totals:

Population				
County	2016	2050	2016-2050	% change
Chatham*	46,051	103,345	57,294	124%
Durham	300,939	458,906	157,967	52%
Orange	143,678	193,477	49,799	35%
Total	490,668	755,729	265,061	54%

Employment				
County	2016	2050	2016-2050	% change
Chatham*	11,358	24,426	13,068	115%
Durham	217,114	401,168	184,054	85%
Orange	71,516	116,769	45,253	63%
Total	299,988	542,363	242,375	81%

* Only includes portion of Chatham County in modeling area.

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Highway Project Selection

Highway Projects

No changes on this slide since October 13 Board meeting.

- **TIP** -- Match first 4 years of Transportation Improvement Program (TIP) (i.e., 2020 through 2023) ... so include highway projects in Vision that have ROW or construction from 2020 through 2023 in STIP

Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Modernization	Bus Advantage	Grid	Comments	Estimated Cost
East End Connector (EEC)	NC 147	north of NC 98 in Durham	0	4	New Location	Y	Y	N	N	N	Funded before 2020	\$ -
Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	Y	Y	N	N	N	Under construction	\$ -
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	Y	Y	N	N	Y	Part of East End Connector	\$ 5,111,400
NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	Y	Y	Y	N	N	Funded before 2021	\$ -
NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	Y	Y	N	N	N	Funded before 2020	\$ -
I-40	Durham County line	NC 86	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 68,851,000
I-40	NC 86	I-85	4	6	Widening	Y	Y	N	N	N	First four years of STIP	\$ 107,290,000
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	Y	Y	N	N	Y		\$ 3,793,000

Highway Projects

Red font indicates changes since October 13 Board meeting.

- **Modernizations** – These projects don't add capacity, but they improve safety and/or bike, ped and bus infrastructure
 - Durham has brought several highway widening projects back into the Vision scenario as modernizations (e.g., Fayetteville, NC 54, US 70, US 15-501)
 - Some of these Durham projects in the Vision scenario are conversions to boulevards (e.g., US 15-501 and US 70)
 - Durham added modernization to one section of Northern Durham Parkway that will initially be constructed by developers.
 - Preferred Option text will state the current difficulty in getting modernizations and boulevards funded under STI
 - Preferred Option text will provide general boulevard description
 - Durham added one-way pair conversions to two-way in central Durham

Highway Projects

- **Bus Advantage** –Managed lane projects add roadway capacity, but they also provide travel advantages to transit buses

Highway	From	To	Improvement	TIP
I-40 Managed Lane	NC 54	US 15-501	Widening	I-5702A
I-40 Managed Lanes	Wake County Line	NC 147	Widening	I-5702B
I-40 Managed Lanes	NC 147	NC 54	Widening	I-5702A
NC 147 (possible managed lanes)	Future I-885	I-40	Widening	U-5934

Managed lanes are not included in the Preferred Option.

Highway Projects

Red font indicates changes since October 13 Board meeting.

• Grid Streets—

These projects provide a grid to support bike, ped and transit trips and access, and reduce VMT. They are mostly developer built.

... so include these highway projects in Vision and Traditional

Added:

- Southwest Durham Drive in Leigh Village area
- Falconbridge Rd Extension
- Leesville Road Extension

Project	From	To	Existing Lanes	Proposed Lanes	Improvement	Vision	Traditional	Comments
Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	Y	Y	To be built by developer; in dev't review in 2021
Angier/Glover Connector	Ellis Rd	Glover Rd	0	2	New Location	N	Y	Durham deleted from Vision
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	Y	Y	
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	Y	Y	
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	Y	Y	
Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	Y	Y	
Glover Rd	Angier	US 70	0	2	New Location	Y	Y	
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	Y	Y	
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	Y	Y	Built by developer in 2021
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	Y	Y	
Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	Y	Y	
Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	Y	Y	
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	Y	Y	Part of East End Connector
Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	Y	Y	
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	Y	Y	
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	Y	Y	
Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	Y	Y	
Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	Y	Y	
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	Y	Y	
Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	New Location	N	Y	Durham deleted from Vision; environmental concerns
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	Y	Y	
Southwest Durham Dr	US 15-501							
Woodcroft Pkwy Ext	Business	Mt Moriah Rd	0	4	New Location	Y	Y	
Yates Store Rd Extension	Garrett Rd	Hope Valley Rd	0	2	New Location	Y	Y	
	Yates Store Rd	Wake Rd	0	2	New Location	Y	Y	

Highway Projects -- Vision

Red font indicates changes since October 13 Board meeting.

- These projects are not included:

- Orange County has added the following back into the Vision and/or Traditional
 - I-85 (in Orange County)
 - ~~NC 54 (I-40 to Barbee Ch Rd)~~
 - Old NC 86 (I-40 to Eno River)
 - NC 86 (Old NC 10/US 70 Bus)
 - NC 86 (US 70 Bypass to NC 57)

Project	From	To	Existing Lane	Proposed Lanes	Improvement	Visi	Traditi	Comments
Angier/Glover Connector	Ellis Rd	Glover Rd	0	2	New Location	N	Y	Durham deleted from Vision
I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	Widening	N	Y	
NC 147 (operational improvements)		East End						
US 70 (freeway)	Hopson Rd	Louis Stephens Dr						
US 70 (freeway)		Davis Dr			2	4	Widening	N N
NC 147 (possible managed lanes)	I-40 Managed Lane	NC 54			US 15-501	6	8	Widening N Y Durham deleted from Vision
Fayetteville Rd	I-40 Managed Lanes	NC 147			NC 54	6	10	Widening N Y Durham deleted from Vision
I-85	I-40 Managed Lanes	Wake County Line			NC 147	8	10	Widening N Y Durham deleted from Vision
NC 54 (widening; superstreet)	I-40/ NC 54 ramp	Farrington Rd			I-40	0	1	New Location N N
US 15-501 (expressway conversion)	Leesville Rd Ext	US 70/Page Rd Ext			Leesville Rd	0	2	New Location N Y Built as part of US 70 (U-5720)
NC 54		Southpoint						Some sections complete, but mostly still two-lane
NC 54	NC 751	NC 54			Auto Park Blvd	2	4	Widening N N
NC 54	Northern Durham Pkwy	I 85 North			Old Oxford Hwy	0	4	New Location N N
NC 54		S Mineral						
	Sherron Rd	Springs Rd			Stallings Rd	2	4	Widening N N
NC 751	Southwest Durham Dr	NC 54			I-40	0	2	New Location N N
Falconbridge Rd Connect					Old Chapel Hill			
Falconbridge Rd Extensio	Southwest Durham Dr	Sawyer Dr			Rd	2	4	Widening N N
Garrett Rd	US 15-501 Bypass	MLK Parkway			I-85	4	6	Widening N N
Garrett Rd					Wake County Line	2	4	Widening N N
Hope Valley Rd (NC 751)	Wake Forest Hwy (NC 98)	Nichols Farm Dr						
	Eubanks Rd	Millhouse Rd			Rex Rd/Kousa trail	2	4	Widening N N
	Roxboro St	Cornwallis Rd			MLK Pkwy	0	4	New Location N Y Durham deleted from Vision; environmental concerns

Transit, Bike-Ped, and Complete Streets

Transit

No changes on this slide since October 13 Board meeting.

CRT, BRT and express bus are on interactive map on web page.

Transit Element	2030	2040	2050
CRT –Triangle Commuter Rail	...	W. Durham to Clayton; 8-2-8-2	Hillsborough to Selma; 12-8-12-8
BRT - Chapel Hill North-South	BRT: Eubanks to Southern Village	no change	no change
BRT - Durham/Chapel Hill (via US 15-501): UNC Healthcare to downtown Durham to NCCU	...	BRT with bus-only lane	no change
BRT - Durham/RTP (via NC 147)	...	BRT using managed lane	...
BRT - Chapel Hill/RTP (via NC 54)	BRT with bus-only lane
Bus – frequency, coverage and connection improvements, especially major corridors	Yes	Yes	Yes
Bus - amenity and access improvements	Yes	Yes	Yes
BOSS – bus on shoulder improvements to highways	See highway plan	See highway plan	See highway plan
Express Bus - Durham/Butner (via I-85)	Enhanced bus service
Express Bus - White Cross/UNC	...	Enhanced bus service	...
Express Bus - Chapel Hill/Hillsborough	...	Enhanced bus service	...
Express Bus - Chapel Hill/ Pittsboro	...	Enhanced bus service	...

Bicycle and Pedestrian

The level of bicycle and pedestrian facility investment is based on a review of the MPO's local government plans.

- 175 miles of sidewalk per decade
- 70 miles of shared use paths per decade
- 80 miles of protected bike lanes per decade
- 20 miles of bicycle boulevards per decade

Note:

- Bicycle and pedestrian projects are usually not listed or mapped in the MTP
- Report appendix will list regional routes. (because SPOT awards regional points)
- \$292m in costs in 2045 MTP

Bike/Ped Costs to complete local plans

	Length (mi)	Unit Cost (ft)	Total Cost (\$millions)
Sidewalk	525	\$ 250	\$ 693
Shared Use Path/Sidepath	210	\$ 500	\$ 554
Protected bike lane (both sides)	240	\$ 1,200	\$ 1,521
Bicycle Boulevard	60	\$ 10	\$ 3
Total			\$ 2,771

Costs to complete local plans

Revenue available in 2050 MTP financial plan

Roadways & Alternative Transportation	2030	2040	2050	Total
Bicycle and Pedestrian	\$ 100	1,092	1,141	\$ 2,332

84% of local
plan buildout

Financial Plan

2050 Metropolitan Transportation Plan

Use *All Together* Investment Revenue

1. “Traditional” Revenues (2021-50)
 - ❖ State & federal funds based on current STIP, NC Moves report and STI framework
 - ❖ Continuation of county-level transit sales taxes
 - ❖ Past pattern for other sources (local bonds, developer projects)
2. NC First Commission Additional State Revenues (2031-50)
 - ❖ MPO “fair shares” of recommended amount
3. Additional Local/Regional Revenues (2031-50)
 - ❖ Based on “sales tax equivalent”



Financial Plan – Roadway & Alt. Trans - **Costs**

DCHC MPO - 2050 MTP Financial Plan

Preferred Option (in millions \$)				
Roadways & Alternative Transportation	2030	2040	2050	Total
Costs (millions \$)				
1 Statewide (State/Federal Capital)	\$ 247	\$ 817	\$ -	\$ 1,065
2 Regional (State/Federal Capital)	\$ 30	\$ 162	\$ 174	\$ 366
3 Division (State/Federal Capital)	\$ 67	\$ 188	\$ 163	\$ 418
2 Roadway Maintenance and Operations	\$ 1,425	\$ 1,823	\$ 2,326	\$ 5,573
3 Bicycle and Pedestrian	\$ 100	\$ 1,092	\$ 1,141	\$ 2,332
4 Transportation Demand Management	\$ 20	\$ 20	\$ 20	\$ 60
4 Intelligent Transportation Systems	\$ 35	\$ 35	\$ 35	\$ 105
4 Transportation System Management	\$ 45	\$ 45	\$ 45	\$ 135
4 Bus On Shoulder (BOSS)	\$ 1.3	\$ 3.4	\$ 1.4	\$ 6.1
Roadways & Alternative Transportation Cost Total	\$ 1,972	\$ 4,185	\$ 3,904	\$ 10,060

Financial Plan – Roadway & Alt. Trans - Revenues

Roadways & Alternative Transportation	2030	2040	2050	Total
Revenue (millions \$)				
Statewide (State/Federal Capital) - roadways	\$ 290	\$ 860	\$ 43	\$ 1,192
Regional (State/Federal Capital) - roadways	\$ 54	\$ 186	\$ 198	\$ 438
Division (State/Federal Capital) - roadways	\$ 101	\$ 221	\$ 196	\$ 519
Roadway Maintenance and Operations	\$ 1,425	\$ 1,823	\$ 2,326	\$ 5,573
Regional (State/Federal Capital) - non roadways	\$ 33	\$ 21	\$ 24	\$ 78
Division (State/Federal Capital) - non roadways	\$ 33	\$ 13	\$ 14	\$ 60
Local/private - Roadways	\$ 71	\$ 56	\$ 99	\$ 225
Local/private - Bicycle & Pedestrian	\$ 25	\$ 25	\$ 25	\$ 75
STBG-DA and CMAQ	\$ 80	\$ 80	\$ 80	\$ 240
NC First Commission	\$ -	\$ 1,100	\$ 1,100	
Roadways & Alternative Transportation Revenue Total	\$ 2,113	\$ 4,384	\$ 4,104	\$ 10,601
Roadways and Alt. Transportation Balance	\$ 141	\$ 200	\$ 200	\$ 541

Year	Amount
2030	\$3.4B
2040	\$2.1B
2050	\$2.4B

The table on the left is the amount available based on the current TIP and NCDOT revenue model. STI limits the use of state and federal funding for non highway uses, so revenue only reflects proposed roadway costs.

Staff suggest maintaining \$200 million positive balance in each decade to cover costs for amendments

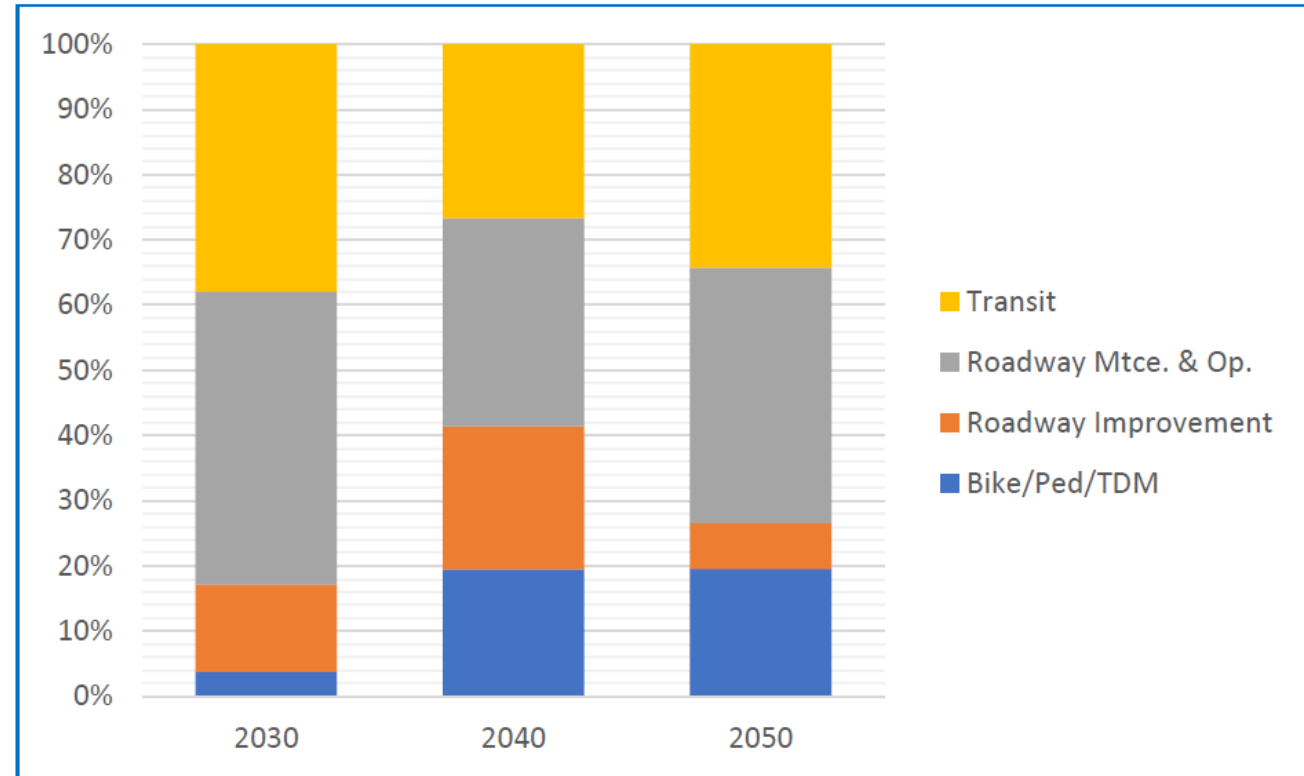
Financial Plan – Transit

Preferred Option (in millions \$)				
Public Transportation - Pre Transit Plan	2030	2040	2050	Total
Costs (millions)				
Operations and Capital	\$ 562	\$ 562	\$ 562	\$ 1,686
Revenues (millions)				
Existing Revenues (non-transit plan)	\$ 562	\$ 562	\$ 562	\$ 1,686
Pre Transit Plan Balance	\$ -	\$ -	\$ -	\$ -
Public Transportation - New / Transit Plan				
Costs (millions)				
Operations	\$ 233	\$ 463	\$ 512	\$ 1,208
Capital	\$ 408	\$ 488	\$ 958	\$ 1,854
Total	\$ 641	\$ 951	\$ 1,470	\$ 3,062
Revenue (millions)				
Current and Proposed Tax	\$ 550	\$ 1,046	\$ 1,260	\$ 2,856
Federal (CIG)	\$ 128	\$ 195	\$ 442	\$ 765
Total	\$ 678	\$ 1,241	\$ 1,702	\$ 3,621
New / Transit Plan Balance	\$ 37	\$ 290	\$ 232	\$ 559

Financial Plan

This table and graph display the total investment by category.

Total MTP Investment	(\$ in billions)	% of Total
Bike/Ped/TDM	2.4	16%
Roadway Improvement	2.1	14%
Roadway Mtce. & Op.	5.6	38%
Transit	4.8	32%



Schedule

- Released Preferred Option -- October 27
- Conduct public hearing on Preferred Option -- November 10
- Approve Preferred Option for 2050 MTP;
Release full 2050 MTP report, including SE Data and
Triangle Regional Model -TRM;
Release Air Quality Conformity Determination report --
December 8
- Adopt by resolution the 2050 MTP (adoption includes SE
Data and TRM), and Air Quality Conformity Determination --
January 12 or February 9, 2022

The DCHC MPO Public Involvement Plan:

- minimum 42-day public comment period for major MTP decision points such as the Preferred Option;
- minimum 21-day public comment period for Air Quality Conformity Determination.

2050 Metropolitan Transportation Plan (MTP)

Preferred Option – *Compilation of Comments*

09/19/21

Dear Mr. Henry

Thank you for the opportunity to comment on the 2050 MTP.

As a Hillsborough resident I am concerned about the increase in daily congestion in our town, Orange County and the surrounding areas. With the pending increase in large employers in Orange/Durham/Wake (RTP) counties it is critical that these metropolitan areas work together to address transportation needs and demands. Regardless of the listed goals and measures, without a comprehensive approach to transportation planning, problems in any goal area will persist and possibly worsen if unilateral metro-area planning is the primary approach.

My household is supportive of any and all goals to increase non-car modes of transportation that allow for the greatest number of area residents to find at least one mode that best suits their needs, including accessibility and cost. My household makes use of daily express bus service from downtown Hillsborough to Chapel Hill. This option should be seen as a primary approach across all communities, given that rail service seems to be an unlikely option in the near or distant future. My last comment, where is the Hillsborough Amtrak train station in the plan? The 2045 plan presented the station as being completed in 2020!

Respectfully submitted,

Will Lang

10/28/21

I like that the preferred option de-emphasizes highway widening... we have enough concrete and asphalt!

The one glaring deficit is rail... whether it be light rail, trams/trolleys, existing rail, heavy rail, elevated/ and or monorail, double tracking the NCRR, re-opening abandoned rail corridors, ALL should be explored and exploited.

Tad DeBerry

10/29/21

Hi Andrew,

Thanks so much for your work on this. I read through the preferred option and I have just a few comments:

1. I am absolutely thrilled with the inclusion of certain items:

- The two-way conversion of the downtown loop
- The downtown stretch of 147 converted into a boulevard

- The inclusion of bike boulevards
- The focus on sidewalk additions/repairs

I want to reiterate my support for keeping those items in the final plan. They have the potential to fundamentally change Durham for the better from a prosperity lens, and equity lens, and a sense of place for all lens.

2. For the two-way conversion of the downtown loop and the 147 boulevard conversion, there is no mention that I see of a timetable for that. There is not even a priority ranking for those projects. I would want to see that in the final plan and I would advocate for those two being at the top of the list of the expensive projects. Please do not widen the southern portion of 147 or really any widening projects before those. Even other bike/ped projects should occur after those two because they will help create a great node for a bike/ped network to radiate out from!

3. On a smaller scale, I would really like to see Chapel Hill Rd in Durham on the list of projects in terms of "modernization". Streets have the ability to cultivate great places if pedestrians are given priority. The stretch of Chapel Hill Rd between West Lakewood and Bivins has the potential to be one of the best village centers in Durham outside of downtown, but before that can happen, that stretch needs "modernization", specifically:

- A road diet - lanes are too wide
- Conversion of gigantic shoulder areas to bike lanes, parklets, on-street parking, and bulb outs for pedestrians at intersections.
- Street trees to give the sense that this is a slower street for cars.
- Lower speed limits to reflect the design changes outlined above

Thank you for considering my input. On point number 3, I have started a walkability study of that corridor and would be happy to talk further about it.

Best,
Dave

10/31/21

Hello,

I am writing in to say I am in full support of the Preferred Option and interested in deemphasizing highway widenings and encourage more support for public transportation as well as bicycle and pedestrian accommodation. The commuter rail is my biggest priority and hope that it receives the funding and schedule for building in the very near future.

Thank you,
Natalie

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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.



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></p> <p>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

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 community-intrusive 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 Change II. Ensure Equity and Participation III. Connect People and Places IV. Ensure that All People Have Access to Multimodal and Affordable Transportation Choices V. Promote Safety, Health, and Well-Being VI. Improve Infrastructure Condition and Resilience VII. Manage Congestion and System Reliability VIII. 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. 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 LPA o Determine the degree to which local MPO-funded staff are working on regional planning o 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 positions o 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<ul style="list-style-type: none">○ 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>

<div><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.</div> <div>Projects must meet the following five requirements to apply for RFF: 1) <u>Federal-Aid Eligible Projects</u></div> <div>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.</div> <div>2) <u>Locally Administered</u></div> <div>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.</div> <div>Transit agencies typically flex funds to the Federal Transit Administration which requires less coordination with NCDOT.²</div> <div>3) <u>Metropolitan Transportation Plan or local plan compliant</u> The project must be identified in the currently adopted MTP or another local plan that has been adopted by a governing body or board.</div> <div>4) <u>Eligible Project Phase</u></div> <div><ul style="list-style-type: none">• NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation.</div>		
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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? 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 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 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 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>	
<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 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

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November 1, 2021

TO: DCHC MPO Board
 FROM: Anne Phillips, LPA Staff
 SUBJECT: Response to October Technical Committee Meeting Comments

As part of the review process for updating the Federal Funding Policy, LPA staff solicited comments from the DCHC MPO Technical Committee prior to and during the October Technical Committee meeting. These comments and responses from LPA staff are provided below.

Transportation Demand Management and Congestion Mitigation Air Quality Improvement Funding

Triangle J Council of Government (TJCOG) has pointed out that the scoring rubrics associated with the updated draft policy are more suitable for capital projects, and not programs such as the regional Transportation Demand Management (TDM) program.

LPA Recommendation

Given that the TDM program is the only program that receives Congestion Mitigation and Air Quality Improvement (CMAQ) funding through the MPO, LPA staff recommends that language similar to that in the currently adopted policy be added to the updated policy. The language will identify the regional TDM program as a policy priority for DCHC MPO and recommend an appropriate funding level for the program using CMAQ funds.

Proposed Policy Language

DCHC MPO, the Capital Area Metropolitan Planning Organization (CAMPO), and the North Carolina Department of Transportation (NCDOT) provide funding for a regional Transportation Demand Management (TDM) program. TDM offers high air quality benefits and competes favorably for CMAQ funding. TDM has also been identified as a joint policy priority by the DCHC and CAMPO boards.

CMAQ funds will be used for DCHC MPO's share of the TDM program.

Should the regional TDM program require funds that exceed 3% of funding received from the previous year, TJCOG will provide a written justification for the increased program costs that will be presented to the MPO Technical Committee (TC) and Board for consideration.

The MPO Board will vote on a funding recommendation for the regional TDM program during every funding cycle in which CMAQ funds are requested for the regional TDM program.

To ensure oversight and transparency related to funding the TDM program, TJCOG will provide:

- Presentations to the MPO Board twice a year, consistent with what is required of other Regional Flexible Funding (RFF) recipients.
- Provide an Annual Work Plan to LPA staff that describes how CMAQ funds are being used to support Transportation Demand Management programming in the region.

Note: DCHC MPO does not directly provide CMAQ funds to projects or programs. DCHC MPO recommends projects and programs for CMAQ funding to NCDOT based on completed CMAQ applications and emissions calculations. NCDOT makes the final funding determination for CMAQ project submittals.

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Maximum Request Cap – Is 65% the appropriate maximum cap?

The Technical Committee Chair questioned whether 65% was the appropriate maximum funding request cap and requested that LPA staff provide justification for the current cap recommendation. The TC Chair further suggested exploring whether a funding cap based on population or municipal population share was appropriate.

Population Share of DCHC MPO (based on 2020 Census)

Jurisdiction	Population	Population Share	Municipal Only Population Share
Durham	273,119	57%	75%
Chapel Hill	61,124	13%	17%
Carrboro	20,896	4%	6%
Hillsborough	8,313	2%	2%
Durham County	51,714	11%	
Orange County	36,776	8%	
Chatham County	24,980	5%	

LPA Recommendation

LPA staff does not recommend raising the cap beyond the proposed 65% for the following reasons:

- LPA staff initially proposed a 75% maximum request cap but a TC subcommittee expressed concern that this was too high; there is therefore no consensus in support of a 75% cap
- In response to concerns of the TC subcommittee, LPA staff lowered the cap to 60%
- After conversations with City of Durham staff, LPA staff raised the cap to 65%, which is LPA staff's final recommendation

Further Justification for LPA Recommendation

Why not raise the cap back up to 75%, which aligns with the City of Durham's municipal population share?

- All of the MPO's member agencies—including counties and regional organizations, such as TJCOG and GoTriangle—are eligible to apply for and receive funding through the RFF program.
- MPO staff will be using a scoring rubric to score all project submittals. The highest scoring projects will receive their funding requests based on available funding.
- The maximum funding cap ensures that no one organization receives a disproportionate share of available funding.
- Should the City of Durham, or any other organization, receive the maximum request cap if it were raised to 75%—which is possible should a project score well enough on the rubric—all other organizations, including counties and regional organizations, would be competing for 25% of remaining funding.

MEMBER ORGANIZATIONS: Chatham County, City of Durham, Durham County, GoTriangle, NC Department of Transportation, Orange County, Town of Carrboro, Town of Chapel Hill, Town of Hillsborough

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- Regional organizations have no population share in the above table, although regional projects may have region-wide benefits.
- Regional organizations such as GoTriangle may apply for projects in any municipality; funding received for regional projects in a municipality do not count towards that municipality's cap.

Why is it important to distribute funds throughout the region?

- Because of normalization procedures associated with the SPOT process, at least 90% of transportation funding in North Carolina goes to highways.
- DCHC's federal funding policy strongly encourages submittal of non-highway projects to enhance our regional multimodal transportation network.
- Distributing federal funds that flow through the MPO throughout the region contributes to a stronger regional bicycle and pedestrian and transit network, which increases ease of travel throughout the region, especially for residents who do not drive.

Does the maximum funding request cap undermine efforts to build an equitable transportation system?

- Distributing DCHC federal funds throughout the region supports equitable regional mobility.
- The new project scoring rubric encourages submittal of projects in locations with high environmental justice populations (EJ) and projects that serve EJ populations (transit).
- Investing in bicycle and pedestrian and transit infrastructure regionally makes it easier for those who do not own cars – disproportionately Black and brown residents¹ – to travel throughout the region.
- Disproportionately investing regional funds in one municipality will undoubtedly improve access and mobility in that municipality; however, such a strategy will do little to remove barriers to traveling across municipal boundaries² for residents who live in poverty and/or who do not own a car (disproportionately Black and brown residents).
- Investing in transit and bicycle and pedestrian infrastructure throughout the region supports increased regional mobility for Black and brown residents.

Local Discretionary Funding

Technical Committee members from Chapel Hill and Carrboro raised concerns about the loss of the local discretionary set-aside.

LPA Recommendation

To ease the transition to the RFF program, LPA staff recommends the following:

- Agencies be provided with local discretionary funds for the next two years (FY 23 and FY 24).
- These funds, along with any banked funds, must be obligated by the September 30, 2026. Funds that are not obligated by this deadline will be added to the RFF pool.

As a reminder, combining federal funds into one RFF pool offers the following benefits:

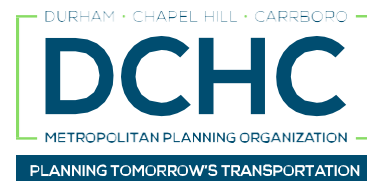
- Better compliance with the Federal Highway Administration (FHWA) requirement that MPOs use a competitive process to distribute federal funds such as Surface Transportation Block Grant Direct Attributable (STBGDA), CMAQ, and Transportation Alternatives Program (TAP).

¹ According to the [National Equity Atlas](#), in North Carolina, 12% of Black households do not have a vehicle, while 4% of white households do not have a vehicle.

² A [2014 FHWA National Household Travel Survey Brief](#) found that "households in poverty are limited to a shorter radius of travel compared to higher income households." In Atlanta, an autocratic city similar to those in our region, people making \$100k+ had a daily travel radius of 29 miles. Those living at or below poverty had a radius about half that of their wealthy counterparts at 15 miles.

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- More efficient use of funding:
 - Smaller agencies will not need to bank funding over many years to implement a projects.
 - Larger funding pool available to all applicants, including larger agencies, as no funding is banked.

Further, banked funds would be at risk should the federal government authorize a rescission of transportation funds.

Finally, for agencies that bank funding for shortfalls, all shortfalls will be prioritized before new projects are funded.

STBGDA for Transit

Under DCHC's current policy, transit agencies receive a share of STBGDA funds, similar to local discretionary funding, based on metrics including vehicle revenue miles, vehicle revenue hours, and number of unlinked trips. The TC chair asked whether this funding would be phased out along with local discretionary funding.

LPA Recommendation

LPA staff recommends keeping this portion of STBGDA funding in place for transit agencies as our transit member agencies may be relying on this funding more so than in previous years because of the impacts of COVID-19. This decision should be revisited in FY 24, the last year for local discretionary distribution. In preparation for revisiting this issue, LPA staff will consult with transit member agencies to determine the extent to which they are being affected by COVID-19, and how a phased transition from distribution of these funds may occur.

**RESOLUTION TO ADOPT A POLICY TO GUIDE THE DISTRIBUTION OF
DCHC MPO FEDERAL FUNDS**

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 Durham-Chapel Hill-Carrboro Metropolitan Organization (DCHC MPO) is the designated transportation planning agency of the DCHC urbanized area; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act continues funding programs including Surface Transportation Block Grant (STBG), Congestion Mitigation and Quality Improvement (CMAQ), and Transportation Alternatives Program (TAP); and

WHEREAS, the DCHC MPO is responsible for distributing federal funding including STBG, CMAQ, and TAP, in compliance with the FAST Act and USDOT guidance; and

WHEREAS, federal regulations require DCHC MPO to carry out transportation planning that is continuing, cooperative, and comprehensive (3C); and

WHEREAS, the DCHC MPO aims to align its federal funding policy with the goals and objectives of the Metropolitan Transportation Plan, including the three highest priority goals of zero disparities, zero emissions, and zero deaths and serious injuries; and

WHEREAS, the DCHC MPO will work with its member agencies to effectively leverage federal funding for project and program implementation; and

WHEREAS, the DCHC MPO's process for distributing federal funds will be efficient and transparent; and

WHEREAS, the DCHC MPO will increase accountability for recipients of federal funds; and

WHEREAS, the DCHC MPO will work with its member agencies to leverage federal funds that flow through the MPO to support a robust, regional, multimodal transportation system; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board adopts the *Policy to Guide the Distribution of DCHC MPO Federal Funds* provided here 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

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. 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 modelling 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. A review of the MPO's current budget has indicated that the inclusion of an additional FTE can be absorbed by

not replacing current and open part-time positions. The MPO will not fill those part-time positions until it is determined, in FY23 at the earliest, that those positions can be afforded within the budget.

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.



Stephen K. Straus, Ph.D.
Heather A. Lee, Ph.D. SPHR
Korrel W. Kanoy, Ph.D.

510 Meadowmont Village Circle, #299 • Chapel Hill, NC 27517

(919) 812-0132 • skstraus@developmentalassociates.com

October 29, 2021

Chair Wendy Jacobs and DCHC MPO Board
101 City Hall Plaza
Durham, NC 27701

Dear Chair Jacobs and DCHC Board Members:

Thank you for requesting our proposal for the upcoming Executive Director's process.

We have worked with most of you on previous projects, as follows:

- Triangle J Director search process and 360 project
- Durham City and County Managers' search processes
- Chapel Hill Town Manager search process

We have also worked with several clients, including Durham and Chapel Hill, to hire Planning Directors and have assisted several transit agencies in hiring executives.

As you may remember Developmental Associates is not a traditional "headhunting" firm. Instead, we rely on more objective, systematic, and accurate methods to recruit, screen, and evaluate candidates that we call *Talent Identification and Assessment*. An article citing our work was published in *Supply and Demand Chain Magazine*.

<https://mail.google.com/mail/u/0/#inbox/FMfcgxwHNVvtbGIHlfHMfNCGHBPqTDnG>

*In short, we provide you with much more detailed and in-depth information about the candidates than our competitors. **Our mission is to enable you to make the most informed decisions possible.***

Moreover, we have greatly improved our recruitment outcomes. Our success in identifying and hiring diverse candidates was on national display four years ago. Several television stations and news outlets recognized that North Carolina now has five female – African American Chiefs of Police in mid to large municipalities.

<https://www.newsobserver.com/news/local/article175431651.html>

Developmental Associates placed four of those Chiefs.

Additionally, we have helped several local governments enhance their diversity in key positions, such as Executive Director. During the last three years we helped Apex, NC; Chapel Hill, NC; Henderson, NC; and Statesboro, Georgia hire African American Managers.

Our approach has three goals with respect to recruitment, screening, and selection. After explaining those goals in this Executive Summary, we include a Scope of Services that details each of our services on pages 7-11.

First, we provide high quality candidates from a national and statewide recruitment base.

We provide four methods of recruitment.

1. We **target individuals** with whom we have worked directly. Having worked with thousands of executives through our consulting and training, we are well connected to leading local government candidates in the region. Moreover, during the last few years we have conducted numerous searches for local government executives and have established national and regional contacts through those processes. ***We have placed candidates from a variety of locations, such as Georgia, Idaho, Montana, California, Arizona, New York, Illinois, Florida, Washington DC, and Massachusetts.*** We would develop an attractive electronic brochure like the one at the end of this proposal to help draw the interest of candidates. This brochure not only provide information about the position, but also highlights the community and the organization.
2. We make **individual connections through social media**. We maintain lists of hundreds of local government executives that we can contact via email blasts and LinkedIn notices.
3. We know how to make the best use of the most widely referenced **professional journals and websites**. We can enhance the information provided to those sites by relying on a comprehensive study of the position and the organization that enables us to craft attractive, realistic, and comprehensive postings.
4. We have established a **national network** through our contract with NEOGOV, the number one HR application to governments nationwide. This service enables us to provide recruitment and applicant tracking solutions on a national level. We supplement that through our long-term affiliations with the International City Managers Association, and the North Carolina City and County Managers Association.

Second, many clients tell us that they based previous selection decisions on less information that we provide through our screening process. We can provide such comprehensive information by using a *multi-method screening approach* that includes four components, as follows:

1. We develop a customized application that candidates must complete on-line. This application would be tailored to the specific challenges facing the DCHC MPO. In comparison to the traditional cover letter and resume, we are then able to match

candidates with the specific needs of the DCHC MPO. Moreover, we are then able to make “apples-to-apples” comparisons of candidates rather than trying to piece together disparate information from resumes that are each designed differently. As an additional bonus, we can then determine whether candidates are sufficiently motivated to fill out this unique application and whether they are tech-savvy.

2. We conduct intensive interviews with each of the top candidates (up to 15). We conduct these interviews using structured questions based on the needs of the DCHC MPO along with a detailed scoring system. The responses of each candidate are recorded and available to the Board for review.
3. Independent of the interview, we have one of our psychologists administer a psychological inventory called the **Emotional Intelligence Inventory (EQi 2.0)** – see page 12. This inventory, which is validated for employment, provides us with information on critical skills of the candidate, such as problem solving, assertiveness, interpersonal relations, and teamwork. This inventory is administered independent of the interview; in other words, the psychologist administers the EQ without knowing the interview results.
4. We have a third staff member administer an in-depth survey assessing candidate written challenges they would face as Executive Director. This survey is also independently scored. You then can view all of the above information on a spreadsheet prior to deciding which candidates to invite for even more in-depth assessment.

Third, we provide you the most in-depth and accurate information possible about the top candidates for this position to enable you to make the most informed decisions possible.

It is **essential** to rely on three common and very comfortable methods as a part of the selection process: 1) reviews of resumes, 2) reference and background checks, and 3) interviews.

Nevertheless, these are the three least accurate methods for determining the true competencies of candidates and they are the key methods used by our competition! One of many reasons for the limitations of these methods is that they rely mostly on indirect or inferential data. For example, resumes tell us what the candidate has done, but not how well he/she has performed. References rely on third-party observations that have often been shown to be unreliable and based more on familiarity than skills assessment. Interviews, when conducted in a systematic and behavioral-based fashion, can reveal certain key attributes: knowledge, verbal communication skills, and judgment (when situational questions are included). *Interviews, however, are not able to directly verify other critical skills, such as budget analysis, conflict resolution, project planning, meeting or group facilitation, leadership style, problem solving, writing, or even presentation skills.*

Assessment center processes and certain psychometric tests are of greater validity (almost twice as accurate) than the traditional three methods alone. Developmental Associates promotes the use of assessment centers in conjunction with other methods. In these processes, we design exercises that simulate the responsibilities of the position, such as making

budget presentations, developing written project plans, facilitating staff meetings, conducting performance-based role plays, and resolving HR issues with individual departments to directly observe the skills of candidates. *We independently supplement this first-hand assessment with the Emotional Intelligence Inventory (EQi 2.0) to validate what we have observed in the assessment center process. This additive combination of two highly valid methods, coupled with traditional methods, greatly enhances the accuracy and depth of information we can provide you.*

*Please keep in mind, that these methods do not limit the discretion of the Board; instead, they enhance the quality of information you would have at your discretion in making screening, assessment and in final interview decisions. **Moreover, given the current limitations on social contact, we can conduct these services virtually, if you so choose. Obviously, you would want to interview your finalists in person, but can do so with an in-depth understanding of their strengths and weaknesses. Moreover, we can assist you in designing the final interview questions and scoring rubric.***

Thank you for considering our services. We would be pleased to partner with you to find an outstanding Executive Director.

Submitted by:

A handwritten signature in black ink, appearing to read "Stephen K. Straus".

Stephen K. Straus, Ph.D.
President - Developmental Associates, LLC

**PROPOSAL: DCHC MPO
RECRUITMENT, SCREENING, AND SELECTION PROCESS:
EXECUTIVE DIRECTOR**

October 29, 2021

PROPOSAL CONTENTS

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Samples of Recruitment Materials

***Sent as attachments to
this proposal***

HIRE WITH CONFIDENCE PLEDGE

If Developmental Associates is responsible for recruiting and screening candidates, we guarantee that the client will find a candidate that it can hire with confidence. If the selected candidate does not continue employment for at least *two years* of service, Developmental Associates pledges to provide all of the services originally agreed upon with the client for no additional charge other than expenses, such as administering the Emotional Intelligence Inventory (EQi) to candidates approved by the client. Developmental Associates would continue to provide these services until the client selects a candidate it can "hire with confidence". Developmental Associates does not maintain this pledge if it is not responsible for the recruitment and screening for the position or if the client does not negotiate promptly with the candidate of their choice in good faith.

The information provided herein by Developmental Associates, LLC. is proprietary and confidential, offered to the recipient solely for the purpose of evaluating its service proposal. This information should not be disclosed to anyone outside the decision-making group without the company's prior authorization.

B: QUALIFICATIONS

FIRM NAME: Developmental Associates, LLC

ADDRESS: 510 Meadowmont Village Circle #299, Chapel Hill 27517

PHONE: (919) 812-0132

EMAIL: skstraus@developmentalassociates.com

LEAD CONSULTANT: Stephen Straus, Ph.D. - President

Firm History

Developmental Associates has extensive background in human resources, and management consulting for more than twenty-five years with over fifty local governments and with the leading North Carolina universities including Duke, Wake Forest, UNC-Chapel Hill, and NC State. Developmental Associates provides cutting edge services that go beyond typical human resource consulting firms at a reasonable cost. We are a sixteen-member organization that combines strong academic and practitioner experiences into the services we provide to public and not-for-profit organizations.

- We are a North Carolina-based firm specializing in public sector, nonprofit and educational organizations. We have provided high-level services for 30 years.
- We are the only established local government search firm whose central office is located in North Carolina.
- We are HUB Certified by NC DOA as a predominantly female-owned business.
- We are located in Durham County.
- We employ a multi-disciplinary team on each project with each of us specializing in recruitment, selection, training, background investigations, and executive coaching. We are diverse in race and gender.

Our Recent Clients

Local governments are quickly recognizing the benefits of the new approach offered by Developmental Associates. During the last three years we have either completed or are in the process of working with the following local governments and universities:

- The City of Durham
- Wake County
- The City of Savannah, Georgia
- The City of Williamsburg, Virginia
- The City of Danville, Virginia
- The City of Suffolk, Virginia
- The City of Statesboro, Georgia
- The City of Greensboro
- The City of Winston Salem
- The City of Fayetteville
- The Town of Chapel Hill
- The Town of Duck
- The City of Elizabeth City
- The Town of Apex
- The City of Wilmington, NC
- The Town of Stallings

- The Town of Matthews
- The Town of Garner
- The City of Raleigh
- Durham County
- Sampson County
- Cleveland County
- Transylvania County
- Cumberland County
- The Town of Holly Springs
- The City of Wilson
- Duke University
- NC State University
- East Carolina University
- The Town of Wrightsville Beach
- The Town of Morrisville
- The Town of Zebulon
- Onslow County
- The Town of Waynesville
- The University of North Carolina at Chapel Hill
- UNC School for the Arts
- The Town of Mills River
- The City of Asheboro
- The City of Concord
- The Town of Rolesville
- Villanova University
- The City of Orangeburg, South Carolina
- The City of Isle of Palms, South Carolina

See Section G: References - for a more detailed summary of placements.

C. SCOPE OF SERVICES

DCHC MPO EXECUTIVE DIRECTOR

Directions: Below are the steps identified in the proposed Scope of Services, the dates when we could complete each step. This plan includes four meetings with the Board of Directors.

STEPS IN THE RECRUITMENT, SCREENING, AND SELECTION PROCESS	PURPOSE OF THE PROPOSED STEPS	TIMELINE
Step 1: Build a candidate profile and review and make suggestions to the job description by conducting a job and organizational analyses to identify expectations and competencies for the position with the following groups: <ul style="list-style-type: none"> • MPO Board Search Committee • DCHC and City Staff • Others (such as DCHC TC Members, community members or partners) as identified by the Board Search Committee 	<ol style="list-style-type: none"> 1) Provides a foundation for defining the competencies sought in recruitment and in designing the selection process. 2) Builds stakeholder buy-in and perspective into the selection process. 3) Conducting a job analysis is essential for legal defensibility. 4) Conducting the organizational analyses identifies future challenges for a proactive Executive Director 5) We also can include surveys of the public and of DCHC MPO staff. 	<p>Day 1 (Requires Meeting with the Board Search Committee)</p>
Step 2: Develop a recruitment strategy relying on multiple methods, as follows: <ol style="list-style-type: none"> a. Circulating and posting the job ad in leading professional journals, newspapers, and websites, including: <ul style="list-style-type: none"> • AMPO – national and NC • APTA • NCPTA • ITE – national and NC • NARC • APA – national and NC b. Targeted recruitment of leading candidates c. Posting on social media 	<ol style="list-style-type: none"> 1) Written ads for both print and online publications will typically generate the largest number of applications. 2) As the employing agency, the DCHC MPO would need to post the ads after they have been developed for any member-based organizations. (DA would post the ads and charge the DCHC MPO for those expenses, only; no additional fees.) 3) Developmental Associates would also develop an electronic recruitment brochure that highlights not only the position and flaunts the area as an excellent place to live and work. 4) We have direct access to several thousand local government executives across the country. We will send out a mass email to all of these executives, but also make direct contact with a number of those that we think would be a particularly good fit. 5) By targeting candidates and making individual contacts, Developmental Associates can supplement the candidate pool with executives with excellent credentials, both nationally and regionally. 	<p>Recruitment Days 5-35</p>

STEPS IN THE RECRUITMENT, SCREENING, AND SELECTION PROCESS	PURPOSE OF THE PROPOSED STEPS	TIMELINE
<p>Step 3: Conduct initial (first) level screen of candidate applications/resumes</p> <ul style="list-style-type: none"> A media (Google) search (mentions of candidates in the news media) of the top candidates at this stage of the screening process 	<ol style="list-style-type: none"> 1) First level screening involves a structured process for evaluating resumes and supporting documents. We require all candidates to post their applications through NEOGOV to ensure they are responding to the specific requirements of the position and not just submitting a general resume. 2) The job analysis provides the basis for developing a structured screening guide to ensure consistent application of the selection criteria to each resume. 3) Narrow the field of candidates to a number that can be screened more intensively (through the secondary screening process described below). 4) Provides detailed and uniform information to the Board to enable you to make an informed decision about which candidates proceed in the process. 	<p>Send to Board Search Committee on Day 36</p> <p>Meet on Day 38</p> <p>(Requires closed meeting with the Board Search Committee)</p>
<p>Step 4: Conduct second level screening of candidates for the position. We employ two methods in the secondary screen. To ensure objectivity, a different member of our staff would conduct each method, and we keep a “firewall” between these methods. These four methods are as follows:</p> <ul style="list-style-type: none"> Video/phone interviews Electronic survey questions (short essays on accomplishments) 	<ol style="list-style-type: none"> 1) Such advanced screening methods are useful when there is a large group of qualified candidates, or the Board Search Committee is unfamiliar with many of the candidates. 2) The screening method would be driven by the job analyses (Step 1). 3) Upon completion the Board Search Committee would be ready to identify the finalists (up to 5) to invite to the final assessment process. 4) Provides detailed and uniform information to the Board Search Committee to enable you to make an informed decision about which candidates proceed in the process. 	<p>Send to Board Search Committee on Day 50</p> <p>Meet on Day 52</p> <p>(Requires closed meeting with the Board Search Committee)</p>
<p>Step 5: Design hiring process including Emotional Intelligence Testing (EQi – 2.0)</p>	<ol style="list-style-type: none"> 1) The hiring process should be valid (job related) to identify the best candidates. 2) The hiring process should provide an opportunity to assess the most critical competencies required for the position including the ability of the candidate to meet the primary challenges facing the DCHC MPO. 3) The hiring process should assess Emotional Intelligence (EI) as well as Cognitive Intelligence (IQ) and technical skills. The EQ-i 2.0 is an instrument that has been validated for employment. 	<p>By Day 52</p>

STEPS IN THE RECRUITMENT, SCREENING, AND SELECTION PROCESS	PURPOSE OF THE PROPOSED STEPS	TIMELINE
<p>Step 6: Conduct skill-based exercises to evaluate the (up to 5) finalists</p> <ul style="list-style-type: none"> • Recruit assessors to evaluate the candidates (Assessors can be identified and approved by the Board) • Analyze EQI in-depth and correlate results with those of the skill-based exercises 	<ol style="list-style-type: none"> 1) The exercises should enable the DCHC MPO to assess the strengths and weaknesses of each candidate and to determine those candidates that have the skills to fill the position. Skills-based exercises elicit skills that are not observable in an interview. The exercises will be valid, reliable, and unbiased. 2) The rating criteria will be premised on the job analysis and designed using objective, behavioral-based rating criteria. 3) The types of assessors recruited depend upon the types of exercises the candidates would perform. Assessors might include local government executives from several states and (possibly) community members. 4) Assessors must complete a Statement of Confidentiality. Moreover, no single assessor will know the overall outcome of the process. That information is provided to the Board only. 5) Assessors will be trained on how to apply behavioral-based rating systems when rating candidates. 6) The candidates will be sent preparatory information and given thorough explanations in advance of the process. 	<p>Days 65-66 (The afternoon of Day 66 requires a closed meeting with the DCHC Board)</p>
<p>Step 7: Facilitate final evaluation process by assisting the Board in developing final evaluation strategies and structuring the panel interviews:</p> <ul style="list-style-type: none"> • Develop interview questions and evaluation process with the Board 	<ol style="list-style-type: none"> 1) Assists the Board in developing a systematic approach for evaluating the final candidates. 2) Provides expertise to the Board in making your evaluations and hiring decision. 3) Upon request Developmental Associates can provide certain interview questions to ask candidates as well as clarify rating criteria. 4) DA can also facilitate the final interviews 	<p>Day 67</p>
<p>Step 8: Facilitate thorough background investigations to fit with Durham City HR requirements.</p>	<ol style="list-style-type: none"> 1) Both legally and due to the sensitive and highly public nature of the position of Executive Director, we recommend thorough reference checks and background investigation. 2) Someone outside the DCHC MPO should conduct the background investigation to ensure confidentiality. 3) We would coordinate the investigations and report detailed findings to the Board. 	

STEPS IN THE RECRUITMENT, SCREENING, AND SELECTION PROCESS	PURPOSE OF THE PROPOSED STEPS	TIMELINE
<p>Step 10: Provide executive coaching to the successful candidate and to any internal candidate</p> <ul style="list-style-type: none"> • Review the challenges facing the community and organization • Analyze the results of the selection process • Analyze the findings of the EQi • Develop a plan of action • Developmental feedback provided to internal candidates who are not selected. This includes a review of EQi and assessment center results 	<ol style="list-style-type: none"> 1) The assessment process provides rich information suitable for executive coaching. 2) The new Executive Director will be facing exciting but formidable new challenges. He/she can benefit from professional guidance in developing a plan of action to meet those challenges successful. 3) Feedback to internal candidates not selected often helps in their personal development and acceptance of the decision. This also paves the way for greater support of the selected candidate by incumbents. 	TBD

EMOTIONAL INTELLIGENCE FACTORS***SELF-PERCEPTION REALM**

EQ-i Scale	The EI Competency Assessed by the Scale
1. Emotional Self-Awareness	<i>Ability to be aware of and understand one's feelings and their impact</i>
2. Self-Regard	<i>Ability to respect and accept one's strengths and weaknesses</i>
3. Self-Actualization	<i>Ability to improve oneself and pursue meaningful objectives</i>

SELF-EXPRESSION REALM

EQ-i Scale	The EI Competency Assessed by the Scale
4. Emotional Expression	<i>Ability to express one's feeling verbally and non-verbally</i>
5. Independence	<i>Ability to be self-directed and free of emotional dependency on others</i>
6. Assertiveness	<i>Ability to express feelings, beliefs, and thoughts in a nondestructive way</i>

INTERPERSONAL REALM

EQ-i Scale	The EI Competency Assessed by the Scale
7. Interpersonal Relationships	<i>Ability to develop and maintain mutually satisfying relationships</i>
8. Empathy	<i>Ability to recognize, understand and appreciate the feelings of others</i>
9. Social Responsibility	<i>Ability to contribute to society, one's social group, and to the welfare of others</i>

DECISION MAKING REALM

EQ-i Scale	The EI Competency Assessed by the Scale
10. Impulse Control	<i>Ability to resist or delay and impulse, drive, or temptation to act</i>
11. Reality Testing	<i>Ability to remain objective by seeing things as they really are</i>
12. Problem Solving	<i>Ability to solve problems where emotions are involved</i>

STRESS-MANAGEMENT REALM

EQ-i Scale	The EI Competency Assessed by the Scale
13. Flexibility	<i>Ability to adapt one's feeling, thinking, and behavior to change</i>
14. Stress Tolerance	<i>Ability to effectively cope with stressful or difficult situations</i>
15. Optimism	<i>Ability to remain hopeful and resilient, despite setbacks</i>

EQ-i 2.0, Multi-Health Systems (2011), All Rights Reserved

Adapted from *The EQ Edge*

Steven J. Stein, Ph.D. and Howard E. Book, M.D.

Third Edition (2011)

D: COST**PROPOSED FEES FOR THIS PROJECT**

BASIC FEE	ADDITIONAL OPTIONS (Including Maximums)
\$23,500	<ul style="list-style-type: none"> • EQi- Analysis @ \$200 per candidate (up to 5) • Coaching and Feedback @ \$250 for the successful candidate • Background @\$2250 per candidate* • Hourly fee for additional work requested by the DCHC MPO @\$200 per hour

***This fee would be paid directly to Chief Tom Younce.**

The maximum total fee would be \$24,500 (excluding coaching). We charge no other fees or expenses (unless the DCHC MPO wants DA to post and pay for the recruitment ads).

Litigation support, expert witness testimony, and depositions would be billed at an hourly rate of \$250.00 per hour unless Developmental Associates is responsible for losing a grievance or legal case. In that event, there would be no charge for litigation support.

E: ORGANIZATION AND STAFFING

Steve Straus would be the lead consultant on this project. He would team with Heather Lee, Janice Jackson, Joe Durham, and Holly Danford.

Steve Straus is President and Founder of North Carolina-based Developmental Associates. He earned his Bachelors' Degree from the Wharton School of Business at the University of Pennsylvania, a Master of Public Administration from the University of North Carolina at Chapel Hill and a Ph.D. from Duke University in Political Science. Dr. Straus is a former Assistant City Manager in Southern Pines. Steve has been a long-time member and frequent presenter with the NC City and County Managers Association. For 26 years he has taught in the Master of Public Administrative Programs at NC State University and UNC Chapel Hill and has served on the faculty at the School of Government at UNC-Chapel Hill. He has published in the leading public sector journals.

Heather Lee is a Partner with North Carolina-based Developmental Associates where she has worked since 2004. Heather earned an M.S. and a Ph.D. from North Carolina State University in Industrial/Organizational Psychology. Dr. Lee earned her undergraduate degree in Psychology with a minor in Social Work at Florida State University. Heather, a Certified Senior Professional in Human Resources (SPHR), is an organizational consultant specializing in the nonprofit, governmental, and educational sectors.

As a passionate advocate for assessing and developing emotional intelligence in the workplace, Heather blends academic training and evidence-based solutions with a practitioner approach to leadership assessment and development. Areas of practice include the Talent Identification areas of executive recruitment and selection, and Talent Development areas of coaching, training, executive leadership, and team development using a variety of tools.

Heather has served as a faculty member and Manager at the NC Center for Women in Public Service as well as for the William Peace University Human Resources degree program. She is a former Vice-President for Human Resources with the NC Easter Seals Society. Heather has consulted extensively with local governments and is the co-designer of and a faculty member in the North Carolina Public Managers Program.

Joe Durham has worked in leadership positions for local government (city and county), state government, and the private sector. He retired from Wake County Government where he worked for 13 years serving as Deputy County Manager and Interim County Manager.

He previously worked as County Manager for Edgecombe County and in various leadership roles with the City of Sanford, Richmond County, and the City of Rocky Mount. He has also worked with the Wooten Company (engineering, planning, and architecture) and the State of North Carolina (Department of Natural Resources and Community Development). Mr. Durham earned a BS from East Carolina in Urban and Regional Planning and has also done graduate work in local government management at ECU and UNC-Chapel Hill.

Joe retired in 2016 as Wake County Deputy Manager. Joe has substantial experience (over 30 years) and connections in local government.

Janice Jackson has served as City Manager of Albany, GA, and Administrator of the consolidated Augusta, GA government. She also worked as a General Manager/Assistant County Manager in Mecklenburg County, NC. She was the first student at the College of William and Mary to pursue the interdisciplinary major in Public Policy, completing it with a concentration in Urban Policy. Later, she was a recipient of the Alfred P. Sloan/Association for Public Policy Analysis and Management Fellowship and earned a Masters' Degree in Public Policy with a concentration in Management from Duke University.

Holly Danford is the Client Services Manager. She has worked in various capacities with DA since 2013. As Client Services Manager, Holly works with employers and candidates to make sure their needs are met, questions answered, and excellent customer service is delivered on a consistent basis. She takes the lead in analyzing the qualifications of candidates during the screening processes.

Dr. Danford has her BA in Political Science, Master's in Public Administration and Ph.D. in Public Administration, all from NC State University. Holly has worked for almost 20 years in federal, state, and local government capacities. She is a US Air Force veteran and teaches State and local government as an Adjunct Professor at North Carolina State University. Her background is in Public Health and Veterans Affairs.

We would not contract out any services.

MWBE UTILIZATION

NAME	ROLE WITH DA	RACE	GENDER
Stephen Straus	President	White American	Male
Heather Lee	Partner	White American	Female
Janice Jackson	Senior Consultant	Black American	Female
Joe Durham	Senior Consultant	Black American	Male
Holly Danford	Client Services Mgr	White American	Female

F: INSURANCE

Commercial General Liability Insurance: "Occurrence" basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury with limits **\$1,000,000** per occurrence and **\$2,000,000** aggregate.

G: REFERENCES**REFERENCES**

<p>Town of Chapel Hill Town Manager Maurice Jones (919) 968-2743 mjones@townofchapelhill.org Also feel free to contact Mayor Pam Hemminger or any one of the Town Council members. Mayor Hemminger's phone is: (919) 968-2714 <i>DA has helped the Town hire several department head positions and also with succession planning. We recently work with the Town to hire Maurice Jones as Manager. We just completed a process in which we helped the Town Council hire a new Town Attorney.</i></p>	<p>City of Durham Retired City Manager Tom Bonfield tjbonfield@gmail.com (919) 323-9437 Mayor Steve Sewell Steve.Schewel@durhamnc.gov (919) 560-4333 <i>DA assisted Tom in hiring a Deputy Manager and Assistant Directors in Parks and Recreation. We have also helped Durham hire outstanding Police and Fire Chiefs and other department directors. We also worked with the City Council this year to select their new Manager, Wanda Page.</i></p>
<p>Wake County County Manager David Ellis David.Ellis@wakegov.com (919) 856-6160 <i>We worked with Mr. Ellis over the last twelve months to hire two Deputy Managers – the Chief Community Vitality Officer and the Chief Innovation and Information Officer as well as the Human Services Director.</i></p>	<p>Cumberland County County Manager Amy Canon (910) 678-7723 acannon@co.cumberland.nc.us <i>DA recently assisted Cumberland County in hiring two Assistant Managers and several other department directors including Health Director. Cumberland County is one of our clients that uses us for all their executive search processes.</i></p>
<p>City of Savannah Mayor Van Johnson MayorJohnson@savannahga.gov (912) 651-6444 HR Director Jeff Grant (912) 541-3218 jgrant01@savannahga.gov <i>We have partnered with the City of Savannah to hire their new City Manager. We also assessed candidates for Chief of Police, and helped hire its IT Director, Fire Chief, Assistant Chiefs of Police (2) and Assistant Fire Chief.</i></p>	<p>City of Danville, Virginia Manager Ken Larking klarking@danvilleva.gov (434) 799-5100 <i>DA worked with Mr. Larking to hire a Chief of Police in 2017 and a Fire Chief in 2019. We are currently working with Danville to hire an Economic Development Director, a Transit Director and a Planning Director.</i></p>
<p>City of Greensboro Interim Manager Chris Wilson (336) 373-2002 christian.wilson@greensboro-nc.gov <i>DA has assisted in Greensboro in hiring several assistant managers, department directors and higher-level staff. We helped hire David Parrish as an Assistant and the Council valued his work enough to appoint him as Manager about three years ago.</i></p>	<p>Town of Apex Manager Katy Crosby (919) 249-3400 catherine.crosby@apexnc.org <i>In 2021 we worked with the Town to hire Ms. Crosby as Town Manager as well as the Chief of Police. Both are the first African Americans to hold those positions in Apex. We have also helped hire the Assistant Town Manager, Water Resources Director, Deputy Police Chief, and Assistant Fire Chief.</i></p>

<p>The City of Charlotte Retired Police Chief Kerr Putney (704) 650-0367 putneyk@hotmail.com <i>DA helped Charlotte hire two Assistant City Managers, and Corporate Communications Director. Moreover, we conduct the promotional processes for the Charlotte-Mecklenburg Police Department.</i></p>	<p>City of Fayetteville Manager Doug Hewitt dhewett@ci.fay.nc.us (910) 309-0284 <i>DA assisted Fayetteville in hiring its Police Chief, Director of Engineering and Infrastructure, and a Human Relations Director. This year we helped them hire an Assistant City Manager and Economic and Community Development Director.</i></p>
<p>City of Winston Salem Manager Lee Garrity (336)747-7380 leeg@cityofws.org <i>DA assisted Winston Salem in hiring its Chiefs of Police and Fire. We have also worked with them to hire several other department directors. This year we have assisted the City in hiring two Assistant City Managers.</i></p>	<p>City of Reidsville Mayor Jay Donecker (336) 342-5093 jay.donecker@gmail.com <i>DA has worked with the City to hire two City Managers as well as several department directors. We are currently working with Reidsville to hire a Chief of Police.</i></p>
<p>Town of Garner City Manager Rodney Dickerson (919) 218-3764 rdickerson@garnernc.gov <i>Feel free to contact any of the Town Council. The Town contracted with DA to hire its Town Manager. We have also helped them hire the Police Chief, HR Director, and Economic Development Director.</i></p>	<p>City of Williamsburg, Virginia Manager Andrew Trivette atrivette@williamsburgva.gov (757) 220-6100 Mayor Paul Freiling pfreiling@williamsburgva.gov (757) 220-6101 <i>DA partnered with Williamsburg to hire a Manager in 2018 and a Police Chief in 2017.</i></p>
<p>City of Concord Manager Lloyd Payne paynel@concordnc.gov (740) 920-5215 <i>DA worked with the City of Concord to hire Mr. Payne in 2018.</i></p>	<p>Town of Matthews Manager Hazen Blodgett hblodgett@matthewsnc.gov (704) 708-1230 <i>We have worked with Mr. Blodgett to hire an outstanding Assistant Town Manager and several key department heads, including Police and Fire Chief.</i></p>
<p>Town of Morrisville Manager Martha Paige (919) 463-6150 mpaige@townofmorrisville.org <i>DA worked with a split Council to arrive at an enthusiastic and unanimous decision to hire its City Manager – Martha Paige in 2014. We have recently assisted Morrisville in hiring a Finance Director, Chief of Police, and Fire Chief</i></p>	<p>Onslow County Assistant Manager Sheri Slater sheri_slater@onslowcountync.gov (910) 389-1851 <i>DA has assisted Onslow County in hiring several department directors including Health and Social Services Director. We helped them hire Sharon Russell as Deputy Manager. Ms. Russell is now the County Manager.</i></p>
<p>Cleveland County Manager Brian Epley brian.epley@clevelandcounty.com (704) 484-4800 <i>DA partnered with Cleveland County to hire its Emergency Services Manager, Social Services Director and Health Director.</i></p>	<p>Transylvania County Former Chair Mike Hawkins (828) 553-2863 <i>DA assisted the County in hiring a Manager in 2014 and Social Services Director in 2015 and Finance Director in 2018.</i></p>

City of Statesboro, Georgia Mayor Johnathan McCollar jonathan.mccollar@statesboroga.gov (912) 764-5468 <i>DA worked with the City of Statesboro to hire a Chief of Police in 2016 and to hire a City Manager in 2019. We also helped the City hire a Human Resources Director in 2019.</i>	Town of Southern Pines Manager Reagan Parsons (910) 692-7021 Parsons@southernpines.net <i>We have worked with Reagan to hire a number of department directors and assistant managers.</i>
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STEPHEN K. STRAUS, Ph.D.

BUSINESS ADDRESS:

8125 Kennebec Drive

Chapel Hill, NC 27517

e-mail: skstraus@developmentalassociates.com

phone: (919) 812-0132

EDUCATION:

Ph.D. in Political Science, December 1986

- Duke University, Durham, North Carolina

Master of Public Administration, 1980

- The University of North Carolina at Chapel Hill, Chapel Hill, North Carolina
- Honors and Awards
 - Title IX Fellowship for Academic Excellence, 1980

B.S. in Economics, 1972

- The Wharton School of Business and Finance, Philadelphia, Pennsylvania

B.A. in Sociology, 1972

- The University of Pennsylvania, Philadelphia, Pennsylvania

PROFESSIONAL EXPERIENCE:

Founder and President - Developmental Associates, LLC, Chapel Hill, NC (Client List Available on Request) - [Developmental Associates](#) is an organizational development company specializing in nonprofit, public and educational sectors (1991 to present):

Projects include:

- Executive recruitment and selection
- Emotional intelligence assessment
- 360 assessment and coaching
- Results Based strategic planning
- Goal setting retreats for boards, managers and staff
- Team building
- Executive coaching
- Organizational development
- Training needs analysis
- Selection and promotional systems
- Performance appraisal systems
- Organizational evaluation
- Customer service
- Total Quality Management
- Assessment centers and interview panels
- Outcome-Based Performance Management Systems

Training with North Carolina state and local agencies, nonprofit organizations and private businesses (1991 to present)

Courses include:

- Supervision
- Conflict management
- Leadership
- Role of the personnel department
- Interviewing and selection
- Training and development
- Board and manager relationships
- Applied Systems Management

FACULTY APPOINTMENTS

Master of Public Administration Program, North Carolina State University, 1990 to present

Courses Taught:

Public Administration (PA 511): Introductory course for graduate students in public administration, including lectures and experiential learning exercises in public management, organization theory, budgeting, personnel management, and administrative behavior.

Problem Solving for Public and Not-for-Profit Managers (PA 535): This course focuses on the unique environment that managers in public and not-for-profit organizations face. Based on this environment, managers need to develop appropriate problem solving skills that are distinctive from the private sector. The course teaches students how to apply this model both strategically and in day-to-day decision making.

Team Building for Public Managers (PA 618): Course based on experiential learning techniques including special projects with public agencies. Topics include group and organizational skills, such as action research, problem solving, decision making, conflict resolution, group development, and evaluation.

Organizational Behavior (PA 617): First half of course emphasizes management functions, such as problem solving, communications, leadership, motivation, and organizational change. Second half focuses on organizational systems and organizational trends in the public sector such as TQM, service excellence, and reinventing government.

Faculty Member (1991 to present) and Administrator (1991-1993), Administrative Officers' Management Program, Sponsored by the Masters of Public Administration Program and Office of Continuing Education, North Carolina State University.

- *Taught courses in Management Skills to law enforcement managers from across the Southeast United States*

Director, North Carolina Legislative Internship Program, Sponsored by North Carolina State University, Raleigh, NC and the North Carolina General Assembly (7/96 to present)

- *Publicized program throughout the state*
- *Developed and implemented statewide intern selection process*
- *Liaison with leaders of the General Assembly over internship issues*
- *Faculty supervisor of internships*
- *Facilitated internship class*

Training Coordinator, Masters of Public Administration Program North Carolina State University, Raleigh, NC (7/91 to present). Coordinating or conducting training: for public and nonprofit managers on the following topics:

- *Developmental Supervision*
- *Employee Selection and Promotion*
- *Total Quality Management for Public Managers*

Extension Assistant Professor, Master of Public Administration Program North Carolina State University, Raleigh, NC (7/91 to present).

Faculty of International City Managers Association (ICMA) University: (1992 and 2005 to present). Taught courses in New Hampshire, Tennessee, and North Carolina.

Developer and Administrator of the Assessment and Development Program for Local Government Management Excellence, Master of Public Administration Program North Carolina State University, Raleigh, NC (7/92 to 7/97).

- *Designed for local government managers, assistant managers and department heads*
 - *Assessment of each manager's skills*
 - *Workshops tailored to the specific needs of each manager*
 - *Skills-based workshops (behavioral modeling)*
 - *Application to the work place (work-based assignments)*

Assistant Professor, Institute of Government, University of North Carolina, Chapel Hill, North Carolina (7/88 to 6/92).

- Taught management courses to local government officials
- Consulted on management and personnel issues with State of North Carolina officials, and City and county managers
- Facilitated retreats with boards and managers and with managers and their staffs
- Conducted research on local government management practices

Adjunct Professor, Department of Political Science and Public Administration, North Carolina State University, Raleigh, NC (9/83 to 7/88).

- Taught Undergraduate classes in American Government and Public Administration
- Taught Master of Public Administration Classes in Organizational Behavior and Organizational Design

Graduate Instructor, Department of Political Science, Duke University, Durham, N.C. (9/81 to 7/84)

- Teaching Assistant in American Government
- Teaching Assistant in International Relations
- Instructor in Public Administration

OTHER WORK EXPERIENCE

Account Manager, Management Improvement Corporation of America (Summer, 1981).

- Consulted with several Fortune 500 companies in developing targeted jobs programs.

Assistant City Manager, Southern Pines, North Carolina (1976-1980).

- Executive responsibility for personnel, and finance administration and a variety of related duties.

Research Coordinator, Asheville-Buncombe Community Relations Council, Asheville, North Carolina (1973-1976).

- Researched social and economic conditions in the City and county relating to discrimination in housing and employment for minorities and women.

PUBLICATIONS:

Dissertation:

Public Organizational Effectiveness and Decision-Making: An Empirical Application of the Internal Systems Approach to North Carolina Municipal Personnel Departments. Ann Arbor; University Microfilms International, 1986; 409 pages.

Articles:

James E. Swiss and Stephen K. Straus (2005). Implementing Results-Based Management in Local Government. *Popular Government*, 70(3), Spring-Summer.

Straus, Stephen (1993). Still Unresponsive After All These Years? The Intra-organizational Role of Public Personnel Departments, *Public Administration Quarterly*, 23(4), December, 385-402.

Straus, Stephen (1992). The Multiple Constituencies Activities and Standards Model (MCAS) for Evaluating Public Personnel Departments, *Review of Public Personnel Administration*, June, 55-70.

Straus, Stephen (1989). Decision Making in Personnel Departments, *Popular Government*, 55(2), Fall.

Straus, Stephen (1988). Selecting Employees Through Systematic Interviewing, *Popular Government*, 53(4), Spring.

Straus, Stephen (1987). Municipal Personnel Departments: Management Tool or Employee Advocate? *Popular Government*, 52(2), Fall.

Straus, Stephen (1980). Selecting Employees Through Job Sample Tests, *Popular Government*, 55(3), Winter.

Co-authored book chapter:

Straus, Stephen and Stewart, Debra (1994). Assuring Equal Employment Opportunity in the Organization with Debra Stewart in *The Handbook of Public Personnel Administration and Labor Relations*, Jack Rabin (editor).

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 2022

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: 10/22/2021 Latest Payment Date:	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: 94.2%
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: 10/15/2021 Latest Payment Date: 11/02/2021	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: 79.3%
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: 10/15/2021 Latest Payment Date: 10/29/2021		County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 44.14%
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: 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 Original Completion Date: 11/19/2021 Latest Payment Thru: 09/30/2021 Latest Payment Date: 10/08/2021		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 Revised Completion Date: Construction Progress: 75.48%
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		Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021

Original Completion Date: 11/12/2021**Revised Completion Date:** 05/11/2022**Latest Payment Thru:** 09/07/2021**Latest Payment Date:** 09/13/2021**Construction Progress:** 71.41%

NOVEMBER 2021
NCDOT DIVISION 5_ DURHAM PROJECT LIST _ 5-YEAR PROGRAM

Project ID	Responsible Group	Description	R/W Plans Complete	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
U-6021	DIVISION	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	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.
I-5942	DIVISION	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	3/19/2027		Division Design Raleigh Let (DDRL)	12/21/2027	CHRISTOPHER A. HOFFMAN			\$9,187,000	No Change in Status
I-5998	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.	10/18/2024		Division POC Let (DPOC)	1/22/2025	CHRISTOPHER A. HOFFMAN			\$15,000,000	No Change in Satus
I-5995	DIVISION	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	8/15/2024		Division Design Raleigh Let (DDRL)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$14,900,000	No Change in Satus
I-6000	DIVISION	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.	10/18/2024		Division POC Let (DPOC)	1/21/2025	CHRISTOPHER A. HOFFMAN			\$7,600,000	No Change in Satus
I-5941	DIVISION	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (DDRL)	12/17/2024	CHRISTOPHER A. HOFFMAN			\$10,600,000	No Change in Satus
I-5993	DIVISION	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 Satus
I-5994	DIVISION	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 Satus
W-5705AM	DIVISION	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	Currently in Signal Design status
HS-2005D	DIVISION	SR 1303 (PICKETT ROAD) AT SR 1116 (GARRETT ROAD)/(LUNA LANE). INSTALL TRAFFIC SIGNAL.	4/22/2022	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$2,000		\$100,000	Pending
HS-2005E	DIVISION	US 15-501 BUSINESS AT NC 751 (DURHAM - CHAPEL HILL BOULEVARD). INSTALLI GUARDRAIL.	4/22/2022	5/24/2022	Division POC Let (DPOC)	11/23/2022	JEREMY WARREN	\$5,000		\$155,000	Pending
HS-2005C	DIVISION	NC 54 AT NC 55	1/24/2022		Division POC Let (DPOC)	3/23/2022	JEREMY WARREN			\$75,000	No Change
W-5705V	DIVISION	NC 54 AT HUNTINGRIDGE ROAD			On Call Contract (OCC)	11/1/2021	JEREMY WARREN			\$80,000	In Contract Assembly
W-5705U	DIVISION	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)	9/30/2021	JEREMY WARREN			\$20,000	Durham is planning.
U-5516	DIVISION	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/2024	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	DIVISION	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	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.
SM-5705AH	DIVISION	NC 98 at SR 1815 (Mineral Springs Road). Construct right turn lanes on both approaches of SR 1815 (Mineral Springs Road).	2/3/2023	2/10/2023	Division POC Let (DPOC)	4/10/2024	Stephen Davidson				Engineering activity approved to move forward.
48937	DIVISION	Widen NC 54 Eastbound from Falconbridge Road to FarringtonRoad to provide a continuous right turn lane from west of Falconbridge road to I-40.			Division POC Let (DPOC)	2/16/2022	Stephen Davidson				Design in progress.
W-5705AI	DIVISION	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/21/2022	1/21/2022	Division POC Let (DPOC)	1/11/2023	STEPHEN REID DAVIDSON	\$210,000		\$630,000	Preliminary design underway
W-5705T	DIVISION	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	9/30/2021	11/26/2021	Division POC Let (DPOC)	9/28/2022	STEPHEN REID DAVIDSON	\$85,000		\$800,000	CE document completed.

NOVEMBER 2021
NCDOT DIVISION 5_ DURHAM PROJECT LIST _ 5-YEAR PROGRAM

Project ID	Responsible Group	Description	R/W Plans Complete	R/W Acq. Begins	Letting Type	Let Date	Project Manager Name	ROW \$	UTIL \$	CONST \$	COMMENTS
HI-0001	DIVISION	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
U-6118	DIVISION	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	1/16/2026	7/16/2027	Division Design Raleigh Let (DDRL)	1/1/2040	ZAHID BALOCH	\$300,000	\$200,000	\$4,800,000	Post-year project. Not committed in STIP.
U-6120	DIVISION	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.	12/29/2025	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. Not committed in STIP.

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--November 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	

Website for more information: <https://www.apta.com/about/diversity-equity-and-inclusion/>



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Diversity, Equity and Inclusion

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Diversity & Inclusion Policy Statement:

APTA promotes an inclusive culture that supports and celebrates the unique attributes and perspectives of its individual members, allowing each and every person to make their fullest contribution to the industry. APTA defines diversity as the inclusion of differences and similarities from all categories of members and covers such areas as disability, gender, gender identity and



sexual orientation, age, ethnicity, race and geographic origin, size of transit property or business member organization, all of which contribute to the fulfillment of APTA's mission.

Diversity and Inclusion Strategic Plan

This [APTA strategic plan](#) outlines the diversity and inclusion goals and objectives of the association and the mandate of the [Diversity and Inclusion Council](#).

APTA Racial Equity Action Plan:

It is imperative that APTA and the public transit industry reassess our role and responsibility in ensuring racial equity and in acknowledging that we can and must do more.



To that end, APTA has created the [APTA Racial Equity Action Plan](#) to engage and support APTA members in their racial equity efforts. The goal is to create transformational change within the transit industry and to promote public transportation services that ensure racial equity, fair access to opportunities, and mobility justice, particularly in underserved communities. The Racial Equity Action Plan is an integral priority of APTA's broader [Diversity and Inclusion Strategic Plan](#), which implements our association's Diversity & Inclusion Policy Statement (above).

Kaleidoscope Webinars

APTA's live and on-demand [series](#)

aims to elevate equity, diversity, inclusion, and belonging in public transit. This APTAU offering is presented by Jacobs.



Diversity, Equity and inclusion Resource Hub

New for Fall 2021: APTA launches a Racial Equity Commitment Pilot Program. [Here is a description of the pilot program](#) and a handy [one-](#)

[pager summarizing the pilot program](#). Below you will also find sample Diversity, Equity and Inclusion policies and plans from within and outside of the industry, as well as Equity Assessment Tools, and additional outside resources.

Sample Diversity, Equity, and Inclusion Plans and Policies

