



Technical Committee Meeting Agenda

Wednesday, December 15, 2021

9:00 AM

Meeting to be held by teleconference.

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

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

1. Roll Call**2. Adjustments to the Agenda****3. Public Comment****CONSENT AGENDA****4. Approval of the November 17, 2021 TC Meeting Minutes**[21-200](#)**Kayla Peloquin, LPA Staff**

A copy of the November 17, 2021 meeting minutes is enclosed.

Board Action: Approve the minutes of the November 17, 2021 TC meeting.

Attachments: [2021-12-15 \(21-200\) 11.17 TC Minutes LPA2](#)

5. Transportation Improvement Program Amendment #9[21-203](#)**Anne Phillips, LPA Staff**

Transportation Improvement Program (TIP) Amendment #9 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.

Projects in Durham that are experiencing delays include:

- **EB-5703 Lasalle Street Sidewalks:** Delay ROW from FY21 to 22 to allow additional time for planning and design.
- **P-5717 Cornwallis Road Grade Separation:** Delay CON from FY23 to 24 to allow additional time for ROW and utilities.
- **U-4724 Cornwallis Road Bicycle and Pedestrian:** Delay ROW from FY21 to 22 to allow additional time for planning and design.
- **U-5823 Woodcroft Parkway Extension:** Delay ROW from FY22 to 24 to allow additional time for planning and design.

Construction of Exchange Park Lane Bridge Repair (HL-0045) in Hillsborough is delayed from FY21 to 22 to allow additional time for execution of a municipal agreement.

TC Action: Recommend that the MPO Board approve TIP Amendment #9.

Board Action: Approve TIP Amendment #9.

Attachments: [2021-12-15 \(21-203\) TIP Amendment #9 Summary Sheet](#)
[2021-12-15 \(21-203\) TIP Amendment #9 Full Report](#)
[2021-12-15 \(21-203\) TIP Amendment #9 Resolution](#)

ACTION ITEMS**6. Resolution Recognizing Felix Nwoko's Career and Leadership of**[21-202](#)**DCHC MPO (20 minutes)****LPA Staff**

Felix Nwoko has managed the DCHC MPO for nearly three decades and played a pivotal role in developing the technical foundation for MPO planning in the Triangle. Felix Nwoko's accomplishments prove to be too many to count, and we recognize his unparalleled knowledge and experience. Felix Nwoko will be sorely missed, and we wish him a very happy retirement.

TC Action: Recommend the Board adopt the resolution to recognize Felix Nwoko's leadership of DCHC MPO for nearly three decades.

Board Action: Adopt the resolution to recognize Felix Nwoko's leadership of DCHC MPO for nearly three decades.

Attachments: [2021-12-15 \(21-202\) Resolution to Honor Felix Nwoko](#)

7. 2050 MTP (10 minutes)[21-155](#)**Andy Henry, LPA Staff**

The DCHC MPO board approved the draft 2050 Metropolitan Transportation Plan (MTP) for use in the final report and Air Quality Conformity Determination Report (AQ CDR), and released the AQ CDR for public comment. The final report compiles the many details and assumptions that have already been known in the development of the Plan including the socioeconomic data (SE Data), Goals and Objectives, performance measures, Triangle Regional Model (TRM), deficiency analysis, alternatives analysis, and public engagement. It also presents new information on how the 2050 MTP meets the requirements of environmental justice, air quality conformity, federal critical planning factors, environmental resources, and year of expenditure budget balancing. The attached draft *table of contents* further outlines the report topics. The Adopted web page for the 2045 MTP, which can be viewed here,

<https://www.dchcmpo.org/what-we-do/programs-plans/transportation-plans/2045-metropolitan-transportation-plan>, shows the detailed chapter and appendix information that will be in the 2050 MTP version. The 2050 MTP report is expected to be more streamlined and graphic than its predecessor.

Staff continue to work on the lengthy full report for the 2050 MTP and thus a draft is not available at this time. Staff will forward the full report to the MPO Board for release at their January 2022 meeting. The remaining schedule includes:

- * January 2022 -- Board release full 2050 MTP report for public comment and conduct a public hearing for the AQ CDR.
- * February 2022 -- Board adopt the 2050 MTP (including the SE Data, TRM and Goals/Objectives) and the AQ CDR by resolution.

TC Action: Recommend that the MPO Board release the completed draft 2050 MTP report for a 21-day public comment period.

Attachments: [2021-12-15 \(21-155\) 2050MTP-FullReport-TOC](#)

8. FY2023 Draft Unified Planning Work Program (15 minutes)[21-205](#)**Mariei Klein, LPA Staff**

The DCHC MPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided by the Federal Highway Administration and the Federal Transit Administration. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds.

Attached is the draft FY2023 UPWP and a brief presentation.

The proposed schedule for FY2023 UPWP development is as follows: Draft UPWP to be reviewed by the Board and released for public comment at their January 2022 meeting. The MPO Board will be recommended to approve the plan at their March 9, 2022 meeting.

TC Action: Review draft FY2023 UPWP and recommend the Board release the draft FY2023 UPWP for public comment

Board Action: Review draft FY2023 UPWP and release for public comment.

Attachments: [2021-12-15 \(21-205\) Draft UPWP Presentation](#)
 [2021-12-15 \(21-205\) Draft UPWP](#)

9. CTP Amendment #4 (10 minutes)[21-201](#)**Kayla Peloquin, LPA Staff**

DCHC MPO adopted the Comprehensive Transportation Plan (CTP) in 2017 and there have been two minor amendments. Amendment #3 was a large amendment brought forward in 2021, but was suspended due to limited staff availability. The new approach is to bring forward a series of smaller amendments to address all components as soon as possible.

Amendment #4 includes the following:

- Incorporate NCDOT Complete Streets Guidelines
- Remove the Durham-Orange Light Rail Transit (D-O LRT) alignment
- Adjust/remove several roadway projects (six roadway segments were directly related to D-O LRT)
- Designate four Transit Emphasis Corridors (TECs) in Durham

The schedule is as follows:

- January 12, 2022 - The MPO Board releases CTP Amendment #4 for public input
- February 9, 2022 - MPO Board conducts a public hearing on CTP Amendment #4
- February 22, 2022 - 42-day public input period ends
- February 23, 2022 - TC makes recommendation on Amendment #4
- March 9, 2022 - MPO Board can adopt Amendment #4

TC Action: Recommend the MPO Board authorize the release of CTP Amendment #4 for a 42-day public comment period.

Board Action: Authorize the release of CTP Amendment #4 for a 42-day public comment period.

Attachments:

[2021-12-15 \(21-201\) CTP Amendment #4 Report](#)

[2021-12-15 \(21-201\) CTP Amendment #4 Presentation](#)

10. Targets for Safety Performance Measures (10 minutes)[21-204](#)**Andy Henry, LPA Staff**

Per federal statute, MPOs must adopt targets for safety performance measures. MPOs may either adopt the targets developed by the state, or they may develop and adopt their own. Staff recommends adopting the NCDOT targets because the targets are challenging, and using the NCDOT targets allows the MPO to use the NCDOT methodology and data. These targets will also be incorporated into the 2050 Metropolitan Transportation Plan (MTP). The MPO must adopt the safety performance measures by February 27, 2022.

The attached draft resolution includes NCDOT's safety performance measure targets, and the attached presentation provides further background and information. Staff recommend that this item be part of the Board consent agenda because most members are familiar with these safety measures and staff is trying to keep the Board meetings on time.

TC Action: Recommend that the DCHC MPO Board adopt the resolution that endorses the state's safety performance measure targets.

Board Action: Adopt the resolution that endorses the state's safety performance measure targets.

Attachments: [2021-12-15 \(21-204\) SafetyMeasurePresentation](#)
 [2021-12-15 \(21-204\) SafetyPerformanceTargets](#)

11. DCHC MPO Technical Committee Officer Nominations (10 minutes)[21-206](#)**Aaron Cain, LPA Staff**

Per the TC bylaws, officers are to be elected every year at the first meeting of the calendar year. Officers may serve up to two consecutive terms in their respective positions. Ellen Beckmann is completing her first year as Chair and Nishith Trivedi is completing his first year as Vice Chair. Each of them can serve an additional one-year term in their respective roles.

Nominations should be sent to Aaron Cain, and must be received by January 14, 2022. The election will take place at the January 26, 2022 TC meeting.

TC Action: Provide officer nominations to LPA staff by January 14, 2022.

REPORTS FROM STAFF:**12. Report from Staff**[21-107](#)

TC Action: Receive report from Staff.

Attachments: [2021-12-15 \(21-107\) LPA staff report](#)

13. Report from the Chair [21-108](#)**Ellen Beckmann, TC Chair****TC Action:** Receive report from the TC Chair.**14. NCDOT Reports** [21-109](#)**Brandon Jones (David Keilson), Division 5 - NCDOT****Wright Archer (Pat Wilson, Stephen Robinson), Division 7 - NCDOT****Patrick Norman (Bryan Kluchar), Division 8 - NCDOT****Julie Bogle, Transportation Planning Division - NCDOT****John Grant, Traffic Operations - NCDOT****TC Action:** Receive reports from NCDOT.**Attachments:** [2021-12-12 \(21-109\) NCDOT Progress Reports](#)**INFORMATIONAL ITEMS:****Adjourn****Next meeting: January 26, 2022, 9 a.m., Location to be determined****Dates of Upcoming Transportation-Related Meetings: NC Transportation Summit
January 19-20**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COMMITTEE

November 17, 2021

MINUTES OF MEETING

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on November 17, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

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

Joe Geigle, Federal Highway Administration
Rachel Stair, Raleigh-Durham Airport Authority
Sean Egan, City of Durham
Tamara Njegovan, NCDOT Division 7
Delia Chi, Resident
John Tallmadge, Bike Durham

43 Scott Lane, J. S. Lane Company
44 Dan Hemme, Stantec

45 Aaron Cain, DCHC MPO
46 Anne Phillips, DCHC MPO
47 Andy Henry, DCHC MPO
48 Dale McKeel, City of Durham/DCHC MPO
49 Casey Chae, DCHC MPO
50 Yanping Zhang, DCHC MPO
51 Kayla Peloquin, DCHC MPO
52 Mariel Klein, DCHC MPO

53 Quorum count: 26 of 31 voting members

54 Chair Ellen Beckmann called the meeting to order at 9:00 a.m.

55 **PRELIMINARIES:**

56 **1. Roll Call**

57 The roll call was completed using the Zoom participant list. Aaron Cain welcomed the
58 new voting member for Chatham County, Brandon Dawson, who is replacing Chance Mullis.
59 Aaron Cain said this will be Evan Tenenbaum's last TC meeting.

60 **2. Adjustments to the Agenda**

61 There were no adjustments to the agenda.

62 **3. Public Comments**

63 There were no public comments.

64 **CONSENT AGENDA:**

65 **4. Approval of the October 27, 2021 TC Meeting Minutes**

66 There was no discussion on the consent agenda. Zach Hallock made a motion to
67 approve the consent agenda. Tom Devlin seconded the motion. The motion passed
68 unanimously.

69 **ACTION ITEMS:**

70 **5. Draft DCHC MPO Governance Study**
71 **Scott Lane, Stantec**
72 **Dan Hemme, Stantec**

Chair Ellen Beckmann introduced the Governance Study that was directed by the MPO Board. Chair Ellen Beckmann said the action for the TC is to review the study and ask questions, not to take a formal action. Scott Lane of the J. S. Lane Company, who acted as a sub consultant of Stantec, thanked participants for their involvement in the study and reviewed the scope and methodology. Scott Lane highlighted the main findings, one of which was the growing sentiment that the missions of the City of Durham and the MPO are too intertwined. Scott Lane said the MPO has done a great job with federal compliance. Scott Lane stated some of the recommendations of the study, such as the lead role the MPO Board should have in hiring key staff, which can be implemented in the upcoming search for the new MPO director. Scott Lane suggested the MPO have an informal walk through of the agenda prior to the official meetings so that staff and members are more prepared. Scott Lane stated that technical staff could benefit from continued training on presenting information in plain language. Chair Ellen Beckmann asked if subsidizing staff managing specific projects should be done through the UPWP or on a project-level basis through the Transportation Improvement Program (TIP). Scott Lane said it would likely be done through project submittals. There was a discussion on local matches for in-kind services for local staff.

Scott Lane continued the presentation with the recommendation on regional collaboration to strengthen relationships and encourage more participation from NCDOT Integrated Mobility Division (IMD) staff. With respect to funding, Scott Lane said the study recommends increasing funding support for cross-jurisdictional projects. Regarding public engagement, Scott Lane said the study recommends adding a K-12 public school system representative to the TC.

Meg Scully mentioned that comments in the study about the MPO website are dated because the study has gone on for a long period of time, and asked if some of the comments on MPO staff relations with NCDOT IMD staff and MPO staff alignment with the Board could also be considered dated at this point. Meg Scully asked if the comments on Board and staff

alignment were made prior to the restructuring of the 2050 Metropolitan Transportation Plan (MTP) Preferred Option. Meg Scully added that there has always been a disconnect between the goals of the MPO Board and what they approve, although they have taken action with the MTP, so adding more context to the study may be helpful. Scott Lane responded that NCDOT IMD is restructuring and it is crucial for their staff to come to TC meetings and provide a state perspective that endorses active modes. Meg Scully agreed and said that should be made clear to the Board. Scott Lane stated that, regarding the alignment of goals between staff and the Board, there will always be a degree of disjointedness, and the recommendation was about the MPO historically spending a lot of time and energy on highly technical products that do not get a lot of publicity. Scott Lane connected this recommendation to another that suggests broadcasting the utility of technical work and any achievements to the MPO Board and the public.

Anne Phillips noticed certain items brought up in the report have been addressed since the report was written, and suggested updating the information that is outdated. Sean Egan asked Scott Lane to elaborate on concerns of objectivity of the MPO with respect to the MPO being housed in the City of Durham as the Lead Planning Agency (LPA). Scott Lane stated that generally, it is hard to be objective as a staff member when your paycheck comes from one of the entities that staff is supposed to be supporting equally. Scott Lane provided some examples of how other MPOs have addressed this issue. Aaron Cain mentioned the legal aspect such that if there was a legal issue between the City of Durham and the MPO, the attorney would default to represent the City of Durham and the MPO would have no legal representation. There was a discussion on when the Urbanized Area (UZA) data will be available from the 2020 Census and the potential impact on the boundaries of the MPO and makeup of voting members. Tom Altieri asked if there are recommendations on what next steps the Board should take. Scott Lane said recommendations are broken down further in the full report.

Chair Ellen Beckmann stated that it was decided through working group meetings that the TC will not filter recommendations from the Governance Study, so the MPO Board will receive all recommendations and provide direction on what the highest priorities are. Aaron Cain asked if there would be an opportunity for staff to provide input on these recommendations. Vice Chair Nishith Trivedi pointed out the process is generally for staff to form a recommendation related to all items going before the MPO Board and suggested following the same protocol for this process. There was a discussion on if there should be a staff recommendation. Anne Phillips expressed concern that a formal recommendation/input from staff would come off as defensive. Meg Scully suggested staff work with the consultant to provide a factual update on events that have transpired since the initial data was collected for the study. Chair Ellen Beckmann agreed that factual updates should be provided to the consultant.

This item was for informational purposes; no further action was required by the TC.

6. 2050 MTP

Andy Henry, LPA Staff

Andy Henry began the presentation with the upcoming schedule of public input and TC/Board cycles for final adoption of the 2050 MTP, the Goals/Objectives, Socioeconomic (SE) Data, Triangle Regional Model (TRM), and the Air Quality Conformity Determination Report (AQ CDR) in February 2022. Andy Henry reviewed directives given by the Board at their November meeting. Andy Henry said no additional changes are proposed for highway projects. Andy Henry reviewed cost estimates for bicycle and pedestrian facility totals and the cost breakdown by decade. Andy Henry stated that transit projects were adjusted to reflect a new assumed revenue of a full one cent transit tax. Chair Ellen Beckmann asked if the additional half cent sales tax revenue would all be used for transit and Andy Henry said yes. Andy Henry discussed the transit budget financial plan by decade. Andy Henry mentioned the goals and objectives approved in September 2020 and said there will be a line item for the goals and objectives in

the 2050 MTP resolution, as well as a separate line item for the SE data, the TRM, and the AQ CDR.

Vice Chair Nishith Trivedi asked if local jurisdictions are expected to contribute to the bicycle/pedestrian projects as they are fully funded in local plans. Andy Henry said the primary bicycle/pedestrian project funding source is the assumed NC First Commission revenue, so local matches are not included. Andy Henry said this revenue would not be distributed through Strategic Transportation Investments (STI) law, therefore it could be used more flexibly in urban areas. There was a discussion of the state law that prevents the use of state funds for independent bicycle/pedestrian projects, which results in the inability to use these funds for the 20% match for Transportation Alternatives Program (TAP) funds or other federal funds. John Hodges-Copple stated the importance of ensuring the project list in the appendices are correct, because changing projects further down the line could result in having to redo the AQ CDR. John Hodges-Copple reminded members that the MTP may need to be significantly amended to reflect the new STIP.

Chair Ellen Beckmann suggested designating the segments between Durham and Chapel Hill as well as between Durham and RTP along US 15/501 and NC 147 as BRT on the transit map and as modernizations on the highway map to better demonstrate a commitment and willingness to work on identifying a plan that works for all parties. Andy Henry said certain segments of 15/501 are designated as modernizations, and Chair Ellen Beckmann specified the segment between the bypass and Erwin Road. Andy Henry said he could change the aforementioned segments to modernizations, although additional funding may be needed for those projects. Andy Henry added that there won't be a problem in the budget as the roadway projects are well below the expected roadway revenue. Jay Heikes said those designations can be added in on the transit side for BRT. Chair Ellen Beckmann said this would reflect the reality that if there is plenty of money for BRT, then the MPO could pursue one roadway project in conjunction with NCDOT. Chair Ellen Beckmann said the term modernization should be used

rather than boulevards, and Andy Henry agreed. Chair Ellen Beckmann said if the MPO has additional funds, it may be more feasible to do a modernization along the Durham/Chapel Hill Boulevard portion of 15/501 in a manner consistent with recommendations from the 15/501 Corridor Study.

Tom Devlin made a motion to recommend that the MPO Board approve the 2050 MTP for use in the AQ CDR with the discussed changes and authorize staff to present the AQ CDR to the MPO Board and recommend the MPO Board release the AQ CDR for a minimum 21-day public comment period. Margaret Hauth seconded the motion. The motion passed unanimously.

7. CTP Amendment Update
Aaron Cain, LPA Staff

Aaron Cain discussed the status of the discontinued CTP Amendment #3 and the new approach of breaking up the larger amendment into a series of smaller amendments. Aaron Cain said the first smaller amendment going to the TC in December will include the removal of the former Durham-Orange Light Rail Transit (D-O LRT) corridor as well as changes to regional and secondary highways that NCDOT and MPO staff agree on. Evan Tenenbaum pointed out that elements of the larger amendment that were pulled out for further study can also be addressed in future amendments. Aaron Cain agreed and said the goal is to address all elements as soon as possible, so the best approach is to get certain changes through in smaller amendments given the amount of data requested by NCDOT. Aaron Cain added that each amendment will go through the required public comment period.

Julie Bogle said that NCDOT Transportation Planning Division (TPD) leadership will need to review all problem statements. Aaron Cain asked if every project is required to have an individual problem statement. Julie Bogle said some project deletions would need a problem statement and the removal of the D-O LRT alignment also needs a problem statement. Chair Ellen Beckmann said it would be helpful for TPD to share an example of what a problem statement should include for an individual sidewalk. Vice Chair Nishith Trivedi asked if NCDOT

can provide a template for different categories of problem statements, such as highways, modernizations, or bicycle/pedestrian projects, as they all seem to need different data. Julie Bogle said a problem statement for a bicycle/pedestrian project needs to show connectivity, purpose, and any supporting data available. Julie Bogle said she will follow up with more information. Chair Ellen Beckmann said she hopes the problem statements can be simple because where there are people, there should be sidewalks. Julie Bogle clarified that TPD is not looking for counts of pedestrians or bicyclists, but is more interested in the connectivity and purpose. Chair Ellen Beckmann said the TC should review and provide comment on the purpose and need statements, and that sidewalks are of high interest to the MPO Board.

Bill Judge asked if this item discussing the process of the smaller amendments will be brought to the MPO Board, and Aaron Cain said that it will not. Bill Judge said NCDOT should be prepared to explain why certain elements included in the larger Amendment #3 are being omitted, as this process has been going on for 6 months. Bill Judge cautioned that the MPO Board may be disappointed in this approach because it does not reflect all of the desired changes. Aaron Cain said that this approach is the only way to move any changes through without more staff resources. Chair Ellen Beckmann said this can be discussed in more detail at the next TC meeting what the issues have been with Amendment #3 and the scale of work involved.

This item was for informational purposes; no further action was required by the TC.

8. Technical Committee Appointment to the MPO Manager Search Committee
Ellen Beckmann, TC Chair

Chair Ellen Beckmann stated the MPO Board requested a member with technical expertise be represented on the search committee. Chair Ellen Beckmann recommended that John Hodges-Copple serve on the search committee due to his experience with many planning organizations.

Chair Ellen Beckmann made a motion to recommend that John Hodges-Copple serve on the MPO manager search committee. Vice Chair Nishith Trivedi seconded the motion. The motion passed unanimously.

REPORTS FROM STAFF:

9. Report from Staff

There was no report from LPA staff.

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

Chair Ellen Beckmann said a discussion has taken place with NCDOT IMD on their Complete Streets guidelines and they are in the process of formally releasing the implementation guide and can present to the TC in December or January. Chair Ellen Beckmann suggested staff review and provide comments prior to bringing it to the MPO Board, as many policies can appear to be advantageous but how it is operationalized is a critical step.

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

David Keilson said the Alston Avenue project will not experience a several month-long closure as was considered, and the project is still scheduled for completion in late 2022. David Keilson said substantial completion of the Old Durham/Old Chapel Hill Road project will be done by April 2022. David Keilson said the East End Connector Railroad is on its permanent alignment and the detour structure will be demolished by February 2022. Bill Judge thanked David Keilson for reconsideration of the Alston Avenue closure and asked David Keilson to keep the TC informed if the closure is reconsidered.

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

Stephen Robinson had no additional report.

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Bryan Kluchar had no additional report.

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

254 Julie Bogle had no additional report.

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

256 There was no additional report.

257 **INFORMATIONAL ITEMS:**

258 Dale McKeel mentioned the City of Durham was awarded a \$9 million Rebuilding
259 American Infrastructure with Sustainability and Equity (RAISE) grant for the Durham Belt Line
260 Trail, of which the MPO has been very supportive. Dale McKeel said a written update on funding
261 opportunities as part of the Infrastructure Bill will be provided in December. Aaron Cain said the
262 consultant conducting the search for the next director has asked to meet with the Board for 45
263 minutes during the December meeting. There was a discussion on doing a lunch and learn or
264 alternative meeting format for information on the Infrastructure Bill, a subject of high interest to
265 the TC. Chair Ellen Beckmann said another item of interest is the P 6.0 scores. Staff will work
266 on an optional meeting or gathering to provide information on these two items.

267 **Adjourn**

268 There being no further business, the meeting was adjourned by Chair Ellen Beckmann
269 at 11:12 a.m.

Transportation Improvement Program Amendment #9
Summary Sheet

- **EB-5703 Lasalle Street Sidewalks:** Delay ROW from FY21 to 22 to allow additional time for planning and design.
- **HL-0045 Exchange Park Lane Bridge Repair:** Delay CON from FY21 to 22 to allow additional time for execution of municipal agreement.
- **I-5995 I-40, East of NC 147 to Airport Boulevard, Pavement Rehabilitation:** Delay CON from FY25 to 27 to reflect the latest interstate maintenance prioritization.
- **I-5998 I-540, I-40 in Durham to US 70 in Raleigh, Pavement Rehabilitation:** Delay CON from FY25 to 26 to reflect the latest interstate maintenance prioritization.
- **I-6000 I-540, I-40 in Durham to US 1 in Raleigh, Bridge Preservation:** Delay CON from FY25 to 26 to reflect the latest interstate maintenance prioritization.
- **P-5717 Cornwallis Road Grade Separation:** Delay CON from FY23 to 24 to allow additional time for ROW and utilities.
- **U-4724 Cornwallis Road Bicycle and Pedestrian:** Delay ROW from FY21 to 22 to allow additional time for planning and design.
- **U-5823 Woodcroft Parkway Extension:** Delay ROW from FY22 to 24 to allow additional time for planning and design.

**ITEM N
(HANDOUT)**

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HL-0045	- DURHAM-CHAPEL HILL-CARRBORO	EXCHANGE PARK LANE, SOUTH CHURTON STREET TO	ENGINEERING	FY 2021 -	\$20,000	(L)
ORANGE	METROPOLITAN PLANNING ORGANIZATION	FARIBAULT LANE IN HILLSBOROUGH. REPAIR BRIDGE	CONSTRUCTION	FY 2022 -	\$126,000	(BGDA CV)
PROJ.CATEGORY		670241 OVER ENO RIVER.		FY 2022 -	\$27,000	(L)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR EXECUTION OF MUNICIPAL AGREEMENT, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>			\$173,000	

* INDICATES FEDERAL AMENDMENT

Thursday, October 7, 2021

**ITEM N
(HANDOUT)**

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

EB-5703 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	LASALLE STREET, KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT OF WAY FROM FY 21 TO FY 22.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 -	\$412,000	(TAANY)
				FY 2022 -	\$103,000	(L)
				FY 2022 -	\$1,152,000	(TAANY)
				FY 2022 -	\$288,000	(L)
					\$1,955,000	
P-5717 DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN H LINE, CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION. <u>TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY AND UTILITIES, DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2022 -	\$2,500,000	(T)
				FY 2022 -	\$1,878,000	(T)
				FY 2024 -	\$1,000,000	(DP)
				FY 2024 -	\$226,000	(T)
				FY 2025 -	\$9,227,000	(T)
				FY 2026 -	\$8,975,000	(T)
				FY 2027 -	\$4,172,000	(T)
* TA-4923 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	DURHAM AREA TRANSIT AUTHORITY, REPLACEMENT BUS. <u>ADD FUNDING TO FY 22 AT THE REQUEST OF MPO.</u> Added to TIP as part of amendment #2.	CAPITAL		\$27,978,000	
				FY 2021 -	\$880,000	(L)
				FY 2021 -	\$1,834,000	(5307)
				FY 2021 -	\$1,686,000	(5339)
				FY 2022 -	\$166,000	(L)
				FY 2022 -	\$664,000	(5307)
					\$5,230,000	
* TA-6721 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION	ORANGE PUBLIC TRANSIT, PURCHASE TWO (2) LIGHT TRANSIT VEHICLES <u>ADD FUNDING FROM PREVIOUS ALLOCATION YEARS TO FY 22 AT THE REQUEST OF MPO.</u> Added to TIP as part of amendment #6,	ACQUISITION	FY 2022 -	\$98,000	(T)
				FY 2022 -	\$11,000	(L)
					\$109,000	

* INDICATES FEDERAL AMENDMENT

Thursday, November 4, 2021

**ITEM N
(HANDOUT)**

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* TD-5155 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	ORANGE PUBLIC TRANSIT, 1 REPLACEMENT LTV (25') AND RADIO, VEHICLE LETTERING AND LOGOS, AND ON-BOARD CAMERA. <u>ADD FUNDING FROM PREVIOUS ALLOCATION YEARS TO FY 22 AT THE REQUEST OF MPO.</u> Added to TIP as part of amendment #6.	CAPITAL	FY 2022 -	\$62,000	(BGDA)
				FY 2022 -	\$15,000	(L)
					\$77,000	
U-4724 DURHAM PROJ.CATEGORY TRANSITION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1158 (CORNWALLIS ROAD), SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT OF WAY FROM FY 21 TO FY 22.</u>	RIGHT-OF-WAY	FY 2022 -	\$1,785,000	(BGANY)
				FY 2022 -	\$448,000	(L)
			CONSTRUCTION	FY 2024 -	\$3,854,000	(BGANY)
				FY 2024 -	\$120,000	(BGDA)
				FY 2024 -	\$1,004,000	(L)
					\$7,211,000	
U-5823 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	WOODCROFT PARKWAY EXTENSION, SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT OF WAY FROM FY 22 TO FY 24.</u>	RIGHT-OF-WAY	FY 2024 -	\$465,000	(BGANY)
				FY 2024 -	\$435,000	(L)
			UTILITIES	FY 2024 -	\$320,000	(BGANY)
				FY 2024 -	\$80,000	(L)
			CONSTRUCTION	FY 2025 -	\$3,000,000	(BGANY)
				FY 2025 -	\$750,000	(L)
					\$5,050,000	

* INDICATES FEDERAL AMENDMENT

Thursday, November 4, 2021

**ITEM N
(HANDOUT)**

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

*BL-0044	- DURHAM-CHAPEL HILL-CARRBORO	NC 54, WESTBROOK DRIVE IN CARRBORO TO WEST	ENGINEERING	FY 2022 -	\$175,000	(S)
ORANGE	METROPOLITAN PLANNING ORGANIZATION	OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET)	RIGHT-OF-WAY	FY 2022 -	\$35,000	(S)
PROJ.CATEGORY		INTERCHANGE IN CHAPEL HILL. CONSTRUCT		FY 2023 -	\$50,000	(S)
DIVISION		SIDEWALK AND INSTALL PEDESTRIAN SIGNALS,	CONSTRUCTION	FY 2023 -	\$140,000	(S)
		CROSSWALKS, AND REFUGE ISLANDS AT SELECTED		FY 2023 -	\$978,000	(BGDA)
		LOCATIONS.		FY 2023 -	\$193,000	(L)
		<u>ADD PROJECT AT THE REQUEST OF THE DURHAM-CHAPEL HILL-CARRBORO MPO.</u>			\$1,571,000	

Project added to the TIP as part of amendment #6.

STIP MODIFICATIONS

I-5995	- CAPITAL AREA METROPOLITAN PLANNING	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT	CONSTRUCTION	FY 2027 -	\$6,712,000	(NHPIM)
DURHAM	ORGANIZATION	BOULEVARD). PAVEMENT REHABILITATION.		FY 2028 -	\$6,975,000	(NHPIM)
WAKE	- DURHAM-CHAPEL HILL-CARRBORO	<u>TO REFLECT THE LATEST INTERSTATE</u>		FY 2029 -	\$1,213,000	(NHPIM)
PROJ.CATEGORY	METROPOLITAN PLANNING ORGANIZATION	<u>MAINTENANCE PRIORITIZATION, DELAY</u>			\$14,900,000	
STATEWIDE		<u>CONSTRUCTION FROM FY 25 TO FY 27.</u>				

I-5998	- DURHAM-CHAPEL HILL-CARRBORO	I-540, I-40 IN DURHAM TO US 70 IN RALEIGH.	CONSTRUCTION	FY 2026 -	\$6,469,000	(NHPIM)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	PAVEMENT REHABILITATION.		FY 2027 -	\$7,177,000	(NHPIM)
WAKE	- CAPITAL AREA METROPOLITAN PLANNING	<u>TO REFLECT THE LATEST INTERSTATE</u>		FY 2028 -	\$1,354,000	(NHPIM)
PROJ.CATEGORY	ORGANIZATION	<u>MAINTENANCE PRIORITIZATION, DELAY</u>			\$15,000,000	
STATEWIDE		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>				

* INDICATES FEDERAL AMENDMENT

Wednesday, December 8, 2021

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

I-6000	- DURHAM-CHAPEL HILL-CARRBORO	I-540, I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE	CONSTRUCTION	FY 2026 -	\$4,686,000	(NHPIM)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	PRESERVATION / REHABILITATION.		FY 2027 -	\$2,914,000	(NHPIM)
WAKE	- CAPITAL AREA METROPOLITAN PLANNING	<u>TO REFLECT THE LATEST INTERSTATE</u>			\$7,600,000	
PROJ.CATEGORY	ORGANIZATION	<u>MAINTENANCE PRIORITIZATION, DELAY</u>				
STATEWIDE		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>				

* INDICATES FEDERAL AMENDMENT

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

**AMENDMENT #9
January 12, 2022**

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 #9 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 #9 Summary Sheet” on this, the 12th day of January, 2022.

_____, MPO Board Chair

Durham County, North Carolina

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

Date: January 12, 2022

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

**RESOLUTION TO RECOGNIZE FELIX NWOKO FOR SERVICE TO THE
DURHAM-CHAPEL HILL-CARRBORO MPO**

January 12, 2022

A motion was made by Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board Member _____ and seconded by DCHC MPO Board Member _____ for approval of the following resolution and upon being put to a vote, was duly adopted.

WHEREAS, Felix Nwoko has managed the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization since 1994; and

WHEREAS, Felix Nwoko has helped to professionalize the MPO's organization and operation, creating many of the policies that now govern MPO Board decision-making; and

WHEREAS, Felix Nwoko has played a pivotal role in developing the technical foundation for MPO planning in the Triangle; and

WHEREAS, Felix Nwoko authored DCHC MPO's first three long-range plans; and

WHEREAS, Felix Nwoko spearheaded the development of the Community Visualization, Employment Analyst, and Network Analysis, modeling tools that have been updated over the years and are still used to develop the MPO's long-range plans; and

WHEREAS, Felix Nwoko led efforts to incorporate non-motorized trips into the Triangle Regional Model; and

WHEREAS, Felix Nwoko was instrumental in establishing the framework for GIS analysis for MPO planning in the Triangle; and

WHEREAS, Felix Nwoko's knowledge of federal policies and procedures pertaining to MPOs is unmatched; and

WHEREAS, Felix Nwoko led efforts to have the MPO's apportionment of federal Surface Transportation block grant funds flow directly to the MPO, instead of to the North Carolina Department of Transportation; and

WHEREAS, Felix Nwoko authored two white papers about North Carolina MPO's inability to benefit from the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), which led to meetings between DCHC, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, these meetings and white papers changed the way that ISTEA was implemented in North Carolina and led to greater authority for MPOs throughout the state; and

WHEREAS, Felix Nwoko recruited a diverse, knowledgeable, and talented MPO staff, with whom he has formed lifelong friendships outside of work; and

WHEREAS, Felix Nwoko developed an Historically Black College and University (HBCU) internship program to increase the representation of underrepresented groups in the transportation field; and

WHEREAS, the contributions Felix Nwoko has made to the DCHC MPO, his extraordinary dedication to his work and colleagues, and his convivial demeanor will be sorely missed.

NOW THEREFORE, BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby sincerely thanks Felix Nwoko for his three decades of service to the DCHC MPO, and wishes him the very best in the years to come, provided here on this, the 12th day of January, 2022.

Jenn Weaver, MPO Board Chair

Durham County, North Carolina

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

Date: January 12, 2022

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

CONNECT 2050

The Research Triangle Region's
Metropolitan Transportation Plan



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Appendices

- Appendix 1: Community Engagement
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- Appendix 3: Transit Project List
- Appendix 4: Active Transportation Projects
- Appendix 5: Resources on Technologies: Connected & Autonomous Vehicles, Electrification, Telepresence
- Appendix 6: Multimodal Corridors and Complete Streets
- Appendix 7: Air Quality (MOVES output)
- Appendix 8: Public Comments and Plan Revisions
- Appendix 9: Acronyms
- Appendix 10: Detailed Transportation and Growth Maps
- Appendix 11: Year-of-Expenditure Financial Plan
- Appendix 12: Environmental Justice Maps and Critical Environmental Resource Maps

Online Interactive Project Maps:

CAMPO: [\[to be added\]](#)

DCHC MPO: [\[to be added\]](#)

2050 Metropolitan Transportation Plan most recent adoption or amendment dates:

Capital Area MPO: xxxx, 2021

Durham-Chapel Hill-Carrboro MPO: yyyy, 2021

Date of this document version: December ZZ, 2021

A Note to Readers:

The heart of any transportation plan is the investments that will be made to serve the mobility needs of our rapidly growing region's citizens, businesses and visitors. These investments take the form of road, transit, railroad, airport, cycling and walking facilities and services, together with related technologies and strategies. Maps are created to help visualize the nature of both the facilities in which we plan to invest and the existing and future population and jobs that the facilities are designed to serve. But the maps in this document are for illustrative purposes only and are subject to change and interpretation. The details of the investments are in the project lists that are included with this report.

Comments may be submitted to either of the MPOs through their websites:

NC Capital Area MPO: www.campo-nc.us/

attention: Chris Lukasina

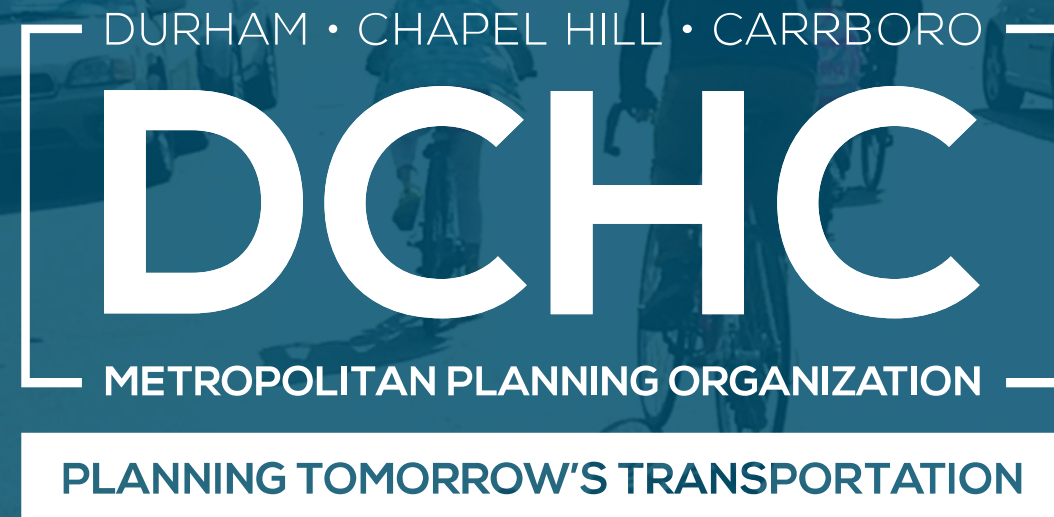
Durham-Chapel Hill-Carrboro MPO: www.dchcmpo.org/

attention: Andy Henry

Because this document addresses the official plans of both MPOs, the document is color-coded. Text and tables with a white background apply to both MPOs.

Text and tables highlighted in this green color apply only to the Durham-Chapel Hill-Carrboro MPO.

Text and tables highlighted in this yellow color apply only to the Capital Area MPO



FY 22-23 Draft Unified Planning Work Program

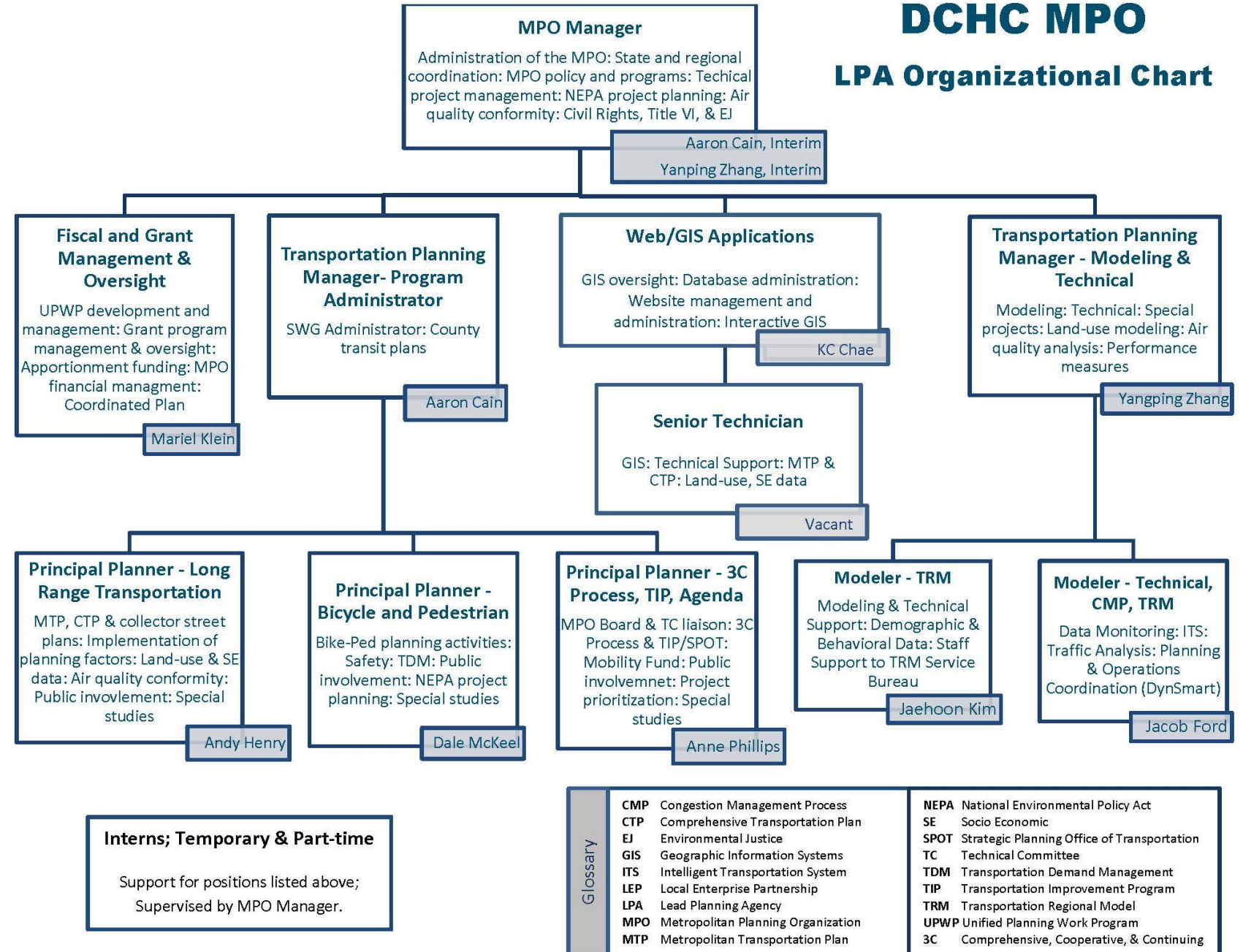
Marisel Klein | Marisel.Klein@durhamnc.gov | December 15, 2021

What is the UPWP?

- Required by federal regulation
- Details and guides transportation planning activities
- Annual funding document
- Funding comes from FHWA and FTA and is matched by state and local sources
 - FHWA provides 80% and requires a 20% local match
 - FTA provides 80% transit funding, NCDOT provides 10% for 5303, and transit agencies provide 10% match
 - In 2014, the MPO began cost sharing for the FHWA 20% local match

The LPA- A Review

DCHC MPO LPA Organizational Chart



FY23 UPWP Priorities

- Development of the 2050 Metropolitan Plan (MTP)
- Work with NCDOT on STIP reprogramming and the development of the 2024-2033 TIP
- Explore integration of Big Data/open source data for technical and modeling processes
- TRM Generation-G2 base year and future direction
- Update CTP
- Continue regional transit implementation and coordination
- Continue analysis of the Annual Continuous Travel Behavior Survey

FY21 Accomplishments

- Comprehensive Transportation Plan (CTP) Development
- Public Involvement Process
- 2045/2050 Metropolitan Transportation Plan (MTP)
- Continuing Services



Summary of Funding Sources

	Federal	State	Local	Total
FY23 STBG-DA (FHWA)	\$ 2,050,150		\$512,437	\$ 2,562,687
FY22 STBG-DA (FHWA)	\$560,040		\$248,273	\$808,313
FY23 PL (FHWA)	\$493,000		\$123,325	\$616,325
FTA 5303 (FTA)	\$ 295,984	\$20,610	\$20,610	\$337,204
FTA 5307 (FTA)	\$ 537,856	\$67,232	\$67,232	\$ 672,320
Total	\$ 3,937,030	\$87,842	\$971,977	\$4,996,849

- FHWA Funding:
 - STBG-DA: Section 133(b)(3)(7)
 - › Flexible funding that can be used for projects to preserve and improve conditions and performance of public roads, pedestrian and bike infrastructure, and to implement transit capital projects
 - Planning (PL): Section 104(f)
 - › Distributed by population to MPO's to conduct planning activities
- FTA Funding:
 - 5303 and 5307 grants are programmed by transit agencies

Summary of Federal Funding by Agency

AGENCY	FHWA		FTA		TOTAL
	STBG-DA	PL	5303	5307	
Lead Planning Agency (LPA)	\$ 2,488,000	\$492,800			\$ 2,483,200
Town of Carrboro	\$ 16,800				\$16,800
Town of Chapel Hill/ CH Transit	\$ 144,000		\$142,072		\$ 286,072
City of Durham	\$ 76,274				\$76,274
Town of Hillsborough	\$224,000				\$224,000
Chatham County					
Durham County	\$ 54,216				\$ 54,216
GoDurham					
GoTriangle				\$ 121,040	\$ 121,040
Orange County	\$20,000			\$20,000	\$40,000
TJCOG	\$ 84,500				\$ 84,500
TOTAL	\$ 2,610,190	\$492,800	\$ 142,072	\$141,040	\$ 3,386,102

Local Match Cost Sharing

Agency	Total FY2023
City of Durham	\$271,645
Durham County	\$46,128
Chapel Hill	\$66,630
Carrboro	\$25,627
Hillsborough	\$10,251
Orange County	\$41,003
Chatham County	\$15,376
GoTriangle	\$35,878
Total	\$512,537

- Allocated based on population and number of data collection sites
- Approving the UPWP approves the local match
- Only allocating local match sharing for FY23 STBG-DA funds, not FY22

FY23 LPA New Initiatives

FY23 Special Studies

Initiative Description	Cost	Federal (80%)	Match (20%)	Requested by
Climate Mitigation	\$100,000	\$80,000	\$20,000	LPA
Equitable Engagement	\$100,000	\$80,000	\$20,000	LPA
Data Processing Consultant	\$50,000	\$40,000	\$10,000	LPA
Modeling Policy Tool	\$70,000	\$56,000	\$14,000	LPA
TOTAL	\$320,000	\$256,000	\$644,000	

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

LPA Expenses

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600	\$0	\$126,400	\$158,000
	3 Special Studies	\$185,200	\$740,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$760,000	\$950,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0							
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Environmental Justice	\$24,200	\$96,800	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,000	\$0	\$108,000	\$135,000
	3 Minority Business Enterprise Plannir	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	4 Planning for the Elderly & Disabled	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	5 Safety/Drug Control Planning	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	6 Public Involvement/ Equitable Comm	\$10,000	\$40,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$92,000	\$115,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developm	\$8,000	\$32,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$72,000	\$90,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	Totals	\$497,600	\$1,990,400	\$123,200	\$492,800	\$0	\$0	\$0	\$0	\$0	\$0	\$613,800	\$0	\$2,455,200	\$3,069,000

FY23 UPWP Development Schedule

We are here!



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

TC and Board Actions

- TC Recommendation
 - Recommend the Board release the Draft FY2023 UPWP for public comment
- Board Action (1/12/2023)
 - Review draft UPWP and authorize release for public comment



UNIFIED PLANNING WORK PROGRAM

2023

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

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

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

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

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

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

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

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

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

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: _____

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

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

Whereas, the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) Board has found that the MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

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

Whereas, the MPO Board has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

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

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

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

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

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

Wendy Jacobs,
Board Chair

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

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

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

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

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

6. Is there a valid TIP? [23 CFR 450.324, 326, 328, 330, 332] Response: Yes
 - a. Is it consistent with the MTP? Yes
 - b. Is it fiscally constrained? Yes
 - c. Is it developed cooperatively with the state and local transit operators? Yes.
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor? Yes
7. Does the area have a valid CMP? (TMA only) [23 CFR 450.320] Response: Yes
 - a. Is it consistent with the MTP? Yes
 - b. Was it used for the development of the TIP? Yes
 - c. Is it monitored and reevaluated to meet the needs of the area? Yes
8. Does the area have a process for including environmental mitigation discussion in the planning process? Yes
 - a. How? Through periodic meeting with environmental resource agencies and involving the agencies in the MTP process.
 - b. Why not? N/A
9. Does the planning process meet the following requirements? Response: Yes.
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended 42 U.S.C. 2000d-1 and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. MAP-21/FAST Act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 Sections 42 U.S.C. 12101 et seq. and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended 42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 29 U.S.C. 794 and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
10. Does the area have an adopted PIP/Public Participation Plan? [23 CRR 450.316 (b)(1)]? Yes
 - a. Did the public participate in the development of the PIP? Yes
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? Yes.
 - c. Is adequate notice provided for public meetings? Yes.
 - d. Are meetings held at convenient times and at accessible locations? Yes.
 - e. Is public given the opportunity to provide oral/written comment on planning process? Yes.
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? Yes.
 - g. Is PIP employ visualization and interactive mapping? Yes.
 - h. Are plans and documents available in an electronic accessible format, i.e. MPO website? Yes
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? Yes
 - a. How? Through inter-agency coordination, and collaboration
 - b. Why not? N/A

DCHC MPO Title VI Assurances

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

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

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

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

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

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

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

Wendy Jacobs, MPO Board Chair

Date

Aaron Cain
Interim DCHC MPO Manager

Date

Introduction

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

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

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

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

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

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

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

FY2023 UPWP Activities

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

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

Metropolitan Planning Factors & Federal Requirements

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

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

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

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

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

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

Public Involvement and Title VI

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

Metropolitan Transportation Plan (MTP)

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

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

these activities;

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

Transportation Improvement Program (TIP)

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

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

Transportation Management Area (TMA)

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

Air Quality Conformity Process

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

FY2023 Emphasis Areas and Special Projects Descriptions

Special emphasis projects for the FY2023 UPWP are described below.

Triangle Regional Model (TRM) - Major Model Enhancement

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

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

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

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

Annual Continuous Travel Behavior Survey (Household Survey)

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

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

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

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

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

Community Viz

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

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

Data Collection and Data Management

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

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

- Transportation Performance Measures
- Transit Performance Targets data

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

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

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

Land Use, Socio-Economic, Environmental Data Analysis

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

Metropolitan Transportation Plan Reappraisal

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

Climate Mitigation Planning

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

Racial Equity Planning

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

FY2023 UPWP Funding Sources

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

Federal Highway Administration Funds (FHWA)

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

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

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

	MPO Total
Federal STBG-DA funds (80%)	\$ 1,691,482
Local match (20%)	\$422,871
Total STBG-DA Funds	\$ 2,114,353

Federal Transit Administration Funds (FTA)

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

Section 5303 funds

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

Section 5303	CHT	GoDurham	LPA	MPO Total
Federal (80%)	\$ 177,596	\$ 184,844	\$	\$ 362,440
State (10%)	\$ 22,199	\$ 23,106	\$	\$ 45,305
Local (10%)	\$ 22,199	\$ 23,106	\$	\$ 45,305
Total Section 5303	\$ 221,995	\$ 231,056	\$	\$ 453,050

Section 5307 funds

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

Section 5307	GoDurham	GoTriangle	OCo Transit	MPO Total
Federal (80%)	\$	\$ 118,000	\$	\$ 118,000
Local (20%)	\$	\$ 29,500	\$	\$ 29,500
Total Section 5307	\$	\$ 147,500	\$	\$ 147,500

Summary of all Funding Sources

	Federal	State	Local	Total
FY23 STBG-DA (FHWA)	\$ 2,050,150		\$512,437	\$ 2,562,687
FY22 STBG-DA (FHWA)	\$560,040		\$248,273	\$808,313
FY23 PL (FHWA)	\$493,000		\$123,325	\$616,325
FTA 5303 (FTA)	\$ 295,984	\$20,610	\$20,610	\$337,204
FTA 5307 (FTA)	\$ 537,856	\$67,232	\$67,232	\$ 672,320
Total	\$ 3,937,030	\$87,842	\$971,977	\$4,996,849

Summary of Federal Funding Programming (80%) by Agency

	FHWA		FTA		TOTAL
AGENCY	STBG-DA	PL	5303	5307	
Lead Planning Agency (LPA)	\$ 2,488,000	\$492,800			\$ 2,483,200
Town of Carrboro	\$ 16,800				\$16,800
Town of Chapel Hill/ CH Transit	\$ 144,000		\$142,072		\$ 286,072
City of Durham	\$ 76,274				\$76,274
Town of Hillsborough	\$224,000				\$224,000
Chatham County					
Durham County	\$ 54,216				\$ 54,216
GoDurham					
GoTriangle				\$ 121,040	\$ 121,040
Orange County	\$20,000			\$20,000	\$40,000
TJCOG	\$ 84,500				\$ 84,500
TOTAL	\$ 2,610,190	\$492,800	\$ 142,072	\$141,040	\$ 3,386,102

LPA Local Match Cost Sharing

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

Agency	Total FY2023
City of Durham	\$271,645
Durham County	\$46,128
Chapel Hill	\$66,630
Carrboro	\$25,627
Hillsborough	\$10,251
Orange County	\$41,003
Chatham County	\$15,376
GoTriangle	\$35,878
Total	\$512,537

Certification of MPO Transportation Planning Process

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

FY 2023 LPA New Initiatives

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

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

FY 2023 Special Studies

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

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

Summary of FY20 - FY21 UPWP Accomplishments

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

Major milestones and accomplishments are summarized as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Town of Carrboro UPWP Accomplishments

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

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

City of Durham Accomplishments

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

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

Durham County Accomplishments

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

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

Town of Chapel Hill Accomplishments

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

FY2023 UPWP Development Schedule

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

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

MPO Funding Table - Distribution by Agency

Receiving Agency	STBG-DA Sec. 133(b)(3)(7)			Section 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	TOTAL	Local	FHWA	TOTAL	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	100%	20%	80%	100%	10%	10%	80%	20%	0%	80%				
LPA	\$497,600	\$1,990,400	\$2,488,000	\$123,200	\$492,800	\$616,000	\$0	\$0	\$0	\$0	\$0	\$0	\$620,800	\$0	\$2,483,200	\$3,104,000
Carrboro	\$4,200	\$16,800	\$21,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$16,800	\$21,000
Chapel Hill/CHT	\$36,000	\$144,000	\$180,000	\$0	\$0	\$0	\$17,759	\$17,759	\$142,072	\$0	\$0	\$0	\$53,759	\$17,759	\$286,072	\$357,590
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Durham	\$19,068	\$76,274	\$95,342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,068	\$0	\$76,274	\$95,342
GoDurham	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham County	\$13,554	\$54,216	\$67,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,554	\$0	\$54,216	\$67,770
Hillsborough	\$56,000	\$224,000	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000
Orange County	\$5,000	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$20,000	\$7,500	\$2,500	\$40,000	\$50,000
TJCOG	\$21,125	\$84,500	\$105,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,130	\$15,130	\$121,040	\$15,130	\$15,130	\$121,040	\$151,300
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$652,547	\$2,610,190	\$3,262,737	\$123,200	\$492,800	\$616,000	\$17,759	\$17,759	\$142,072	\$17,630	\$17,630	\$141,040	\$811,136	\$35,389	\$3,386,102	\$4,232,627

MPO Wide - Detail Funding Tables - All Funding Sources

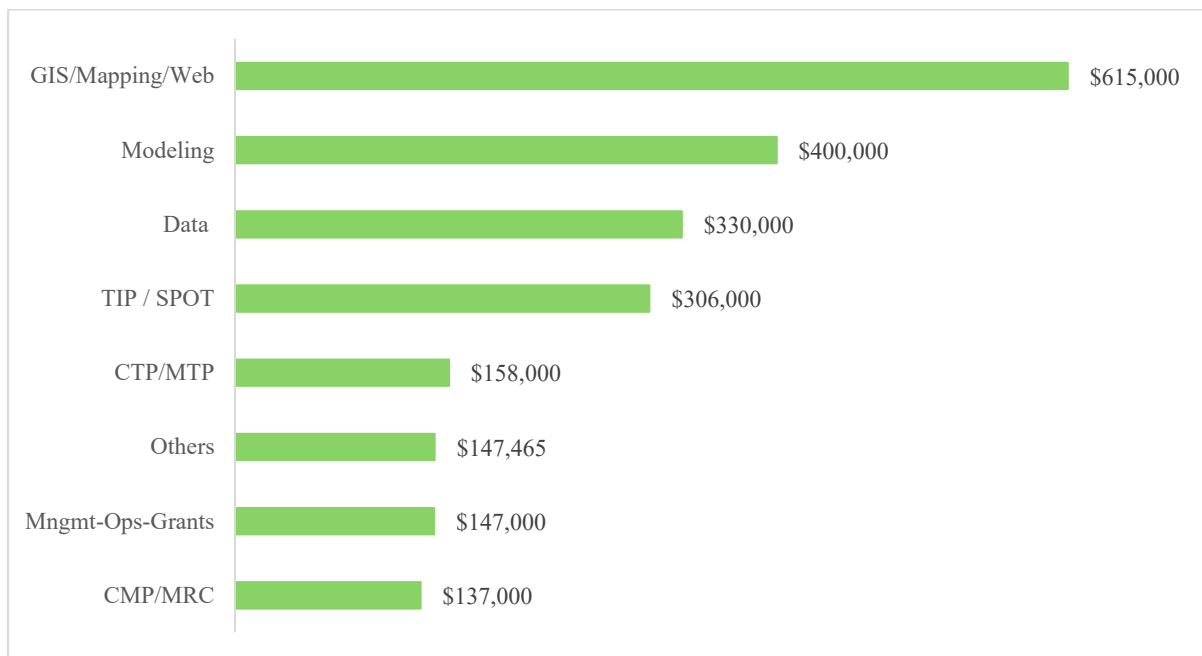
	Task Description	STBG-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	TOTAL 100%	Local 20%	FHWA 80%	TOTAL 100%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support																
	1 Networks and Support Systems	42,113	168,452	210,565	29,600	118,400	148,000	856	856	6,848	0	0	0	72,569	856	293,700	367,125
	2 Travelers and Behavior	99,568	398,271	497,839	4,400	17,600	22,000	3,122	3,122	24,976	0	0	0	107,090	3,122	440,847	551,059
	3 Transportation Modeling	71,155	284,622	355,777	10,000	40,000	50,000	289	289	2,312	15,325	15,325	122,600	96,769	15,614	449,534	561,917
II-B	Planning Process	0	0	0	0	0		0	0	0	0	0	0	-	-	-	-
	1 Targeted Planning	32,245	128,981	161,226	7,000	28,000	35,000	2,134	2,134	17,072	0	0	0	41,379	2,134	174,053	217,566
	2 Regional Planning	40,531	162,125	202,656	8,000	32,000	40,000	700	700	5,600	2,305	2,305	18,440	51,536	3,005	218,165	272,706
	3 Special Studies	252,900	1,011,599	1,264,499	4,800	19,200	24,000	1,700	1,700	13,600	0	0	0	259,400	1,700	1,044,399	1,305,499
III-A	Planning Work Program																-
	1 Planning Work Program	6,195	24,778	30,973	4,000	16,000	20,000	608	608	4,864	0	0	0	10,803	608	45,642	57,053
	2 Metrics and Performance Measures	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-B	Transp. Improvement Plan																-
	1 Prioritization	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	2 Metropolitan TIP	5,787	23,146	28,933	14,000	56,000	70,000	3,122	3,122	24,976	0	0	0	22,909	3,122	104,122	130,153
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																-
	1 Title VI	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	2 Environmental Justice	24,200	96,800	121,000	2,800	11,200	14,000	0	0	0	0	0	0	27,000	-	108,000	135,000
	3 Minority Business Enterprise Planning	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
	4 Planning for the Elderly & Disabled	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
	5 Safety/Drug Control Planning	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
	6 Public Involvement/ Equitable Comm. Engag.	13,939	55,754	69,693	13,000	52,000	65,000	1,828	1,828	14,624	0	0	0	28,767	1,828	122,378	152,973
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Statewide & Extra-Regional Planning																-
	1 Statewide & Federal Policy Development & Implemen	8,000	32,000	40,000	10,000	40,000	50,000	0	0	0	0	0	0	18,000	-	72,000	90,000
	2 Statewide & Extra-Regional Planning	22,617	90,469	113,086	4,000	16,000	20,000	1,700	1,700	13,600	0	0	0	28,317	1,700	120,069	150,086
III-E	Management & Operations																-
	1 Board & TC Support and Liaison	17,731	70,924	88,655	5,400	21,600	27,000	0	0	0	0	0	0	23,131	-	92,524	115,655
	2 Member Services	5,800	23,200	29,000	1,200	4,800	6,000	1,700	1,700	13,600	0	0	0	8,700	1,700	41,600	52,000
	3 Workgroup Support	600	2,400	3,000	1,400	5,600	7,000	0	0	0	0	0	0	2,000	-	8,000	10,000
	3 Special Studies Freeway Corridor Study	85,200	340,800	426,000	4,800	19,200	24,000	0	0	0	0	0	0	90,000	360,000	450,000	900,000
	3 Special Studies HIL	56,000	224,000	280,000	0	0	0	0	0	0	0	0	0	56,000	-	224,000	280,000
	3 Special Studies 15-501 Corridor Study	30,000	120,000	150,000										30,000		120,000	150,000
	3 Special Studies US-70 Additional Funding	60,000	240,000	300,000										60,000		240,000	300,000
Totals		652,547	2,610,190	3,262,737	123,200	492,800	616,000	17,759	17,759	142,072	17,630	17,630	141,040	811,136	35,389	3,386,102	4,232,627

LPA

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600	\$0	\$126,400	\$158,000
	3 Special Studies	\$185,200	\$740,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$760,000	\$950,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0							
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Environmental Justice	\$24,200	\$96,800	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,000	\$0	\$108,000	\$135,000
	3 Minority Business Enterprise Planning	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	4 Planning for the Elderly & Disabled	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	5 Safety/Drug Control Planning	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	6 Public Involvement/ Equitable Comm.	\$10,000	\$40,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$92,000	\$115,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developm	\$8,000	\$32,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$72,000	\$90,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
Totals		\$497,600	\$1,990,400	\$123,200	\$492,800	\$0	\$0	\$0	\$0	\$0	\$0	\$613,800	\$0	\$2,455,200	\$3,069,000

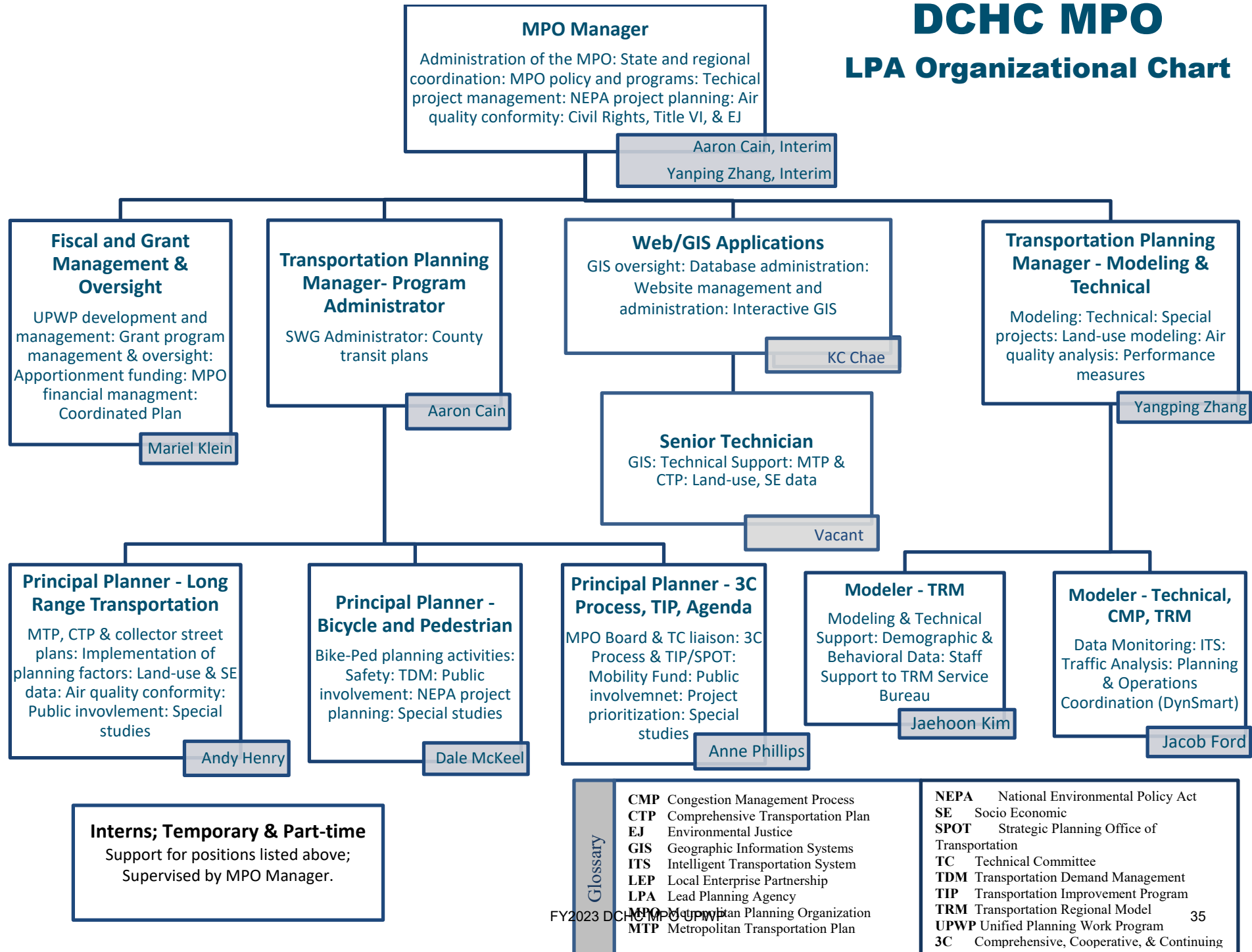
LPA Tasks and Funding by Broad Category

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



DCHC MPO

LPA Organizational Chart



DCHC MPO Task Descriptions and Deliverables/Products

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

II-A: Data and Planning Support

Task II-A-1: Networks and Support Systems

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

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

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

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

Task II-A-2: Travelers and Behavior

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

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

Task II-A-3: Transportation Modeling

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

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

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

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

Task II-B: Planning Process

Task II-B-1: Targeted Planning

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

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

Task II-B-2: Regional Planning

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

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

Task II-B-3: Special Studies

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

III-A: Unified Planning Work Program

III-A-1: Unified Planning Work Program

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

III-A-2: Metrics and Performance Measures

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

III-B: Transportation Improvement Program

III-B-1: Prioritization

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

III-B-2: Metropolitan TIP

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

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

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

"major" along with NCDOT and federal partners.

III-B-3: Merger and Project Development

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

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

III-C-1: Title VI

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

III-C-2: Environmental Justice

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

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

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

III-C-3: Minority Business Enterprise Planning

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

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

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

III-C-5: Safety/Drug Control Planning

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

III-C-6: Public Participation

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

III-C-7: Private Sector Participation

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

III-D: Statewide and Extra-Regional Planning

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

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

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

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

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

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

DCHC MPO 5-Year Unified Planning Work Program					
July 1, 2020 to June 30, 2025					
FY	1	2	3	4	5
FY 2021	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer
1.4	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses
1.5	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data
1.6	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA (employment & household data), etc
1.7	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.
1.10	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise
1.11	Parking inventory	Parking inventory	Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2022 UPWP	Develop FY 2023 UPWP	Develop FY 2024 UPWP	Develop FY 2025 UPWP	Develop FY 2026 UPWP
2.5	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration
	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
2.7	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.	LPA Local match Cost Sharing, including preparation of annual report.
2.8	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.
3	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP

DCHC MPO 5-Year Unified Planning Work Program July 1, 2020 to June 30, 2025					
	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
3.1	2050 MTP development process and schedule	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	Amendment of the 2045 MTP for AQ analysis and conformity as necessary	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	2050 MTP environmental analysis and considertaion
3.2	Refinement of SE forecast to Horizon and intermediate years.	Integration of resiliency planning.	Framework for incorporating technolog and autonomus / connecte vehiclles into the 2050 MTP	Work associated with Goals, Objectives and targets for 2050 MTP commences.	Model and technical analyses for the 2050 MTP
3.3	Model Update and improvements for 2050 MTP development commences	CTP continual update and consistency and integration with CMP and SPOT	Update of base year networks and their attributes	Deficiency analysis and needs assessment for 2050 MTP continue	Continue work on GIS and mapping for MTP base maps
3.4	Inter-Agency Consultation process	Base year SE data collection, tabulation and analysis underway; and networks and attributes development continues	Update of modeling and technical tools for 2050 MTP analyses.	Public outreach for deficiency analysis, existing conditiond snd need assessment	Selection of Preferred MTP Option.
3.5	CTP continual update and amendemnt as necessary.	Update methodology for analyzing and assessing equity and health impacts on 2050 MTP	Continue work on GIS and mapping for MTP base maps	Generation of alternatives for 2050 MTP	AQ analysis and conformity determination process
3.6	2050 MTP Visioning process and coordination kick-off	Adoption of the 2050 MTP development process and schedule	Continue work on GIS and mapping for MTP base maps	Evaluation and analysis of alternatives	Inter-Agency Consultation process
3.7	Goals, Objectives and targets for 2050 MTP	Develop 2050 MTP Public Outreach and input process, including involvement and input from MPO member agencies.	Base year SE data collection and analysis for 2050 MTP	Public outreach and input on the draft preferred plans (options).	Public outreach and involvement of the 2050 MTP.
	Work commences on MPO wide Community visioning. Product to lead into Goals and Objectives development	Update Title 6, EJ and LEP for 2050 MTP	Comm Viz Scenario planning and selction of the preferred scenario	CTP continual update and amendemnt as necessary.	Adoption of 2050 MTP and AQ comformity report
	Development of networks and update of base maps	2050 Goals, Objectives and Performance Measures	Socio-economic and demographic forecasts for 2050 MTP, including 2030 and 2040 intermediate years	Incorporation of freight, airport, safety, EJ, etc.	Initiation of 2055 MTP development and update process
	Existing conditiond analysis continues	Initiate Community Viz 3.0 model update and land-us scenario building.	Existing conditions and deficiency analyses continue	Amendment of the 2045 MTP as necessary	Amendment of the 2045 MTP as necessary
	Deficiency analysis commences	Public outreach and involvement for thr 2050 MTP	Assessment of Need for the 2050 MTP		
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of annual continuous household and transit on board survey. Coordination of estimation year data collection	Support MPO 2045 MTP and air quality conformity model applications	Develop TRMv7: continue estimating models for tour mode choice	Develop TRMv7: incorporate existing model components for commercial vehicles & external models	Develop TRMv7: complete model calibration and validation
4.3	Survey tabulation and analyses winter/spring 2020. Analysis and tabulation of estimation year data (traffic counts, SE data, PASA parking)	Collection of network data and development of networks	Develop TRMv7: model applications completed	Develop TRMv7: initial model calibration and validation begins	Develop TRMv7: develop application tools for plan evaluation & air quality analysis
4.4	Support MPO 2045 MTP model application and demand forecasts.	Maintain/enhance TRMv6: develop additional tools for application	Develop TRMv7: continue estimating models for tour mode choice		2020 census TAZ delineation
4.5	Maintain/enhance TRMv6.x: develop improved parking model	Develop TRMv7: begin developing/adapting application programs for population synthesizer/tour-activity scheduler/router			

DCHC MPO 5-Year Unified Planning Work Program July 1, 2020 to June 30, 2025					
FY	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
4.6	Develop TRMv7: investigate/specify tour/activity scheduler/router	Develop TRMv7: begin model estimation and calibration for usual work and school location, activity scheduler, and router			
	Develop TRMv7: begin preparing data for estimation				
	Develop TRMv7: available data will be entered in selected data structure				
4.7					
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans
5.3	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues
6.3	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Transportation Performance Measures (TPM)	Update of area of influence and congestion networks. Application & reevaluation of definition of congestion		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion	
7.4	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update
7.5		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Identification and evaluation of strategies continues
7.9		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
	Review and confirm data to be used in SPOT 6 (2023-2032 STIP)	Submit SPOT 6 Division Needs points assignment	Develop 2023-2032 MTIP including public input and comment process	Update TIP ranking & project prioritization methodology as necessary	Develop 2025-2034 MTIP including public input and comment process
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Adopt 2023-2032 MTIP	Submit SPOT 7 Regional Impact points assignment	Adopt 2025-2034 MTIP
	Submit SPOT 6 Regional Impact points assignment	Adopt 2023-2032 STIP	Review SPOT 7 (2025-2034) project submissions and prepare comparative analysis	Submit SPOT 7 Division Needs points assignment	Review SPOT 8 (2027-2036) project submissions and prepare comparative analysis

DCHC MPO 5-Year Unified Planning Work Program July 1, 2020 to June 30, 2025					
	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
14.1	Development of the MPO Safety plan to reflect State Highway Safety initiatives	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination

DCHC MPO 5-Year Unified Planning Work Program July 1, 2020 to June 30, 2025					
	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	Board directives	Board directives	Board directives	Board directives	Board directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
		NC 751 Corridor Study	NC 751 Corridor Study		

Appendix

Commonly Used Acronyms

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

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

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

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

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

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

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

Appendix B: FHWA/FTA Agency Funding Source Tables and Project Narratives

Town of Carrboro

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

Task II-A-1: Networks and Support Systems

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

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

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

All work to be completed by the Transportation Planner

Local Staff Hours: **60 Hours**

Task II-A-2: Travelers and Behavior

Description

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

Objectives

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

Previous Work

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

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

Previous Task Codes

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

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

45 percent of work to be completed by GIS Analyst.

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

Local Staff hours: **90 hours**

Task II-B-3: Special Studies

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-D-3: Special Studies

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

Local Staff hours: **45 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-A-1: Planning Work Program

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

Local Staff hours: **35 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-B-1: Transportation Improvement Plan

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

Local Staff hours: **55 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-C-6 Public Involvement.

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

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

Proposed budget and level of effort

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

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

Local Staff hours: **90 hours**

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

Description

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

Objectives

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

Previous Work

Similar to requested activities described below.

Previous Task Codes

- III-E-1: Management & Operations

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

Proposed budget and level of effort

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

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

Local Staff hours: **20 hours**

Town of Chapel Hill

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

II-A-1 Networks and Support Systems

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

II-A-2 Travelers and Behavior

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

II-A-3 Transportation Modeling

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

Annual UPWP, TIP, MTP, Orange County Transit Plan

Proposed budget and level of effort

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

II-B-1 Targeted Planning

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

Annual UPWP, TIP, MTP, Orange County Transit Plan

Proposed budget and level of effort

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

II-B-2 Regional Planning

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

2045/2050 MTP and CTP, STIP/TIP.

Proposed budget and level of effort

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

II-B-3 Special Studies

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

- Deliverables related to the requested special studies

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

III-A-1 Planning Work Program

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

Objectives

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

Previous Work

- Previous UPWPs

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

III-B-2 Metropolitan TIP

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

III-C-6 Public Involvement/Equitable Community Engagement

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

III-D-2 Statewide & Extra-Regional Planning

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

Objectives

- Participation in regional, statewide, and local planning initiatives

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

III-E-1 Board & TC Support and Liaison

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

This task supports all plans and MPO activities

Proposed budget and level of effort

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

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

City of Durham

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local		FTA				
		20%	80%	20%	80%	10%	10%	80%	20%		80%				
II A	Data and Planning Support														
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Travelers and Behavior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process	\$0	\$0												
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Regional Planning	\$4,767	\$19,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,767	\$0	\$19,068	\$23,835
	3 Special Studies	\$5,032	\$20,128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,032	\$0	\$20,128	\$25,160
III-A	Planning Work Program														
	1 Planning Work Program	\$477	\$1,907	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$477	\$0	\$1,907	\$2,384
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0												
	1 Prioritization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Metropolitan TIP	\$2,119	\$8,475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,119	\$0	\$8,475	\$10,594
	3 Merger/Project Development	\$4,767	\$19,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,767		\$19,068	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. Eng	\$953	\$3,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953	\$0	\$3,814	\$4,767
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Development &	\$0	\$0										\$0	\$0	\$0
	2 Statewide & Extra-Regional Planning	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$953	\$3,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953	\$0	\$3,814	\$4,767
	2 Member Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Workgroup Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$19,068	\$76,274	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,068	\$0	\$76,274	\$71,506

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

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

8. City Council and MPO Board comments on alternatives.

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

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

III-B-3: Special Studies

Description

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

Objectives

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

Previous Work

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

Proposed Activities

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

Products

1. Study documents for US 70 East and Durham Freeway

Relationship to Other Plans and MPO Activities

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

Proposed Budget and Level of Effort

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

Task III-A-1: Planning Work Program

Description:

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

Objective:

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

Previous Work:

1. Previous UPWPs
2. Previous Amendments to the UPWP

Proposed Activities:

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

Expected Work Products:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

MPO/Transportation Planner, 45 hours

III-B-2: Metropolitan Transportation Improvement Plan

Description:

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

Objectives:

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

Previous Work:

Previous DCHC MPO Transportation Improvement Programs.

Proposed Activities:

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

Expected Work Product:

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

Proposed Budget and Level of Effort

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

III-B-3: TIP Merger/ Project Development

Description:

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

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

III-C-6: Public Involvement/Equity Engagement

Description:

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

Objectives:

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

Previous Work:

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

Proposed activities:

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

Expected Work Products:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

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

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

Description:

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

Objective:

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

Previous Work:

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

Proposed Activities:

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

Work Product Expected:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

MPO/Transportation Planner, **90 hours**

Durham County

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

Task II-B-2. Regional Planning.

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

Task II-B-2. Special Studies.

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

Objectives

Participation in the development of the US 70 corridor study.

Previous Work

Participation in the development of the US 70 corridor study.

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

Related to the CTP, MTP and TIP

Proposed budget and level of effort

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

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

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

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

Objectives

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

Previous Work

Similar to proposed activities described below.

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

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

Town of Hillsborough

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

III-D-3: Special Studies

South Churton St - \$200,000

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

Objectives

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

Previous Work

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

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

Requested Activities

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

Products

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

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

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

Engineering feasibility study for north-south greenway in Hillsborough.

III-D-3: Special Studies

Greenway Special Study - \$80,000

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

GoTriangle

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

II-A-3: Transportation Modeling

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

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

Objectives

Support for Triangle Regional Model (TRM) Service Bureau.

Previous Work

Ongoing support of TRM service bureau.

Proposed Activities

Ongoing support of TRM service bureau.

Products

Updated Triangle Regional Model.

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

II-B-2: Regional Planning

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

Objectives

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

Previous Work

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

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

This supports regional transit planning for capital investments.

Proposed budget and level of effort

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

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

Orange County

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

II-A-1: Networks and Support Systems

Objectives

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

Previous Work

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

Requested Activities

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

Products

National Transit Database report.

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

Triangle J COG

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

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

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

Objectives

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

Previous Work

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

Requested Activities

Major activities are of three types:

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

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

Products

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

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort:

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

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

LPA

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$31,600	\$0	\$126,400	\$158,000
	3 Special Studies	\$185,200	\$740,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$760,000	\$950,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0							
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Environmental Justice	\$24,200	\$96,800	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,000	\$0	\$108,000	\$135,000
	3 Minority Business Enterprise Planning	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	4 Planning for the Elderly & Disabled	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	5 Safety/Drug Control Planning	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	6 Public Involvement/ Equitable Comm.	\$10,000	\$40,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$92,000	\$115,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy Developm	\$8,000	\$32,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$72,000	\$90,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
Totals		\$497,600	\$1,990,400	\$123,200	\$492,800	\$0	\$0	\$0	\$0	\$0	\$0	\$613,800	\$0	\$2,455,200	\$3,069,000

Anticipated DBE Contracting Opportunities for 2022-2023

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

Check here if no anticipated DBE opportunities ☐

Person Completing Form: Mariel Klein

Telephone Number: 919 560-4366

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

Sample Entry:

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



*Chatham County
Durham County
Orange County
Town of Carrboro
Town of Chapel Hill
City of Durham
Town of Hillsborough*

Amendment #4

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Comprehensive Transportation Plan March 9, 2022

Comprehensive Transportation Plan (CTP)

Amendment #4 – (March 9, 2022)

Amendment #4

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) hereby amends the Comprehensive Transportation Plan (CTP) to remove the Durham-Orange Light Rail Transit (D-O LRT) alignment, delete and modify roadway projects as detailed in this document, designate four Transit Emphasis Corridors (TECs), and incorporate North Carolina Department of Transportation's (NCDOT) updated Complete Streets Policy.

This document first presents the reasons for the amended projects, followed by updated project tables. Interactive maps are available on the MPO's [CTP web page](#).

Public Involvement

Schedule – The MPO's Public Involvement Policy requires that a major amendment to the CTP be released for a minimum of 42 days for public comment. The Amendment #4 schedule is as follows:

- January 12, 2022 -- DCHC MPO Board releases Amendment #4 for public input
- February 9, 2022– DCHC MPO Board conducts public hearing on Amendment #4
- February 22, 2022 – Public involvement period ends
- February 23, 2022 – TC makes recommendation on Amendment #4
- March 9, 2022 – DCHC MPO Board adopts Amendment #4

Notification – The MPO will post the amendment and schedule to its web site and social media sites (including Twitter and Facebook), publish public affair notices at local jurisdictions and counties, send notices to the MPO contact list, and publish in local newspapers.

Complete Streets

CTP Amendment #4 hereby incorporates the North Carolina Department of Transportation (NCDOT) Complete Streets policy (adopted by the Board of Transportation in 2019) and implementation guide. On the basis of the policy, this amended CTP will provide the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities. Unless there is a clear reason for an exception, the CTP will require facilities such as sidewalks, bike lanes, sidepaths, and bus stops to be constructed as part of a roadway project. The CTP is considered the controlling plan for the identification of non-motorized facilities to be evaluated as part of a roadway project.

Removal of the Durham-Orange Light Rail Transit (D-O LRT) Alignment

In 2017 the DCHC MPO Board adopted its first CTP in conjunction with the North Carolina Department of Transportation (NCDOT). One element that was included in the CTP was the Locally Preferred Alternative (LPA) alignment for the D-O LRT. In 2019, the D-O LRT project was discontinued and no further work has been done to advance the project. The City of Durham expressed concerns about the continued enforcement of the alignment for a project which is widely known to no longer be viable, and for which no specific future use of the corridor has been identified in an adopted plan. The Durham City-County Planning Department, on behalf of the City of Durham, has requested that the D-O LRT corridor be removed from the CTP due to concerns about this requirement. Amendment #4 removes the D-O LRT alignment.

Roadway Update

Changes Related to D-O LRT

Due to the suspension of the D-O LRT project, modifications are no longer needed to adapt the roadways to accommodate the D-O LRT rail line, which was to run down the centerline of the roadway, and station safety and access. Therefore, the following D-O LRT related roadway segments no longer need improvement and are being removed from the CTP:

- Erwin Road (from Cameron Boulevard to Lasalle Street)
- Erwin Road (from Fulton Street to Lasalle Street)
- Erwin Road (from Anderson Street to Fulton Street)
- Pettigrew Street (East) (from S Dillard Street to S Alston Avenue)
- Pettigrew Street (West) (from W Chapel Hill Street to S Dillard Street)
- University Drive (from MLK Jr. Parkway to Shannon Road)

US 15-501 BUS (Durham Chapel Hill Boulevard)

In the segment from Chapel Hill Road to University Drive, a road diet has resulted in the cross-section being changed from 4D to 2L.

Ellis-Glover Connector

A recently built development blocks the Ellis-Glover Connector from being constructed. Due to the infeasibility of the roadway, it is being removed from the CTP.

Hopson Road Extension

A local development review examined the capacity need of the Hopson Road Extension in greater detail, and the results of the review have changed the proposed cross-section from 2K (includes median) to 2E (does not include median; has bicycle lanes and sidewalks). The higher roadway capacity of a 2K cross-section is not required to address future traffic volume. Additionally, the multimodal facilities in the 2E cross-section will serve as an important link

between residential areas to the west and Research Triangle Park employment destinations to the east.

Roxboro Street Extension

A local development proposal of a parcel containing the original Roxboro Street Extension led to the exploration of alternative alignments for the roadway. However, more detailed examination of environmental and structural impacts of the flood zone resulted in the recommended roadway no longer being feasible.

Add Transit Emphasis Corridors (TEC)

A Transit Emphasis Corridor (TEC) is a corridor in which buses frequently travel along major roads to connect bus riders to popular destinations such as work, doctors, school, shopping, community services, as well as to connect to other bus routes. TECs have easily accessible bus stops that are located conveniently to various destinations. Bus stop improvements help riders feel safe and comfortable traveling to the bus stop and waiting for the bus. Additionally, bus priority improvements help buses arrive often and on time. The facilities might include sidewalks, crosswalks, curb ramps, pavement markings, shelters, benches, and systems such as prioritized traffic signals.

The City of Durham has designated four Transit Emphasis Corridors (TEC). The Durham County Transit Plan includes funding for bus and pedestrian infrastructure improvements within designated TECs. The 2014 Access to Transit Plan included recommendations for access to transit improvements on the Fayetteville St TEC, the Holloway St TEC, and the Roxboro St TEC. The Transit Plan is currently funding access to transit projects in the Chapel Hill TEC, the Fayetteville TEC, and the Holloway TEC. The four TECs are listed here:

- **Fayetteville St (GoDurham Route 5, Durham Station to Riddle Rd)**
 - The Fayetteville Street Transit Corridor is served by GoDurham Route 5 and has the second highest ridership in the GoDurham system. Route 5 provides 15-minute service between Durham Station and MLK Jr Pkwy. Route 5 connects local neighborhoods to Downtown and many popular businesses and community resources along Fayetteville Street.
- **Holloway St (GoDurham Route 3, Durham Station to Junction Rd)**
 - The Holloway Street Transit Corridor has the highest ridership in the GoDurham system and now provides 15-minute service. The Holloway Street Transit Corridor connects East Durham with Downtown, The Village, and other destinations along the Holloway commercial corridor.
- **Roxboro St (GoDurham Route 4, Durham Station to Duke St)**

- The Roxboro Street Transit Corridor connects North Durham with Downtown and destinations along the Roxboro commercial corridor. Route 4 will soon provide 15-minute service.
- **Chapel Hill Rd (GoDurham Route 10, Durham Station to Shannon Rd)**
 - The Chapel Hill Rd Transit Corridor connects South Durham with Downtown and destinations along the Chapel Hill Rd and University Dr. Route 10 currently provides 15-minute service between Durham Station Shannon Rd.

CTP Amendment #4 Project Tables

RAIL													
Local ID	Facility/ Route	Section (From - To)	Agency (Operator)	Class	Speed Limit (mph)	Dist. (mi)	Existing System			Proposed System			Other Modes
							Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	
TE-5205	D-O LRT NEPA Preferred Alternative [Mason Farm Rd, US 15-501 (Fordham Blvd), NC 54, I-40, University Dr, Erwin Rd, E Pettigrew St, NC 55 (S Alston Ave)]	UNC Hospital on Mason Farm Rd, Chapel Hill, Orange Co to NCCU Durham Tech on Alston Ave, Durham	GoTriangle	--	avg 20-35	17.9	--	--	--	Fixed Guideway (Light Rail Transit)	approx 28-62	High- Frequency	M

~~Strikethrough~~ = Delete text **Bold** = Add text

Highway															
Facility	Segment		Jurisdiction	Dist. (mi)	2015 Existing System					2040 Proposed System				CTP Class	Problem Statement
	From	To			Lanes	ROW	Width	Existing Capacity (vpd)	2011 Volume	2040 Volume E+C	2040 V/C	Status	Cross- Section		
US 15-501 BUS (Durham Chapel Hill Blvd)	Chapel Hill Rd	University Dr	DurCity	0.8	4	100	36-56	26,000	12,000	16,000	0.62	N Ex	4D 2L	Blvd	None
Ellis-Glover Connector	Ellis Rd	Glover	Dur	1.3	0	-	-	—	—	—	0.00	Rec	2E	Min	None
Erwin Rd	Cameron Blvd	Lasalle St	DurCity	0.8	4	90	55	26,000	18,000	21,500	0.83	N Ex	4D- ADQ	Blvd Maj	None
Erwin Rd	Fulton St	Lasalle St	DurCity	0.5	5	100	55-60	28,100	24,000	27,800	0.99	N Ex	4D- ADQ	Blvd Maj	None
Erwin Rd.	Anderson St	Fulton St	DurCity	0.4	4	100	60-75	26,000	14,000	16,700	0.64	N Ex	4D- ADQ	Blvd Maj	None
Hopson Rd Extension	NC 55	Grandale Dr	Dur	1.4	0	-	-	-	-	-	0.00	Rec	2K- 2E	Blvd	Yes
Pettigrew St (East)	S Dillard St	S Alston Ave	DurCity	0.7	2	40-55	-	-	-	-	0.00	N Ex	(2)- ADQ	Min	None
Pettigrew St (West)	W Chapel Hill St	S Dillard St	DurCity	0.7	2	47-55	27-40	-	-	-	0.00	N Ex	(2)- ADQ	Min	None
Roxboro St Ext (South)	S Roxboro	E Cornwallis Rd	DurCity	1.2	0	-	-	—	—	—	0.00	Rec	4D	Blvd	None
University Dr	MLK Jr Pkwy	Shannon Rd	DurCity	0.5	4	-	-	26,000	17,000	23,800	0.92	N Ex	4D- ADQ	Blvd Maj	None

~~Strikethrough~~ = Delete text **Bold** = Add text

PUBLIC TRANSPORTATION (Operational Strategies)											
Local ID	Facility/ Route	Section (From - To)	Agency	Dist. (mi)	Existing System		AM Peak Headway (min.)	Off Peak Headway (min.)	Proposed System		Other Modes
					Type	Headway			Type	Headway	
--	Fayetteville Street -- Transit Emphasis Corridor	Fayetteville Street Corridor (Route 5)	GoDurham	--	Fixed route	15	15	30	Operational Strategies	Regular	--
--	Holloway Street -- Transit Emphasis Corridor	Holloway Street Corridor and Village Transit Center (Route 3)	GoDurham	--	Fixed route	15	15	30	Operational Strategies	Regular	--
--	Roxboro Street -- Transit Emphasis Corridor	Roxboro Street Corridor (Route 4)	GoDurham	--	Fixed route	15	15	30	Operational Strategies	Regular	--
--	Chapel Hill Street -- Transit Emphasis Corridor	Chapel Hill Street Corridor (Route 6)	GoDurham	--	Fixed route	15	15	30	Operational Strategies	Regular	--

~~Strikethrough~~ = Delete text **Bold** = Add text

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Comprehensive Transportation Plan (CTP) Amendment #4

DCHC MPO Technical Committee – December 15, 2021

Kayla Peloquin (kayla.peloquin@durhamnc.gov)

CTP Amendments – Background

- CTP is a state requirement for MPOs and RPOs to have a multimodal plan that addresses future needs
- DCHC MPO adopted the CTP in 2017
- Two amendments have been adopted:
 - Amendment **#1** – 2018 – Reduced Farrington Road (Southwest Durham Drive to Falconbridge Road Extension) changed to 2-lane divided cross section
 - Amendment **#2** – 2020 – Briggs Avenue Extension (south) and rail grade separation deleted from CTP
- Amendments must follow DCHC's Public Involvement Policy (PIP)
- Amendments reports, tables, and maps are published on the website, the CTP report is not re-published

CTP Amendments – Background

- Amendment **#3** was a major amendment brought forward in early 2021, but consensus could not be reached with NCDOT
- New Approach – move forward with a series of smaller amendments, beginning with time-sensitive changes
- Amendment **#4** includes the following:
 - Incorporate NCDOT Complete Streets Guidelines
 - Remove Durham-Orange Light Rail Transit (D-O LRT) alignment
 - Adjust/Remove roadway projects (six projects directly related to D-O LRT)
 - Designate four Transit Emphasis Corridors (TECs) in Durham

CTP Amendment #4 – Complete Streets

- CTP Amendment #4 identifies and references the NCDOT Complete Streets policy (adopted by the Board of Transportation in 2019) and the implementation guide



CTP Amendment #4 – Durham-Orange Light Rail Transit (D-O LRT)



- CTP Amendment #4 removes the Durham-Orange Light Rail Transit (D-O LRT) alignment because the project was suspended in 2019

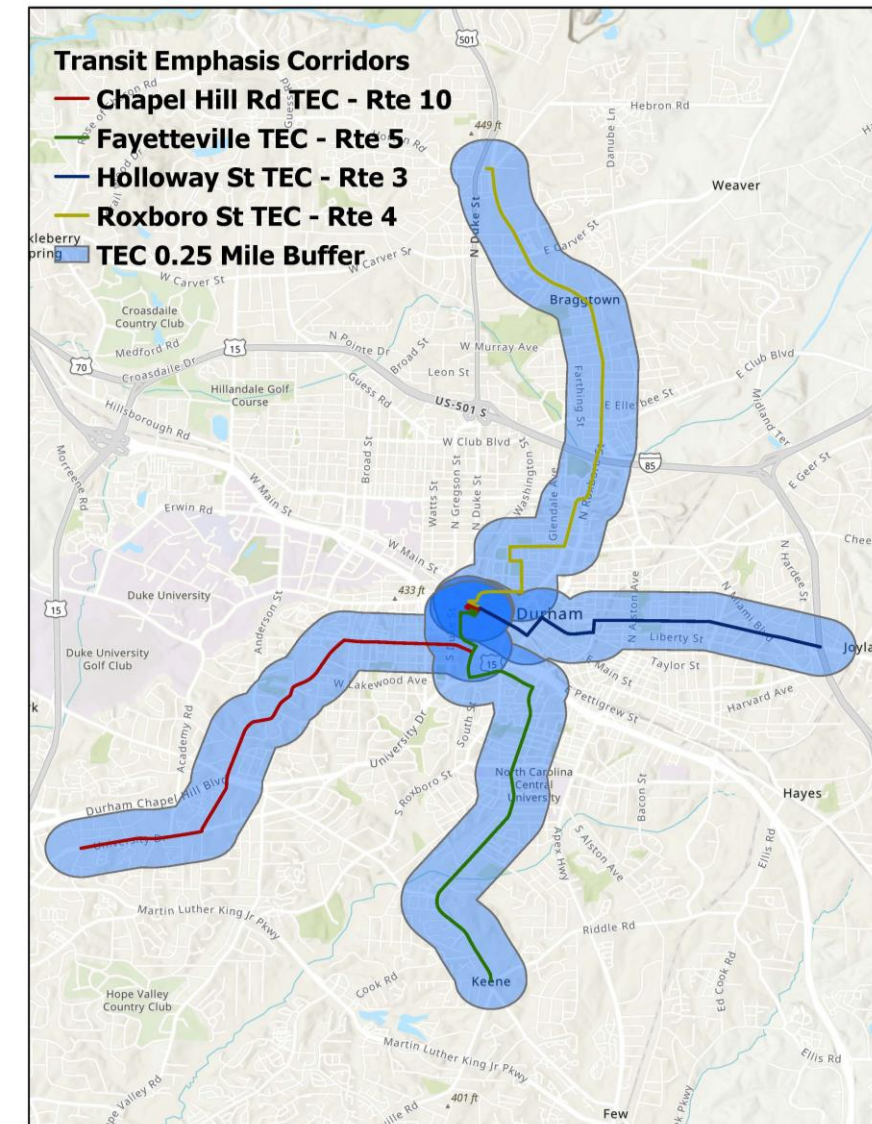
RAIL													
Local ID	Facility/ Route	Section (From - To)	Agency (Operator)	Class	Speed Limit (mph)	Dist. (mi)	Existing System			Proposed System			Other Modes
							Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	
TE-5205	D-O LRT NEPA Preferred Alternative (Mason Farm Rd, US 15-501 (Fordham Blvd), NC 54, I-40, University Dr, Erwin Rd, E Pettigrew St, NC 55 (S Alston Ave))	UNC Hospital on Mason Farm Rd, Chapel Hill, Orange Co to NCCU-Durham Tech on Alston Ave, Durham	GoTriangle	--	avg 20-35	17.9	--	--	--	Fixed Guideway (Light Rail Transit)	approx 28-62	High Frequency	M

CTP Amendment #4 – Highways

- **Amendment #4...**
- Removes six D-O LRT related roadway segments from the CTP that are no longer needed to adapt the roadways to the rail line and stations
- Changes the Hopson Road Extension cross-section after a more detailed review of the cross-section requirements
- Removes the Roxboro Street Extension because of environmental concerns and existing structures
- Removes the Ellis-Glover Connector, which is no longer feasible due to a recently constructed development
- Changes the cross-section of 15-501 (Durham Chapel Hill Blvd from Chapel Hill Road to University Drive) after a road diet was implemented

CTP Amendment #4 – Transit Emphasis Corridors (TEC)

- TECs are corridors with high ridership bus routes
- TECs have easily accessible, safe, and convenient bus stops
- Bus priority improvements help buses arrive on time
- Amendment #4 adds 4 Durham TECs as operational strategies that may include sidewalks, shelters, signalized cross walks, and bus priority signals



CTP Amendment #4 – Schedule

- January 12, 2022 – MPO Board releases Amendment #4 for public input
- February 9, 2022 – MPO Board conducts a public hearing
- February 22, 2022 – 42-day public input period ends
- February 23, 2022 – TC makes recommendation on Amendment #4
- March 9, 2022 – MPO Board can adopt Amendment #4

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Transportation Performance Measures -- Safety --

Andy Henry, andrew.henry@durhamnc.gov, December 15, 2021

- TPMS are required by MAP-21 and FAST ACT (federal transportation legislation)
- January 2019 -- MPO originally adopted Safety measures and targets along with TPMs for transit assets, bridge and pavement condition and system performance, and later, for transit safety
- Since that time, MPO has re-adopted Safety measures and targets annually
- MPO must re-adopt Safety targets by February 27, 2022 (other three TPMs are not due for re-adoption)

Background (continued)



- Two options:
 - MPO establish own measures
MPO must manage data to calculate measure
 - Support NCDOT measures
- NCDOT safety targets based on NCDOT's Strategic Highway Safety Plan (SHSP):
 - Reduce by 50% by 2035
 - Vision Zero by 2050
- At this point, no known consequences for MPO if targets not achieved

In three TPMs, MPO adopted NCDOT target. Why? 1) can use NCDOT data; 2) targets are ambitious.

Safety Targets

	NCDOT Targets (percent reduction per year)					
Safety Measure	2018	2019	2020	2021*	2022	% change
Total Fatalities	5.0	5.6	6.2	4.2	12.2	143%
Fatality Rate	4.8	5.0	5.4	4.4	13.8	190%
Total Serious Injuries	5.1	6.8	8.5	3.2	19.8	288%
Serious Injury Rate	4.8	6.1	7.6	3.4	21.7	356%
Total Non-motorized Fatalities and Serious Injuries	5.3	6.0	7.1	3.7	17.9	238%

* 2021 reduction targets are much lower than previous years because the horizon year for reducing fatalities and injuries by one-half was changed from 2030 to 2035.

Current targets

Proposed targets

Safety Targets

Data for DCHC MPO

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	29.6	0.630	74.6	1.590	18.6
2009 - 2013	30.8	0.640	70.8	1.474	17.6
2010 - 2014	32.0	0.647	74.8	1.514	18.6
2011 - 2015	32.8	0.651	80.6	1.601	20.2
2012 - 2016	34.0	0.658	79.4	1.541	20.8
2013 - 2017	36.0	0.675	84.8	1.586	19.4
2014 - 2018	36.0	0.658	88.4	1.615	20.2
2015 - 2019	38.8	0.695	95.8	1.716	22.4
2016 - 2020	41.4	0.764	107.4	1.995	24.0
2022 Target	34.3	0.613	84.3	1.507	20.5

Fatalities and serious
injuries – fastest increase

The rates (per miles traveled)
– steady increase

Non-motorized fatalities and serious
injuries – fast increase

Support NCDOT 2022 Safety targets by resolution:

- › Resolution: MPO agrees to plan and program projects so that they contribute toward the accomplishments of the NCDOT performance targets
- › The proposed targets are ambitious, i.e., 50% reduction by 2035, zero fatality and serious injury by 2050
- › Using the NCDOT targets allows the MPO to use NCDOT data

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY NCDOT

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 Planning Organization (DCHC MPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group; and

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year; and

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby, on this, the 12th day of January, 2022, agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce, by December 31, 2022:

1. total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average);
2. fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average);

(continued)

3. total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average);
4. serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average);
5. total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average).

Jenn Weaver, DCHC MPO Board Chair

Durham County, North Carolina

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

Date: January 12, 2022

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: January 12, 2022

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 #4

- ✓ Amendment #3 is no longer pursued; Amendment #4 will be a subset of Amendment #3
- Release Amendment #4 for public comment – January 2022
- Public hearing for and adoption of Amendment #4 – February 2021

2050 Metropolitan Transportation Plan (MTP)

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

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: 11/07/2021 Latest Payment Date: 11/19/2021	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: 73.12%
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: 11/22/2021 Latest Payment Date: 12/02/2021	Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 94.56%
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: 11/15/2021 Latest Payment Date: 11/24/2021	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: 79.57%
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: 10/31/2021 Latest Payment Date: 11/09/2021	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: 51.18%
Contract Number: C204520 Division: 5 TIP Number: Length: 17.68 miles	Route: US-501 County: Durham Federal Aid Number: STATE FUNDED

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: 11/15/2021 Latest Payment Date: 11/23/2021		NCDOT Contact No: (919)220-4680 Letting Date: 10/20/2020 Revised Completion Date: Construction Progress: 45.03%
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: 11/30/2021 Latest Payment Date: 12/07/2021		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: 53.74%
Contract Number: C204667 Division: 5 TIP Number: Length: 17.071 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70 BUSINESS, 1 SECTION OF NC-55, 2 SECTIONS OF NC-54, AND 27 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: 03/01/2022 Original Completion Date: 08/01/2023 Latest Payment Thru: Latest Payment Date:		Route: -, NC-55, SR-1113 SR-1118, SR-1369, SR-1376 SR-1389, SR-1392, SR-1393 SR-1394, SR-1823, SR-1824 SR-1880, US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/19/2021 Revised Completion Date: Construction Progress: 0%
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		Route: SR-1317, US-15, US-501 US-70 County: Durham Federal Aid Number: HSIP-0015(057) NCDOT Contact No: (919)220-4680

Contract Amount: \$1,258,791.50 Work Began: 04/19/2021 Original Completion Date: 11/19/2021 Latest Payment Thru: 10/31/2021 Latest Payment Date: 11/10/2021		Letting Date: 03/10/2021 Revised Completion Date: Construction Progress: 75.55%
Contract Number: DE00310 Division: 5 TIP Number: U-0071 Length: 20 miles NCDOT Contact: Liam W. Shannon Location Description: NC540 NC885 I885 Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$580,657.50 Work Began: 04/26/2021 Original Completion Date: 11/12/2021 Latest Payment Thru: 09/07/2021 Latest Payment Date: 09/13/2021		Route: I-885 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 01/13/2021 Revised Completion Date: 05/11/2022 Construction Progress: 71.41%
Contract Number: DE00325 Division: 5 TIP Number: Length: 0.5 miles NCDOT Contact: Liam W. Shannon Location Description: NC 540 AND I 40 IN WESTERN WAKE COUNTY Contractor Name: TRAFFIC CONTROL SAFETY SERVICES, INC. Contract Amount: \$0.00 Work Began: Original Completion Date: 09/13/2023 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Letting Date: 10/13/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00327 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: James M. Nordan, PE Location Description: VARIOUS LOCATIONS IN DURHAM AND PERSON COUNTIES Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: 03/01/2022 Original Completion Date: 05/19/2023 Latest Payment Thru: Latest Payment Date:		Route: -, SR-1394 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/27/2021 Revised Completion Date: Construction Progress: 0%

NCDOT DIVISION 5 _DURHAM PROJECT LIST _ 5-YEAR PROGRAM
DECEMBER 2021

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.
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 in current 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 in current STIP.
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
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.
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 Status
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 Status
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 Status
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 Status
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 Status
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 Status
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				Awaiting surveys.
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	ROW plans in progress
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
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. Progressing towards ROW plans.
HS-2005C	DIVISION	NC 54 AT NC 55	1/24/2022		Division POC Let (DPOC)	3/23/2022	JEREMY WARREN			\$75,000	No Change
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				Complete Street coordination in progress.
W-5705V	DIVISION	NC 54 AT HUNTINGRIDGE ROAD			Division POC Let (DPOC)	12/8/2021	JEREMY WARREN			\$80,000	In Contract Assembly
W-5705U	DIVISION	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)	11/30/2021	JEREMY WARREN			\$20,000	Durham is planning.
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.

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	FY2024	\$7,200,000	PE funding scheduled 7/1/2020	Matthew Simmons
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	6/30/2022	\$90,000	Construction underway - Schley Road at New Sharon Church Road is the only intersection remaining to be completed	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.	Dec. 2022 Mar. 2022	Apr. 2023 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	Apr. 2022 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
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

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
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

11/9/2021

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	70.46
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
C204632	I-3306A	WIDENING I-40 FROM I-85 IN ORANGE COUNTY TO THE DURHAM COUNTY LINE AND I-40 WESTBOUND IN DURHAM COUNTY NEAR US-15/501.	THE LANE CONSTRUCTION CORPORATION	Cvijetic, PE, Bojan	\$236,457,869.00	9/27/2021	9/1/2025	10/28/2021			
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	2/14/2022	61.1	43.07
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	95	98.29
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
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--December 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	