



DCHC MPO Board Meeting Agenda

Wednesday, January 12, 2022

9:00 AM

Meeting to be held by teleconference.

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

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

1. Roll Call[22-113](#)

Attachments: [2022-01-12 \(22-113\) DCHC MPO Board Roster for 2022](#)

2. Ethics Reminder

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

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[22-100](#)

Attachments: [2022-1-12 \(22-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. Approval of the December 8, 2021 Board Meeting Minutes**[22-111](#)

A copy of the December 8, 2021 meeting minutes is enclosed.

Board Action: Approve the December 8, 2021 Board meeting minutes.

Attachments: [2022-01-12 \(22-111\) 12.8 MPO Board Meeting Minutes_LPA2](#)

7. 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: Recommended that the MPO Board approve TIP Amendment #9.

Board Action: Approve TIP Amendment #9.

Attachments: [2022-01-12 \(21-203\) TIP Amendment #9 Summary Sheet](#)
 [2022-01-12 \(21-203\) TIP Amendment #9 Full Report](#)
 [2022-01-12 \(21-203\) TIP Amendment #9 Resolution](#)

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

Per federal statute, MPOs must adopt targets for safety performance measures. MPOs may either agree to support 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.

There was much discussion at the December Technical Committee (TC) meeting about what more the MPO can do to improve safety and the value of a safety plan. To further this discussion, in the next several months, MPO and NCDOT staff will present what is currently being done and what more can be done in terms of funding, projects, coordination, and monitoring.

TC Action: Recommended 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: [2022-01-12 \(21-204\) SafetyPresentation](#)
[2022-01-12 \(21-204\) SafetyResolution](#)

ACTION ITEMS**9. 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: [2022-01-12 \(21-202\) Resolution to Honor Felix Nwoko](#)

10. 2050 MTP and Air Quality Conformity Determination Report (15 minutes)[21-155](#)**Andy Henry, LPA Staff**Background

At their December meeting, 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.

2050 MTP Report

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, and federal critical planning factors. A copy of the final report is attached that includes the table of contents, executive summary, and the first two chapters. Staff will forward the full report to the Board on Friday, 1/7/22. Highway and regional transit interactive maps are available on the *Adopted* page of the 2050 MTP web page: www.bit.ly/2050MTP-AltsAn. Staff will make a short presentation to the Board and request that the report be released for a 21-day public comment period, i.e., January 12 through February 1.

Air Quality Conformity Determination Report

The MPO Board is to conduct a public hearing on the AQ CDR. An updated copy of the AQ CDR is attached. Additions to this report include: compilation of public and agency comments that were received in response to the AQ CDR; presentation of the public engagement process; and, a completed conformity schedule.

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 draft 2050 MTP report for a 21-day public comment period.

Board Action: Release the draft 2050 MTP report for a 21-day public comment period, and conduct a public hearing on the draft Air Quality Conformity Determination Report.

Attachments: [2022-01-12 \(21-155\) 2050 MTP Report \(Excerpt\)](#)
 [2022-01-12 \(21-155\) AQ CDR Report](#)

11. Draft DCHC MPO Governance Study (45 minutes)[21-194](#)**Scott Lane, Stantec****Mike Rutkowski, Stantec****Dan Hemme, Stantec**

The DCHC MPO authorized a study of its governance structure to survey its membership; consult with other MPOs and agencies; and work with a consultant (Stantec Consulting Services) to refine the issues originally identified in the scope of services and create recommendations based on their research. An Advisory Committee has met several times to provide guidance and input on the study progress. This presentation will review the methods and preliminary results, including comments from the TC and staff and noted improvements that the MPO has undertaken since the beginning of the study process, and provide this information to the MPO Board.

Board Action: Receive the presentation, accept the information and report, and provide comments.

Attachments: [2022-01-12 \(21-194\) DCHC Governance Study \(1-4-2022\)](#)
 [2022-01-12 \(21-194\) Presentation for MPO Board](#)

12. FY2023 Draft Unified Planning Work Program (15 minutes)[21-205](#)**Mariel 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. A public hearing will be held at the February 9, 2022 Board 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: [2022-01-12 \(21-205\) UPWP Presentation](#)
 [2022-01-12 \(21-205\) FY23 UPWP Executive Summary](#)
 [2022-01-12 \(21-205\) FY23 Draft UPWP](#)

13. 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: Recommended 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:

[2022-01-12 \(21-201\) CTP Amendment #4 Full Report](#)

[2022-01-12 \(21-201\) CTP Amendment #4 Presentation](#)

14. DCHC MPO Board Vice Chair Election (5 minutes)[22-112](#)**Aaron Cain, LPA Staff**

At its December 2021 meeting, the DCHC MPO Board elected Charlie Reece as its Vice Chair for 2022. However, Councilmember Reece was not appointed to serve as a voting member of the Board in 2022. Therefore, a new election must be held for a Vice Chair.

Per the Board's bylaws, the Vice Chair must be from a jurisdiction in a county other than the one represented by the Chair. With Chair Weaver already installed, that means the Vice Chair cannot be someone representing Orange County, Chapel Hill, or Carrboro (the long standing interpretation has been that GoTriangle and Board of Transportation representatives are also not eligible). That leaves only four possible candidates for Vice Chair:

- Karen Howard
- Wendy Jacobs
- Javiera Caballero
- Leonardo Williams

The nominating committee will make a recommendation at the meeting.

Board Action: Elect a Vice Chair for 2022.

REPORTS:**15. Report from the Board Chair**[22-101](#)**Jenn Weaver, Board Chair**

Board Action: Receive the report from the Board Chair.

16. Report from the Technical Committee Chair[22-102](#)**Ellen Beckmann, TC Chair**

Board Action: Receive the report from the TC Chair.

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

Board Action: Receive the report from LPA staff.

Attachments: [2022-01-12 \(22-103\) LPA staff report](#)

18. NCDOT Reports[22-104](#)

Lisa Mathis, NC Board of Transportation

Brandon Jones (David Keilson), Division 5 - NCDOT

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

Patrick Norman (Bryan Kluchar), Division 8 - NCDOT

Julie Bogle, Transportation Planning Division - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2022-01-12 \(22-104\) NCDOT Progress Reports](#)

INFORMATIONAL ITEMS**19. Recent News Articles and Updates**[22-105](#)

Attachments: [2021-01-12 \(22-105\) Recent News Articles](#)

Adjourn

Next meeting: February 9, 2022 , 9 a.m., Meeting location to be determined

Dates of Upcoming Transportation-Related Meetings:

North Carolina Transportation Summit, Raleigh Convention Center, January 19-20

RTA Regional Leadership Tour to South Florida, January 26-28

Name	Affiliation	Member/Alternate
Jenn Weaver	Town Of Hillsborough	Member – Chair
Jamezetta Bedford	Orange County	Member
Javiera Caballero	City of Durham	Member
Pam Hemminger	Town of Chapel Hill	Member
Karen Howard	Chatham County	Member
Wendy Jacobs	Durham County	Member
Valerie Jordan	NC Board of Transportation	Member
Michael Parker	GoTriangle	Member
Damon Seils	Town Of Carrboro	Member
Leonardo Williams	City of Durham	Member
Mark Bell	Town Of Hillsborough	Alternate
<i>Vacant</i>	Chatham County	Alternate
Mike Fox	NC Board of Transportation	Alternate
Sally Greene	Orange County	Alternate
Brenda Howerton	Durham County	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Danny Nowell	Town Of Carrboro	Alternate
Renee Price	GoTriangle	Alternate
Charlie Reece	City of Durham	Alternate
Adam Searing	Town Of Chapel Hill	Alternate
John Sullivan	Federal Highway Administration	Non-Voting Member

MPO Board Directives to Staff

Active Directives (Complete/Pending/Underway)

Meeting Date	Directive	Status
11-13-19	Chair Seils set up a committee, including MPO staff, to address MPO resources and governance.	<u>Pending.</u> A draft report has been developed and reviewed by the Governance Committee and the Technical Committee. The draft report will be brought to the MPO Board at its January 2022 meeting.
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<u>Underway.</u> Staff update the MPO Board at a future meeting.
10-13-21	Investigate potential options for a racial equity policy and/or framework for DCHC MPO.	<u>Underway.</u> Staff will investigate options and present them to the TC and Board in 2022.
12-8-21	Conduct regular meetings with NCBOT and NCDOT representatives to discuss major policy issues.	<u>Underway.</u> Chair Weaver, Commissioner Jacobs, BOT member Mathis have met with MPO and NCDOT staff, and future meetings have been scheduled.
12-15-21	Investigate the possibility of conducting a highway safety plan or other options for improving highway safety within the MPO.	<u>Pending.</u> MPO staff will look at potential options in 2022.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

December 8, 2021

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on December 8, 2021, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Jamezetta Bedford (Member)	Orange County
Charlie Reece (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Michael Parker (Member)	GoTriangle
Damon Seils (Member)	Town of Carrboro
Mark Bell (Alternate)	Town of Hillsborough
Sally Greene (Alternate)	Orange County
Brenda Howerton (Alternate)	Durham County
Amy Ryan (Alternate)	Town of Chapel Hill
Ellen Beckmann	Durham County
Scott Whiteman	Durham County Planning
Nishith Trivedi	Orange County
Tom Altieri	Orange County Planning
Josh Mayo	Chapel Hill Planning
Matt Cecil	Chapel Hill Transit/Planning
Tina Moon	Carrboro Planning
Zach Hallock	Carrboro Planning
Evan Tenenbaum	City of Durham
Evian Patterson	City of Durham
Bill Judge	City of Durham
Lynwood Best	City of Durham
John Hodges-Copple	Triangle J Council of Governments
Jay Heikes	GoTriangle
Meg Scully	GoTriangle
Michael Page	North Carolina Central University
Joe Geigle	Federal Highway Administration
Travis Crayton	Research Triangle Foundation
David Keilson	NCDOT Division 5
Tracy Parrott	NCDOT Division 5
Pat Wilson	NCDOT Division 7
Stephen Robinson	NCDOT Division 7
Jeron Monroe	NCDOT Division 8
Bryan Kluchar	NCDOT Division 8
Julie Bogle	NCDOT TPD

42	John Grant	NCDOT Traffic Operations
43	Joe Milazzo II	Regional Transportation Alliance
44	John Tallmadge	Bike Durham
45	Stephen Straus	Developmental Associates
46	Dave Connelly	Resident
47	Heidi Perov	Resident
48	Shelly Parker	Resident
49	Andy Henry	DCHC MPO
50	Aaron Cain	DCHC MPO
51	Dale McKeel	DCHC MPO
52	Filmon Fishastion	DCHC MPO
53	Jake Ford	DCHC MPO
54	Kayla Peloquin	DCHC MPO
55	Mariel Klein	DCHC MPO

56 Quorum Count: 7 of 10 Voting Members

57 **1. Roll Call**

58 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. The Voting Members and
 59 Alternate Voting Members of the DCHC MPO Board were identified through a roll call and are indicated
 60 above.

61 Vice Chair Jenn Weaver made a motion to excuse the absence of Board Members Karen
 62 Howard, Javiera Caballero, and Lisa Mathis. Jamezetta Bedford seconded the motion. The motion
 63 passed unanimously.

64 Chair Wendy Jacobs recognized the members who have left the MPO Board, including Pierce
 65 Freelon, Lydia Lavelle, and Steve Schewel, for their great contributions to the Board.

66 **PRELIMINARIES:**

67 **2. Ethics Reminder**

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

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

3. Adjustments to the Agenda

Aaron Cain said that the discussion with Stephen Straus of Developmental Associates has been scheduled for 10:00 a.m.

4. Public Comments

There were no public comments.

5. Directives to Staff

Chair Wendy Jacobs mentioned that the MPO Governance Study presentation was moved to the January Board meeting, which opened up time for a presentation at this meeting on the Infrastructure Investment and Jobs Act (IIJA) from Dale McKeel. Chair Wendy Jacobs stated that the US 15/501 corridor study and the racial equity policy framework are underway. Chair Wendy Jacobs asked if there will be formal recognition of outgoing MPO Director Felix Nwoko. Aaron Cain said that will take place at the January Board meeting.

CONSENT AGENDA:

6. Approval of the November 10, 2021, Board Meeting Minutes

Kayla Peloquin, LPA Staff

7. 2022 DCHC MPO Meeting Calendar

Kayla Peloquin, LPA Staff

Damon Seils made a motion to approve the Consent Agenda. Pam Hemminger seconded the motion. The motion passed unanimously.

ACTION ITEMS:

8. 2050 MTP

Andy Henry, LPA Staff

Andy Henry reviewed the upcoming schedule with final adoption of the 2050 MTP and the Air Quality Conformity Determination Report (AQ CDR) in February 2022. Andy Henry reviewed the

directives from the November Board meeting, including an additional half-cent sales tax equivalent to be used for non-roadway investments. Andy Henry reviewed changes to the Preferred Option that have transpired since the November Board meeting, such as four additional roadway modernizations to accommodate transit, bicycle, and pedestrian investments. Andy Henry summarized the added projects and changes to the budget as a result of the one-cent sales tax revenue equivalent assumption. Jamezetta Bedford expressed support for the MTP and increasing the revenue assumptions to a full-cent sales tax, but cautioned that Orange County is not promising to increase the sales tax although they will be glad to work with partners on achieving the aspirational goals in the MTP. Chair Wendy Jacobs said many assumptions about revenue are included in the MTP that need cooperation across the state, especially with the Capital Area MPO (CAMPO) because their plan also includes an additional one-cent sales tax revenue assumption.

Damon Seils asked for clarification on how the Board action today and the AQ CDR fit into the broader process of the 2050 MTP. Andy Henry responded that today, the Board is asked to approve the highway and transit project list and budget assumptions for use in the final MTP report that will include other information such as the goals and objectives, the Triangle Regional Model (TRM), and public engagement. Andy Henry said the project list will also be used in developing the AQ CDR. Chair Wendy Jacobs said she was excited to see the transformative difference the new revenue assumption would make, and that there is a way to accomplish the plan and deliver what the community wants.

Pam Hemminger made a motion to approve the draft 2050 MTP for use in the Air Quality Conformity Determination Report. Charlie Reece seconded the motion. The motion passed unanimously.

Andy Henry stated the AQ CDR demonstrates that the expected pollutants from the transportation sector will not exceed established thresholds. Andy Henry said our area is in attainment for all pollutants. Andy Henry reviewed the contents of the AQ CDR and the many partners involved. Jamezetta Bedford asked if there is a procedure to address public comments that are not directly

related to the MTP. Andy Henry said he lets all commenters know their comments will be forwarded to the MPO Board, and if they require further action, he forwards them to the appropriate local jurisdiction or transit agency for follow-up. Andy Henry said he will double check to make sure all comments from the 2050 MTP public comment period have been addressed. Chair Wendy Jacobs acknowledged the substantial nature of the many public comments received, and asked if the comments are available on the website. Andy Henry said they are available as an attachment to the agenda and a summary will be made available on the website when the public comment period ends. Chair Wendy Jacobs asked if staff could publicly post the comments and staff responses for others to reference. Andy Henry said he will look into that.

Damon Seils suggested adding context to the highly technical AQ CDR so as to not deter the public from commenting and to ensure they understand what they are commenting on. Damon Seils stated that we need to think about all of the assumptions and models used to develop the long-range plans, acknowledge what is left out and the weaknesses of the data sources. Damon Seils said we often feel boxed in by assumptions, and perhaps the public could help us think through the assumptions and how to do things differently. Andy Henry said context will be added with what is released for public comment.

Chair Wendy Jacobs mentioned one public comment that requested more specificity related to transit, bicycle, and pedestrian projects to the same degree given to highway projects. Chair Wendy Jacobs said that although there may not be enough time to do so now, an amendment with more specifics could be added later. Aaron Cain responded that transit, bicycle, and pedestrian projects certainly deserve more attention, but they are not listed in great detail to avoid boxing in the transit providers and local jurisdictions who are the primary implementers of those projects. Aaron Cain said that if all specifics for all projects were listed out, a transit agency wanting to make a minor change to a bus route would have to go through an MTP amendment process, causing delays in implementation in

the future. Aaron Cain added that a major amendment will be coming in the next year that adds more specifics following the adoption of Durham and Orange County Transit Plans and as more information is available on the State Transportation Improvement Program (STIP) reprogramming.

Michael Parker made a motion to release the Air Quality Conformity Determination Report for a public comment period through January 12, 2022. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

9. Infrastructure Investment and Jobs Act (IIJA)
Dale McKeel, LPA Staff

Dale McKeel said that this presentation is an overview of the Infrastructure Investment and Jobs Act (IIJA), which was signed into law in November 2021. Dale McKeel reviewed a chart showing the breakdown of funding into transportation, energy/environment/climate, and broadband categories. Dale McKeel further detailed what is included for transportation and new investment funding categories. Dale McKeel discussed formula funding given to states and MPOs as well as discretionary grants that are awarded based on a competitive process. Dale McKeel said that USDOT is currently writing guidance interpreting the bill.

Dale McKeel reviewed what IIJA means for North Carolina in dollar amounts for highways and bridges, public transit, and NCDOT Strategic Transportation Investment law as well as anticipated impacts for the MPO and member jurisdictions. Dale McKeel listed other highlights of the bill such as safety, electric vehicles, healthy streets, and safe routes to school. Dale McKeel said that federal agencies will begin publishing guidance, and the MPO and member jurisdictions will need to plan ahead to successfully apply for funds and line up the local match. Dale McKeel stated that the MPO is planning events early next year to get people together to learn about how to move forward with these upcoming opportunities. Michael Parker asked when local staff needs to be prepared to respond to these opportunities. Dale McKeel said a call for projects may be issued in the next few months by USDOT for existing programs that have increased funding such as the Rebuilding America's Infrastructure with

Sustainability and Equity (RAISE) grant program. Dale McKeel added that new programs will likely take longer to be up and running. Chair Wendy Jacobs suggested one staff member be responsible for tracking the progress of the bill and communicating updates to the Board. Dale McKeel said staff will discuss this and relay decisions. Chair Wendy Jacobs suggested some form of regular reporting, perhaps a memo, on this topic to keep everyone informed. Charlie Reece stated that discretionary grant programs rely heavily on decisions made by the secretary of transportation at the federal level, which likely reflects the values of the presidential administration, so the MPO needs to be prepared because the funding for grant programs could change with a new administration. Chair Wendy Jacobs asked if staff is considering how the bill could impact projects such as commuter rail by applying for funding for certain components of the larger project. Aaron Cain said conversations have already taken place internally and with GoTriangle on how to best set up major capital transit projects to take advantage of increased funding.

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

10. Discussion on Criteria for New MPO Manager
Stephen Straus, Developmental Associates

Stephen Straus of Developmental Associates said he would like to set the timeline for the process as well as develop an understanding of the expectations for the new director. Stephen Straus said a discussion with MPO staff took place on December 7. Chair Wendy Jacobs said a search committee has been formed and those members can review the proposed job advertisement prior to its release. Chair Wendy Jacobs added that the Board was originally scheduled to receive a presentation today from the consultants conducting the MPO Governance Study, but that was delayed until the January Board meeting. There was a discussion on how those recommendations will inform the search for the new director. There was consensus to wait until after the January Board meeting to begin the recruitment process. Damon Seils said the Governance Study will include some direction on the relationship between the Board and the director, communication, and the role of the Board in selecting

194 the new director. Damon Seils mentioned there is a draft that was already presented to the Technical
195 Committee that could be reviewed for early insight.

196 Stephen Straus went through the schedule step by step, with the plan to finalize the job
197 advertisement around January 21, recruit through February 20, hold a search committee meeting, allow
198 two weeks for the screening process, hold another search committee meeting, and recommend a final
199 candidate in April. Stephen Straus said the committee meetings will all be closed meetings. Chair
200 Wendy Jacobs agreed that the top final candidates would be brought back to the full Board in a closed
201 session.

202 Stephen Straus asked Board members what they see as the biggest challenges facing the
203 organization and the next director. Damon Seils responded that he is looking for someone who can be a
204 strong executive, understand the priorities of the Board, and give staff the tools to implement the
205 requests of the Board. Damon Seils added that the challenge (or opportunity) is to rethink the way we
206 do long-range planning, and we need someone who can help Board members understand their role and
207 help them become leaders as well. Michael Parker said that the MPO is trying to change the way we
208 think about transportation and shift away from auto-centric thinking to exploring multimodal
209 opportunities, and therefore it is important that the MPO have more of a public face in the regional
210 community as a leader and advocate. Michael Parker said the director needs to be able to collaborate
211 effectively if we are truly going to address issues on a regional basis and help shape a common vision for
212 the Triangle. Michael Parker said the challenge for the MPO director is to advocate for more resources
213 to accomplish the vision of the Board.

214 Jamezetta Bedford agreed with Michael Parker regarding resources, and added that there is a
215 political component to the conflicts over limited resources. Jamezetta Bedford said there is a challenge
216 to balance serving current transit riders that are typically minorities and low-income residents, and to
217 expand transit systems equitably to serve more people and get them out of their cars. Jamezetta

Bedford said that another challenge is public engagement as we need to get regular input from the residents we typically do not hear from. Jamezetta Bedford stated that with the climate crisis, the MPO needs an informed leader that knows or will learn about the fundamentals of this region, the rural-urban divide, and how to turn challenges into positives. Pam Hemminger said typically the leader would be technically oriented, but since we already have a great technical team, we need a skillset of vision, direction, and communication to work with other MPOs, NCDOT, and politicians. Pam Hemminger said the director first and foremost needs to be a strong advocate and communicator. Vice Chair Jenn Weaver agreed with Pam Hemminger, and added that the MPO Board recognizes climate change requires urgent solutions, so the director needs to effectively handle the Board, work with the legislature, and help NCDOT understand what the MPO believes in. Charlie Reece agreed with previous comments and reiterated that we need more vision and management in the director who is both outwardly focused on stakeholders and partners as well as inwardly focused on helping constituents work together to achieve common goals in a world of limited resources. Charlie Reece said Stephen Straus has worked with the City of Durham numerous times and his search process is transparent.

Chair Wendy Jacobs said the director needs to be able to deal with a very vocal, active, and engaged Board and community. Michael Parker asked if there are constraints on salary for the new director as the position is through the City of Durham as the Lead Planning Agency, and if there are constraints, do we feel they will allow us to find the kind of person we are looking for. Bill Judge said the position is classified within the City of Durham Human Resources salary range. Chair Wendy Jacobs said the Governance Study may make recommendations on where the MPO should “live” and we may end up making changes to that. Damon Seils said the Governance Study does address some of these questions, but the recommendations cannot be resolved in the near future and should not hold up this process.

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

11. MPO Board Officer Election**Aaron Cain, LPA Staff**

Chair Wendy Jacobs said a nominating committee with Karen Howard, Jamezetta Bedford, and Michael Parker was formed at the last Board meeting. Michael Parker said the nominating committee is recommending Jenn Weaver for Chair and Charlie Reece for Vice Chair. Chair Wendy Jacobs said that the privilege of serving as Chair for the past two years has been a highlight of her tenure as an elected official. Chair Wendy Jacobs acknowledged the elected leaders, MPO staff, committee members, Triangle J Council of Governments (TJCOG), the Regional Transportation Alliance (RTA), NCDOT staff, and others for their hard work and said she is proud of the work we have all done and will continue to do together. Chair Wendy Jacobs asked if there were any other nominations, and there were none.

Jamezetta Bedford made a motion to nominate Jenn Weaver as Chair and Charlie Reece as Vice Chair. Pam Hemminger seconded the motion. The motion passed unanimously.

Damon Seils said this is fantastic new leadership of the Board, and thanked Wendy Jacobs for her time and dedication as a leader. Damon Seils said the Town of Carrboro recently said goodbye to Lydia Lavelle as mayor, and acknowledged her for her contributions to the Board. Charlie Reece said he is excited to be working with Jenn Weaver to move the MPO forward next year. Charlie Reece said the past couple years have been the most difficult time to be Chair with the pandemic and he has been inspired by Wendy Jacobs' leadership. Jenn Weaver echoed thanks to Wendy Jacobs for her excellent leadership, and thanked the nominating committee and other Board members. Jenn Weaver said she looks forward to working with everyone. Aaron Cain said that after the vote, the transfer to the new chair takes place immediately.

REPORTS:**12. Report from the MPO Board Chair****Jenn Weaver, Board Chair**

Chair Jenn Weaver had no additional report.

13. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair

Ellen Beckmann thanked participants of the November transit plan governance study workshop.

Ellen Beckmann said some TC members met with NCDOT Integrated Mobility Division (IMD) staff in

November for a preview of revisions to Complete Streets guidelines that will be released in December.

Ellen Beckmann thanked IMD staff for holding that meeting and being proactive and accessible to us.

Wendy Jacobs asked Ellen Beckmann who was appointed to the search committee for the new director.

Ellen Beckmann said John Hodges-Copple was appointed.

14. Report from LPA Staff

Aaron Cain said Ryan Brumfield will present on the Complete Streets implementation guide at the February Board meeting. Aaron Cain reviewed some of the items planned for the January Board meeting including the MPO Governance Study consultant presentation.

15. NCDOT Reports

Lisa Mathis, NC Board of Transportation

There was no report. Wendy Jacobs said Lisa Mathis will provide information next month on the effort to bring partners together as we implement the 2050 MTP.

Brandon Jones (David Keilson), Division 5 - NCDOT

David Keilson said overall completion of the Alston Avenue project is slated for late 2022 and substantial completion of the Old Durham/Old Chapel Hill Road project is slated for April 2022. David Keilson said the detour bridge for the East End Connector is now being demolished. Wendy Jacobs asked about the accident report at Riverside High School, and David Keilson said he does not have additional information at this time.

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

Pat Wilson had no additional report. Pam Hemminger asked about the status of I-40, and Pat Wilson said the left lane has dropped at 15/501 going westbound on I-40, which is an improvement.

292 Pam Hemminger said the Estes Road project was delayed again and may not be started until March
293 2022, and there are concerns about that project occurring at the same time as the I-40 project. Pam
294 Hemminger said that nevertheless, she is excited about both projects.

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

296 Bryan Kluchar had no additional report.

297 **Julie Bogle, Transportation Planning Division - NCDOT**

298 Julie Bogle had no additional report.

299 **John Grant, Traffic Operations - NCDOT**

300 John Grant had no report.

301 **INFORMATIONAL ITEMS:**

302 **16. Recent News, Articles, and Updates**

303 There was no discussion.

304 **ADJOURNMENT:**

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

306 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.

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	(BGDACHV)
PROJ.CATEGORY		670241 OVER ENO RIVER.		FY 2022 -	\$27,000	(L)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR EXECUTION OF</u>			\$173,000	
		<u>MUNICIPAL AGREEMENT, DELAY CONSTRUCTION</u>				
		<u>FROM FY 21 TO FY 22.</u>				

* 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 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION. <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, DELAY CONSTRUCTION FROM FY 25 TO FY 27.</u>	CONSTRUCTION	FY 2027 -	\$6,712,000	(NHPIM)
				FY 2028 -	\$6,975,000	(NHPIM)
				FY 2029 -	\$1,213,000	(NHPIM)
					\$14,900,000	
I-5998 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	I-540, I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. <u>TO REFLECT THE LATEST INTERSTATE MAINTENANCE PRIORITIZATION, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 -	\$6,469,000	(NHPIM)
				FY 2027 -	\$7,177,000	(NHPIM)
				FY 2028 -	\$1,354,000	(NHPIM)
					\$15,000,000	

* 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

Wednesday, December 8, 2021

**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

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Transportation Performance Measures

-- Safety --

Andy Henry, andrew.henry@durhamnc.gov, January 12, 2022

- 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)

- 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 challenging

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
- › Considerable discussion at December TC meeting about what more the MPO can do to improve safety and the value of having a safety plan
- › In the next several months, MPO and NCDOT staff will present what is currently being done and what more can be done for safety in terms of funding, projects, coordination and monitoring

**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

**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 [appendices will be provided with the final version of the report, and may be referenced web links]

- Appendix 1: Community Engagement
- Appendix 2: Complete Corridor & Road Projects List
- Appendix 3: Transit Project List
- Appendix 4: Active Transportation Projects
- Appendix 5: Resources on Technologies: Connected & Autonomous Vehicles, Electrification, Telepresence
- Appendix 6: Joint MPO Transportation Policy Priorities
- 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
- Appendix 13: FAST Act Target Values

Online Interactive Project Maps:

CAMPO: [\[to be added in final version\]](#)

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

2050 Metropolitan Transportation Plan adoption dates:

Capital Area MPO: February 16, 2022

Durham-Chapel Hill-Carrboro MPO: February 9, 2022

Date of this document version: January 5, 2022

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.dchcmo.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

1. Executive Summary

Transportation investments link people to the places where they work, learn, shop and play, and provide critical connections between businesses and their labor markets, suppliers and customers.

This document contains the 2050 Metropolitan Transportation Plans (MTPs) for the two organizations charged with transportation decision-making in the Research Triangle Region: the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). These organizations, and the areas for which they are responsible, are commonly called “MPOs.”

The Metropolitan Transportation Plans are the guiding documents for future investments in roads, transit services, bicycle and pedestrian facilities and related transportation activities and services to match the growth expected in the Research Triangle Region.

The areas covered by this plan are part of a larger economic region. Transportation investments should consider the mobility needs of this larger region and links to the other large metro regions of North Carolina and throughout the Southeast. The Triangle Region is expected to accommodate substantial future growth; we need to plan for the region we will become, not just the region we are today.

2020 and Forecast 2050 Population and Jobs	2020		2050		2020 to 2050 Growth	
	Population	Jobs	Population	Jobs	Population	Jobs
Capital Area MPO	1,360,000	660,000	2,200,000	1,270,000	840,000	610,000
Durham-Chapel Hill-Carrboro MPO	480,000	310,000	680,000	520,000	190,000	210,000
Areas outside Triangle MPO boundaries	180,000	70,000	310,000	100,000	130,000	30,000
Total for area covered by the region’s transportation model	2,020,000	1,040,000	3,180,000	1,880,000	1,170,000	840,000

The Triangle has historically been one of the nation’s most sprawling regions and current forecasts project both continued outward growth and infill development in selected locations, most notably in the central parts of Raleigh and Durham and the area between them, including a mixed use center currently being developed within the Research Triangle Park. A key challenge for our transportation plans is to match our vision for how our communities should grow with the transportation investments to support this growth.

No region has been able to “build its way” out of congestion; an important challenge for our transportation plans is to provide travel choices that allow people to avoid congestion where it cannot be prevented.

Our population is changing. The population is aging, more households will be composed of single-person and two-person households without children, the number of households without cars is increasing, and more people are interested in living in more compact neighborhoods with a mix of activities. Our plans are designed to provide mobility choices for our changing needs.

Our MPOs are tied together by very strong travel patterns between them; our largest commute pattern and heaviest travel volumes occur at the intersection of the MPO boundaries. Our MPO plans need to recognize the mobility needs of residents and businesses that transcend our MPO and county borders.

The region has a common vision of what it wants its transportation system to be:

a seamless integration of transportation services that offer a range of travel choices to support economic development and are compatible with the character and development of our communities, sensitive to the environment, improve quality of life and are safe and accessible for all.



The MPOs have jointly adopted goals and objectives to accomplish this vision and selected performance measures to track progress over time. Each MPO has targets that reflect the unique characteristics and aspirations of the communities within the MPO. *Connect2050* commits our region to transportation services and development patterns that contribute to a more equitable and sustainable place where people can successfully pursue their daily activities.

To analyze our transportation investment choices, the MPOs followed a systematic process involving significant public engagement, with a greatly increased focus on traditionally under-represented voices. It began with understanding our communities' core values and priorities.

Special emphasis was placed on identifying key activity centers in the region and investments and strategies that would connect these centers to neighborhoods with the most significant number of lower-income, BIPOC and zero-car households, providing these neighborhoods with a range of travel choices, especially transit.



Next, we used carefully documented analysis tools to forecast the types, locations and amounts of future homes and jobs based on market conditions and trends, factors that influence growth, and local plans.

Based on the forecasts, we looked at mobility trends and needs, and where our transportation system may become deficient in meeting these needs.

Working with a variety of partners and based on public input, we created land use and transportation system scenarios and analyzed their impacts, comparing the performance of system alternatives against one another and to performance targets derived from our goals and objectives.

The result of this analysis and extensive public engagement was a set of planned investments, together with a pattern of land development aligned with these investments. Additional studies were identified to ensure that the investments are carefully designed and effectively implemented. The core of the plan is the set of transportation investments described in Section 7:

- New and expanded roads where needed, and re-designed roads for safer, better multimodal travel;
- Local and regional transit facilities and services, including rapid bus and rail lines;
- Aviation and long-distance passenger and freight rail services;
- Bicycle and pedestrian facilities, both independent projects and in concert with road projects;
- Transportation Demand Management: marketing and outreach efforts that increase the use of alternatives to peak period solo driving;
- Technology-Based Transportation Services: the use of advanced technology to make transit and road investments more effective—including the advent of autonomous and connected vehicles; and







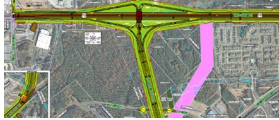

In addition to these investments, the plan includes a focus on three issues where the ties between development and transportation investments are most critical:

- (i) transit corridor development – with an emphasis on equitable transit-oriented development and affordable housing strategies,
- (ii) the development of “complete corridors” centered on major roadways but where multi-modal elements are especially beneficial, and
- (iii) “safe & healthy streets” with designs that are sensitive to the neighborhoods of which they are a part and support the needs of a full range of users, including drivers, transit users, cyclists and pedestrians – these are often referred to as “context-sensitive complete streets” by transportation professionals.

The plan anticipates that the region will match its historic focus on roads with a sustained commitment to high-quality transit service as well, emphasizing four critical components:

- Connecting the region's main centers with fast, frequent, reliable rail or bus services;
- Offering transit service to all communities that have implemented local transit revenue sources;
- Providing frequent transit service in urban travel markets; and
- Supplying better transit access, from "first mile/last mile" circulator services within key centers to safe and convenient cycling and walk access to transit routes.

Three transit capital investments are part of a set of shared regional investments by both MPOs:

North Carolina Railroad Corridor Passenger Rail (1st phase from Durham to Garner or Clayton)		Regional Transit Center Relocation (serving regional buses, future BRT and future passenger rail)	
Triangle Bikeway along I-40 (NC 54 in Chapel Hill to I-440 in Raleigh)		Wake-Durham Bus Rapid Transit (extension of Wake Western Corridor BRT from Cary to RTP HUB)	
US 70 Durham: modernization Wake: freeway conversion		I-40 Durham: modernization Wake: managed freeway	
Aviation Parkway Durham: modernization Wake: new alignment		Triangle Transportation Demand Management Program	

Although the plan includes a new emphasis on transit investment, it envisions significant additional roadway investment as well, focusing on “complete corridors” that incorporate provisions for transit and active transportation travel as part of roadway improvements.

One clear message from both elected official discussion and public engagement during the development of *Connect2050* is that roadways need to be designed and engineered with much greater care than has been typical in the past, using more flexible and context-sensitive standards that have now been successfully implemented in many places. Especially in urban and urbanizing locations, designs should prioritize steady, safe, reliable, moderate-speed travel, rather than emphasize high-speed travel.



Parkway Design



Boulevard Design



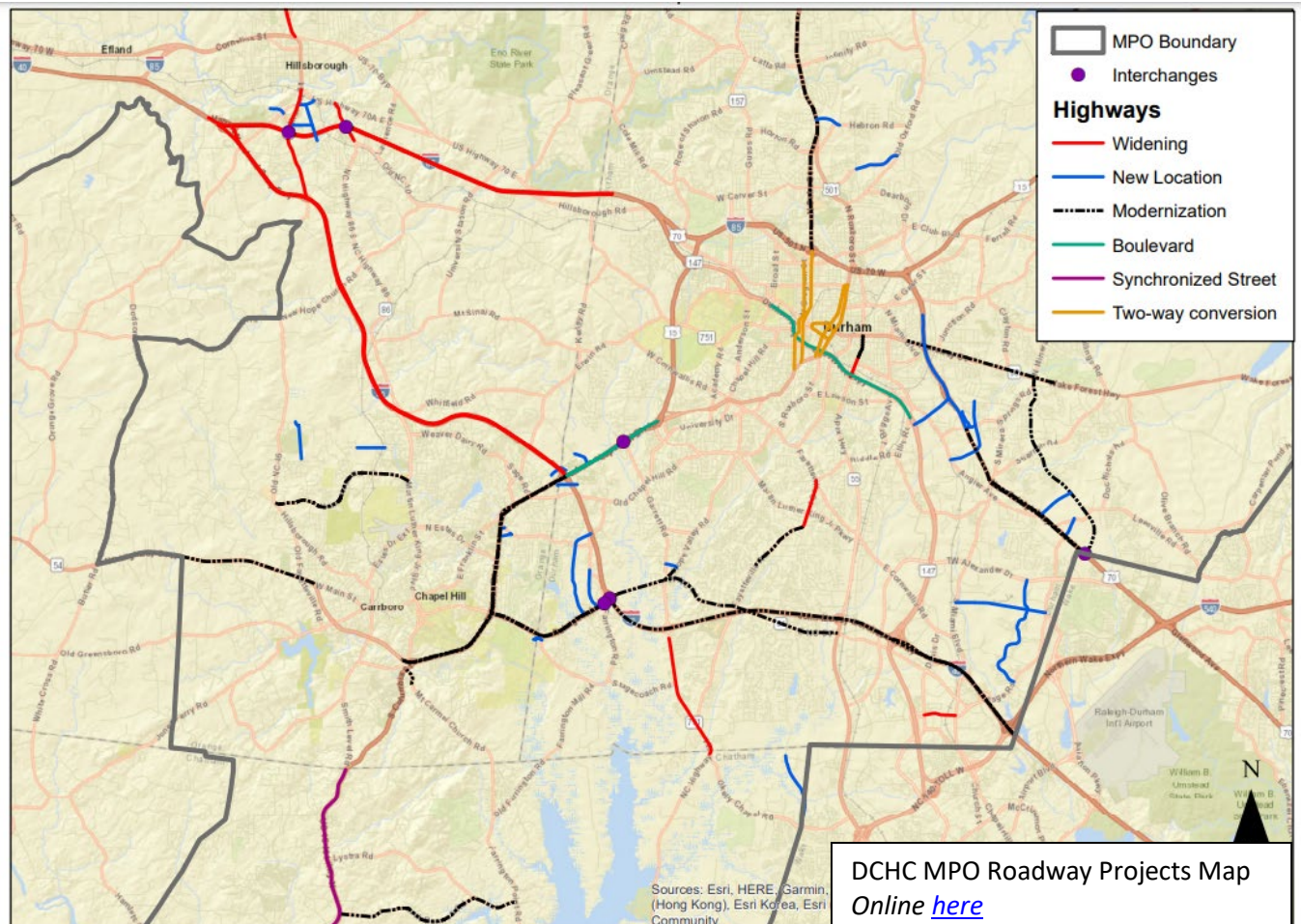
Superstreet Design

Major roadway projects in each MPO are highlighted on the following pages; all projects are listed in Appendix 1 and available on interactive maps on-line. Section 7 of the Plan provides greater detail on planned roadway and transit investments.

DCHC MPO Major Roadway Projects List (estimated cost > \$100 million) and All Projects Map

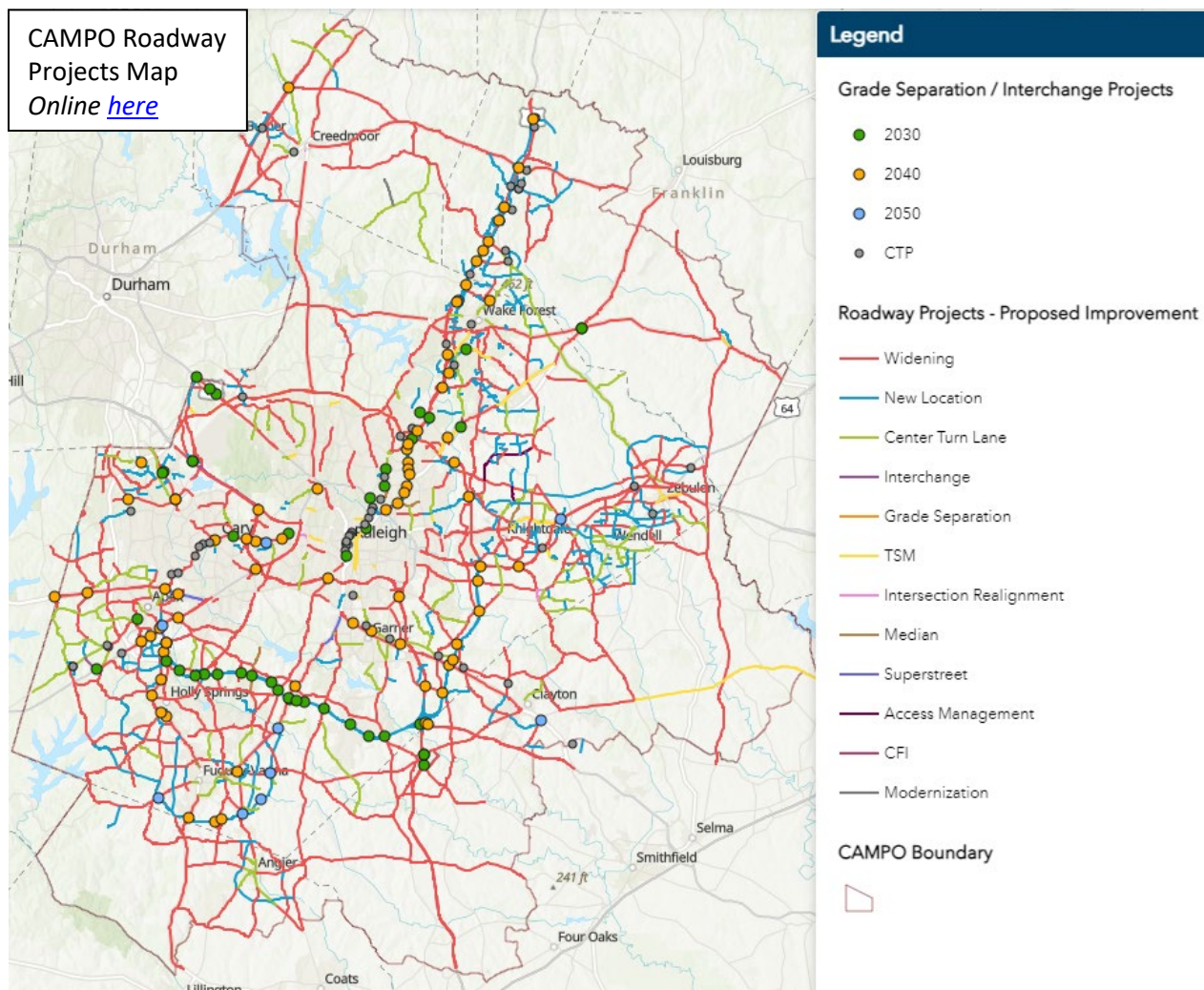
Durham Chapel Hill-Carrboro MPO		
2021-30	2031-40	2041-50
East End Connector linking US 70 to NC 147 (Durham Freeway) to form I-885*	US 15-501 modernization (South Columbia in Chapel Hill to Cameron Blvd. in Durham)	
I-40 widening in Orange County (US 15-501 to I-85)	I-40/NC 54 Interchange and NC 54 modernization (TIP# U-5774)	
	US 70 modernization in Durham County (Lynn Road to Wake County)	
	I-85 widening in Orange County (Orange Grove Rd. to Sparger Road.)	
	US 15-501 Synchronized Street (Smith Level Road to US 64 in Chatham Co.)	
	I-40 managed roadway modernization (NC 54 to Wake County; links to CAMPO I-40 project)	
	NC147 modernization (I-40 to Swift Ave.)	

* funded in prior years but open to traffic in indicated time period



CAMPO Major Roadway Projects List and All Projects Map

Capital Area MPO		
2021-30	2031-40	2041-50
I-40 widened from Wade Ave. to Lake Wheeler Road	I-40 widened from I-440 to NC 42 in Johnston County	I-87 widened from US 64 Bus to US 264
I-440 widened from Wade Avenue to Crossroads	I-87 widened from I-440 to US 264	NC 210 widened from Angier to Lassiter Pond Rd.
I-40 widened from I-440 to NC 42 in Johnston County	US 1 widened south from US 64 to NC 540	NC 50 widened from NC 98 to Creedmoor
US 64 W corridor improvements from US 1 to Laura Duncan Rd.	Managed lanes added to I-540 (Northern Wake Expressway) from I-40 to US 1	US 401 widened from Fuquay-Varina to MPO boundary in Harnett County
NC 540 toll road extended from Holly Springs to I-40 south of Garner	NC 540 completed as a toll road from Holly Springs to I-87/US 64 bypass	NC 96 widened from US 1 to NC 98
US 70 widened and access management from I-540 to Durham/Wake Co. Line	I-40 Managed lanes added to I-40 from Durham County line to MPO boundary in Johnston County	NC 56 widened from I-85 to MPO boundary in Franklin County



2. What is the Plan?

This document contains the 2050 Metropolitan Transportation Plans for CAMPO and the DCHC MPO. These plans are the guiding documents for future investments in roads, transit services, bicycle and pedestrian facilities and related transportation activities and services to match the growth expected in the Research Triangle Region.

2.1 Why Do We Need A Plan?

A transportation plan is essential for building an effective and efficient transportation system. The implementation of any transportation project, such as building a new road, adding lanes to a highway, purchasing transit buses, constructing a rail system, or building bicycle lanes with a road widening project, often requires several years to complete from concept to construction.

Once a community determines that a project is needed, there are many detailed steps to be completed: funding must be identified; analysis must be completed to minimize environmental and social impacts; engineering designs must be developed, evaluated, and selected; the public must be involved in project decisions; right-of-way may have to be purchased; and finally, the construction must be contracted and completed.

No matter which step one might consider the most important in this long process, a project always begins with the regional transportation plan. In fact, this basic planning concept is so important, that federal regulations require that a project must be identified in a metropolitan transportation plan in order for it to receive federal funding and obtain federal approvals.

Federal regulations not only require a metropolitan transportation plan, the regulations stipulate the contents of the plan and the process used in its development. The plan must have:

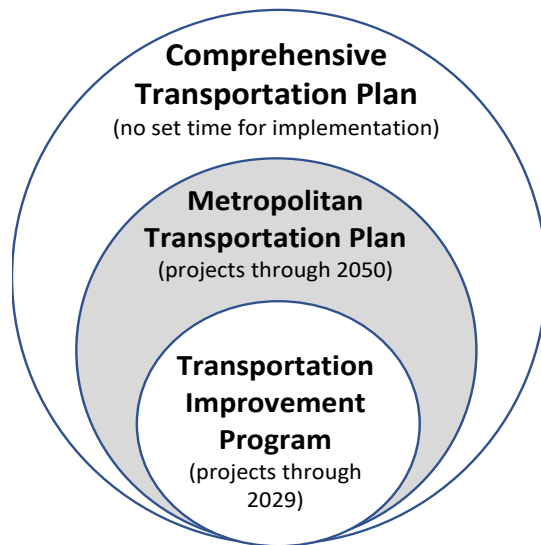
- A vision that meets community goals.
- A multi-modal approach that includes not only highway projects, but provides for other modes such as public transportation, walking, and bicycling.
- A minimum 20-year planning horizon.
- A financial plan that balances revenues and costs to demonstrate that the plan is financially responsible and constrained.
- An air quality analysis to show that the plan will meet federal standards, when a region is subject to air quality conformity requirements.
- A public involvement process that meets federal guidelines, and is sensitive especially to those groups traditionally under-represented in the planning process.

Regions like the Research Triangle must develop these plans at least every five years, and must act to amend these plans if regionally significant transportation investments are added, deleted or modified in the plans.

2.2 What Is In The Plan

Metropolitan areas in North Carolina prepare two distinct, but related **types of transportation plans**:

Figure 2.2.1



1. **Comprehensive Transportation Plans** (CTPs) are “needs-based.” They show all the existing, new, upgraded and expanded major roads, transit services, bicycle and pedestrian facilities and related transportation activities that are needed to meet the growth and mobility aspirations of our citizens over the long term. The CTP has no defined future date by which the facilities and services would be provided, nor is it constrained by our ability to pay for facilities and services or the impacts of these facilities and services on our region’s air quality.
2. **Metropolitan Transportation Plans** (MTPs) are “revenue-based.” They show the new, upgraded and expanded roads, transit services, bicycle and pedestrian facilities and related transportation activities that we believe we can fund and build by the year 2050, and that will meet federal air quality standards.

This document focuses on the second of these two types of plans: the Metropolitan Transportation Plan that shows what we can achieve by 2050 with anticipated funding and that will preserve air quality. The road project lists in Appendix 1 include a separate list of projects that are beyond the funding ability of the MTP, but are included in the Comprehensive Transportation Plan.

The facilities and services in a MTP are a subset of the facilities and services in a CTP. Figure 2.2.1 shows this relationship between the MTP and CTP, and also the plans’ relationship to the Metropolitan Transportation Improvement Program (MTIP), the ten-year program of projects that is also developed for metropolitan areas and that serves as the main implementing document of the MTPs for those projects and services that use state and federal funding. The current MPO-adopted MTIPs cover fiscal years 2020-2029.

This document compiles the MTPs for the two areas under the jurisdiction of the organizations with the main responsibility for transportation planning in the Research Triangle Region:

1. The **Capital Area Metropolitan Planning Organization** (Capital Area MPO, or CAMPO) which covers all of Wake County and portions of Franklin, Granville, Harnett and Johnston Counties; and
2. The **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization** (Durham-Chapel Hill-Carrboro MPO, or DCHC MPO) which covers all of Durham County and parts of Orange and Chatham Counties.

Therefore, this is one document, so that those interested in transportation planning in the Research Triangle Region have a single, consistent reference to consult, but two plans, since there are state and federal requirements that each MPO be responsible for the plans, projects & services, funding, and air quality requirements within its jurisdiction.

This point merits emphasis: The selection of projects and allocation of funding to them is an *independent* decision by each MPO. This single document is a way to help these organizations make more consistent and complementary decisions within their spheres of authority, and to communicate these decisions to the citizens of the region.

To distinguish these lines of authority, this 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

Figure 2.2.2 summarizes key features of the two types of plans and different areas of authority, and indicates what is included in this version of the single regional document.

Figure 2.2.2

Authority	Capital Area MPO		Durham-Chapel Hill-Carrboro MPO	
Name of the Plan	CAMPO 2050 Metropolitan Transportation Plan	CAMPO Comprehensive Transportation Plan	DCHC MPO 2050 Metropolitan Transportation Plan	DCHC MPO Comprehensive Transportation Plan
Area Covered	Wake County and parts of Franklin, Granville, Harnett and Johnston Counties	Same as CAMPO Metropolitan Transportation Plan	All of Durham and parts of Orange and Chatham Counties	Same as DCHC MPO Metropolitan Transportation Plan
Who requires this plan?	Federal Government	State Government	Federal Government	State Government
Plan's Horizon Year	2050	No Set Year	2050	No set year
Is this plan fiscally constrained?	Yes	No	Yes	No
Must this plan meet air quality standards?	Yes	No	Yes	No
What officially constitutes the plan?	All MTP maps, lists of projects, and the text of this document that applies either generally or specifically applies to the CAMPO area	Just the set of CTP maps that apply to the CAMPO area (no text, list of projects or written report)	All MTP maps, lists of projects, and the text of this document that applies either generally or specifically applies to the DCHC MPO area	Just the set of CTP maps that apply to the DCHC MPO area (no text, list of projects or written report)
What projects are included in the plan?	New and expanded facilities and services	Existing, new and expanded facilities and services	New and expanded facilities and services	Existing, new and expanded facilities and services
Is the plan included in this version of the document	Yes	No, but additional CTP roads are listed in Appendix 1	Yes	No

Figure 2.2.3 shows a map of the two MPO areas, outlined in **purple**, as well as two other important geographic areas to consider as one consults this plan:

1. The Triangle Air Quality Region, shown in white, which consists of all of Wake, Durham, Orange, Franklin, Granville, Harnett and Johnston Counties, plus four townships in Chatham County; and
2. The Triangle Regional Model (TRM) “modeled area,” outlined in **red**, which is the area covered by the travel forecasting model: the tool that estimates future travel on existing and planned roads and transit lines. Most of the data in this document is for travel in the modeled area, which fully covers both MPOs.

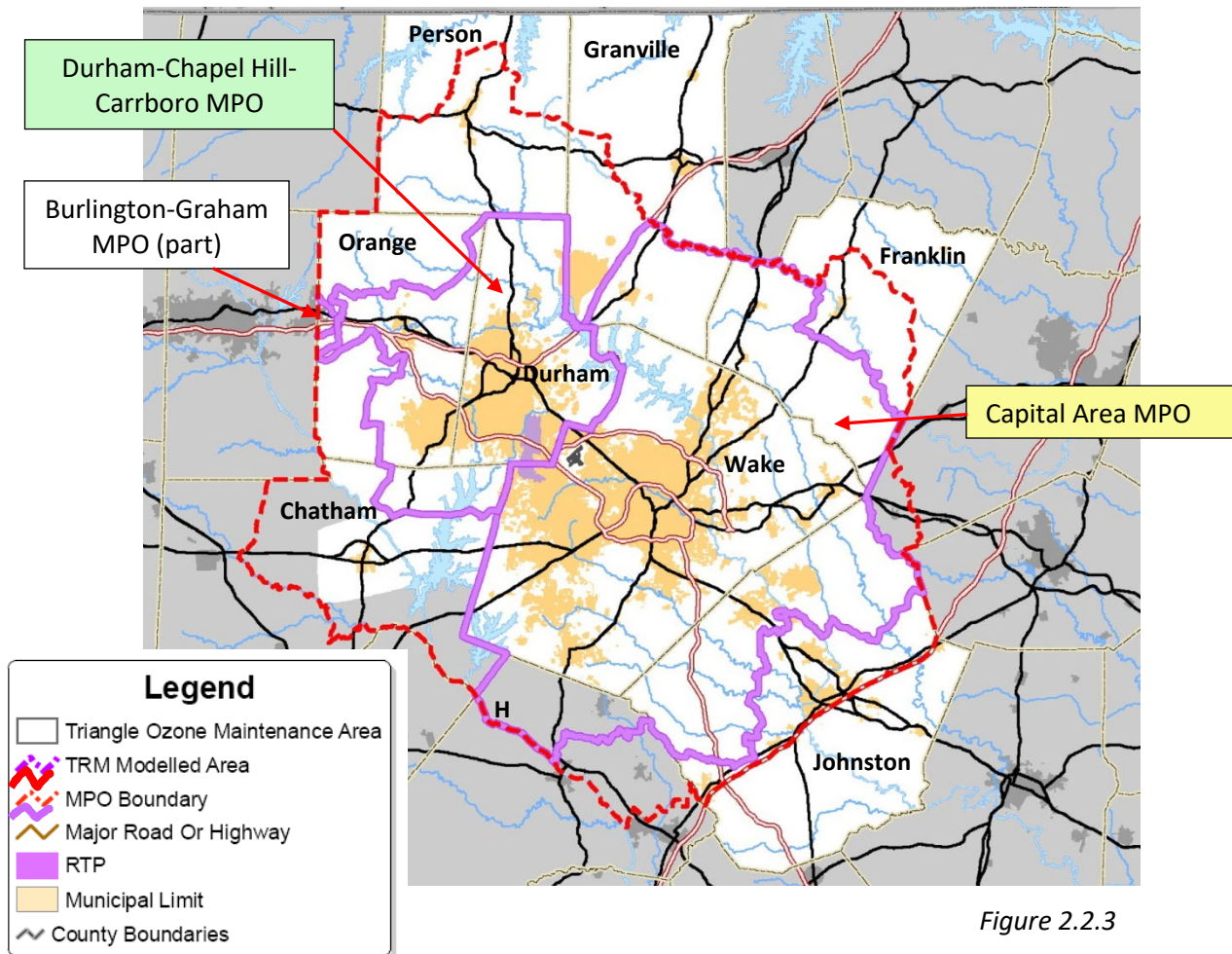


Figure 2.2.3

The core of the plan is the set of transportation investments described in Section 7, including:

- New, upgraded (or “modernized”) and expanded roads;
- Transit facilities and services, including bus and rail;
- Bicycle and pedestrian facilities, both independent projects and in concert with road projects;
- Aviation facilities;
- Rail facilities for inter-city passenger and freight;
- Transportation Demand Management: marketing and outreach efforts that increase the use of alternatives to driving alone;
- Technology-Based Transportation Services: the use of advanced technology to make transit and road investments more effective, including planning for autonomous and connected vehicles; and
- Transportation Systems Management: road projects that improve safety and traffic flow without adding new capacity.

2.3 How Will The Plan Be Used?

Metropolitan Transportation Plans are used for several important decisions, including:

Programming projects. Only projects that appear in a Metropolitan Transportation Plan may be included in the Transportation Improvement Program (TIP) for funding.

Preserving future rights-of-way for roads and transit facilities. The state and local governments use Metropolitan Transportation Plans to identify land that may need to be acquired and to ensure that new development does not preclude the eventual construction of planned roads and transit routes.

Designing local road networks. Metropolitan Transportation Plans chiefly address larger transportation facilities with regional impact. Communities can then use these “backbone” projects to plan the finer grain of local streets and local transit services that connect to these larger facilities.

Making land use decisions. Communities use regional transportation plans to ensure that land use decisions will match the investments designed to support future growth and development.

Making pricing decisions. Next to land use, pricing policies have the greatest influence on travel decisions. Decision-makers can use the plan as they consider transit fares, toll rates and parking prices.

Making private investments decisions. Businesses, homeowners and developers use these plans to understand how their interests may be affected by future transportation investments.

Identifying key plans and studies. State, regional and local agencies use this plan to outline more detailed plans and studies that will be undertaken leading to future projects and investments.

KEY POINTS FROM THIS SECTION:

- The Comprehensive Transportation Plan (CTP) shows everything we would eventually like to do. This document, the Metropolitan Transportation Plan (MTP), shows everything we think we can afford to do by the Year 2050. The Transportation Improvement Program (TIP) shows everything in the MTP that we plan to do until 2030 that involves state or federal funding.
- This single document includes the 2050 Metropolitan Transportation Plans for two planning areas: the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO. Each of these organizations retains independent authority within its area of jurisdiction.
- These plans will be used by local, state and federal agencies to allocate resources for specific road, transit, bicycle and pedestrian investments, to ensure that land is preserved for these investments and to match land use and development decisions with planned infrastructure investments.
- This document also includes lists of projects beyond the time frame of the 2050 MTP which are included in the two MPO CTPs, and links to more information about these projects.

**Transportation Conformity Determination Report for
the 1997 ozone NAAQS**

Triangle Region

Capital Area Metropolitan Planning Organization (CAMPO)

- *2050 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

- *2050 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

Burlington-Graham Metropolitan Planning Organization (BG MPO)

- *2045 Metropolitan Transportation Plan*
- *2020-2029 Transportation Improvement Program*

NC DOT (for projects outside of MPO boundaries)

- *2020-2029 Transportation Improvement Program*

Adoption Dates: February 9, 2022 (DCHC MPO)
February 16, 2022 (CAMPO)
January 18, 2022 (BG MPO)

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Project and Document Web Sites:

This conformity determination report references MPO Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs). This CDR report can be located on the Triangle J Council of Governments website [here](#).

The TIPs are mutually adopted by each MPO and the NC Department of Transportation. The most recent version of the 2020-29 TIP can be found [here](#).

The MPO Metropolitan Transportation Plans (MTPs) covered by this report can be accessed as follows:

1. CAMPO [2050 MTP](#)
2. DCHC MPO [2050 MTP](#)
3. Burlington-Graham MPO [2045 MTP](#)

Date of this version of the document: January 5, 2022

Acknowledgements

This *Transportation Conformity Report* for the DCHC MPO 2050 Metropolitan Transportation Plan (MTP), the CAMPO 2050 MTP, the Burlington-Graham MPO 2045 MTP and the CAMPO, DCHC MPO, BG MPO and NCDOT 2020-2029 Transportation Improvement Programs (TIPs) was prepared by the Triangle J Council of Governments. Individuals from the following agencies contributed their efforts towards the completion of the Transportation Conformity Determination Report. They include:

- NC Capital Area Metropolitan Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
- Burlington-Graham Metropolitan Planning Organization
- NC Department of Transportation
- NC Department of Environmental Quality, Division of Air Quality
- US Federal Highway Administration
- US Federal Transit Administration
- US Environmental Protection Agency

Executive Summary

As part of their transportation planning processes, the North Carolina Capital Area Metropolitan Planning Organization (CAMPO), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Burlington-Graham Metropolitan Planning Organization (BG MPO) and the North Carolina Department of Transportation (NCDOT) completed the transportation conformity process for the 2050 MTP (DCHC MPO and CAMPO), for the 2045 MTP (BG MPO) and for the 2020-2029 TIP (DCHC MPO, CAMPO, BG MPO and NCDOT). This report documents that the MTPs and 2020-2029 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). U.S. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region was “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

U. S. EPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by U. S. EPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by U. S. EPA to attainment with a maintenance plan for CO on September 18, 1995. The 20-year CO maintenance requirements for the Triangle expired in 2015.

In 1997, the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the

one-hour standard. The U. S. EPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard.

The U.S. Court of Appeals for the DC Circuit in the South Coast Air Quality Management District v EPA, No. 15-1115, issued a decision on February 16, 2018. In that decision, the Court struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) State Implementation Plan Requirements Rule which vacated the revocation of transportation conformity requirements for the 1997 8-hour Ozone NAAQS.

In November 2018, U. S. EPA issued Guidance for the South Coast v EPA Court Decision. U. S. EPA’s guidance states that transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). Transportation conformity for the 1997 ozone NAAQS would be required on MTP and TIP actions as of February 16, 2019.



2.0 Metropolitan Transportation Plans

The *Connect2050 Metropolitan Transportation Plan* is one part of CAMPO's and DCHC MPO's transportation planning process. The *Connect2050 Metropolitan Transportation Plan* (2050 MTP) was developed by DCHC MPO and CAMPO between 2020 and 2021. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart. The 2050 MTP incorporates the 2020-2029 TIP, which received a conformity determination in 2020. The BG MPO *Getting There 2045 MTP* was adopted on June 16, 2020 and also incorporates the 2020-29 STIP.

The Transportation Plan used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plan. Four components combine to represent planning assumptions and translate them into travel:

- a. A single travel demand model was developed for the urbanized portion of the Triangle maintenance area, including all of the DCHC MPO and CAMPO areas and the portion of the Burlington-Graham MPO within Orange County.
- b. A single set of population, housing and employment projections was developed and adopted by the MPOs, using GIS-based growth allocation.
- c. A set of highway and transit projects that was consistent across jurisdiction boundaries was developed and refined through partner cooperation.
- d. Forecasts of travel entering and leaving the modeled area were updated to reflect the most recent traffic count data.

This collection of socioeconomic data, highway and transit networks and travel forecast tools and methods, representing the latest planning assumptions, was finalized through the adoption of the Metropolitan Transportation Plan. Additional detail on planning assumptions is available in the MTP documents, which are available from DCHC MPO, CAMPO and the Triangle J Council of Governments.

The Transportation Plan is fiscally constrained as discussed in *40 CFR 93.108*. The Plan is fiscally constrained to the year 2050 for CAMPO and DCHC MPO and to the year 2045 for BG MPO. The estimates of reasonably available funds are based on historic funding availability, methods used in the NCDOT Strategic Transportation Investments legislation and policy, NC First Commission data and recommendations, county transit sales tax and vehicle fee revenues, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in the MPO transportation plan.

This conformity determination is for the CAMPO and DCHC MPO 2050 MTP and the BG MPO 2045 MTP, along with the 2020-29 TIP conforming subset. Projects are listed in Appendix A.

3.0 2020-2029 Transportation Improvement Program (TIP)

The 2020-2029 TIP is one part of an MPO's transportation planning process. The planning process includes the development of a Metropolitan Transportation Plan (MTP). The MPO adopts the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, right-of-way acquisition and construction, provided they attain environmental permits and other necessary clearances.

The purpose of the TIP is to set forth an MPO's near-term program for transportation projects. The TIP is prepared according to an MPO's procedures. An MPO Committee works with the State DOT and the appropriate transit operators in developing a draft TIP. Following public and agency review, the TIP is typically approved by the State DOT (as part of the STIP), and the MPO. The TIP is forwarded to the State DOT, then on to federal funding agencies – the Federal Highway Administration, and the Federal Transit Administration.

This conformity determination incorporates the current 2020-2029 TIP. Projects in each MPO TIP and the NCDOT STIP are available on each MPO's web site and from the NCDOT.

4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once U.S. DOT makes its 1997 ozone NAAQS conformity determination for the MTP and 2020-2029 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the CAMPO and DCHC 2050 MTP, the BGMPO 2045 MTP and the 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO and NCDOT in the portion of the Triangle maintenance area outside of the MPO boundaries.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

50 Transportation Conformity Requirements

51 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the DCHC MPO 2045 MTP Amendment and 2020-2029 TIP for DCHC MPO, CAMPO, BG MPO and NCDOT for the portion of the maintenance area outside of MPO boundaries can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

52 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The North Carolina SIP does not include any TCMs, see also Section 5.4.

53 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with DCHC MPO, CAMPO, BG MPO, NC DOT, NC DAQ, FHWA, FTA, and EPA. Interagency consultation was conducted consistent with the North Carolina Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450, and in conformance with CAMPO's, DCHC MPO's, and BG MPO's adopted Public Involvement Policies. Public comment periods varied for each participating MPO, typically ending on the date of the public hearing. The dates of the public hearings for each MPO were:

January 12, 2022 (DCHC MPO)

January 19, 2022 (CAMPO)

January 18, 2022 (BG MPO)

Public comments and Agency comments, and responses to these comments, are contained in Appendix E.

54 Timely Implementation of TCMs

The North Carolina SIP does not include any TCMs.

55 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The MTP and 2020-2029 TIP are fiscally constrained, as demonstrated in Chapter 8 of the *Connect2050* MTP for DCHC and CAMPO and in Chapter 5 of the *Getting There 2045* MTP for BG MPO.

Conclusion

The conformity determination process completed for the 2050 CAMPO and DCHC MPO MTP, the 2045 BG MPO and the 2020-2029 TIP for DCHC MPO, BG MPO, CAMPO and NCDOT demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

APPENDIX A: 2050 MTP Projects

Roadway Project List – Durham-Chapel Hill-Carrboro MPO

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030 Horizon Year												
700	Cornwallis Rd/Miami Blvd/NCRR bridge and interchange	Miami Blvd	Cornwallis Rd	N/A	N/A	New Interchange	N/A	\$27,478,000	Reg	No	Yes 93.126	P-5717
15	East End Connector (EEC)	NC 147	north of NC 98 in Durham	0	4	New Location	3.2	(funded prior to 2021)	St	Yes	No	U-0071
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	(funded prior to 2021)	Div	Yes	No	N/A
701	Glover Rd/ rail bridge	Glover Rd	NCRR rail line	N/A	N/A	Grade separation	N/A	\$47,428,000	Div	No	Yes 93.126	P-5706
407	Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	0.6	(funded prior to 2021)	Div	No	No	N/A
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	Modernization	0.5	(funded prior to 2021)	Reg	No	No	U-3308
75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	Widening	0.4	(funded prior to 2021)	Reg	No	No	U-3308
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	\$30,375,800	Reg	No	No	N/A
43	I-40	Durham County line	NC 86	4	6	Widening	3.9	\$85,617,000	St	Yes	No	I-3306A
44	I-40	NC 86	I-85	4	6	Widening	7.8	\$133,914,000	St	Yes	No	I-3306A
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	0.0	\$ 3,793,000	Div	No	No	U-5823
201	Falconbridge Rd Extension	Farrington Rd	NC 54	0	4	New Location	0.9	\$ 23,359,000	Div	No	No	N/A
379	Freeland Memorial Extension	S Churton St	New Collector Rd	0	2	New Location	0.5	\$ 4,484,200	Div	No	No	N/A
202	Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	\$ 7,280,000	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	New Location	0.1	\$ 2,100,000	Div	No	No	N/A
437	New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	0	2	New Location	0.8	\$10,124,800	Div	No	No	N/A
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	0.6	\$ 5,287,800	Div	No	No	N/A
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	0.3	\$ 5,922,000	Div	No	No	N/A
113.0	US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	N/A	N/A	New Interchange	N/A	\$32,000,000	St	Yes	No	U-5717
690	US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	N/A	N/A	New Interchange	N/A	(part of US70 project)	St	Yes	No	U-5518
2040 Horizon Year												
346	Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	0.4	\$ 7,177,800	Div	No	No	N/A
124	Duke St	I-85	W Lakewood Av	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
23.2	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	1.4	\$ 10,495,190	Div	Yes	No	U-6021
111	Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization	1.6	\$ 46,586,400	St	Yes	No	U-5304F
240	Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization	2.1	\$ 49,481,600	St	Yes	No	U-5304D
73	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization	2.3	\$ 39,600,000	St	Yes	No	U-5304B
36	Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	\$ 14,327,600	Div	No	No	N/A
35	Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	\$ 9,597,000	Div	No	No	N/A
636	I-40/NC 54 Interchange	I-40	NC 54	N/A	N/A	Interchange Upgrade	N/A	\$130,620,000	St	Yes	No	U-5774F
45.1	I-40 Managed Roadway	Wake County Line	NC 54	8	8	Modernization	9.8	\$ 34,000,000	St	Yes	No	I-6006
48	I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	7.8	\$186,760,000	St	Yes	No	I-0305
650	I-85/S Churton St	I-85	S Churton St	N/A	N/A	Interchange Upgrade	N/A	\$ 28,980,000	St	No	No	I-5967

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
646	I-85/NC 86	I-85	NC 86	N/A	N/A	Interchange Upgrade	N/A	\$ 35,140,000	St	No	No	I-5984
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	\$ 28,793,800	Div	No	No	N/A
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	0.7	\$ 6,169,800	Div	No	No	N/A
121	Mangum St	W Lakewood Av	N Roxboro St	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
410	Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	0.2	\$ 954,800	Div	No	No	N/A
123	N Gregson St/Vickers Av	W Club Blvd	University Dr	2	2	Two-way conversion	0.0	\$ 4,435,000	Reg	No	No	N/A
64	NC 147 (modernization)	Swift Av	Future I-885	4	4	Modernization	3.0	\$ 69,896,559	St	No	No	N/A
	NC 147 (modernization)	Future I-885	I-40	4	4	Modernization	3.9	\$ 58,473,199	St	Yes	No	N/A
69.41	NC 54	Barbee	NC 55	2	2	Modernization	1.3	\$ 9,745,533	Reg	No	No	U-5774J
69.31	NC 54	Fayetteville	Barbee	2	2	Modernization	1.0	\$ 7,496,564	Reg	No	No	U-5774I
70.3	NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	\$ 59,234,000	Reg	Yes	No	U-5774B
69.21	NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	U-5774H
69.11	NC 54	I-40 Interchange	NC 751	2	2	Modernization	1.2	\$ 8,995,877	Reg	No	No	U-5774G
69.22	NC 54	NC 751	Highgate Dr	2	2	Modernization	1.5	\$ 11,244,846	Reg	No	No	U-5774H
428	NC 54	Old Fayetteville Rd	Orange Grove Rd	2	2	Modernization	2.9	\$ 50,040,000	Reg	Yes	No	R-5821A
70	NC 54	I-40	Barbee Chapel Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	Yes	No	U-5774C
70.2	NC 54/Farrington Rd	NC 54	Farrington Rd	N/A	N/A	New Grade Separation	N/A	(cost part of U-5774F)	Reg	Yes	No	U-5774E
75.3	NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.6	\$ 1,400	Reg	No	No	N/A
440	New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	0.4	\$ 6,423,200	Div	No	No	N/A
89.3	Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	0.4	\$ 7,418,600	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
122	Roxboro St	W Lakewood Av	W Markham Av	2	2	Two-way conversion	0.0	\$ 2,870,000	Reg	Yes	No	N/A
87	S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	2.2	\$ 79,178,000	Div	No	No	U-5845
230	Southwest Durham Dr	NC 54	I-40	0	2	New Location	2.0	\$ 17,362,800	Div	No	No	N/A
479	US 15-501	Smith Level Rd	US 64	4	4	Synchronized Street	10.5	\$117,700,000	St	Yes	No	U-6192
113.1	US 15-501 (possible boulevard conversion)	US 15-501 Bypass	I-40	6	6	Modernization	2.0	\$ 46,597,706	St	Yes	No	U-6067
130	US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	1.6	\$ 11,994,502	Reg	No	No	N/A
131	US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	0.8	\$ 5,997,251	Reg	No	No	N/A
485.1	US 70	Lynn Rd	S Miami Blvd	4	4	Modernization	1.6	\$ 37,278,165	St	Yes	No	U-5720A
116.1	US 70	S Miami Blvd	MPO Boundary	4	4	Modernization	2.5	\$ 58,247,133	St	Yes	No	U-5720B
120	W Morgan/W Ramseur/	N Roxboro St	W Main St	4	4	Two-way conversation	0.0	\$ 16,500,000	Div	No	No	N/A
2050 Horizon Year												
304.1	Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	0.8	\$ 7,050,100	Div	No	No	N/A
343	Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	2.7	\$ 15,457,400	Div	No	No	N/A
364	Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	2	2	New Location	0.3	\$ 5,800,000	Div	No	Yes 93.126	N/A
28.11	Glover Rd	Angier	US 70	0	2	New Location	0.6	\$ 5,199,600	Div	No	No	N/A
382	Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	0.5	\$ 5,056,800	Div	No	No	N/A
434	Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	\$ 85,800,000	Reg	No	No	N/A
77.11	Hope Valley Rd (NC 751)	NC 54	Woodcroft Pkwy	4	4	Modernization	0.4	\$ 2,998,626	Reg	No	No	N/A
53	Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	0.4	\$ 3,701,600	Div	No	No	N/A

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
57	Lynn Rd Extension	US 70	Existing Lynn Rd	0	2	New Location	1.1	\$ 9,606,800	Div	No	No	N/A
242	Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	\$ 2,795,800	Div	No	No	N/A
14.1	N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	\$ 18,590,600	Reg	Yes	No	N/A
80	NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	\$ 10,162,600	Reg	No	No	N/A
81	NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	0.3	\$ 21,300,000	Reg	No	No	N/A
83.1	Northern Durham Pkwy	Sherron Rd	NC 98	2	2	Modernization	4.3	\$ 19,040,000	Div	No	No	N/A
83.11	Northern Durham Pkwy	US 70 E	Sherron Rd	2	2	Modernization	2.7	\$ 32,900,000	Div	No	No	N/A
502	Patriot Dr Extension	S Miami Blvd	Page Rd	0	2	New Location	1.9	\$ 18,320,400	Div	No	No	N/A
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	\$ 20,403,600	Reg	Yes	No	N/A
106.1	Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	0.4	\$ 5,133,800	Div	No	No	N/A
114	US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	6	Modernization	2.7	\$ 40,481,445	St	Yes	No	N/A
501	Yates Store Rd Extension	Yates Store Rd	Wake Rd	0	2	New Location	1.4	\$ 16,126,600	Div	No	No	N/A

These footnotes clarify the table data.

(a) Reg. Sig. means Regionally Significant.

(b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.

Roadway Project List – Burlington-Graham MPO portion of Orange County

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030 Horizon Year												
Hwy 169	Lebanon Road	@N. Frazier Road	@Stagecoach Road		Intersection Improvements Stagecoach Road to N. Frazier Rd	Intersection Improvements		\$4,428,000		N	N	
2040 Horizon Year												
Int-02	Mattress Factory Road Interchange	@1-40/85			Diamond Interchange	New Interchange		\$16,200,000		Y	N	
Hwy-107	Buckhorn Road	W. Ten Road	North of I40/85 Interchange	2	Widen roadway to 4 lanes, median, Sidepath, Sidewalk	Widening to multi-lane divided facility including I-40/I-85 Interchange Improvements	1.2 miles	\$12,604,992		N	N	
Hwy 113	Buckhorn Road	Frazier Road/US 70	North of I40/85 Interchange	2	Widen roadway to 4 lanes (part new location), median, Sidepath, Sidewalk	Buckhorn Road widening and roadway on new location with above-grade crossing of RR to connect to US 70	0.5 miles	\$8,056,673		N	N	
2050 Horizon Year												

These footnotes clarify the table data.

(a) Reg. Sig. means Regionally Significant.

(b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.

Project List – Areas outside of MPO boundaries (Donut Area)

Outside of the MPO boundaries in Johnston, Chatham (part), Franklin, Granville and Person Counties within the Triangle Air Quality Region, the transportation projects consist of the projects in the first four years of the most recently adopted 2020-29 STIP, and are incorporated by reference. These STIP projects can be accessed at:

<https://connect.ncdot.gov/projects/planning/STIPDocuments1/NCDOT%20Current%20STIP.pdf>

For ease of review, since only part of Chatham County is in the Triangle Air Quality Region, the following projects, listed by TIP number and STIP year, are within the area covered by this Conformity Determination Report within Chatham County:

- BL-0035 – sidewalk on Chatham Business Drive in Pittsboro (FY 22) – CMAQ funded project
- R-5724A – Pittsboro Traffic Circle improvements (FY 21)
- R-5724B – mill/resurface US 15-501 from Pittsboro Traffic Circle to Launis Street, and widen US 15-501 from Launis St to Powell Place Lane (ROW/Util FY 22, Con FY 25)
- R-5821A – NC 54 operational improvements and bike/ped accommodations from Old Fayetteville Rd to Orange Grove Rd (ROW/Util FY 26, Con FY 28) [note: partly in TARPO/partly in DCHC MPO]
- R-5821B – NC 54 and Orange Grove Rd intersection improvements [note: already complete]
- R-5887 – US 64/NC 751 interchange (ROW/Util FY 29, Con unfunded) [note: partly in TARPO/partly in CAMPO—this is beyond the first four years but included for informational purposes]
- R-5930 – Chatham Park Way North, from Country Routt Brown Rd to US 15-501 north (ROW/Util FY 23, Con FY 24)
- R-5961 – NC 87 modernization from NC 902 to US 64 Bypass (ROW/Util FY 27, Con unfunded—this is beyond the first four years but included for informational purposes)
- R-5963 – Chatham Park Way South, from US 64 Business to US 15-501 south (ROW/Util FY 24, Con FY 27)
- U-6192 – US 15-501 superstreet/RCI improvements from US 64 Bypass to Smith Level Rd (ROW/Util FY 26, Con unfunded) [note: partly in TARPO/partly in DCHC MPO]
- U-6245 – West Ten Rd improvements from Buckhorn Rd to Bushy Cook Rd (FY 21) [note: mostly in MPO, but barely crosses into TARPO]
- W-5142 – Efland Cedar Grove Rd curve improvements north of Highland Farm Rd [note: already completed]

Major Transit Capital Projects

Project Title	Status	Programming Description	MTP Horizon Year and TIP #	MPO
Commuter Rail Transit (CRT)	Regionally Significant	CRT using the existing North Carolina Rail Company (NCRR) corridor. West Durham to Clayton by 2030, then extended to Hillsborough and Selma by 2050.	West Durham to Clayton, 2030 Hillsborough to Selma, 2050	DCHC MPO and CAMPO
Bus Rapid Transit – Chapel Hill North-South	Regionally Significant	BRT in Chapel Hill, from Eubanks Road, through the UNC Healthcare complex, and to Southern Village. Part on bus-only lanes and part in mixed traffic.	2030	DCHC MPO
Bus Rapid Transit – Central Durham	Regionally Significant	BRT in central Durham, from the Duke University and Medical Center area, through downtown Durham and the central bus station, to the North Carolina Central University and Durham Tech area. Part on dedicated lanes and part in mixed-traffic.	2040	DCHC MPO
Bus Rapid Transit – Durham/Chapel Hill	Regionally Significant	BRT between Durham and Chapel Hill, from UNC Healthcare complex to the Duke University and Medical Center area, via US 15-501. Part on bus-only lanes, including possibly on bus-on-shoulder-system (BOSS), part in mixed-traffic.	2050	DCHC MPO
Bus Rapid Transit – Durham/RTP	Regionally Significant	BRT between central Durham and the Research Triangle Park (RTP), from the North Carolina Central University/Durham Tech area to the regional transfer center in the RTP, via NC 147. In mixed traffic, and part possibly on bus-on-shoulder-system (BOSS).	2050	DCHC MPO
Bus Rapid Transit – Chapel Hill/RTP	Regionally Significant	BRT between Chapel Hill and the Research Triangle Park (RTP), from UNC Healthcare complex to the regional transit center in the RTP, via NC 54 and I-40. In mixed traffic, and part on bus-on-shoulder-system (BOSS).	2050	DCHC MPO
Bus Rapid Transit – Wake New Bern	Regionally Significant	BRT - New Bern East - Downtown Raleigh to Stony Brook Rd - Fixed Guideway	2030	CAMPO

Project Title	Status	Programming Description	MTP Horizon Year and TIP #	MPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - New Bern East - Stonybrook Rd to New Hope Rd - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - RTP to Morrisville - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Morrisville to Downtown Cary - Mixed Traffic	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Downtown Cary to Downtown Raleigh - Fixed Guideway	2030	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT - Downtown Raleigh to Midtown Raleigh/North Hills - Fixed Guideway	2040	CAMPO
Bus Rapid Transit - Wake	Regionally Significant	BRT – Harrison/Kildaire Farm, SAS Campus Dr. to and Regency Park, via Harrison Ave., Kildaire Farm Rd., and Regency Dr. - Fixed Guideway	2050	CAMPO
Commuter Rail – S-Line	Regionally Significant	CRT using the existing CSX S-Line corridor. Apex to Franklinton by 2040.	Apex to Franklinton, 2040	CAMPO

APPENDIX B: Conformity Process Schedule

Initial conformity partner consultation - request comment on schedule & report format:	October 21, 2021
MPOs provide tables of MTP and TIP projects:	December 6, 2021
Draft CDR complete and sent to MPOs and agency partners for review and comment:	December 7, 2021
MPOs release draft conformity report for public comment:	December 14, 2021 (BG MPO) December 8, 2021 (DCHC) December 15, 2021 (CAMPO)
Target date for receipt of all FHWA, FTA, EPA and DAQ comments:	January 4, 2021
Updated Draft of CDR with agency comments and responses:	January 5, 2022
Target date for NCDOT Conformity Finding for the donut areas:	January 24, 2022
Public Hearing and Action on Conformity Determination:	January 18, 2022 (BG MPO) Jan 12/Feb 9, 2022 (DCHC) Jan 19/Feb 16, 2022 (CAMPO)
Federal Action (USDOT determination and letter to State/MPO):	February 18, 2022
Conformity Process complete:	February 18, 2022

MOA's specify a 30-day period for EPA review; but an expedited review of the final document was agreed to at the October 21, 2021 Inter-Agency Consultation meeting. If the completed report is provided by the beginning of February, the February 18 target date is achievable. If significant changes occur arising from public and agency comment, as outlined in 23 CFR 450.316 (a)(1)(viii), the revised report may need to engage in a second round of review and comment.

APPENDIX C: Interagency Consultation

Interagency consultation followed a process similar to that used in recent conformity determinations:

1. The MPOs, NCDOT, Triangle J COG and FHWA staff discuss the areas and plans to be covered by the CDR, propose a tentative schedule and prepare a template for the report.
2. The report template and tentative schedule is circulated to agency staff by FHWA, seeking any initial comments.
3. The draft report with the schedule is released for public and agency comment, with the draft report sent to agency partners by FHWA staff.
4. Comments received are forwarded to Triangle J COG staff who summarize the comments and prepare comments in consultation with the applicable MPOs and incorporate the responses in the final Conformity Determination Report.

The initial Interagency Consultation Meeting was held via video-conference on October 21, 2021. A meeting summary follows:

TRIANGLE OZONE MAINTENANCE REGION

Chatham Co. – part (rural), Durham Co., Franklin Co. (rural), Granville Co. (rural), Johnston Co. (rural), Orange Co., Person Co. (rural), Wake Co.

Interagency Consultation Meeting – 2050 MTP

Thursday, October 21, 2021

Via MS Teams

Meeting Summary

1. Participants:

FHWA (Loretta Barren, Joe Geigle)
 FTA-Region IV (Ronald Smith)
 USEPA (Josue Ortiz Borrero, Dianna Myers, Sarah Larocca)
 NC DEQ (Sheila Blanchard, Todd Paisley, Brian Phillips, Jill Vitas, Tammy Manning)
 DCHC MPO (Yanping Zhang, Andy Henry, Aaron Cain)
 CAMPO (Alex Rickard, Gretchen Vetter, Chris Lukasina)
 BG MPO (Wannetta Mallette)
 TARPO (Matt Day)
 NCDOT (Phyllis Jones, Heather Hildebrandt, Scott Walston, Julie Bogle, Phil Geary)
 TJCOG (John Hodges-Copple)
 Orange County (Nick Trivedi)

2. **Meeting Purpose** – John Hodges-Copple outlined the purpose of the meeting: i) to review the draft Conformity Determination Report template, clarify any issues and make any adjustments; ii) review the conformity process schedule and make any needed adjustments; and iii) outline follow-up steps that need to be addressed.
3. **Draft Conformity Determination Template** – John Hodges-Copple reviewed each item in the draft template. He noted that the pollutant of concern is ozone and that the Triangle is NOx-limited. He confirmed that the “short form” report used in recent CDRs is appropriate and that no emissions analysis is required. He also confirmed that for areas outside of MPO jurisdiction, the first four years of the STIP (2020-23) serve as the plan.

4. **2050 MTP/Conformity Process Schedule** – The steps in the Conformity Process Schedule were reviewed and discussed. It was noted that some of the names of participants need to be updated.

The draft presented indicated that Burlington-Graham MPO would make the determination in November, but the BG MPO board typically would not meet in November. John Hodges-Copple will follow up with BG MPO staff to discuss an appropriate schedule and actions. One option may be for the BG MPO board to vote at its October meeting to approve the conformity report subject to final edits and authorize the board chair to sign the resolution at the appropriate time.

Loretta Barren of FHWA noted that the public comment period is determined by each MPO's adopted Public Participation Plan. She cautioned that if projects are changed between the release of the initial draft CDR and the version proposed for adoption, it would likely need to go back out again for public engagement, citing 23 CFR 450.316 (a)(1)(viii): Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

Loretta Barren reminded the participants that the Memoranda of Agreements (MOAs) that were recently adopted permit EPA 30 days to review the report and provide the letter to FHWA authorizing conformity. There is no ding on FHWA review, but as noted if not currently in your TIP and moving, but nothing new can receive a federal approval.

Dianna Myer of EPA noted that if approved through this inter-agency consultation, EPA can do an expedited review; she believes that expedited review through this process should be achievable. If everything is finalized by the beginning of February, the letter should be able to be in place prior to the lapse date. The IAC members agreed they are all comfortable with an EPA expedited review as long as the conditions for an expedited review are met.

Jill Vitas of DAQ noted that staff schedules may hinder review and comment after mid-December.

5. **Other Business/Next Steps** – John Hodges-Copple summarized the following follow-up items:
- a. John Hodges-Copple will update the Conformity Determination Report template based on the discussion for the version sent out for public and agency comment.
 - b. John Hodges-Copple will follow up with Wannetta Mallette and Nish Trevedi on any Burlington-Graham MPO projects and horizon years, and with Matt Day on STIP projects
 - c. John will follow up with Wanetta Mallette on the treatment of the CDR release under Burlington-Graham MPO's Public Participation Process.
 - d. A revised schedule will be included in the CDR for public and agency engagement and will included an expedited EPA review.
 - e. John Hodges-Copple will work with the MPOs and NCDOT on project lists, with an emphasis on any projects that are not currently in the first 4 years of the TIP and moving forward, that could be impacted by a conformity lapse during late February or March.

The meeting was adjourned at 11:33.

APPENDIX D:

Public Participation and Notification

Public participation and notification for the Air Quality Conformity Determination Report followed each MPO's Public Participation Plan, which can be viewed at the following sites:

<https://www.campo-nc.us/get-involved/public-participation-plan>

<https://www.dchcmpo.org/home/showpublisheddocument/3716/637692017593230000>

<http://bgmpo.org/Projects-Plans/MPO-Plans/Public-Involvement-Plan>

Each MPO posted the draft CDR on its website and MPOs that use social media included notification of the CDR in its social media communications. Each MPO conducted a public comment period and held a public hearing on the Conformity Determination Report. If required as part of the Public Participation Plan, this appendix includes copies of public notifications and affidavits from media organizations.

The dates of the public hearings for this CDR for each MPO are listed below:

January 12, 2022 (DCHC MPO)

January 19, 2022 (CAMPO)

January 18, 2022 (BG MPO)

In addition to public participation on the air quality process, each MPO had a parallel public process for input and review of the relevant MTP and TIP documents. Although not specifically a part of the air quality work, the MPOs have information related to the public engagement on their MTP and TIP documents on their websites.

CAMPO notice of public comment on Conformity Determination Report:

NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC HEARING

The Air Quality Conformity Determination Report along with the Final Report for the 2050 Metropolitan Transportation Plan (MTP) have both been released for public review and comment by the N.C. Capital Area Metropolitan Planning Organization (CAMPO). The Public Comment period for the Air Quality Report closes on January 18, 2022. The 42-day Public Comment period for the Final Report for the 2050 MTP is open from Wednesday, January 5, 2022 until Tuesday, February 15, 2022.

Copies of both reports are available at the CAMPO office (address below) and on the website (www.campo-nc.us).

The CAMPO Executive Board will conduct Public Hearings on both reports for the 2050 MTP as part of its virtual (online/call-in) meeting on Wednesday, January 19, 2022 at 4:00 p.m. Speaker signups and meeting login details can be found at www.campo-nc.us or by calling (919) 996-4403.

Written comments may be submitted either: by hand delivery or mail to Capital Area MPO, 421 Fayetteville St., Suite 203, Raleigh, NC 27601; by calling 919-996-4403, or by email to comments@campo-nc.us.

In compliance with the Americans with Disabilities Act (ADA), persons requiring assistance to participate in the NC Capital Area MPO meetings or to request this document in an alternative format, please contact the MPO's office at 919-996-4403 (voice) or 800-736-2962 (TTY located at City of Raleigh Public Affairs Dept.) at least 72 hours in advance of the meeting.

It is the policy of CAMPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Orders 12898 and 13166, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program, activity, or service for which CAMPO receives Federal financial assistance.

Burlington-Graham MPO confirmation of notification:



Order Confirmation

Not an Invoice

Account Number:	514184
Customer Name:	City Of Burlington
Customer Address:	City Of Burlington P.O. BOX 1358 Burlington NC 27216
Contact Name:	City Of Burlington
Contact Phone:	3362225010
Contact Email:	
PO Number:	

Date:	12/20/2021
Order Number:	6666944
Prepayment Amount:	\$ 0.00

Column Count:	1
Line Count:	71.0000
Height in Inches:	0.0000

Print

Product	#Insertions	Start - End	Category
BTN Times News	1	12/18/2021 - 12/18/2021	Govt Public Notices
BTN thetimesnews.com	1	12/18/2021 - 12/18/2021	Govt Public Notices

Total Order Confirmation	\$156.78
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APPENDIX E:

Public & Agency Comments and Responses

Appendix E contains any comments on the draft conformity report and responses to these comments. Each commenter is assigned a code and each comment a number. Responses follow each comment. In certain instances, the respondent may insert italicized, bracketed wording to clarify the comment, using the format *[clarifying comment]*. Except as noted by any italicized, bracketed comments, or in the case of minor spelling or grammatical corrections, no changes are made to the comments as received. Comments submitted in digital formats may have altered formats from the original due to the mechanics of importing and combining these files within this appendix.

The following organizations and individuals provided written responses to the request for comments on the draft conformity determination report; no comments on the Conformity Determination Report were received from the general public:

A. US EPA. Dianna Myers. Via email on January 3, 2022

USEPA1: Thanks for providing the Draft CDR. The only comment I have is to provide a link to access the documents on the website(e.g. 2050 MTP, 2020-2029 TIP, and CDR) for each of the MPOs.

Response: links to the CDR document, the MTPs and the TIPs have been added to the front cover of this report.

B. NC DEQ – Division of Air Quality: Jill Vitas. Via email on December 17, 2021

Below are NCDEQ-DAQ's comments on the draft conformity report for CAMPO. None of these comments impact NCDEQ-DAQ's support of the finding. I will prepare a letter of support and send that to you via a separate email.

NCDEQ1. The year for the Burlington-Graham MPO MTP, the title and report says 2045, all of the other MPOs are 2050, is 2045 correct?

Response: Yes. The DCHC MPO and CAMPO have prepared a joint 2050 MTP, titled *Connect2050*. Burlington-Graham MPO has a 2045 MTP, titled *Getting There 2045*.

NCDEQ2. Appendix C – date of interagency meeting is missing: The initial Interagency Consultation Meeting was held via video-conference on , 2021. [should be October 21, 2021]

Response: the missing date has been added.

NCDEQ3. *[In the meeting summary]* Participants -- some have affiliation some do not, be consistent, Brian Phillips listed twice. Suggest listing the Organization first and then the participants for that organization.

Response: the participant list has been corrected and reformatted as suggested: listing the organization first and then which people from the organization participated.

NCDEQ4. *[in the meeting summary]* 2050 MTP/Conformity Process Schedule – indicates that Eddie Dancausse will follow up with BG MPO, is that correct?

Response: the summary has been corrected to show that John Hodges-Copple will undertake the follow-up.

NCDEQ5. *[In the meeting summary]* Is it a Memorandum of Understanding or Agreement (MOU or MOA)? Suggest being consistent throughout document.

Response: the term Memorandum of Agreement is now used consistently throughout the document.

NCDEQ6. *[In the meeting summary]* Sheila Blanchard did not note staff schedules – Jill Vitas made the

comments on schedule.

Response: The meeting summary had been corrected to show that Jill Vitas made the comment.

NCDEQZ: Tentative dates for Public Hearings were not included in Section 5.3 but were in Appendix B and not in Appendix D – suggest having them as tentative throughout document.

Response: The dates for the public hearings have now been set and are indicated in the document.

C. DCHC MPO. Andy Henry. Via email on January 5, 2022.

DCHC1: In reviewing the roadway project list in the Conformity Determination Report appendix, DCHC staff noted that the NC147 project between Swift Avenue and future I-885 (the East End Connector) is correctly described as a modernization project (which is defined in the 2050 MTP as a project that does not involve widening to add general purpose travel lanes), but that the table implies the cross-section would go from a current 4 lanes to a future 6 lanes. To be consistent with how the 2050 MTP treats this project, please correct the table to show both an existing and future 4-lane cross-section for this project. We will further review the AQ CDR to see if there are any other appropriate changes.

Response: The Appendix A table has been corrected to show the NC147 project as a modernization project without the addition of general purpose travel lanes to match the project description and modeling in the 2050 MTP.

D. Zach Calhoun. Public comment made to DCHC MPO during public comment period.

ZCalhoun1: I just reviewed the air quality conformity plan, and I have one comment. There appears to be a lack of bike/ped infrastructure improvements in this document. The number one action we should prioritize is enabling citizens to bike. Bike commuting promotes a healthy population with no air quality impact, and as the cost of gasoline increases over the next few decades, a more bikeable city will promote a more equitable and healthier environment for all. What improvements is the city going to make to ensure more people bike? Where are we adding bike lanes, and how many are we going to add? Where can we take a cyclists first, drivers second approach to improving infrastructure? By taking this approach, how would we improve air quality? I imagine the air quality gains would be significant. Thank you for your hard work -- and I do appreciate the public transportation infrastructure included in this document -- that is important, too!

Response: The commenter correctly notes that individual pedestrian and bicycle projects are not listed in the CDR the way that roadway and transit projects are. That is because under 40 CFR § 93.126, bicycle and pedestrian projects in the MTPs are exempt projects under air quality regulations. Bicycle and Pedestrian investments are included in the DCHC MPO and CAMPO Connect2050 MTP in Section 7.6.

E. Austin Guimond. Public comment made to DCHC MPO during public comment period.

AGuimond1: I have just finished reviewing the Triangle Region Air Quality conformity report. After reviewing the infrastructure proposals, there seems to be a lack of emphasis on bike commuting improvements and additional pedestrian walkways. As a bike commuter in Durham, I find travel difficult with the current infrastructure in place. Friends have also told me they are resistant to bike commuting due to the lack of safe routes in The Triangle. Portions of Durham are also very limited for pedestrians who walk due to the lack of sidewalks and narrow unsafe roads. I am surprised by the lack of emphasis in the report because bike commuting, and safer pedestrian walking routes seem to be the two easiest ways to reduce cars on the road and limit air pollution. Without a greater emphasis on safe routes for alternative modes of transportation, it will be extremely difficult to reduce air quality in The Triangle to desired levels. Thank you for reviewing my comments.

Response: The commenter correctly notes that individual pedestrian and bicycle projects are not listed in the

CDR the way that roadway and transit projects are. That is because under 40 CFR § 93.126, bicycle and pedestrian projects in the MTPs are exempt projects under air quality regulations. Bicycle and Pedestrian investments are included in the DCHC MPO and CAMPO Connect2050 MTP in Section 7.6.

- F. John Faulconer. Public comment made to DCHC MPO during comment period.

IFaulconer1: I have noticed that the vast majority of the infrastructure projects are road-widenings. Widening a road incentivizes more people to drive cars, which are the largest contributor to air and noise pollution in cities. Living in a city that prioritizes cars is not a great city to live in. Houston is a great example of a city that prioritizes cars - and I don't desire to live in a city like that. Instead of road-widening projects, Durham should consider more road-narrowing projects to take back that valuable land for other uses. Consider bus lanes, bike paths (safely separated from traffic), pedestrian sidewalks, etc. What Durham already did to S Roxboro St. is a great example of what should be done more - Durham took away 2 lanes of car traffic. S Roxboro St. is now a place where you frequently see people walking, running, biking - specifically because there is a comfortable space from passing cars and car speed is lower. Please consider not following what other American cities are doing - wiping away low-income houses for wide roads that produce ugly and loud neighborhoods.

Response: The commenter is noting project preferences related to the selection of projects within the MTP. Since these comments are not addressed to the content of the air quality Conformity Determination Report, they are noted.

APPENDIX F:

Adoption, Endorsement Resolution and Agency Determinations

The following pages in the final report contain adoptions, endorsement resolutions and agency determinations after all of the agencies have completed the process.



DCHC MPO GOVERNANCE STUDY

JANUARY 4, 2022

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

**Stantec Consulting Services Inc.
J. S. Lane Company, LLC**

801 Jones Franklin Road, Suite 300
Raleigh, NC 27606

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Summary and Purpose

Synopsis: An executive summary of the purpose and findings of the DCHC MPO Governance Study.

On September 9, 2020, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board authorized the Lead Planning Agency to contract with a private entity to study and make recommendations to the Board regarding (a) the MPO's governance, organizational structure, and financial management, with particular reference to its ability to play a leadership role in transportation planning for the region; (b) the findings of the MPO's most recent joint federal certification reviews conducted in 2015 and 2019; and (c) the MPO's preparedness to address—in a manner that aligns with the values of the member jurisdictions—emerging issues relating to racial equity, environmental protection and environmental justice, changes in technology, climate change, multimodal mobility, and the link between transportation planning and land use.

Like all MPOs, DCHC was created to fulfill federal requirements shown primarily under 23 United States Code of Federal Regulations 450 (23 CFR 450) / 49 CFR 613; and Titles 23.134 and 49.53 of the United States Code (additionally, with respect to transit, 49 USC 5303/5306) . These regulatory requirements have not been static over the years, with major changes occurring through passage of successive transportation acts, particularly 1991's Intermodal Surface Transportation Efficiency Act (ISTEA) and the most recent (as of this writing) Fixing America's Surface Transportation (FAST) Act of 2015. These and other Acts created additional requirements for coordination, performance measurement, management / monitoring of conditions, and planning focus areas.

These MPO requirements focus on the development of a long-range (20+ years) metropolitan plan for transportation and congestion; annual (or bi-annual) work program; and a program of transportation improvements and sources of financing. Beyond these base requirements, MPOs are expected to carry out these and other tasks with the cooperation of many stakeholders, emphasizing low-income / minority communities, modal providers, and federal and state transportation officials. In more recent times, North Carolina General Statutes (NCGS) also recognize MPOs and provide similar guidance to the federal requirements, adding a fiscally unconstrained Comprehensive Transportation Plan (CTP) and partial responsibility for developing and submitting project priorities as described in the Strategic Transportation Investments (STI, 2013) legislation.

Approach

The approach taken was formed by the requirements of the Request for Proposals and subsequent contract and workplan, as well as guidance obtained by an ad hoc steering committee formed for the project. Generally, document reviews and surveys of peers and stakeholders were conducted as the primary means of understanding the processes of DCHC MPO.

The following graphic illustrates this generalized approach, and a description of each element follows.

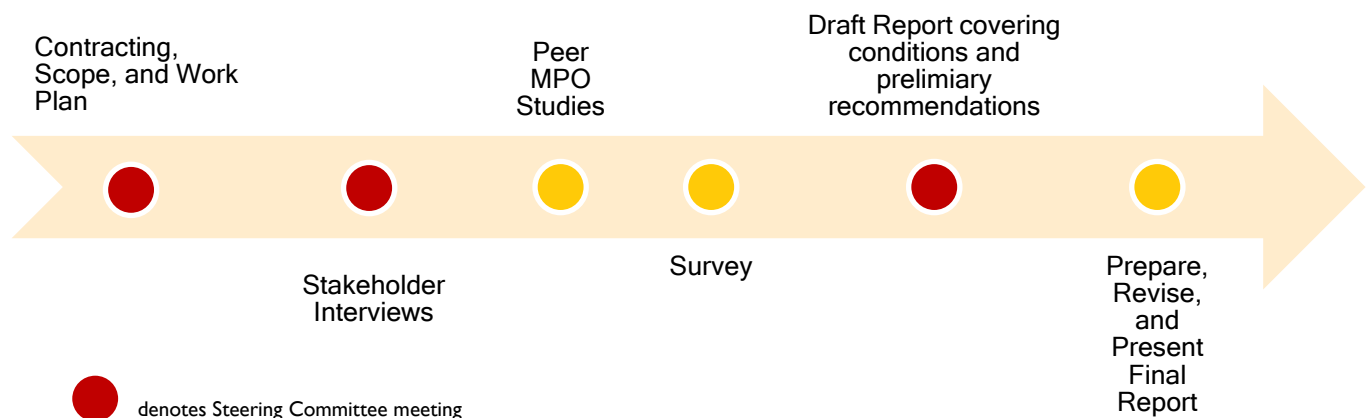


Figure 1. General Approach to DCHC MPO Governance Study

Document Review. Information on the current organization structure and practices of the DCHC MPO came from printed materials, such as the DCHC MPO Memorandum of Understanding, committee bylaws, and the DCHC MPO Prospectus (updated version November 2021). Information relating to existing practices, concerns, and issues was gathered through discussions with a number of DCHC MPO stakeholders.

Institutional Surveys. After stakeholder interviews and peer group calls were completed, a survey was sent out to the interviewees, including NCDOT, DCHC MPO, and local staff as well as elected/Policy Board officials. Identical to the three groups, the survey covered administrative goals, MPO deliverables, expectations and priorities as identified through stakeholder interviews. The survey was administered anonymously so that results could be compared without prejudice to determine group alignment and where priorities fall short.

MPO Committee Meeting Audits. An audit was conducted of one Technical Committee and MPO (Policy) Board meeting to understand the dynamics of the meetings and to understand how the planning process plays out during these meetings.

Stakeholder Interviews. Fourteen (14) interviews with MPO member agency representatives and staff were conducted early in the process, with a total of nineteen individuals, in order to better understand existing practices, concerns and issues with DCHC structure and practice. Findings in this memorandum are restricted to summarizing issues and concerns, many of which were repeated or amplified across multiple interviewees and interview sessions. These topics are arranged at the end of this memorandum as follows:

- Compliance with statutory requirements/Certification;
- MPO Policy and Direction;
- Organizational Structure;

- Staffing;
- Regional Collaboration;
- Funding (FHWA, FTA, local programs) and Project Selection / Implementation;
- Data Sharing and Management; and
- Public Engagement.

Specific questions were posed to elected officials and staff on the MPO Board and Technical Committee, and a different set of questions put to the DCHC MPO staff for two of the interviews. These topics and questions are described below, although participants were encouraged to elaborate and add information as they deemed important or as suggested by follow-up questions from the interviewer(s). Staff (MPO) Interview topics included:

1. *Describe staffing arrangements, skill sets, and availability to the MPO (if positions are shared with the LPA).*
2. *Is the staffing adequate to meet current and future demands? If not, in what areas is there a need for more staff or staff with different skill sets?*
3. *Describe the use of consultants, both in terms of regular (recurring) work tasks as well as special projects.*
4. *Describe the MPO's relationship with the following entities:*
 - *Other City of Durham Staff*
 - *CAMPO*
 - *GoTriangle*
 - *Chapel Hill Transit*
 - *Durham Transit*
 - *NCDOT - Division Offices*
 - *NCDOT - Central (Planning, IMD, others)*
 - *TJCOG*
 - *Other important providers?*
5. *The elected and other officials on the MPO Board believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)*
6. *The members of the TC of the DCHC MPO believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)*
7. *Are there aspects of the MPO work that could be done better?*
8. *What are the strengths of the DCHC MPO, or what is the MPO doing really well now?*
9. *What else should the MPO be doing that it isn't doing now?*
10. *What would you say you need to be doing even better at your job than you are now?*
11. *What's the most important addition to the MPO in the next five years?*
 - *More Staff*
 - *More Training*
 - *New Technology*
 - *Something Else?*

TC and MPO Board Interview topics during the interviews were as follows.

1. *You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)*
2. *Where have there been notable successes (things are working well)?*
3. *Where have there been notable failures (things can / should be improved)?*

4. *The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)*
5. *The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)*
6. *Is the MPO staff...(Agree, Not Sure, Disagree)*
 - *Responsive to inquiries?*
 - *Possess appropriate skill levels commensurate with the work being done?*
 - *Sufficient to meet basic tasks required of the MPO?*
 - *Sufficient to address non-basic tasks of interest to you and other MPO member agencies?*
7. *How effective is the DCHC MPO at carrying out their federal requirements?*
 - *Very Effective*
 - *Moderately Effective*
 - *Moderately Ineffective*
 - *Very Ineffective*
8. *What else should the MPO be doing that it isn't doing now?*
9. *My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)*
10. *If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)*

Participants were encouraged to provide additional thoughts at the end of each interview, as well as to expand on their answers or engage different topics than those suggested by the questions. Topics covered by the four peer reviews were informed by advance research on the individual MPO as well as emerging areas of interest revealed by the stakeholder interviews.

Peer Organization Interviews. Peer MPOs were selected based on a variety of criteria including population, proximity to a neighboring urbanized area and/or MPO and other socioeconomic similarities to the DCHC MPO urbanized area. Once selected, peer MPOs were contacted to identify their current MPO structure and practices and to determine alternative mechanisms used to address identified DCHC MPO issues and concerns.

Survey. After the interviews were completed, a survey of the interviewees was developed based partly on the interviewee observations. This survey was distributed electronically, and completed by 15 of the stakeholders, including three elected officials.

This report goes into detail on the governance structure, and reviews by both federal certification review teams and stakeholders in the MPO planning process contacted as part of the scope of work of this study. The main body of the report summarizes the purpose, approach, and outcomes of the study. This last includes observations on organizational structure / documentation and findings supported by the research that will be used to shape the recommendations. Each major section throughout the report includes a very brief Synopsis of that section's contents. Appendices include the stakeholder interviews were supplemented by a review of peer MPOs and a survey completed by 17 MPO staff, local government staff, and elected officials. Key recommendations are broken out into eight categories including communication of information, organizational structure, directions of the MPO. A final chapter includes a subjective evaluation of implementation priorities.

Organizational Structure (Document Review)

Synopsis. The documents that form a MPO – Prospectus, Work Program, Memorandum of Understanding, and Bylaws – are reviewed here to understand how they might influence the structure of DCHC MPO, as well as to highlight potential areas for closer examination when formulating the recommendations.

Memorandum of Understanding (MOU). The MOU lays out the purpose and composition of the boards as well as basic procedures and operational elements like voting rights, quorum requirements, and agency representation. The MOU is updated infrequently, generally only when new territories and member agencies are added to one or both of the MPO boards (policy and technical advisory committees). The composition and voting structure of the MPO (policy) Board is shown in Table 1.

Agency	Representatives	Voting Weight	Proportion
Durham City Council	2	16 (total)	16/38 (42%)
Chapel Hill Town Council	1	6	6/38 (16%)
Carrboro Board of Aldermen	1	2	2/38 (5%)
Hillsborough Board of Commissioners	1	2	2/38 (5%)
Durham County Board of Commissioners	1	4	4/38 (11%)
Orange County Board of Commissioners	1	4	4/38 (11%)
Chatham County Board of Commissioners	1	2	2/38 (5%)
North Carolina Board of Transportation	1	1	1/38 (2.5%)
Triangle Transit* Board of Trustees	1	1	1/38 (2.5%)
Federal Highway Administration	1	Ex-officio	
Federal Transit Administration	1	Ex-officio	

Table 1. DCHC MPO Policy Board Composition and Voting Structure

*Now GoTriangle

The MPO Technical Committee additionally includes representation from the following voting members: Triangle J Council of Governments; Duke University; N.C. Central University; University of North Carolina; Raleigh-Durham Airport Authority; Triangle Transit (GoTriangle); Research Triangle Park Foundation; N.C. Department of the Environment and Natural Resources (NC Department of Environmental Quality). Other, non-voting members of the MPO Technical Committee not already

shown in Table 1 include: U.S. Army Corps of Engineers; U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; N.C. Department of Cultural Resources; N.C. Department of Commerce; U.S. Department of Housing and Urban Development; N.C. Railroad Company; N.C. Trucking Association; N.C. Motorcoach Association; and Regional Transportation Alliance. The MOU language allows for adding or removing non-voting members (not USDOT) as needed without modifying the document and getting it executed by member agencies.

Observations

1. The MOU as written allows for considerable flexibility in the choice of Technical Committee members, with members added without a requirement to change and re-authorize the MOU. Given the composition of the Technical Committee and interest in transit and equitable transportation opportunities, it may be advisable to add a representative of the public school system, as that system carries many transit riders most weekdays. Given the interest of several DCHC MPO member agencies in pedestrian and bicycle transportation, 1-2 additional Technical Committee members may also be justifiable for these modal areas.
2. Some of the nomenclature should be reviewed and updated during the next update of the MOU, including names of organizations and outdated references (e.g., self-certification is mentioned but not the external federal certification review process, which is more involved),
3. The weighted voting structure and two-part quorum requirement are generally based on population of the voting members (except for NCDOT and GoTriangle/Triangle Transit), which will be updated as a result of the 2020 decennial Census estimate. Noteworthy is that it is possible to have a weighted vote invoked by any voting member; *if* weighted voting is invoked, only two parties (the City of Durham plus Durham County, Chapel Hill, or Orange County) are needed to carry a weighted vote. The potential for smaller communities to be outweighed by two of the nine voting agencies may introduce dynamics that hinder regional collaboration and mindset far in excess of the utility of having weighted voting, which is typically rarely if ever invoked. As an observer once remarked for a different MPO with a similar voting structure, “No one ever draws a knife when everyone in the room knows who has the longest knife.” Tinkering with voting structures and weights is always controversial. While alternative methods can be proposed, all of them would change the balance of representation and decision-making.

Policy Framework for DCHC MPO Federal Funds. This document outlines the spending and apportionment policy of the DCHC MPO for three categories of funding: STP-DA (now STBG), Congestion Mitigation and Air Quality (CMAQ), and Federal Transit Administration (FTA). The document makes use of some naming conventions and program characteristics (e.g., seven-year MTIP/STIP) that are out-of-date, one by-product of the document not having been substantially updated since 2008.

As the STBG (referenced under an older term, STP-DA, in this document) fund is the most flexible source available and substantial in size, this source of funding is likely the most important from a policy viewpoint. Funding is broken out initially into three categories: reserve for unexpected needs (15%), routine planning / staffing for MPO-wide activities, and extra planning needs which is similar to the reserve fund. No guidelines are offered for the last two categories of funding. After funds have been spent in the first three categories, any remainder is apportioned to three separate funding bins: 25% to transit (further split between Chapel Hill and Durham transit agencies); 25% to regional bicycle and pedestrian projects; and 50% to participating member agencies on a non-competitive basis with a minimum \$500,000 for each municipality over the life of the seven-year MTIP. To access some of the competitive funds, member governments must submit project applications.

CMAQ funding procedures are not as well-developed, perhaps owing to their more-substantial level of constraint, although these funds can be and are used for bicycle, pedestrian, and transit projects. The DCHC MPO maintains a project tracking system to monitor the expenditures of CMAQ and STBG funds, and there are specific procedures outlined in this document for extensions for expenditures allocated to member agencies. A CMAQ project evaluation analysis policy is referenced as under development.

FTA funding procedures described in the Policy Framework document essentially follow state and federal rules and reporting requirements for Section 5307 funding (no other transit funds are mentioned specifically). Quarterly reports, UPWP updates, and fund status transmittals are sent to DCHC MPO staff, although it is not clear what happens to this information after it is transmitted or how it is used at DCHC MPO.

Observations

1. As with the MOU, the language in the Policy Framework could be updated to be more relevant to current terminology and practice.
2. PL104(f) and SPR (state) funds are not described in this document, which are normally the sole purview of the Lead Planning Agency (City of Durham) and NCDOT, respectively.
3. The details and actual practice of how these allocations work is worthy of further investigation with stakeholder interviews. It's not possible to sufficiently describe outlier project experiences, timeliness/quality of information received/distributed, or perceptions of "fairness" among the participants in the funding allocation and development processes.
4. An additional area of exploration for this type of document is the inclusion of the Strategic Prioritization Process (SPOT) funding prioritization system.
5. In November, a separate document entitled, "Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Policy to Guide the Distribution of Federal Funds" was provided for review. This document describes the goals and procedures for allocating funds to local governments as part of a grant-like process. Clarifying how these two documents relate to each other (and combining them or eliminating one of them) would improve clarity, particularly with respect to allocating direct apportionment dollars that are the largest source of project implementation funding directly controlled by the DCHC MPO.

Prospectus. The Prospectus (updated November 2021 during the course of this study), along with the Memorandum of Understanding and Bylaws, is one of the documents that describe organizational structure for North Carolina MPOs. An introductory section reviews the history of the DCHC MPO. The primary function of the Prospectus is to describe the line item work categories contained in the Unified Work Program (UPWP). There are 14 categories of work (and more sub-tasks) broken out as follows.

- Data and Planning Support (networks and support systems; travel behavior, and modeling as well as data collection pertaining to these activities)
- Planning Process (targeted, regional, and special studies)
- Unified Planning Work Program (including a list of performance measures)
- Transportation Improvement Program (prioritization, metropolitan, and merger/project development)
- Civil Rights Compliance (Title VI) and Other Regulatory Requirements
- Statewide and Extra-Regional Planning
- Board Support, Member Services, and Administration

Observations

1. The updated document was a major improvement over the previous (2002) version and has eliminated some confusing cross-comparisons with other documentation, but will benefit from being revisited in 3-5 years.
2. In North Carolina the Prospectus generally has lost some degree of utility over the years since the work task descriptions are often viewed as being better positioned as an appendix to the UPWP that they describe.

MPO Board Committee Bylaws. The boards of metropolitan planning organizations operate like a formal, standing committee with independent bylaws. The MPO Board (policy board) of the MPO represents the actions of the MPO formally, and is comprised of nine members, two of which are from the City of Durham. An important function of the MPO Board is noted on the first page of the Bylaws, namely, that Board Members are responsible not only for attending and participating in the MPO's meetings but serving as a liaison between local government boards (e.g., councils and commissions), the public, and local government staff, including those serving on the Technical Committee. MPO Board representation requires a strong understanding of the MPO process, goals, and ongoing projects in order to successfully interface the MPO with the needs of local governments (or NCDOT and GoTriangle).

Triangle Transit (GoTriangle) and NCDOT (Board of Transportation) each have voting members. A quorum is reached when six members representing 20 weighted votes are present. Unlike the MOU, the MPO Board bylaws do not mention ex-officio (non-voting) members (FHWA and FTA). The responsibilities of the MPO Board and, by extension, the MPO, includes development of comprehensive and metropolitan transportation plans, unified planning work programs, metropolitan transportation improvement program, and other MPO program elements. While proxy and absentee voting are not permitted, a single designated alternate with the same qualifications is allowed to attend in the stead of the primary member. Members missing three consecutive meetings are notified with a request to reaffirm or redesignate the member position.

Observations

1. A minor issue of consistency with the MOU would be addressed if FHWA and FTA were acknowledged as non-voting (ex-officio) members of the MPO Board.
2. The allowance of three consecutive missed meetings with no further acknowledgement of the impact on quorum setting seems too permissive. An alternative would be to notify the member government / agency leadership after two consecutive missed meetings AND disallow that agency from quorum determinations until a member from the agency attends another regularly scheduled meeting of the MPO Board.
3. The requirements of MPO Board members in terms of their role as liaisons are important, requiring a strong understanding of the MPO operations and they relate to their own agency. Understanding if and how the MPO educates and trains new members, and offers "refresher" training to long-term members, would be important to accomplishing this goal.

MPO Technical Committee Bylaws. The TC Board is more extensive in its membership, including not only government agencies but modal providers. Table 2 is a complete listing of the members as shown in the reviewed version of the TC Bylaws (August 27, 2014).

Agency	Representatives
The City of Durham	5
The Town of Chapel Hill	3
The Town of Carrboro	2
The Town of Hillsborough	1
Durham County	3
Orange County	3
Chatham County	1
N. C. Department of Transportation	5
Triangle J Council of Governments	1
Duke University	1
N. C. Central University	1
The University of North Carolina	1
The Raleigh-Durham Airport Authority	1
Triangle Transit*	1
The Research Triangle Foundation of NC	1
The N.C. Department of Environment and Natural Resources**	1

Table 2. DCHC MPO Technical Committee Composition and Representation

**Now GoTriangle*

***Now the NC Department of Environmental Quality*

A host of other agencies have non-voting status, including FHWA, FTA, NC Trucking Association, USEPA, US Fish and Wildlife Service (now NC Wildlife Resources Commission), NC Department of Commerce, NC Railroad Company, and Regional Transportation Alliance.

Unlike the MPO Board, the Technical Committee does not have an option for weighted voting. However, the number of representatives for the larger local governments and NCDOT creates a de facto weighted vote, assuming that everyone representing the same agency would vote similarly on any action. A quorum is achieved with 50% of voting members present and, as with the MPO Board, three consecutive absences constitute an actionable lapse. Unlike the MPO Board, however, the action taken is the removal of that member agency from voting. Voting privileges are restored when the lapsing member attends two consecutive meetings. One pre-approved alternate is allowed. Terms of office are for one year with only two consecutive terms allowed. As with the MPO Board chair and vice-chair positions are rotated among various local governments.

Materials have to be provided at least three days in advance of the TC meeting, which may be considered short for complex initiatives. Bylaw amendments have a requirement for a seven-day

advance notification and require a two-thirds majority of the total membership (not just those in attendance at the meeting) to ratify the amendment.

Observations

1. As with some other documents, cleaning agency names and nomenclature is in order.
2. The Bylaws should not include a lapsed member agency in the quorum requirement until voting privileges are restored.
3. The meeting agenda and packet should be provided seven days in advance of the meeting to allow more time for review and discussion of the items (and to offer corrections at the meeting). Seven days is also the current requirement for presenting Bylaw amendments.

Public Involvement Policy. The Public Involvement Policy (PIP - adopted 02.10.2021), is the policy and document that describes how the DCHC MPO involves the public and stakeholders within the region in their planning efforts. This policy is in accordance with Federal regulations, including the Fixing America's Surface Transportation (FAST) Act. In essence, DCHC MPO is directed to involve residents in all stages of the transportation planning process. The Public Involvement Policy guides the MPO's public involvement efforts by identifying planning efforts that require public involvement, notification guidelines and methods as well as the level of involvement desired. This updated policy also identifies strategies that can be used to involve environmental justice communities and contains enhanced guidance on how to review the effectiveness of this policy, including new measures to evaluate the MPO's equitable engagement efforts. It would be a reasonable next step to understand how the data will be used in decision-making and modifying processes or projects.

Observations

1. This document is very thorough and goes beyond federal 3C planning requirements and stands up well to other peer group PIP documents.
2. Meaningful Title VI and Equity inclusion but may want to expand and improving on the Monitoring Program formed through the State of the Region report to determine how well specific tools/processes for outreach are working and tie it back to the MPOs Goals to ensure effective outreach.
3. Strategies for meaningful outreach to underserved and underrepresented populations are well-crafted.
4. Better descriptions of the dissemination of online information and education materials would be meaningful, especially in the post-pandemic world. For example, the availability of virtual meetings is mentioned on page 5. Based on the success that this region has had with virtual platforms, the MPO may want to include the option for virtual vs. in-person format for select meetings or a hybrid based on the need for higher participation.
5. For the Objectives outlined on page 4, may want to include Climate Change and Resiliency as these are subjects cited during stakeholder interviews.
6. The table (page 7) IAP2 Spectrum of Public Participation is a great addition to the PIP. However, it states that "we will implement what you decide" under the Empowerment column of the table. This portion of the document (Anne Phillips, 11/2021) suggested that this portion of the document is not intended to transmit aspirational objectives. However, the content in the PIP should clearly articulate intent, especially when the goal is to have tangible, measurable, and impactful performance metrics in place.
7. Page 9 - Describe how public notification is handled for People with Disabilities and Speakers of Other Languages.

8. Page 12 - Creative and well-described public meeting facilitation is a great addition; may want to include: Traveling Roadshows / Pop-Up events; Informal/educational Town Halls; Board Briefings and educational updates.

Unified Planning Work Program (UPWP). The Unified Planning Work Program (UPWP) is an annual document that clearly describes the transportation planning activities for the DCHC MPO, in accordance with 23 CFR 450.314. The UPWP details and guides the urban area transportation planning activities and deliverables for that fiscal year. 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) provide the basis for this regulation.

Observations

1. The UPWP was adopted on 2-10-21, well in advance of the fiscal year beginning 7-1-21.
2. The document includes a well-defined synopsis of planning activities and level of effort for each participating agency
3. Good inclusion of a Development Schedule on page 26. This provides full transparency to the UPWP process.
4. Good inclusion of the project 5-year planning activities for the UPWP process on page 42.
5. May want to consider establishing a Monitoring Program that determines the level of effort and cost associated with specific planning activities and products completed each fiscal year. This would address the issue presented by Policy Board representative regarding priorities and actual costs

2019 Federal Certification Review. The USDOT (FHWA and FTA) conduct a certification review of MPOs every four (Transportation Management Authorities over 200,000 in population) or five years. Certification reviews have evolved over time to become shorter in duration, typically lasting only a single day "on-site" with the MPO. The following is the verbatim description of the purpose of the certification review:

"The review consisted of a desk audit, a public comment session conducted on Monday, May 20, 2019, and an on-site review also conducted on May 20, 2019. In addition to the formal review, routine oversight, including attendance at meetings, day-to-day interactions, review of work products, and working with the MPO on past certification review recommendations and corrective actions provide a major source of information upon which to base certification findings. After the on-site review is complete, a report is written to document the findings."

Certification reviews culminate in corrective actions (which need to be addressed prior to the next review), recommendations for MPO actions, and commendations for good practices already being undertaken. Table 3 highlights the recommendations and commendations (corrective actions are somewhat rare and none were given during this review) received at the conclusion of the 2019 review.

Commendation	Recommendation
The MPO is commended for placing special emphasis on resiliency in its MTP.	It is recommended that the MPO seek best practices to improve public involvement efforts during MTP development.
NCDOT is commended for their coordination with the MPO during the SPOT process, during TC meetings, and in helping the MPO solve its transportation issues.	We recommend that the MPO update its demographic profile before finalizing its EJ analyses, due to the potential change in communities of concern.
The MPO is commended for its website, which is public-facing, and contains readily accessible and current data.	We recommend that the MPO work with NCDOT to develop a formal document or process for linking planning and the environment.
We commend the MPO for developing EJ metrics and for conducting detailed draft analyses.	

Table 3. DCHC MPO 2019 Federal Certification Review Findings

Additionally, the report noted prior areas where DCHC MPO had made significant progress, such as including all modes of transportation in its work program and plans; continue to work on air quality conformity planning and designations of projects; and focus on African-American populations due to this group's prevalence as an environmental justice community. The report details efforts made on integrating freight planning practices, congestion management process (CMP), and development of the Transportation Improvement Program (TIP). On this last, the certification review report notes that, despite differing opinions, the MPO and NCDOT work well together and have improved the project development process over time.

The report also reviewed the board structures, noting that they “effectively and efficiently,” without undue delay in passing actions. Quorums are met, proxy attendees are rare, and weighted voting seldom invoked.

Non-motorized projects received 42% of total funding; highway projects 58%. The report notes, “Pedestrian and bicycle facilities are an integral part of the MPO’s goal of linking transportation and health issues. Sidewalk, bicycle, and transit projects figure prominently in the MPO’s overall transportation initiatives and investments due to the MPO’s demographics, which reflect a large numbers of students and persons over 65 years of age.”

The MPO coordinates effectively with the public, although the public shows little interest in the dealings of the MPO unless the subject is a controversial project. NCDOT Divisions 5, 7, and 8 are part of the MPO planning area and coordination efforts. Staff from TJCOG work with both DCHC and CAMPO to develop the financial plan for the MTP.

Observations

1. The 2019 certification review did not identify any major shortcomings in the MPO planning process and relatively few minor ones. These reviews are focused on compliance with the letter and intent (performance) of federal requirements.

2. Some of the recommendations, particularly surrounding communities of concern, are commonplace and will almost always appear in certification reviews.
3. This review document does not appear to be located on the DCHC MPO website, but probably should be included on the project website.

Website. The recently updated DCHC MPO website, www.dchcmpo.org, has modernized the MPO's web presence and provides easier access to partner agencies, researchers, stakeholders, and the general public. The MPO's website provides visitors with an overview of the MPO, both its organization, history, and function, information on past and future MPO meetings, as well as completed and ongoing projects, required and special plans and studies, and important local, regional, and federal datasets. The newly updated site provides a clean user interface that is adapted for users both on desktops and mobile devices, and through its navigational functions provides simple answers to address questions that the lay user may have about the MPO.

Observations

1. Website menus for "Who we Are," "What we Do", "Resources", and "Work with Us" are oriented towards the general public's main questions and familiarize visitors to an unfamiliar organization. The MPO should amend the "Learn More" button destination on the "Welcome" image to lead visitors to an overview of the organization, rather than the list of Plans and Programs.
2. The Legistar calendar app on the main page of the website clearly displays upcoming meeting details and allows seamless management and notification of public meetings. However, key meeting details, such as historic meeting agendas and minutes, are not connected from this area of the site.
3. Links to key website destinations (Agenda, Maps & Data, Current Projects, etc.) provide quick access to items that are embedded within drop-down menus. However, the order of these items should be in order of priority to convey important information to the user. Additionally, consider pluralizing "Agenda" to reflect the many committee meetings and meeting agendas hosted through the Legistar system.
4. Alternative language translations for users with Limited English Proficiency are available through Google Translate services, which may not adequately address the needs of MPO residents. Additionally, there is no language menu option for English; visitors who change languages are not able to switch back to an English-language website.
5. The website does an excellent job of documenting Ongoing ("Current") and Complete projects, as well as major programs and plans and special studies. However, some projects, such as the US 15-501 Corridor Study, have multiple pages with redundant information. This creates confusion for the visitor. Consider consolidating projects and studies with multiple pages to eliminate redundancy and avoid conflicting information for these projects.

Key Takeaways & Recommendations

Synopsis. The following findings were derived from surveys, stakeholder interviews, peer MPO studies, and interaction with the Steering Committee over the course of the project. The purpose of stating these findings here is to summarize common themes and identify potential directions for broad categories of recommendations. Recommendations for actions (*italicized*) and supporting statements grouped into categories.

1. STATUTORY COMPLIANCE/CERTIFICATION

There is broad agreement that Compliance and Certification are achieved on an annual and quadrennial (certification reviews) basis. The interviewees confirmed what the 2019 certification review said, in that the DCHC MPO is doing a sound job at core practices. *There is not a specific recommendation for statutory compliance generally or certification reviews specifically, as these are required activities for any MPO with minimum requirements being the purview of legislation. Continuing to maintain good cross-training practices and documenting the roles and practices that produce repeated products (e.g., agendas, plan updates) should continue to be updated if that is not already happening to support succession planning for staff turnover.*

2. ORGANIZATIONAL STRUCTURE

This category focuses on defining and clarifying the relationship of the DCHC MPO with the City of Durham and the need to better delineate city / MPO staff responsibilities, reporting, accountability, and roles. This study noted that orientation for new Board members is very well received and that the Board collaborates very well. The MPO process encounters hardships where the members of boards, modal partners, and / or MPO staff aren't in close alignment on short-term (project) or long-term (policy) matters.

- 2.1. Representation. MPOs control representation in two key ways: (1) the voting structure, including membership numbers and weight of individual members in weighted voting procedures; and (2) quorum requirements that may allow suspension of a vote by a small number of members that don't attend a meeting where a vote is to be taken, thus preventing a quorum. The MPO voting structure, similar to that employed by other North Carolina MPOs, was raised by some as ineffective, which may tie back to the perceived conflict of interest for the City of Durham in key decisions. Modifying bylaws pertaining to voting procedures can be extremely challenging and politically fractious, so determining the need for this change should proceed thoughtfully and weighed against the benefits. *The combined recommendation is: (a) conduct a review of state and federal requirements or limitations on voting and MPO structures generally; (b) direct the MPO staff to draft a strategy for dealing with this matter "off-line" from the rest of this study that would include third-party mediation to develop specific alternatives for and consequences of alternative voting and quorum structures; and (c) present the strategy / scope of work to the MPO Technical Committee and MPO Board for approval before proceeding with implementation.*
- 2.2. Roles. Most, but not all, are comfortable with their role at DCHC MPO or their understanding of what is expected of them within the organization, in particular as it relates to policymakers. People external to the MPO do not fully understand whom to contact and work with at the MPO. *Assigning clear roles to staff and communicating them back to MPO members and stakeholders through an updated organizational chart is recommended, as is*

updating / amending new MPO Board member training to ensure good understanding of roles and responsibilities.

- 2.3. City of Durham / MPO Staff Oversight. Although not identified as a significant concern during the investigation process, Durham's role as Lead Planning Agency (LPA) may be perceived as a conflict of interest by some now, a sentiment that is likely to persist over time and exacerbate concerns over equitable treatment of individual members. The best interests of the MPO planning region may not always align with the more defined interests of the Lead Planning Agency, which is responsible in this case for providing staffing, legal support, and material supplies to the MPO. This realization has caused some MPOs to either relocate to the councils of government or form an independent MPO, although the costs for doing may raise the level of financial support provided by non-LPA members.
 - 2.3.a. *There are two recommendations here: the first is to change the structure of the MPO from management by a Lead Planning Agency. The MPO should explore multiple for changes to its structure through further study, should they decide to proceed:*
 1. *Consolidation of the staffs of DCHC MPO and the Capital Area MPO into a single body. The new organization would retain policy boards for both Urbanized Areas to govern separate funding sources specific to each area, but would retain a single staff.*
 2. *Management of the MPO by a Regional Planning Agency, such as the Triangle J Council of Governments. Under this structure, the MPO Policy Board is retained, with operations managed by the TJCOG.*
 - 2.3.b. *Alternatively, this concern may be partially ameliorated by distancing the reporting of staff to internal city personnel, eliminating the split time of key personnel between MPO and non-MPO functions, and eliminating any last-minute modifications to already-sent agenda packets (new items may still be added to an agenda at the outset of a meeting with the consent of members present).*

3. MPO POLICY & ORGANIZATIONAL DIRECTION

The compliance of federal and state requirements should be considered a floor not a ceiling for an advanced, aspirational, and progressive MPO. Help is needed for the jurisdictions to find common ground and work through their issues or controversy; doesn't really seem to be the air space to find that common ground now. There should be a conscious effort to do more informal collaboration that is not purely driven by singular agenda items. There is also a need to carefully select leadership MPO staff that is important for both operational visioning of the future of the organization and translating the priorities and interests of the Board and the member jurisdictions into action. The DCHC MPO has grown past the point suggested by earlier, national research that suggests when a MPO reaches at least seven full-time employees (FTEs) task refinement and personnel specialization should occur. Organization changes generally work on a longer timescale than many would like or anticipate, particularly when those changes require retraining staff or making strategic hires.

- 3.1. Alignment of Staff and Board Goals / Vision. There is a disconnect between the activities of the MPO staff and the stated goals of the Board, specifically relating to implementation of policy. There is also a disconnect within the MPO policy-makers in the overall values and priorities for transportation infrastructure versus non-motorized needs. This disconnect includes educating the Board on the framework of MPOs and what they can accommodate in North Carolina under current regulations. The MPO is starting to value more often the opinions of those elected to service in the areas of equity, environment, climate change, reducing private automobile travel (or de-emphasizing roadway widenings more often),

more bike-and-walk-friendly communities, and supported private development that also reflect these core values. Achieving a better alignment is further limited due to the lack of informal communications (i.e., those not involving a specific, “burning” issue of the moment) as well as a lack of formal involvement of the MPO Board in key hiring or budget allocations. *The multi-part recommendation is to: (1) conduct facilitated visioning exercise with MPO Board and Staff participation to jointly define vision and strategies for achieving it; (2) education for new MPO Policy Board members (and ongoing for current members) on federal & state requirements of MPO activities so that everyone understands the limitations of MPO actions; (3) institute informal meetings between MPO staff and member jurisdictions to support better flow of information, project/conflict resolution; and (4) acknowledge the lead role of the MPO Board at key points in administrative actions, such as conducting a collaborative budgeting and hiring processes.*

- 3.2. Meeting Preparation and Presentations. Staff was graded highly on doing a good job of sending meeting packets with sufficient time to review them prior to the scheduled meetings of the Technical Committee and MPO Board. A pre-board meeting review meeting (optional / drop-in) might offer additional utility to streamline the meetings and provide input to staff so that they can be more prepared with relevant information at the actual Board or Technical Committee meetings. Some local jurisdictions (e.g., Orange County) have already begun to conduct similar meetings between their staff and board members. Some questions might have been answered or made meetings more productive if an informal review was available to board members prior to the actual meeting for complex or controversial matters. Staff presentations need to be made more consistently clear and professional and reviewed by a third party for content, conciseness, and relevancy. There is a need to form a more consistent presentation style and understanding of how to present complex material in both written and verbal forms. *Recommendations are: (a) create a flexible presentation template to be used for every DCHC staff presentation; (b) modify the agenda format to expand the use of consent items (making it clear that an item can be pulled from the consent agenda for discussion at the outset of a meeting) and create a tiered agenda packet that provides brief, consistent summary information on non-consent agenda items in the main body of the agenda and a one-page (maximum) detailed summary on the first page of attachments; and (c) require front-line staff to attend in-person or on-line presentation training exercises at least once every two years, with the first occurrence happening within three months.*
- 3.3. Meeting Attendance and Engagement. While the engagement of the member jurisdictions has not been identified as an issue over the course of this study, better tracking of member participation, including warnings and reporting of attendance, should be conducted as a matter of course. *Recommendation here: develop an annual report on meeting attendance by member jurisdiction representatives and provide monthly notice of member attendance where absentee representatives are at or near an established threshold for discontinuance.*
- 3.4. It's important to note that while MPO Staff and Board visions aren't always in alignment, the vision of the DCHC MPO and existing state regulations mesh even less well, with multimodal infrastructure funding, especially for Division-tiered projects, receiving much less attention than many DCHC members might generally prefer. This disjoint calls into question the roll and level of responsibility of even a TMA to exercise control over state and federal resources spent in their planning areas. *The recommendations, which are challenging to implement, are as follows: (a) conduct strategy session(s) auxiliary to*

NCAMPO meeting(s), emphasizing TMAs, to determine feasibility, goals, and course of action; (b) use non-federal, member financial resources or engage with other MPOs to retain lobbying services and refine the initial strategy; and (c) conduct lobbying campaign to modify existing state law that expands local government control over priorities and improve efficient delivery of projects.

4. STAFFING

Most of the discussion on this category was along the lines of what is missing now, and how the allocation of staff resources or skills don't align with MPO Board goals as noted previously. Relative to capacities and skill sets, the MPO staff is typically responsive and has strong technical/analytic capacity but needs to grow its project management capacity, both to move projects forward and support the member jurisdictions while supporting collaborative initiatives (such as communication and collaboration between the Durham and Orange staff working groups). There are serious capacity and other restrictions for implementing meaningful policy changes. Staff resources are sufficient to get the basic MPO requirements completed. However, more staff resources/skillsets are needed to address non-basic tasks of interest to the MPO member agencies.

4.1 Staffing Levels. *Additional staff that were suggested include the following; the recommendation is to hire one or more of these positions as the Board and financial limitations direct. The specialization of MPO staff and tasks as reflected in the positions identified here does not suggest that current and future MPO staff should not be proficient in other aspects of the MPO's operations. All MPO personnel should, at minimum, be informed on and supportive of MPO goals and objectives, multimodal commitments and jurisdictional needs, be competent in the processes and functions of the MPO, and conversant with both member jurisdictions and the general public on these matters. Additional staff recommended here reflect the region's growth and MPO needs in support of member agency tasks of interest that are not basic to the MPO's role.*

- 4.1a *Transit Planner - this is in increased demand for transit planning services (as well as micromobility, MaaS, and technical solutions to mobility) and has complex issues associated with regional collaboration and federal/ state funding;*
- 4.1b *Bike-Ped Coordinator - shared positions are difficult to track performance and accountability, and inherently have the perception of fairness in applicability to the LPA and smaller jurisdictional members of the MPO; the increase in demand for these types of projects will continue, justifying a full-time position or initially a position that incorporates transit and other active modes (e.g., bicycling and walking);*
- 4.1c *Public Relations/Engagement Officer - better understanding underserved populations. Help manage quality and consistency of staff presentations and managing the website and public information;*
- 4.1d *Project Management - to help facilitate and administrate projects, in particular for the smaller jurisdictions;*
- 4.1e *Funding Administrator / Financial Specialist (independent) - to administer and manage the various funding programs/grants being utilized at the MPO to implement projects, pursue grant opportunities, and maximize SPOT and other revenue sources from federal, state, and even private parties; OR*
- 4.1f *The Financial Specialist / Project Manager positions could cover both organizational and engineering aspects with one person (note also that CRTPO*

(Charlotte MPO) gave glowing reviews to their staff person, in large part because the work helped solidify relationships with MPO members outside of regular board meetings), although the time devoted to pursue outside (e.g., grant) funding would become more limited.

- 4.2 Address Funding Level Allocation Policies. The current practice and additional opportunities for in-kind labor and resources needs to be revisited, especially from smaller jurisdictions; the actual application may vary on a case-by-case basis depending on the capabilities / capacities of the managing jurisdiction. A related area is the MPO practice of providing MPO funding to jurisdictions to subsidize staff salaries for participating in the MPO planning process; paperwork requirements and accountability related to this practice make it highly desirable for review and change. *The two-part (these issues are intertwined) recommendation is to discontinue the practice of using MPO funding to support staff participation in the MPO process unless it is for the express purpose of conducting work that the MPO would have to undertake, such as project management. Simultaneously, the allowance and documentation for in-kind services to match state / federal funding should be clarified and revisited, including with TPD / NCDOT.*

5. REGIONAL COLLABORATION

Regional Collaboration recognizes the various productive work arrangements both good (e.g., TJCOG, CAMPO) and in need of improvement (GoTriangle). Regional cooperation can be difficult, as evidenced by several people that referenced the NC 54 West project. It's also worth mentioning again that there is no consistent emphasis on informal collaboration opportunities to help strengthen long-term partnerships and communication channels. It would be good if there were more pre-meeting discussions on controversial or multi-jurisdictional matters, although it is harder to do with limited staff and staff turnover.

- 5.1 Transit Oversight. The MPO could, and probably will, play an expanded role in regional transit oversight and management, including better oversight to GoTriangle specifically as well as more direct involvement and staff resources applied to transit planning generally in part to incorporate more local voices. *The recommendation, apart from making a key hire as noted in the previous category, is to consciously work with GoTriangle to improve coordination and communication, especially in both formal and (recommended) informal interactions with the MPO Policy Board.*
- 5.2 Multimodal Interactions with NCDOT. With multimodal initiatives being a premier goal of DCHC Board and Staff, improved collaboration with the NCDOT IMD (Integrated Mobility Division, including transit, bicycle, and pedestrian modal planning) needs to improve. This situation has been exacerbated by staff turnover and shortages at IMD but is improving rapidly. Nevertheless, having an advocate within NCDOT for multimodal transportation would likely be viewed as a positive to present a more balanced NCDOT perspective on projects and policies that arise. *The recommendation is that IMD should be encouraged to attend and participate at more MPO meetings to help refine and implement the strong position that DCHC MPO wants to take in these practice areas.*

6. FUNDING

The state restrictions on funding limits for active mode transportation projects including SPOT are felt keenly at DCHC MPO. Some additional attention needs to be paid to developing both SPOT-compliant projects and alternative sources for active mode projects to meet that demand, as well as

approaches to effectively advocating for policy changes / flexibility in state regulations. SPOT misalignment (prioritization / MOE's) with the MPO's active mode goals and aspirations was not mentioned often, but it is clearly underlying issues with DCHC MPO achieving a more multimodal set of implementation priorities. Other issues include insufficient state / federal funding levels at the Division Tier especially and bicycle / pedestrian projects generally; small jurisdictions find the 20% match requirements daunting; management of projects that carry along significant federal or state requirements is challenging for many jurisdictions; and more assistance is needed in many cases for jurisdictions to identify problem statements, conduct alternatives analyses, and generally craft good (and SPOT-favorable) projects. *Recommendations include the following.*

- 6.1 *Staff Resources. Devote MPO staff resources to improving project competitiveness for limited state funding, especially for smaller jurisdictions. Whether through a new project manager position or existing staff time, MPO staff should engage the project development process before and during NEPA processes to better integrate member jurisdiction multimodal needs into system design.*
- 6.2 *Consider Funding as a Major Function of the MPO. Traditionally, MPOs have not engaged directly with procuring or managing funding sources beyond a basic accounting role. There is some evidence that this is changing, as long-term funding shortages have compelled some MPOs to more directly address funding / financing more directly. Improve available funding resources, including when considering on making key hires and allocation of staff resources.*
- 6.3 *Create New Funding Sources. This action would require state authorization but might be compelling as a model to reduce state burdens on secondary road projects and non-highway mode projects. A more involved but ultimately perhaps game-changing measure would be to create a new or modified regional organization to manage a new funding source.*
- 6.4 *Reward (more) Cross-Jurisdictional Projects and Collaboration. The DCHC MPO needs to incentivize cross-jurisdictional projects, including those that have strong local benefits, in part to reward and improve collaboration overall. This action might include the staff support for management / development mentioned in 6.1 or relaxing rules regarding the allowances for in-kind (or reduction of) state match requirements.*
- 6.5 *Clearly Define Systems-Level Projects. This would give greater clarity to projects prior to design and construction. Recommendation is to give clear statements of purpose and need for all projects, with analysis of alternatives and results of public engagement to bolster support for preferred design treatments.*

7. DATA SHARING & MANAGEMENT

MPO staff are strong in data collection and technical analyses, but the tasks staff undertake often are not aligned with the information Policy Board and Technical Committee members need or want to make informed decisions, such as development of the travel demand model. This results in an imbalance of allocation of staff resources relative to the desired outputs of the MPO, and Policy Board members without information that is relevant for decision-making processes.

Progress has been made by the recently reformatted DCHC MPO website, which provides access to numerous data sources, dashboards, and maps, which serve members of the general public,

academics and researchers, and support MPO members and staff in various planning activities. The MPO provides data access through a Data page, consisting of links to datasets; and the Maps page, which provides information on GIS as well as providing links to maps from external agencies and its Mobility Report Card. These data sources provide key information about the region, not merely limited to transportation characteristics, but also including demographic information on vulnerable populations, and broadly support the MPO's transportation planning activities, including (1) special studies and (2) the Congestion Management Process.

Through the data tab, site visitors can access both demographic data, traffic data for both the MPO and its partners, as well as MPO-maintained transportation performance dashboards pertaining to the national Transportation Performance Measures (TPM), the Congestion Management Process, and the Transportation Improvement Program. Projects listed in the TIP are limited to the current four-year program and the dataset does not extend to the long-range MTP and CTP documents prepared by the MPO and regional partners. At times, there is a disconnect between the data that the MPO collects / produces, and the data needed for decisions by the MPO Board. The MPO's work on the TRM is excellent, but Policy Board members seek additional data not reflected and/or modeled in the TRM. Finally, the travel demand model doesn't do a good job with bike, pedestrian, and transit flows. Other sources may be more effective to supplement multimodal travel, including third-party data resources.

While improvements have already occurred as part of a complete website overhaul, and more improvements will occur organically over time, the following recommendations for guiding these changes are strongly supported by the findings of this study.

- 7.1 Ease Website Access for Stakeholders. People, especially non-technical consumers of information, are readily discouraged by non-intuitive interfaces, and have become used to tailored user-focused on-line experiences. *This recommendation would focus on improving accessibility of information for general public by (a) improve data visualization tools (website) by transitioning data visualization to a consistent tool, e.g. ArcGIS Online; (b) make basic transportation information and area characteristics easily accessible from home page of website - no more than a one-click separation from the landing page; and (c) update publicly available datasets to ensure most recent information is depicted (e.g. Mobility Report Card 2014 / 2019).*
- 7.2 Ease Website Access for Members. *Improve overall accessibility of all datasets by (a) build and maintain data dashboards for spatial datasets relevant to member jurisdictions, including transportation, economic and demographics characteristics; (b) create a data portal for researchers, transportation planning professionals, and member jurisdictions for planning activities, focusing on refreshing rates and notices sent to users of that information when a refresh is conducted; and (c) transition all datasets to spatial data and eliminate use of non-spatial data sources (e.g. PDF spreadsheet).*
- 7.3 Long-Term Improvements for Public Access. Continue to improve website accessibility and clarity of information, especially relevant as website updates continue to roll out. The MPO website needs to continue to modernize (the website has recently undergone a major redesign) and the content needs to be made relevant to the stakeholders and those benefiting from the MPO's role as a regional forum for discussion and data dissemination. *Suggestions include: (a) prioritize most basic information for website visitors, such as linking "Learn More" to DCHC MPO's "About" page rather than work products; (b) conduct formal surveys of members and informal reviews (often can be done for free by MPO*

partners) to gather ongoing, periodic feedback on the website; and (c) improve accessibility of important studies, plans, and information by reducing nested links and deeply embedded information (e.g. US 15-501 Corridor Study).

- 7.4 Include Non-Technical Consumers of Information. While DCHC MPO is very strong in data collection and internal management, the preceding recommendations will help shore the member agency technical staff access. However, elected officials, and the ones that form the core of the MPO process, typically would like to see access to information at a different, more summarized level. *In order to achieve this goal, the MPO should ensure the right data is presented to the Policy Board for decision-making purposes using graphics, succinct (one-page, maximum) text summaries, and jargon-free language.*

Additionally, the Stantec staff conducted a review of the MPO website as it existed at the time of this reporting and before the major modifications that took place in the latter half of 2021. The following observations should also be considered for future updates, although many have been addressed entirely or to some extent in the new website.

- MPO pages for Maps and Data provide similar content; in fact, the Mobility Report Card maps on the Maps page are related to the same Congestion Management Process as the CMP portal accessible through the Data page. To reduce potential confusion for site visitors, the MPO should consider augmenting the Maps page to provide more Maps, with the Data page providing access to datasets, or the two pages should consolidate.
- Dashboards employed by the MPO for tracking and displaying performance measures, both for the TPM, CMP and TIP programs, are excellent. Data is clearly represented for the entire MPO area and easily interpreted by both the general public and transportation professionals. The MPO should provide direct links to these dashboards from the Home page to improve accessibility.
- While the Data page provides a link to the 2019 Mobility Report Card, the 2014 Congestion Management Process data is linked on the Maps page. Update these dashboards with more recent data to provide visitors with the most relevant information on travel characteristics.
- Particularly for demographics data, hyperlinks to data sources lead to data sets or partner websites that may present navigability challenges for unsophisticated users. The MPO can improve overall accessibility of all data sets by presenting it with modern data visualization tools, such as ArcGIS Online (which the MPO already uses) or Tableau.
- MPO Products/ Deliverables, Data & Performance Measures: the news here is better, but the data is generally inaccessible to the local governments and other program participants. While the State of the Region Report and the Mobility Report Card (MRC) dashboards are public-facing for collection, data presented to the public appears outdated (e.g. MRC 2014 data is currently presented as the most current) or is nested underneath subpages accessible through the Data page. Other metrics, such as demographic or economic statistics supportive of MPO products and local agencies but not required of the MPO, are inaccessible through the website, and may be provided in inaccessible formats through partner agencies (see, e.g. demographics data).

8. PUBLIC ENGAGEMENT

Issues here include lack of dedicated personnel, although this situation is improving but resources and emphasis on the region's very diverse populations are needed. This topic includes both conducting

effective engagement and understanding performance metrics to gauge progress; a prior recommendation addressed staffing capacity.

- 8.1 Articulate and Execute an Improved Public Outreach Paradigm. Under-represented populations can be challenging to engage at the regional/ MPO level, with different levels of emphasis placed on diversity and equity, but there is a widespread interest to increase the MPO's efforts in this arena; equity, diversity and public engagement are more important now. Reaching the various demographics and responding to inquiries is critical. This effort is supported by: (a) conducting research on best practices to identify and engage underserved populations; develop preferred strategies; (b) partnering with TJCOG and / or NC Central University to maintain accessible database of contacts and data, including quarterly meetings with other partners; and (c) updating the Public Participation Plan and Title VI actions / language to address LEP / aged / low-income / minority and other populations. One local example for such best practices and strategies is the City of Durham's [Equitable Community Engagement Blueprint](#). *Recommendation: MPO adoption of formal principles for equitable engagement and community engagement strategies.*
- 8.2 Implement Performance Measures for Public Participation. Performance measures for public participation are challenging, since the connection between the action (e.g., a public meeting) and the reaction (attendance) are confounded by the level of controversy of the issue being addressed, choice of venues, timing, and past history of engagement. Ideally, engagement with the planning communities happens continuously, not just when there is a major event like a draft plan or corridor study rollout, to establish and strengthen these relationships between the MPO and its various communities. *The following are suggested to help achieve this action: (a) Clearly articulate target populations for outreach, including environmental justice populations, and identify communities of concern; (b) identify and develop clear benchmark standards for achievement, both endogenous (MPO operations) and exogenous (external impact on communities); and (c) report back to MPO Board and TC Board on results; include in MPO Performance Dashboard - preferably on the MPO website but initially as a brief, graphically compelling summary sheet.*
- 8.3 Create and Apply Equity Assessment Tools. The MPO is required to consider Environmental Justice populations, but how that is done is largely left to individual MPOs. A consistent application of rapidly evolving equity tools like FWHA's STEAP or USEPA's EJScreen, would be informative during project evaluations and selection processes. Additionally, health impact assessments (HIAs) can be done faster now thanks to vulnerable population assessments facilitated by such tools as ESRI's Business or Community Analyst or BroadStreet, as both are affordable third-party tools that help assess impacts. Finally, there are well-documented procedures for addressing the impacts of policies, not just projects, such as the eight-step process presented by Eugene Bardach (note: also consider William N. Dunn's seminal treatise, "Public Policy Analysis: An Integrated Approach, 2018). *The specific recommendation is that the DCHC MPO begin to present a consistent and robust impact assessment of project, policies, and priorities, including those actions undertaken by consultants, member agencies, and external partners.*

Implementation Priorities

Successful implementation of the recommendations suggested by this Study recognizes both limitations on resources and the MPO's desire to most effectively improve its performance as an organization. Federal and state infrastructure funding has become less predictable over the past decade even as the needs to maintain and grow transportation networks have increased. In order to best effect the desired changes in the MPO's organization and function, priorities must be drawn among the recommendations generated here.

The table below summarizes the evaluation factors and method developed to prioritize amongst the recommendations developed through this process. Evaluation factors consider both the costs and benefits of each recommendation, recognizing both the level of effort and input necessary to undertake a given improvement as well as the magnitude of impact. For cost factors, a lesser the cost to the MPO, the higher the score a project receives; conversely, for benefit factors, the greater the impact to the MPO, the higher the score (refer to Table 4).

Cost Factors:

- **Cost of Implementation:** the anticipated financial impact of a recommendation, typically in dollars, including external & contracted expertise
- **Administrative Cost:** anticipated burden upon MPO staff
- **Political Challenge:** the anticipated level of political engagement necessary to achieve the desired outcome

LEGEND		Very Low	Low	Moderate	High	Very High
COST FACTORS (high is bad)	Implementation Cost	2	1	0	-1	-2
	Administrative Cost	2	1	0	-1	-2
	Political Challenge:	2	1	0	-1	-2
BENEFIT FACTORS (high is good)	Project Delivery:	-2	1	0	-1	2
	Equity:	-2	1	0	-1	2
	Operational Performance:	-2	1	0	-1	2

Benefit Factors:

- **Project Delivery:** the degree to which the delivery of projects is made faster, cheaper, or is otherwise improved
- **Equity:** the degree to which the positions of smaller member jurisdictions *or* underserved populations are improved through access to information and informed decision-making
- **Operational Performance:** the degree to which the recommendation facilitates the improved delivery of MPO technical products or services

Table 4. Cost / Benefit Factors and Scoring

The next page graphically (Figure 2) summarizes the subjective evaluation of all recommendations.

Category			Recommendation	COST FACTORS (high is bad)			BENEFIT FACTORS (high is good)			IMPLEMENTATION PRIORITY
				Cost of Implementation	Administrative Cost	Political Challenge	Project Delivery	Equity	Operational Performance	
Statutory Compliance &	1		Maintain current compliance procedures, including documentation, especially during succession of key staff.	Required	Required	Required	Required	Required	Required	Required
Organizational Structure	2.1		Formalize a review process for assessing options and modifying voting structure and/or quorum requirements to assess fairness to smaller jurisdictions. Improve meeting preparation, and more clearly define MPO staff roles and LPA roles.	Low	Moderate	Very High	Low	Moderate	Moderate	-2
	2.1a		Review State and Federal compliance laws, and obtain legal opinion on flexibility.	Low	Moderate	Low	Very Low	Very Low	Very Low	-4
	2.1b		Evaluate methods permitted by law, including Sphere of Influence, District Voting, Re-weighting, Dual Weighted/Unweighted Voting.	Low	Moderate	Low	Very Low	Very Low	Very Low	-4
	2.1c		Enact transition to new voting, quorum schema (if necessary).	Low	Moderate	Very High	Moderate	High	Moderate	0
	2.2		Improve new Policy Board member orientation and update organization chart to better understand / communicate organizational roles and objectives.	Moderate	Moderate	Low	Low	Moderate	High	1
	2.3		Conduct a review of Lead Planning Agency (City of Durham) oversight and authority; identify areas of modification to ensure objectivity and efficiency.	Low	Moderate	Moderate	Low	Moderate	Moderate	0
MPO Policy & Organizational Direction	3.1		Better align MPO goals and vision between MPO staff and MPO Board.	Low	Moderate	Moderate	High	Moderate	High	3
	3.1a		Facilitated visioning exercise with MPO Board and Staff participation to jointly define vision.	Moderate	Moderate	Moderate	Very Low	Very Low	Very Low	-6
	3.1b		Conduct "refresher clinic" on MPO responsibilities, limits of authority, and purposes under federal and state law and practice.	Low	Low	Low	Very Low	Very Low	Low	-2
	3.1c		Institute informal meetings between MPO staff and member jurisdictions to support better flow of information, project/conflict resolution.	Low	Moderate	Low	Moderate	Moderate	Moderate	2
	3.1d		Conduct pre-Board meetings conference calls for items with cross-jurisdictional and complex / controversial impacts.	Low	Moderate	Low	Moderate	Low	Moderate	1
	3.1e		Conduct collaborative efforts between MPO / LPA senior staff and MPO Board representatives during budgeting and key staff hiring processes.	Low	Low	Low	Moderate	Moderate	Moderate	3
	3.2		Improve consistency of presentation materials to MPO Board.	Low	Moderate	Low	Low	Low	Moderate	0
	3.2a		Develop (and refine) presentation templates and guidelines.	Very Low	Very Low	Very Low	Low	Low	Moderate	4
	3.2b		Modify MPO Board and TC Board agendas to include (1) an expanded consent agenda and (2) a high-level (one paragraph) summary of other agenda items.	Low	Low	Low	Low	Low	Moderate	1
	3.2c		Require training for front-line staff on best presentation practices with updates every two years.	Low	Moderate	Low	Low	Low	Moderate	0
	3.3		Change policy at State levels to align MPO requirements with Policy Board Vision	High	Moderate	High	High	Moderate	High	0
	3.3a		Conduct strategy session auxiliary to NCAMPO meeting, emphasizing TMAs, to determine feasibility, goals, and course of action.	Low	Moderate	Moderate	Very Low	Very Low	Very Low	-5
	3.3b		Use non-federal, member financial resources or engage with other MPOs to retain lobbying services and refine strategy.	Moderate	Low	Low	Very Low	Very Low	Very Low	-4
	3.3c		Conduct lobbying campaign to modify existing state law that expands local government control over priorities and improve efficient delivery of projects.	High	Low	Low	High	High	High	4
Staffing	4.1		Hire additional staff to improve range and capacity of MPO staff complement.	High	Moderate	Moderate	High	Moderate	High	1
	4.1a		Transit Planner/Coordinator to provide leadership in relationship with GoTriangle.	High	Moderate	Moderate	High	Moderate	High	1
	4.1b		Full-time Bicycle & Pedestrian Coordinator to handle full responsibilities of MPO, member jurisdictions for bicycle & pedestrian planning needs.	Moderate	Moderate	Low	High	Moderate	High	3
	4.1c		Public Information Officer to provide leadership and improve effectiveness in public engagement, outreach to underserved communities.	High	Moderate	Moderate	High	Moderate	High	1
	4.1d		Project Manager to assist member jurisdictions with project delivery.	High	Moderate	Moderate	Very High	Moderate	High	2
	4.1e		Financial Specialist to improve effectiveness of MPO maximizing funds in cooperation with state, federal, and private sector partners.	High	Moderate	Moderate	High	Moderate	High	1
	4.1f		OR Consider Project Manager/Financial Specialist position: merging roles may improve effectiveness in role.	High	Moderate	Moderate	Very High	Moderate	High	2
	4.2		Clarify use of in-kind matches and discontinue the practice of using MPO funding to subsidize staff for participation in the MPO planning process.	Very Low	Very Low	Moderate	High	Moderate	High	6
Regional Collaboration	5.1		Improve collaboration with GoTriangle and encourage better participation on the Policy Board.	Low	Moderate	Very Low	Moderate	Low	Moderate	2
	5.2		Encourage Integrated Mobility Division to be more participatory in MPO meetings, processes and activities.	Very Low	Very Low	Very Low	Low	Low	Moderate	4
Funding	6.1		Devote staff resources to improving project competitiveness for limited state and federal funding (including grantsmanship).	High	Moderate	Moderate	High	Low	Moderate	-1
	6.2		Improve on available funding resources and implementation resources for member jurisdictions to support bicycle and pedestrian projects.	Low	Moderate	Low	High	Moderate	Moderate	3
	6.3		Consider creating a separate MPO funding source to support member jurisdictions' project implementation (consider bonds, sales tax – will require legislative approval).	Low	Moderate	High	High	Moderate	High	2
	6.4		Coordinate efforts among jurisdictions to support cross-jurisdictional projects.	Low	Moderate	Low	Moderate	Moderate	Moderate	2
Data Sharing & Management	7.1		Improve accessibility of information for general public.	Moderate	Moderate	Very Low	Low	Moderate	High	2
	7.1a		Improve data visualization tools (website) by transitioning data visualization to a consistent tool, e.g. ArcGIS Online.	Moderate	Moderate	Very Low	Low	Moderate	High	2
	7.1b		Make basic transportation information and area characteristics easily accessible from home page of website.	Low	Moderate	Very Low	Low	Moderate	High	3
	7.1c		Update publicly available datasets to ensure most recent information is depicted (e.g. Mobility Report Card 2014 / 2019).	Low	Moderate	Very Low	Low	Low	Moderate	1
	7.2		Improve overall accessibility of all datasets.	Low	Moderate	Very Low	Low	Moderate	Moderate	2
	7.2a		Build and maintain data dashboards for spatial datasets relevant to member jurisdictions, including transportation, economic and demographics characteristics.	Moderate	Moderate	Very Low	Low	Moderate	Moderate	1
	7.2b		Create data portal for researchers, transportation planning professionals and member jurisdictions for planning activities.	Moderate	Moderate	Very Low	Moderate	Low	Moderate	1
	7.2c		Transition all datasets to spatial data and eliminate use of non-spatial data sources (e.g. PDF spreadsheet)	Low	High	Very Low	Moderate	Low	Moderate	1
	7.3		Continue to improve website accessibility and clarity of information.	Low	Moderate	Very Low	Moderate	Moderate	Moderate	3
	7.3a		Prioritize most basic information for website visitors. Link "Learn More" to DCHC MPO's "About" page rather than work products.	Low	Moderate	Very Low	Low	Moderate	Moderate	2
	7.3b		Periodically conduct informal reviews by external partners and formal internal surveys of members to obtain directions for website improvements.	Very Low	Moderate	Very Low	Low	Low	Moderate	2
	7.3c		Improve accessibility of important studies, plans, and information by reducing nested links and deeply embedded information (e.g. US 15-501 Corridor Study).	Moderate	Low	Very Low	Low	Low	Moderate	1
	7.4		Ensure the right data is presented at various levels of detail to the Policy Board for the purpose of better decision-making.	Low	Low	Very Low	Low	Low	Moderate	2
	7.5		Continue the practice of purchasing StreetLight Data, Inc. datasets, including bicycle and pedestrian options.	Moderate	Very Low	Very Low	Moderate	Moderate	Moderate	4
Equitable Engagement of Public and Stakeholders	8.1		Articulate and Execute an improved process for effective and equitable public outreach.	Moderate	Moderate	Low	Moderate	High	High	3
	8.1a		Conduct research on and develop best practices to identify and engage underserved populations (example: Durham Equitable Community Engagement Blueprint).	Low	Moderate	Low	Very Low	Very Low	Very Low	-4
	8.1b		Partner with TJCOG and / or NC Central University to maintain accessible database of contacts and data, including quarterly meetings with other partners.	Moderate	Very Low	Low	Moderate	High	High	5
	8.1c		Update Public Participation Plan and Title VI actions / language to address LEP / aged / low-income / minority and other populations.	Low	Moderate	Low	Moderate	Very High	High	5
	8.2		Implement performance measures for the public participation efforts of the DCHC MPO.	Low	Moderate	Low	High	Moderate	High	4
	8.2a		Clearly articulate target populations for outreach, including environmental justice populations, and identify communities of concern.	Low	Moderate	Low	Moderate	Very High	Moderate	4
	8.2b		Identify and Develop clear benchmark standards for achievement, both endogenous (MPO operations) and exogenous (external impact on communities)	Low	Moderate	Low	Moderate	Very High	High	5
	8.2c		Report back to MPO Board and TC Board on results; include in MPO Performance Dashboard.	Low	Low	Low	Moderate	High	High	5
	8.3		Create equity assessment tool(s) for projects, such as STEAP or EIScreen, and integrate into project prioritization and evaluation.	Low	Moderate	Low	Moderate	High	Moderate	3

Figure 2. Prioritization of Recommended Actions.

Appendices

- A. MPO Committee Audits**
- B. Stakeholder Interviews**
- C. Stakeholder Surveys**
- D. Peer Organization Interviews**

A. MPO Committee Audits

Synopsis: MPO technical committee and MPO (Policy) Board meetings were audited to better understand the information presented, meeting flow, and dynamics at these meetings. The following are observations obtained during these listening sessions.

MPO BOARD MEETING (APRIL 14, 2021)

Flow of meeting was smooth, without any obvious difficulties in understanding information provided.

Not much discussion on TIP Amendment, even though it was for funding for new projects. No obvious backup information on that item.

Good update / coordination with CAMPO transit plan (presented by Bret Martin, CAMPO). The presentation was long and detailed, accompanied by a PowerPoint presentation. Wendy Jacobs: "Thank you; an incredibly impressive presentation."

This was followed by a presentation on a transit study / survey from Durham.

MPO TECHNICAL COMMITTEE (APRIL 28, 2021)

The login to the Facebook live feature was not as smooth as that experienced for the MPO Board meeting (initially, only the first two minutes were showing until the screen was relaunched several times to access the live meeting).

Agendas and agenda packets are included on the DCHC MPO website but not at the same location as the video.

Presentations included one on public transit alignments (Andy Henry) that included some back-and-forth on right-of-way protection through the CTP-designated alignments. One map error was pointed out during the discussion. A second presentation on the deficiency analysis actually referenced the CAMPO mapping application that has "everything on it."

The presentations included an overview of the STBG funding and an overview of the submittals received, which amounted to twice the \$1.3million available.

Observations

Overall, the quality of the Facebook live application is good with clear audio and video transmission. Functionality could be improved if meeting agendas / packets are accessible in the same location as the video. Bilingual translation of the proceedings was not located.

The Facebook live viewing does not allow for "chat" or other live comments to the proceedings (messages are sent to a staff member, but that is only mentioned at the outset of meetings). Participants in the Zoom call (which is televised via Facebook live) can "raise a hand" and be acknowledged by participants. Adding a feature for the public to comment outside of what would be the case for in-person meetings may not be desirable, and would need to be moderated.

It became clear during the transit ROW discussion that legal representation would have been helpful prior to the meeting and development of the agenda item or during the meeting which led to an impasse. It might also have been helpful to conduct a preliminary meeting to flesh this topic out prior to the TC meeting.

The resolution on some maps (deficiency analysis) was too low, and in one case (transit ROW discussion) was inaccurate. Otherwise, staff took pains to make technical information accessible to a broad audience.

It might be good for those speaking, particularly staff, to have their video image shown while they are speaking instead of presenting a non-speaking person (e.g., the body chairperson).

It would be worthwhile as a follow-up action to get a walk-through of how the competitive funding (STBG) is conducted.

From a procedural standpoint both meetings were conducted smoothly, with a balance of formal and informal tenor that facilitated open dialogue (which may have run a little long in some cases after it was clear that a resolution could not be achieved).

B. Stakeholder Interviews

Synopsis: Stakeholder interviews were conducted around a set of questions (different for DCHC staff) but were allowed to wander to topics of interest to each interviewee. Interviews typically lasted about one hour and were summarized during the meeting and cleaned for consistency and formatting immediately afterwards. Interview responses figured heavily in the development of the subsequent survey (see Appendix C) and peer MPO studies (Appendix D).

INTERVIEW #1: NISHITH TRIVEDI & JAMEZETTA BEDFORD (ORANGE COUNTY)

Wednesday, May 5, 2021 at 1:00pm

The meeting was hosted by Mike Rutkowski (Stantec), and Scott Lane (J. S. Lane Company). Mr. Trivedi noted that Orange County should be on the advisory group for this study, which he had requested.

Ms. Bedford (JB) noted that GoTriangle Advisory Board is poorly run (JB). She has served three years as an Orange County Commissioner and, until recently, was connected with the Burlington-Graham MPO. She is still learning some of the MPO nomenclature, and credits Mr. Trivedi with helping her along, as needed.

Mr. Trivedi (NT) said that he is a former Chair of the Technical Committee, and is very experienced with MPO matters.

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Mr. Trivedi is very comfortable (agree); he has helped Jamezetta (agree), but the packets are very thorough and she reads them before the meetings. Opportunity to speak with Mr. Trivedi and other Orange County elected representatives to walk through the agenda is very helpful. Five different governments, two MPOs and one MPO requires more and more coordination.

Where have there been notable successes (things are working well)?

- Focus on pedestrian and bicyclists (JB)
- Focus on BRT and coordination with CAMPO (JB)
- (NT) Staff gets into the weeds and technical underpinnings in the model, performance, regulations, and policies including tying back to the work of TJCOG and CAMPO; very fact- and science-driven
- Don't inject politics, which is a very good thing (NT and JB)

Where have there been notable failures (things can / should be improved)?

- (JB) County was divided on light rail transit (Jamezetta opposed cost but supported the project)
- (JB) The political entanglements confound climate change and transit initiatives
- The presentation of the data is not as good as the data itself (now using common-source data that everyone agrees with) (NT)
- (NT) Some projects that are completed call for a Phase II of work - why should that be? (NC 54 study as one example) - need to define success first in these studies

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree (JB) - we get it before the weekend; meetings on Wednesday so usually have 4-5 days including the weekend to review the packet
- Agree (NT)

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree (JB) - very timely, very concise
- Agree (NT) - try to keep their presentations short, clear, and concise

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree (JB and NT); includes all staff for different things (NT)
- Possess appropriate skill levels commensurate with the work being done? Agree (JB and NT) - very skilled, very experienced and they handle difficult situations well
- Sufficient to meet basic tasks required of the MPO? Agree (NT); Not Sure (JB); if there were more staff not sure what they would do; Ann has a strong public engagement background as exemplified by the recent environmental justice report
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? (NT) - this MPO is doing a great job already, and not necessary to learn from other MPOs;

Mike Rutkowski noted that lessons can still be learned from other MPOs. He noted that there is not a 20% match available in Orange County due to lack of local government resources - proposing to match with in-kind services

How effective is the DCHC MPO at carrying out their federal requirements?

a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- (NT) Find better ways for local jurisdictions to be more involved and not just at TC and sub-committees including providing in-kind labor instead of hiring more staff for a proposed project (e.g., study); for example the upcoming US 70 will be managed by Mr. Trivedi with the MPO handling the contract; be nice if there were resources available to do LAPP-like program at DCHC MPO.
- (JB) Not sure; so little funding that the project list did not include any projects for SPOT 6.0; there are places where we need sidewalks in North Carolina and is behind in basic street infrastructure;
- (NT) noted that CRTPO and CAMPO is getting more sidewalk, pedestrian, and bicycle projects completed

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Disagree (JB) because of weighted voting structure; conflict within Orange County about what the future of Orange County should look like in the future (NIMBY-ism)
- Disagree (NT) because much of rural Orange County is not covered in the MPO planning boundary; rural roads are now cut-throughs for regional roadways because local jurisdictions don't want to improve regional corridors (JB concurs)

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Not Sure (JB), probably, but not sure if it would be right!
- Agree (NT), they honor and exemplify the Three-C process

INTERVIEW #2: KAREN ALLEN HOWARD (CHATHAM COUNTY COMMISSIONER) AND CHANCE MULLIS (CHATHAM COUNTY TC MEMBER)

Thursday, May 6, 2021 at 2pm

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Struggled the first couple of years (KH)
- Agree, been at it for three years some uncertainty (CM)

Where have there been notable successes (things are working well)?

- A bridge that has been flooding was moved up significantly in record time with staff working together (KH)
- Having a good working relationship and answering questions; willingness to meet (CM)

Where have there been notable failures (things can / should be improved)?

- The big failure has been the Light Rail Project after so much work went into it (KH and CM)
- They compete with Durham, Chapel Hill, Orange County and their projects tend to have higher priority

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Disagree (KH); there is a lot to review in those packets, and she and others sit on other boards that compete for their time
- Agree (CM); they always have the packet, which are lengthy, one week ahead; he creates high-level memos to cover the highlights for his members; a pre-board meeting review meeting (optional / drop-in?) might be useful; some questions might have been answered if an informal review was available to board members prior to the regular meeting

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree, generally (KH); sometimes the text is pretty small, now that she understands all the acronyms
- Agree (CM); it does take time to review and its often full of acronyms and technical material

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree (KH and CM); very prompt in their response
- Possess appropriate skill levels commensurate with the work being done? Agree (KH and CM); we have excellent technical staff and helpful to have NCDOT engineers present to answer questions [note: could a staff engineer be useful?]
- Sufficient to meet basic tasks required of the MPO? Not sure (KH); seems to be done on time; Not sure (CM); a few more staff members to divide things up might be helpful with more people to help Aaron Cain (it works now but could be better)
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Not sure (KH); they seem to be spread a little thin; Disagree (CM); basic needs are met and more staff could be useful in this regard and to help the transition to move from rural to urban to get more opportunities

How effective is the DCHC MPO at carrying out their federal requirements?

- One missed opportunity initially but then responded to it quickly for an issue involving federal funding (KH and CM)
- Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- It is starting to value more often the opinions of those elected to service in the areas of equity, environment, reducing cars (not just making bigger roads), more bike-ped-friendly, and supported private development that also reflected these same values so that they aren't coming back all the time to fix things (KH); love to see land use / development happen in concert with transportation development more often
- Bridge the connection between urban and rural planning at the MPO, especially when the rural areas are really expanding quickly, e.g., getting transit to rural areas (CM)

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Not Sure (KH); the place Chatham County has in the MPO is appropriate for 15 years ago but not now given the degree to which it is tied into the rest of the MPO area - opportunities for growth and expansion haven't happened but could have
- Not Sure (CM); need to explore moving (expanding) the MPO planning area; perhaps addressed in 2020 Census boundary adjustments?

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Disagree (KH)
- Agree (CM); pretty good idea of what the MPO does and its technical side, but it's hard to explain it to others

Additional Comments: KH loves the thought that CM had shared about having a bigger role and a more participatory role in the MPO to score projects higher and get more done to get ahead of the coming growth; this is a disservice to people here and the MPO.

Better bridging the urban/rural areas in the planning process; adding more staff to tackle some of the increasing number / complexity of issues facing the MPO; and pre-agenda review meeting he really liked (CM)

INTERVIEW #3: ELLEN BECKMANN (DURHAM COUNTY / TC CHAIR)*Friday, May 7, 2021 at 11:30am***You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)**

- Not Sure; the MPO staff brings things forward and it is reviewed ahead of time. However, there needs to be a better definition of what's happening and where things are going. There isn't much of a role for chiming in as the TC Chair; the MPO staff is really the lead for presenting the MPO viewpoint.
- Ms. Beckmann used to have Aaron Cain's position working for the MPO; she took over a new City transportation planner position in order to separate the City and the MPO, which allowed her to advocate for the City of Durham more comfortably. There is even less potential for conflict with the MPO at her role at the County.

Where have there been notable successes (things are working well)?

- The MPO fulfills its basic responsibilities, which is good.

Where have there been notable failures (things can / should be improved)?

- The policymakers want a more aggressive pursuit of goals (e.g., climate change) than the framework of MPOs can accommodate in North Carolina. Mapping that out and applying resources, prioritizing projects, and then doing is where the process falls apart.
- The 15-501 study is an example of where the priorities of the MPO and those of NCDOT came into conflict.
- There is some conflict across jurisdictions, but it has evolved so that Durham City is more accepting of change and addressing equity issues than Chapel Hill, which has become more wealthy and less accepting of change.

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Not Sure; sometimes things are too far into the weeds, such as the travel demand model - but some people like that level of discussion; need to be better about making technical content clear to non-experts in those areas and making connections between technical data and policy priorities could be done better.
- There is a lot of work being done on the technical stuff that may not really matter; an example is the CMP document where she has commented on the lack of connection between the massive technical data and what the MPO does (how can it be used); the CMP itself should be inserted into and part of the MTP, which is the MPO's ultimate source of power and other things should be coordinated with and support the MTP.
- There should be more subcommittees and more proactive discussions with TC members prior to the TC board meetings on items that are multi-jurisdictional or obviously will engender detailed discussion or disagreement

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree; she has good relationships with everyone at MPO
- Possess appropriate skill levels commensurate with the work being done? The policy side is sometimes weak; the technical stuff is sound but no one is strong with higher level policy needs of the MPO
- Sufficient to meet basic tasks required of the MPO? Disagree; more people should be dealing with MTP, SPOT, working with local jurisdictions which can be a little short; the model side could be de-emphasized
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Keeping up with and moving forward federally funded projects is a problem for every jurisdiction and it would be great for the MPO to help with that and speed up project delivery, especially smaller jurisdictions

How effective is the DCHC MPO at carrying out their federal requirements?

Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- Helping smaller jurisdictions get through federal review processes (see #6)

Transit planning process is undergoing some change and a governance study of its own; GoTriangle has most of the authority now because of light rail but that focus may have shifted now - should it be at the county level, at the MPO, or somewhere else?

- Needs to be more of a local voice than is currently the case. The MPO could play a different role in transit oversight and management, it will likely be an increasing emphasis here and it is moving along in a good direction.
- There is a lot of emphasis in the City of Durham about engaging the public, especially traditionally under-represented populations, but doing this is harder at the whole MPO level with different levels of emphasis placed on diversity and equity - but it would be great if they did that more often
- While the MPO could spend more resources trying to get more projects from SPOT they might be projects that few people want at the MPO

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Weighted voting is almost never invoked but was done for light rail funding; Durham could use it more often but wants to get along with other members of the MPO; something besides weighted voting is needed to accommodate the different compositions of the MPO (e.g., Durham is much more diverse)
- NCDOT has five voting members on the TC but seldom votes or participates; they don't feel that they have to participate since they control state roads and SPOT/STI; three different regions for STI and three different NCDOT Divisions makes it not well-adapted for the purposes of MPO agreement.
- The NCDOT Division has submitted projects through SPOT that have gotten funded that the rest of the MPO doesn't know about or doesn't agree with (e.g., improving Durham Freeway through downtown Durham). Projects submitted really need study first to determine problems and priorities, not just submitting a project first.
- Would love to have someone from IMD attend more often given the interests in multimodal planning at the MPO

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Agree, although the MPO may not always be in the place it should be. It would be great if there was better participation at the TC meetings.

Some positions are partially city, county, and / or MPO and that needs to end, sometimes making clear communication difficult (e.g., bike/ped planning). Suballocation of UPWP planning (STBG) funding still happens now, and it isn't the most efficient use of resources which could be applied towards more projects (e.g., bike/ped projects). The cities and towns will still participate in the MPO, and it may be good to identify how changing this would impact project development.

INTERVIEW #4: JENN WEAVER AND MARGARET HAUTH (HILLSBOROUGH, NC)*Friday, May 7, 2021 at 1:00pm*

Has been part of the MPO planning process and current vice-chair of the MPO Board (JW). Has been with the town for 30 years, which is about when the town joined the MPO, and went to some MPO Board meetings previously (stopped in 2005 going regularly) to support her MPO Board representative (MH).

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Mostly yes (JW);
- Agree (MH)
- The processes are very confusing and will ask MH for help occasionally; greatly appreciate how the MPO does an orientation for new Board members (JW)

Where have there been notable successes (things are working well)?

- There have been a lot of improvements in moving forward on multi-modal projects, climate change, and equity (JW)
- Meeting together with CAMPO a couple of times per year has been good (JW)
- Work towards better complete street policy has yielded results (JW)
- Having differentiation for the leadership of the TC (big jurisdiction, city / county) and forces people to stay more plugged into the process (MH)
- Weighted voting is good to have although it is used very infrequently (MH)

Where have there been notable failures (things can / should be improved)?

- The biggest failure, although not all under control of the MPO, was the failure of light rail after going as far as it did. This made the officials more cautious but improved communication with GoTriangle to encourage their more outward-facing communication with the public. (JW)
- Unfortunate that light rail was stopped because of Duke, which seldom participates in TC meetings
- Regional cooperation can be difficult (e.g., NC 54 West discussions)
- It would be good if there were more pre-meeting discussions on controversial or multi-jurisdictional matters, but it's harder to do with limited staff, staff turnover (MH)

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree (JW and MH); staff capacity may be presenting some minor issues

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree (JW); very good, and very thorough but there is a lot packed into the meetings and agenda, often going to three hours in length with presentations often too long but elected officials are talkative and like to ask questions, too. Detail is typically appropriate but sometimes there is a disconnect (e.g., 15-501 corridor study) between some project objectives and the goals of

the MPO since the options presented (well) were not something of interest to the MPO members

- Agree (MH); staff should not read off the slides or information already presented in the packet to some degree; could make better use of consent agenda

Is the MPO staff...(Agree, Not Sure, Disagree)

Responsive to inquiries? Agree (JW and Jenn); including recent same-day responses

Possess appropriate skill levels commensurate with the work being done? Agree (JW)

Sufficient to meet basic tasks required of the MPO? Agree (JW); seem to be meeting deadlines; some staffing changes are fast to happen and occur without much warning

Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Regional model team agreement is invaluable for getting regional work done and leveraging help, but this region demands a lot for transit, biking, walking modes (MH) but may not be enough work to justify a whole new position or could be attributed to current vacancies (MH)

How effective is the DCHC MPO at carrying out their federal requirements? a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

- As effective as we can be; seem to be meeting deadlines, not missing out on pots of money (JW and MH)

What else should the MPO be doing that it isn't doing now?

- There may be better ways of leveraging federal dollars; there is a misalignment between state and federal priorities; not sure how much is driven by the state process and the MPO (JW)
- Help the jurisdictions find common ground and work through their issues or controversy; doesn't really seem to be space to find that common ground (MH)
- Some boards need to have more than one person but it's hard to get anything done if there are too many representatives (MH)

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- There are bonkers situations where small projects (e.g., circulator bus) are competing with or are sacrificed to BRT or light rail projects. (JW) Could transit, and bike-ped, projects be developed into three tiers? (MH)
- They do feel that Hillsborough is fairly represented in her tenure, part of which is due to a positive attitude on the part of the staff to make sure that help is provided where it is possible and the process (and funding constraints) allows; does wish that there was more funding for bike/ped/transit needs - her view is more regional (JW)
- Small projects may be transformational to a smaller community like Hillsborough but there isn't enough money at the state level to go around, and the majority of the money is often tied to roadway improvements that they may not want to do (JW)
- The MPO has had the town's back on decisions about widening roadways that NCDOT wants but that the town doesn't want; has provided financial assistance at times and flexible as well - the paperwork isn't sufficiently worthwhile to get MPO planning financial assistance; the Riverwalk Greenway was built with parks/recreation funding instead of transportation dollars because of cookie-cutter guidelines dictating expensive requirements for width and bridges on

the greenway; it isn't the 20% match that is the biggest barrier to local participation but that the state doesn't prioritize biking, walking, and transit (MH).

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Agree (JW and MH)

Additional comments. Not really interested in having a retreat; the MPO Board members have a good, shared understanding now; think that the MPO staff is great and that they know what the MPO Board wants to do but may be hamstrung by state law or NCDOT. This study is about what else could we be doing, or what can we be doing better to manifest the regional transportation system that we desire; is there a better way to structure the MPO? (JW)

It's good to examine processes otherwise they get too entrenched, this study is about getting people to stay plugged into the planning process which has been functional for over 25 years. The boards go back and make very different recommendations and that isn't getting reconciled appropriately (MH)

INTERVIEW #5: MEG SCULLY & JAY HEIKES (GOTRIANGLE)*Wednesday May 12, 2021 at 12:00pm*

Mike Rutkowski introduced the project and purpose of the interviews, noting that they are not being recorded but we can share our notes, if desired.

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Agree; Worked at the MPO for six years, and serves as the TC alternate to JH; total of nearly 12 years of experience with the MPO (MS)
- Agree; JH is the voting member to the TC, worked on land use development review / code writing, now works on transit centers, rail studies, etc.; the MPO is the administrator of the transit plans in Durham and Orange counties, including updates and annual spending allocations (JH)

Where have there been notable successes (things are working well)?

- DCHC MPO is unique in the state with interactions in transit planning, a fact verified during a quadrennial certification review; they are also very involved with bicycle and pedestrian planning (MS)
- The Triangle is unique in the country because the MPOs are parties to the sales tax interlocal agreement (\$9m for Orange, \$30m for Durham, \$100m for Wake) (JH)
- DCHC does a good job involving local staff at the TCC and subcommittees
- MTP and CTP development and amendments have been smooth and consensus-driven processes (JH)

Where have there been notable failures (things can / should be improved)?

- Firewall established between MPO and City of Durham staff but the MPO staff are being required to report to the city that may compromise the ability of the DCHC MPO to serve all parties and not exhibit favoritism to the City of Durham; CAMPO physically separated from the City and obtained separate legal council; concerned about some structural influences going forward; the hardest thing is to separate the financial structure (MS)
- The weighted voting structure may be done differently and more successfully (JH)
- A project was taken off the CTP or is in the process of being done; another CTP amendment is more substantive that would remove a BRT project in the same alignment as the former light rail project (JH)
- Recommend removal of weighted voting because it seems counter to the purpose of a regional organization when two members can over-ride the rest of the region; they are more of a collaborative-minded MPO than others that she has seen but because of a recent change with the City of Durham including a recent funding action where the City had lined up its member to form a weighted vote (MS)

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree (MS)
- Agree (JH), but City of Durham has started sending objections to MPO recommendations days or even hours to the TC which is causing a lot of staff issues and time (JH)

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree (MS and JH); the staff do a phenomenal job

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree (MS and JH);
- Possess appropriate skill levels commensurate with the work being done? Agree (MS & JH), but it would be useful to have a transit expert at the MPO; MS gave some of that expertise when she was at the MPO; GoTriangle does that now
- Sufficient to meet basic tasks required of the MPO? Agree (MS and JH)
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies?
 - Disagree - transit (MS and JH);
 - distribution of federal funds similar to CAMPO (e.g., LAPP) is not something she would want to see since it allows more control by local governments, investments in bike/ped/transit; and other projects that local members want to implement; the City of Durham is pushing for reconsideration of that allocation and how the money is getting allocated (more to the City of Durham);
 - LAPP is perhaps more effective than DCHC program because CAMPO jurisdictions favor roadway projects - bike/pedestrian are not as favored by NCDOT; small jurisdictions like Hillsborough can implement these funds well (MS)
 - More technical support in terms of supporting smaller governments meet federal requirements is generally good, but LPA staff should not be expected to break through local decision-making bottlenecks (MS)

How effective is the DCHC MPO at carrying out their federal requirements?

a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- The MPO Board will often tell the staff to achieve things that the MPO has set as goals but the board members will return to local projects, so that it's up to them to push that regional agenda - it's not a staff action that ensures that the Board makes decisions that achieves their own goals and objectives which happens frequently but not consistently (e.g., discretionary funds to roadways instead of bike/ped projects)
- May be a lack of understanding about how constraints impact what the MPO can and cannot do; no more than 10% can be spent on non-highway modes of travel (JH)

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- MPO board meetings could be rotated around to other jurisdictions to implement better regional mindsets; more residents participating fully that way (MS)

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Agree (MS & JH)

INTERVIEW #6: WENDY JACOBS (DURHAM COUNTY BOARD OF COMMISSIONERS), BERGEN WATTERSON (TRANSPORTATION PLANNING MANAGER FOR CHAPEL HILL / TC MEMBER), AND MICHAEL PARKER (CHAPEL HILL TOWN COUNCIL AS GOTRIANGLE REPRESENTATIVE)

Wednesday May 12, 2021 at 1:00pm

Mike Rutkowski Introduced the project and noted that the MPO is doing good at the core tasks, and meeting certification requirements but the group wants to take the MPO functionality to the next level in certain areas, e.g., staffing, transit. Good to look at the meetings to see the dynamic there (WJ).

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Agree (WJ, MP, BW), not sure roles are always well defined

Where have there been notable successes (things are working well)?

- The Board members are very active and engaged, pushing collaborations with CAMPO including policy issues and joint policy board meetings (WJ)
- Pushed the complete streets policy that NCDOT has adopted (WJ)
- The MPO has pushed transit, walkability a lot (WJ)
- The NCDOT Board Member (Lisa) is very engaged and the relationship with NCDOT is very strong right now with staff, too, including escalation of issues to higher levels (WJ)
- Good at checking the boxes and getting plans done (MP)
- The MTP goals are reflective of those of our community (WJ)
- The TC works together well (BW)
- The DCHC MPO isn't as staff-driven and MPO Board members are more engaged (WJ)

Where have there been notable failures (things can / should be improved)?

- Poor at doing big things, in part because of constraints placed upon them from law or policy; the board is fairly united from moving away from cars and more to multimodality and there are constraints on that desire (MP)
- Staff has struggled to make the same transition to multimodal projects as the MPO Board, e.g., performance measures are all about cars; 15-501 study was all about cars (MP)
- Still focused on projects but have not yet moved into policy advocacy and lead in these areas rather than react as is the case now (MP)
- The report templates should be using a new template for the staff reports at MPO Board meetings which aligns with the new goals; these goals haven't been fully integrated into decision-making yet; came up today at the Board Meeting with the deficiency analysis and performance measures (WJ)
- Need to take a hard look at staffing and asking if we have the right people in the right places, skill sets, and backgrounds; reporting falls short of what CAMPO is doing and what they're presenting (WJ and BW)
- We (DCHC MPO) needs to be more proactive, especially given state funding policies and we need to be pushing back against (WJ)
- Include member jurisdictions in the work plan each year and some of the work (e.g., data collection) the staff doesn't care about as much (BW)
- Wonder if there is the critical mass of staff to take on the big things that they need to take on, including regional transportation initiatives with CAMPO - there is not a Triangle-wide transit

plan, for example, so local plans are sometimes disjointed with each other; transit needs are beyond a county of 140,000 people because of the major employers (MP)

- MPO presentations need to be shorter and more to the point; more training is needed, perhaps (WJ)

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree (all)

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Disagree; too much time spent on staff presentations and too little devoted to discussion and input from the MPO Board; make them 10-minutes, maximum (WJ)

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree with some staff; some others behind the scenes not as much (BW); Not sure (MP); Agree (WJ)
- Possess appropriate skill levels commensurate with the work being done? Agree on the basics for what is being done now - and transportation is really complicated; they do a great job on monitoring, analyzing data; addressing visionary things, disagreements, or access to more resources (WJ / MP); some positions are underutilized (BW)
- Sufficient to meet basic tasks required of the MPO? Agree (MP); Not sure who does what and how the funding works; monthly meeting with Jenn, Felix, Ellen Beckmann once per month (WJ); MP has only had one meeting; more prep meetings might be useful on controversial or complex questions (WJ); some members are getting briefed by their technical staff on issues to advocate for a position and it led to getting blind-sided in some cases (WJ)
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Not sure; not sure how many staff we have dedicated to the MPO; weird mixture of staffing and who they work for on any given day; part of the role of a Board Member is to focus on results not what is going on with staffing decisions or their roles - that's the job of the head of the agency to deliver on the Board's needs (MP and WJ); health issues of lead staff has made it difficult currently and some blurring of who does what; the importance of this governance study is in part related to defining staffing and not be bloated at the staff level, either, since it's expensive (WJ); Disagree, not sure how to understand what is going on in the front of the house and the back of the house with the focus of leadership at MPO being focused on modeling more so than the MPO boards; capacity and skills could be better aligned to MPO Board goals and serve the needs of local governments (BW)

How effective is the DCHC MPO at carrying out their federal requirements?

a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- The Board votes on lots of things but makes no decisions of import; the MPO Board hardly ever disagrees so how are things getting better (MP); disagreement from WJ - for example to make the 15-501 study more transit and bike/ped focused or when they asked for more communication on project criteria (WJ)

- Need to spend more time discussing land use policies and policy decisions that have the impact on traffic that our infrastructure investments are not having (MP)
- Staff person or two help out with locally administered projects including conduit between NCDOT and local government staff for smaller jurisdictions or even co-manage the projects (BW)
- When transit or transportation issues surface the MPO should be the first place people go for answers; RTA for example has established a reputation for being thought leaders on transportation matters (MP)
- May need to have more one-on-one and staff meetings to develop the relationships necessary to be a first-responder for transportation matters (WJ)
- CAMPO is really ambitious for getting SPOT projects in place and they push BRT aggressively, which requires staff capacity (WJ)

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Agree (MP and WJ)

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Disagree (WJ, MP, BW)

INTERVIEW #7: JOHN HODGES-COPPLE (TJCOG)*Wednesday May 12, 2021 at 2:00pm*

Mr. Lane introduced the project and that the goal is to try and make the MPO better in any way that they can that seems feasible, in accordance with what they're learning here.

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Agree, TJCOG provides a lot of value-added discussion on land use matters, particularly housing issues; they also fund two major programs out of TJCOG: growth forecasts, project consistency, joint MPO document, air quality conformity process, facilitate ITS (next year), policy priorities each year, MTP performance metrics, and manage TRM effort - also MPOs chip in money for regional TDM

Where have there been notable successes (things are working well)?

- The DCHC MPO gets its basic (core) work done, but it generally isn't above and beyond what you would see from an average MPO, much less a MPO of this size and complexity

Where have there been notable failures (things can / should be improved)?

- The DCHC MPO falls short in some areas or struggles with getting good closure on bread-and-butter project (e.g., 15-501 study)
- The role of DCHC MPO needs to be more independent from the City of Durham and that the MPO Board makes the decisions; should be separate from the City Transportation Department
- Need to have a strong director that is both competent and have a very good, trusted report with the MPO Board and be a peer for each of the lead transportation members in each jurisdiction - part of the role is to challenge these peers and ask technical questions
- The staff competencies are misaligned with what the MPO Board and TC members need, leading to a lot of waste for number-crunching and analysis for little purpose and leaving a small number of staff to do 90% of the work that the MPO cares about; CAMPO does a much better job at getting money through SPOT
- They do not move things quickly

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree; pays attention to certain parts of long packets and not others; likes the option of digging down into an issue
- Need something between the big agenda and the three-page agenda; people need more choices about how much information they are presented

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Generally agree; there is some inconsistency depending on who is presenting the information but don't spend an extra cycle on getting all the details perfect before bringing it to the board members; the focus should be on getting the information that is needed to make decisions at the right level; there needs to be a good relationship between the time allotted for an item and

how much of it is devoted to presentations; there is too much rehashing of issues that have already

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree
- Possess appropriate skill levels commensurate with the work being done? Not sure; several staff have to wear multiple hats and be a generalist; Dale McKeel (TDM, bike/ped expertise) is an exception but it is a shared position which potentially is messy if he didn't walk the line that well; you need a transit expert
- Sufficient to meet basic tasks required of the MPO? Agree; get all the deliverables required done on time but need more time on SPOT deliverables and variations to get the most money (e.g., "working the system")
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? A little short, but more of a question of distribution of responsibilities than bodies in seats; judicious use of consultants, trade off of work assignments with TJCOG, GoTriangle and other partners remains important

How effective is the DCHC MPO at carrying out their federal requirements?

a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

- They get it done, but is it always done well is a question

What else should the MPO be doing that it isn't doing now?

- Need to be sharper on SPOT/STI and communicate clearly to the Boards that they have two options: submit projects that won't get funded, or submit on projects that will get funded and save their resources for projects that they do want (more opportunity for money swaps)
- Do less but do it better: target resources so that you start it, get it done, and move it to funding (get things right on the 15-501 corridor); get into design to work out hard decisions - concept plans are when you don't know what you want to do and that is seldom the case at the DCHC MPO

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Agree

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Disagree
- The barriers to DCHC MPO being what it can be are (1) organization structure and how it functions as an independent body; (2) needs a strong director; and (3) the expertise of staff are misaligned with the MPO Board needs and desires.

It's a little silly to have two MPOs although there are some reasons for having two MPOs although having a single staff may be preferable or continue to build on what the two MPOs have done and house particular responsibilities at a single location. A casual assessment reveals the benefits of having a single travel market represented by two different MPOs. Either MPO could dismantle that current arrangement on a whim; having a more firm system would be desirable to survive such an occurrence.

The MPO should not fund technical staff at local governments just to participate in the basic MPO process and participation - their community should realize the obvious value in being a part of the MPO discussion.

INTERVIEW #8: DAMON SELLS, MPO BOARD AND TINA MOON, TC MEMBER (TOWN OF CARRBORO)

Thursday May 13, 2021 at 1:00pm

A lot of things happening now (bike share initiative, comprehensive plan, equity planning) in Carrboro (TM). Mr. Rutkowski introduced the purpose of the study to understand enhancements that could be happening at the MPO Board. The MPO wants to take the next leap to work with the MPO Board's goals (transit, multimodal, underserved populations).

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- Steep learning curve for MPO Board members, but largely settled into it; previously served as Chair and Vice-Chair of the MPO Board (DS)
- Planning Administrator for the Town since 2012, part of the role was supervising the transportation planner; concurs with learning curve, particularly understanding the funding mechanisms; there is really only one transportation planner and her so they have to cover a lot of ground with limited capacity, but the good part is that 1-2 people understand the whole process (TM)

Where have there been notable successes (things are working well)?

- Very good relationships among MPO Board members and a lot of shared values (DS)
- Good working holistically across modal providers and local governments (TM)

Where have there been notable failures (things can / should be improved)?

- Mark Ahrendsen's retirement marked a notable shift in terms of leadership, expertise, and something we need to get back to (TM and DS)
- Can be challenging to present to boards why projects aren't getting funding; sometimes feel like staff isn't pushing some projects hard enough (TM)
- Some feeling that Carrboro isn't getting projects funded to the same degree as the City of Durham; probably because projects in Carrboro can't compete typically, and they don't have the resources as the City, but the MPO should be viewed as a place where the smaller local governments are being taken care of (DS)
- The formal STIP process considers projects that could get funded, and sometimes jurisdictions trade off projects from cycle to cycle; would like to identify every bit of municipal funding before moving into the next call for projects - submitting projects like that (without identifying all funding) makes them nervous (TM)
- Part of the reason for this study was project management and staffing; managing complicated projects is probably beyond their typical capacity or competency (TM); Mr. Lane described the CRTPO project manager position hired a year ago

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Usually agree and summaries are usually good for complex items but there is something in the middle (maybe adequate orientation is needed); the values that the MPO Board and local governments articulate (e.g., bike/ped/transit) may not be reflected back to the decision-making at the staff level (DS);

- Agree; the packet sometimes includes lengthy reports but can zoom into key parts; sometimes need to read a lot which can be challenging (TM)

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree; PowerPoints and some staff personalities that assemble and give presentations are very helpful in pulling out important points; need to consider presentations that are given to people that know less about the topic than the staff (layman language) (TM)
- There has been a quantitative difference in presentation and communication styles between various directors and staff; some periods where it's difficult to know whom is the right point-of-contact within the MPO; and trying to find their legs a bit in some situations (DS and TM agrees with that comment)

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Not sure; not always sure of whom to contact (DS); TM reaches out to Aaron and Anne, who are excellent (TM)
- Possess appropriate skill levels commensurate with the work being done? From a technical / analytical side, yes, but a gap on management (DS); Generally so, but the structure of the MPO has changed a bit that can make it difficult to find a contact person, may be related to COVID-19 and fewer subcommittee meetings (TM)
- Sufficient to meet basic tasks required of the MPO? In terms of compliance, yes (DS, TM); used to have a meeting to develop the STIP and what their obligations were for federal reporting requirements coming up for the year which was VERY helpful to understand data needs from the local governments; not being done as much now (TM)
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Disagree, it is one of the primary considerations for going through this study process (DS); so much work keeping the required elements moving forward, call for projects for SPOT, etc. may be too much for the current staff (e.g., equity, Vision Zero, funding for certain kinds of projects) (TM)

How effective is the DCHC MPO at carrying out their federal requirements?

a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- There is a missing executive leadership role right now (DS)
- There is a missing part about how the MPO Board and governments can do to achieve their goals; right now they are just getting a data dump without connectivity to the MPO goals (DS)
- Assistance with project management especially for smaller governments (TM)
- Guidance on how locals can lobby effectively for change (DS)
- Need to pause in a project timeline and identify the disconnect apart from meeting the deadlines (TM and DS agrees); recent presentations are missing that piece about how to change the outcomes that are shown to them (DS)

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- Because of the structure Durham will always be the bigger player and have a commensurately larger role (DS); Generally yes, especially at the policy level; can only recall one specific project where there were challenges at the staff level (TM)
- Mr. Lane asked if some complex or controversial items get enough attention before the meeting to make sure that they are “ripe” for discussion...Mr. Sells agrees, and cited the 15-401 corridor study that was really important but the product was really disappointing because it didn’t reflect the interests of the MPO Board. The MPO’s ability or capacity to do visionary kinds of projects is too small and projects get into the usual run-of-the-mill without a deeper examination (DS)
- The whole point of the MPO Board is to shape the world around us, not to move as fast as possible through a planning process (DS)
- There have been some cases where the staff has been clear on the project scope and the consultant didn’t deliver; some of this has to do with the role of NCDOT; instead of what we wanted we got assumed projections from NCDOT or the TRM (TM); other interests are at play that can place staff and consultants in a very odd position (DS)

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

Agree (DS and TM)

INTERVIEW #9: ANDY HENRY, ANNE PHILLIPS (DCHC MPO STAFF)*Friday, May 14, 2021 at 2:00pm***Describe staffing arrangements, skill sets, and availability to the MPO (if positions are shared with the LPA)**

- There are 10.5 staff positions at the MPO now; soon to be 12 (two shared)
- The fiscal program manager is funded by the MPO; bike-ped position is ½-time with the MPO. One modeling person spends two days/week at ITRE (AH)
- No other positions funded by MPO (AH)

Is the staffing adequate to meet current and future demands? If not, in what areas is there a need for more staff or staff with different skill sets?

- It would be helpful to have an engineer help on SPOT / priorities (AP)
- It would be useful to have a dedicated person for public engagement (AP)
- Doing public engagement has increasing expectations and requires more time than the current staff and expertise possess (AH)
- It would be good to have a junior planner; there are a lot of technical-oriented folks but they are hard to get involved in the rest of the MPO planning process (AH)
- There is a LOT of data collection, and the big data isn't connecting very much (AH)
- It would be great to have someone (engineer) to be a project manager to help smaller jurisdictions navigate; now the projects tend to fall behind schedule (AP, AH)
- Andy spends 2/3rds of his time on transit, including developing route modeling; sometimes getting GoTriangle to do some of the work (AH); should be Aaron's position and not his background; he's also really busy; probably need a dedicate transit professional (AH, AP)
- The degree of specialization can be seen at Friday morning regional meetings (TJCOG, DCHC and CAMPO). CAMPO has Chris, Alex, Gerald, Kenneth, Tim and Mike (6) and sometimes Bonnie or Shelby (2). TJCOG has John, Ben, Kaley and Jenna, (4), and sometimes Matt (1). DCHC has Andy and Yanping (2), and sometimes Anne or Aaron (2).

Describe the use of consultants, both in terms of regular (recurring) work tasks as well as special projects.

- Consultants are brought in for corridor studies (AH)
- Need to redo scoping template, since too much time is spent to collect data but is there less time to assist the decision-making process at the end (AH)
- Need consultant immediately to help with specialized work to do MTP and public engagement (AH)
- Felix hires the consultants and sometimes does it in isolation (tube counts) and the CMP which is way overblown now in terms of resources spent (AH)
- Staff gets a lot of questions about using consultants on the on-call lists but at least one person thought it was too expensive (AP)
- The Board seems to get what they want out of the corridor studies; a big problem is that NCDOT will come up with corridor alternatives during TIP project development that conflict with the corridor study's preferred option. There needs to be lanes added on 15-501 due to new developments; NC 98 study answered important questions about the feasibility of doing a road diet (AH)

Describe the MPO's relationship with the following entities:

- Other City of Durham Staff
- CAMPO: good relationship with Triangle Bikeway Study, 5310 committee; TRM modeling, MTP development, SE Data development, several studies (e.g., Tolling; Freight; ITS)
- GoTriangle: share regional interests and have a positive working relationship
- Chapel Hill Transit: Not sure
- Durham Transit: Not sure
- Orange County Transit: Information when it's needed
- NCDOT - Division Offices
- NCDOT - Central (Planning, IMD, others)
- TJCOG: relationship is very tight, meeting every other Friday and are working frequently on a number of important projects
- Other important providers?
- Local Governments: could be stronger with Chapel Hill and Chatham County; would help more to know about local government; infrequent collaboration informally (AH); good relationships with the City of Durham because of past employment there, met with folks from Chapel Hill and Carrboro more recently; feels like there is a sense of neglect by the MPO from smaller jurisdictions (AP)

The elected and other officials on the MPO Board believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)

- Disagree; the Board wants to see the MPO push further and be a more defined agenda beyond federal requirements, something that has changed perhaps in recent years; the Board wants staff to be more advocacy-oriented and she isn't sure how that happens inside a MPO (AP)
- Disagree; on issues with public input from EJ communities is insufficient, emphasis on transit/bike/ped projects is insufficient; on the 15-501 study someone pointed out that they are adding a lane which points away from reducing automobile travel (AH)

The members of the TC of the DCHC MPO believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)

- Not sure (AP)
- Not the level of disappointment from the TC as from the Board; a lot of experience has left the staff serving on the TC (Ahrendsen, Bonk) and now they can rely less on the expertise of the TC now and they now rely on the MPO staff a lot but they don't understand much about the process now (AH)

Are there aspects of the MPO work that could be done better?

- Public engagement could be done better (under-resourced) (AP)
- Better alignment with the needs of the MPO Board and staff (AH)

What are the strengths of the DCHC MPO, or what is the MPO doing really well now?

- The data is great but it is not well-understood how to access it by others on the TC (AP)
- Integrating data and planning (AH)

- Broad range of capabilities at the MPO; jack of all trades now; collect the data, make the presentation, present it to the board (AH)

What else should the MPO be doing that it isn't doing now?

- Need to address the perception that smaller jurisdictions aren't getting the attention that they deserve; there is not a lot of support for regionalism so the MPO needs to push the idea that regionalism is important (AP, AH)

What would you say you need to be doing even better at your job than you are now?

- Strengths are communication and public engagement which she did at first as she was on-boarded and is now doing more technical work that needs to improve; likes the technical work and working on the TIP / SPOT (AP)
- Way overloaded now, especially with the MTP and alternatives; deadlines for boards; CTP problem statements; a bit overwhelmed; trying to get people to help out and they are helpful but they are new and interns and they have to be trained (AH)

What's the most important addition to the MPO in the next five years?

a. More Staff b. More Training c. New Technology d. Something Else?

- More staff; more independent organization model like CAMPO (AP)
- More staff, not a lot but with different skills, missing public input, need another planner for LAPs (AH)

Additional Comments. The staff working group is GoTriangle, Durham County, MPO and the city wants to play a bigger role now. There is no choice about who gets to be the representative to that working group. The staff working group makes recommendations for the transit tax. Needs someone with a strong finance background and transit experience. (AP) The voting representation is set out by law, but the other difficult thing is that there are just three voting members which sets up confrontations. (AH) Really feel strongly that the DCHC MPO needs to be a more independent organization that will fulfill a regional mission and assist smaller jurisdictions better. This is a great place to work and love working with the MPO (AP)

INTERVIEW #10 : FELIX NWOKO AND DALE MCKEEL (DCHC MPO)

Friday, May 24, 2021 at 1:00pm

Mike Rutkowski introduced the project and purpose; Mr. Lane noted that the interviews are not being recorded and can be made available for review, if desired. Mr. McKeel asked about a steering committee; Mr. Rutkowski noted the informal steering committee composition (Beckmann, Nwoko, Egan, Trivedi, Sells). Mr. Nwoko noted that the MPO Board changes periodically, and it wants to know how the MPO should adapt to new legislation and emerging issues.

Describe staffing arrangements, skill sets, and availability to the MPO (if positions are shared with the LPA)

- Mr. McKeel's position is supposed to be a 50/50 split between the City of Durham and MPO needs; in reality there are peaks and valleys of demand that are addressed through weekly balancing of those needs. This is the only split position within the MPO. (FN)
- Balancing the city / MPO needs is challenging; some other jurisdictions might wonder if they're getting a fair share of Mr. McKeel's time - they are, but maybe hasn't been communicated as well as it could have been historically. Does there need to be a full-time bike/ped person for the MPO that is beyond the original compromise that balanced city / MPO funding allotments from 20 years ago? Some jurisdictions feel like the MPO should be helping more with implementing projects, which are very complex; Hillsborough has a good person at project management and generally does a very good job; less turnover as well. (DM)
- There is also a need for a dedicated financial person that reports to the MPO (reports to another person within the City Transportation Department). She is full-time dedicated to the MPO (not split) but reporting to the City may be an issue - she has only been working there for two weeks at this point. (DM) The independence of the MPO is at issue and has been suggested to be brought up to the MPO Board (the position is noted in the UPWP) and the MPO staff is not privy to that decision. The position has been in place for 10 years (formerly held by Meg Scully).

Is the staffing adequate to meet current and future demands? If not, in what areas is there a need for more staff or staff with different skill sets?

- The bike/ped position was mentioned already. A lot of demand is cyclical in accordance with federal requirements; a lot of work right now going on with transit planning. There was a question about who would manage a US 70 planning study, and the staff didn't have the time for it. Specialized studies do create additional peak demand that goes beyond what is the ongoing work plan. (DM) That skill set (project management) was or is in the modeling program of the MPO; others are very new and not experienced but would do well at managing projects. (FN)
- Doesn't think that there is a need for additional positions. Over time the transportation plan was not developed by NCDOT, but by the MPO. This generated the need for a new position. Member jurisdictions clamored for more bike/ped/TDM planning. The MPO is organized in accordance with the demands of the jurisdictions, and there is not a capacity concern at this time in those areas. SPOT / STI created a life of its own over time - an unfunded mandate. Demands for data created a GIS / website position. (FN)

Describe the use of consultants, both in terms of regular (recurring) work tasks as well as special projects.

- The idea of using on-call consultants was born from the need for a corridor study. It is important to use consultants because (1) extension of staff capacity that addresses work peaks; and (2) in cases where the expertise doesn't exist within the staff. (FN)
- Some stakeholders don't like the recommendation coming out of studies at times. One of the frustrating things about the DCHC MPO is that sometimes decisionmakers aren't always objective or data-driven, or they just don't like the outcome of studies. Consultants are also frustrated but have to be diplomatic.
- For the 15-501 study, the staff wasn't sure what was really wanted and the MPO Board may not know what they want, either. The Boards want more pedestrian-friendly roadways but then approve high-traffic generation developments. More time is needed to help define success and understand trade-offs. (FN)
- There may have been some issues with public engagement events not being as well-attended as would have been liked; at the tail-end of the project business owners and developers made more of a showing. (DM)

Describe the MPO's relationship with the following entities.

- Other City of Durham Staff: Development review; stormwater / drainage;
- CAMPO: Regional modeling; SPOT; MTP; TDM; Bike-Pedestrian planning
- GoTriangle: Transit is one of the issues that the MPO really cares about it was fundamental that the MPO evolve those relationships and work with them (all transit agencies); can be hard to disentangle their work managing GoDurham and their participation at the DCHC MPO; worked on several regional transit issues including a regional call center. Loss of revenue from RDU airport was offset by CAMPO but not offset at DCHC MPO. (FN)
- Chapel Hill Transit:
- Durham Transit:
- Orange County Transit: The MPO is involved in the county transit plans, in part due to the failure of regional light rail to move forward; this includes a transit governance study
- NCDOT - Division Offices: The Division Engineers work now in better synch with the MPO - they hear us, including during the SPOT process where they work hand-in-glove to promote projects likely to see funding (FN)
- NCDOT - Central (Planning, IMD, others): A lack of staff at IMD has precluded having a closer relationship with that NCDOT Unit; ultimately they will have a person that will be more involved going forward (FN/DM)
- TJCOG: Have used them pretty extensively, including joint MTP (with CAMPO); help managed Travel Demand Model (land use) (DM)
- Other important providers: Resource agencies asking about the (purpose and) need for a project, and communications with them have changed and improved (FN)
- Local Governments: Close technical relationship with staff on specialized projects that is active depending on the need or project

The elected and other officials on the MPO Board believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)

- Agree; the MPO is effective; Mr. McKeel (for example) put together an excellent summary of federal funding that the Board liked and appreciated, though it might be beyond their comfort zone; it should be kept in mind that there are 80% new members and they conduct training exercises for new members (FN)

- Agree; there are some instances for some studies where the process or result was not appreciated by every MPO Board Member; some are new; some have goals that aren't meshed yet with the MPO's work (DM)

The members of the TC of the DCHC MPO believe that the DCHC MPO is effective. (Agree, Not Sure, Disagree)

- Agree (FN / DM)

Are there aspects of the MPO work that could be done better?

- There is always room for improvement in every area (FN)
- One specific area for improvement is the MPO website to improve it, which is underway now (DM)

What are the strengths of the DCHC MPO, or what is the MPO doing really well now?

- The joint planning with CAMPO is a real strong point (DM)
- The MPO taking the lead on initiatives depends on the issue at hand; on ITS it was their idea to do a regional study though it is required by federal statutes; same for a regional freight planning (FN)
- In the case of CommunityViz it was originally brought to the attention of the (prior) CAMPO Executive Director (FN)
- The GIS mapping portal was the idea of the DCHC MPO, as was the regional modeling effort leadership (FN)
- In other cases, like the MTP or TDM the TJCOG has agreed to lead those efforts, and for anything that is regional it is discussed at Friday technical meetings (FN)
- The Triangle Bikeway Project started as a CAMPO-only project but their elected officials contacted the DCHC MPO officials to extend the project into the DCHC MPO (DM)

What else should the MPO be doing that it isn't doing now?

- There is a lot of frustration about how much is spent on bike/ped/transit as opposed to highways. With SPOT the priorities have been turned on their head, with the result that the MPO has given up on funding active mode types of projects (DM)

What would you say you need to be doing even better at your job than you are now?

- There is a lot of paper-pushing, financing, etc. involved at the MPO - would like to do more blended engineering-planning; demographic profiles/trends; more involved with national AMPO and peers (FN)
- Frustrated that project development, especially bike-ped projects, take so long and would love to find ways of implementing projects faster (DM)

What's the most important addition to the MPO in the next five years?

a. More Staff b. More Training c. New Technology d. Something Else?

- Absorbing lessons from COVID-19 and how those changes impact future transportation processes (DM; FN concurs)
- At the outset, and circling back, the MPO has done well in making sure that it is innovative and issues affecting the public. In moving forward, new issues like micromobility and applied research / technology, demographic changes, etc. need to know how the MPO can be

positioned better to address. Some of these issues, like inequities and racial tensions, are very complex and hard to adapt to. Lastly, the MPO Board, perhaps brought about by changes in composition, can make 180-degree changes that be hard for the MPO staff to adjust. Sometimes policy changes can tie the hands of future members and decisions. (FN)

INTERVIEW #11: JULIE E. BOGEL, (NCDOT TRANSPORTATION PLANNING DIVISION)

Tuesday, June 1 at 11:00am

She has been with the MPO since 2009, and with NCDOT since 2004. She was in two district offices before 2007.

You are comfortable with your role at DCHC MPO, and you understand what is expected of you within the organization. (Agree, Not Sure, Disagree)

- She reviews all the invoices, UPWPs (draft) , CTPs, reviews scopes of work for consultant contracts, and other minor tasks.
- Agrees with understanding of her role. They should include me a little more, at the beginning of things; whatever is a little different or special studies (e.g., 15-501 study).

Where have there been notable successes (things are working well)?

- Everything is done in a timely matter for regular matters.
- They do well with MPO Board concerns, and even anticipating some concerns.
- It seems like they communicate pretty well internally.
- Good public outreach practice.

Where have there been notable failures (things can / should be improved)?

- Most of the process improvement would be involving her more at the beginning of new projects or issues where NCDOT is typically involved or is required to be involved because of funding protocols.
- Not as comfortable with developing the CTP, as it is supposed to be more of a joint effort with NCDOT as opposed to the MTP where they are the lead (with CAMPO). The current update process (amendment) was slowed down in 2020.

The agenda and meeting packet are sent to you with enough time to review the information. (Agree, Not Sure, Disagree)

- Agree; agenda packet could sometimes be shorter but overall its very helpful information.

The presentations to the TC / MPO Board meeting are clear, graphics legible, etc. (Agree, Not Sure, Disagree)

- Agree

Is the MPO staff...(Agree, Not Sure, Disagree)

- Responsive to inquiries? Agree for Andy / Aaron; Felix Nwoko is a little slower to respond
- Possess appropriate skill levels commensurate with the work being done? She thinks they are good
- Sufficient to meet basic tasks required of the MPO? They did hire a new grant manager which will help with invoices and UPWPs which the director was taking on previously
- Sufficient to address non-basic tasks of interest to you and other MPO member agencies? Not Sure; seems like they work more hours than 40 per week

How effective is the DCHC MPO at carrying out their federal requirements?

- a. Very Effective b. Moderately Effective c. Moderately Ineffective d. Very Ineffective

What else should the MPO be doing that it isn't doing now?

- Not sure

My organization is fairly and accurately represented at the DCHC MPO. (Agree, Not Sure, Disagree)

- There is a lot of respect for the NCDOT Divisions; appreciate updates on current projects.
- Not sure about TPD, since they only review the funding and that can get onerous for the relationships.
- Only very occasionally gets contacted by board members directly; some interactions during the meetings.

If asked, I could give a clear and concise description of the DCHC MPO and its mission, values, and products. (Agree, Not Sure, Disagree)

- Agree; fairly

Additional Comments: She hears a lot about the MTP in terms of its performance measures and how to improve upon them, track them, and monitor them to feedback into the planning process. Not sure if they need more help or if it's gone as far as it can go. There is one person that directly works with the ITRE travel demand modeling staff and DCHC modeling staff; she uses the model if she needs to do so (traffic forecasts, sometimes from the NC Division Offices or Feasibility Studies - she has stopped doing those lately; done by another group or consultants).

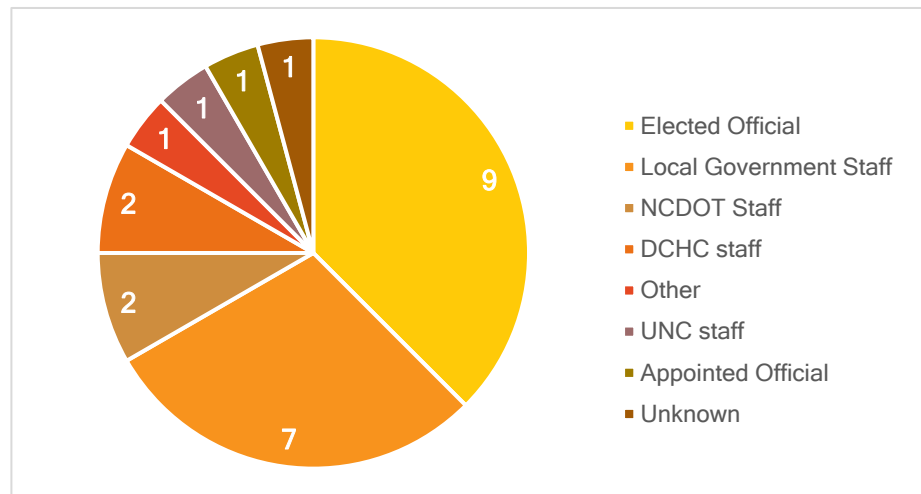
C. Stakeholder Surveys

Synopsis: After stakeholder interviews and peer group calls were completed, a survey was sent out to the interviewees, including NCDOT, DCHC MPO, and local staff as well as elected/Policy Board officials. In total, 15 survey responses were received. The following is a summary of the results and key takeaways.

Q1. The Survey Respondents

A total of 24 respondents completed the survey, with the majority being local government staff that participate in the MPO process. Nine elected officials also completed the survey.

Question: Although our survey is anonymous, we would like to know how you are affiliated with the DCHC Metropolitan Planning Organization. Sample=24

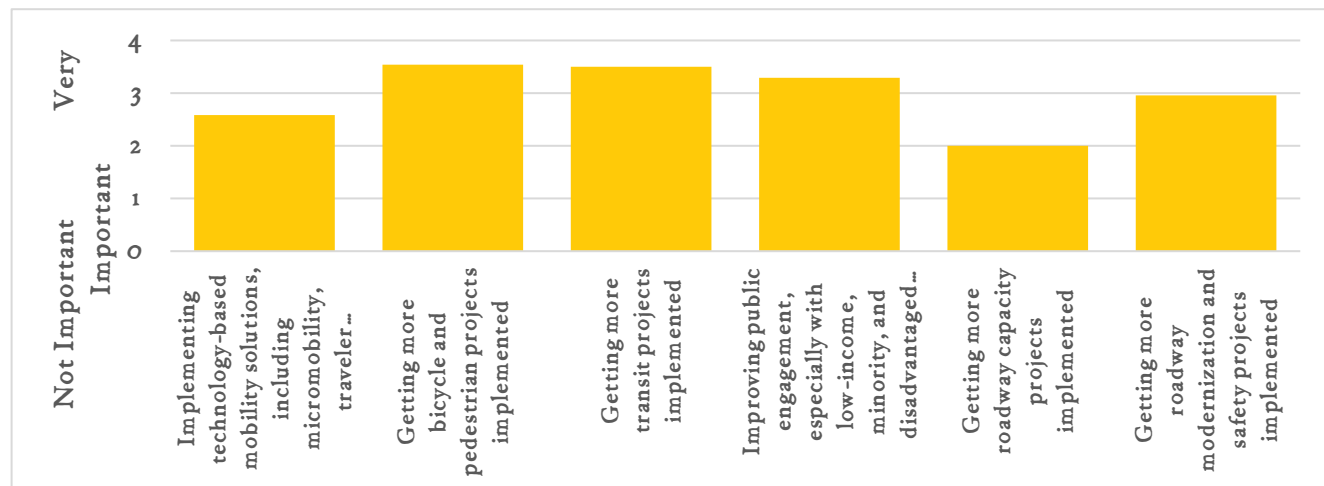


Q2. Most Important Policy Goals

Based on prior inputs, the research team was able to develop a list of policy objectives that formed the basis of this question. While there was not a clear “winner,” the option of getting more roadway capacity projects implemented was the lowest-ranked option, closely followed by implementing technology-based solutions. Bicycle/pedestrian projects, transit projects, and improving public engagement were roughly equal in terms of being the most-important policy objectives.

Question: The research team has learned a lot from you about some of the goals that are important to you (and those whom you represent). Please rank order the most important policy goals for the DCHC MPO to undertake in the next few years. (1=Not Important; 5=Important)

Sample=15

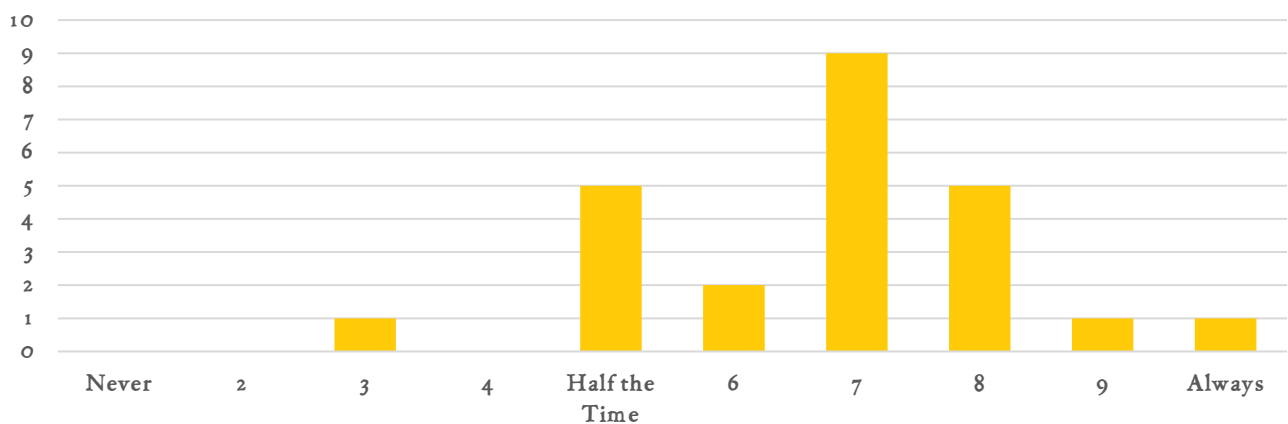


Q3. Alignment of MPO board goals and DCHC products

An important note brought up by several interviewees was ensuring that the products being developed by the DCHC MPO staff are in alignment with the stated objectives of the MPO Board and Technical Committee. Although sometimes these objectives may shift with new information being presented or due to turnover in board seats, the question came up enough to warrant a survey response. The responses were not differentiated by who responded: both the elected officials (3) and staff reported a “7” or “8” as their response - most of the time the products aligned with what the Board wants to see. However, there may some additional room for improvement.

Question: In your opinion, how often do the DCHC MPO planning products align with the goals of the MPO Board?

Sample=24



Q4. Most Important Areas for MPO Committee Meeting Improvement

When asked which areas of improvement could be made to make MPO committee meetings more effective, the top choice was making presentations more “to the point” and graphic. The spread on these options was significant: the top choice (improve presentations) had nearly twice the score of the lowest option (getting agenda packets out sooner). Again, the elected official respondents (3) did not differ from the overall respondents, with presentation improvement getting the first or second choice for improvement for every elected official that responded to the survey.

Question: What are the most important areas of improvement that could be made to MPO committee meetings (MPO Board or Technical Committee)?

Sample=24

Value	Improvement
10	Presentations that are consistently more to the point and convey information more graphically
9	Agenda packets that have different levels of detail so that I can get into the details or get a good summary
8	Reevaluate or eliminate weighted voting procedures
7	Receiving better information, context, and data to help directly with decision-making
6	Improve "on-boarding" training for new committee members, including refresher opportunities and training in technical subject matters
5	Discussing complex or controversial issues before the main committee meeting to create a smoother meeting and process
4	Conducting a pre-meeting drop-in session for all members that walks participants through the agenda before the meeting occurs
3	Nicer-looking presentations (better graphics, design enhancements)
2	Getting the agenda packets sooner to have more time to review them
1	UPWP development process that is more interactive / educational with the MPO Board and the public

Q5. Most Important new staff position

Several commentators during the interviews discussed staffing levels in relation to meeting the demands of a diverse and growing metropolitan planning organization. Prior studies have suggested that at 7 - 8 employees a MPO begins to substantially specialize its staffing resources. The respondents for this question expressed very little differentiation from top to bottom, suggesting that there is not a clear preference for a single type of new staffing position. Transit planning, funding / program grants management, and project management for local assistance received near-equal values, with public relations and bicycle / pedestrian planning falling only a little behind the top three responses.

Question: Several people discussed staffing levels and skill sets during our interviews. Please rate the importance of the following staff types to improve the outcomes at DCHC MPO.

Sample=24

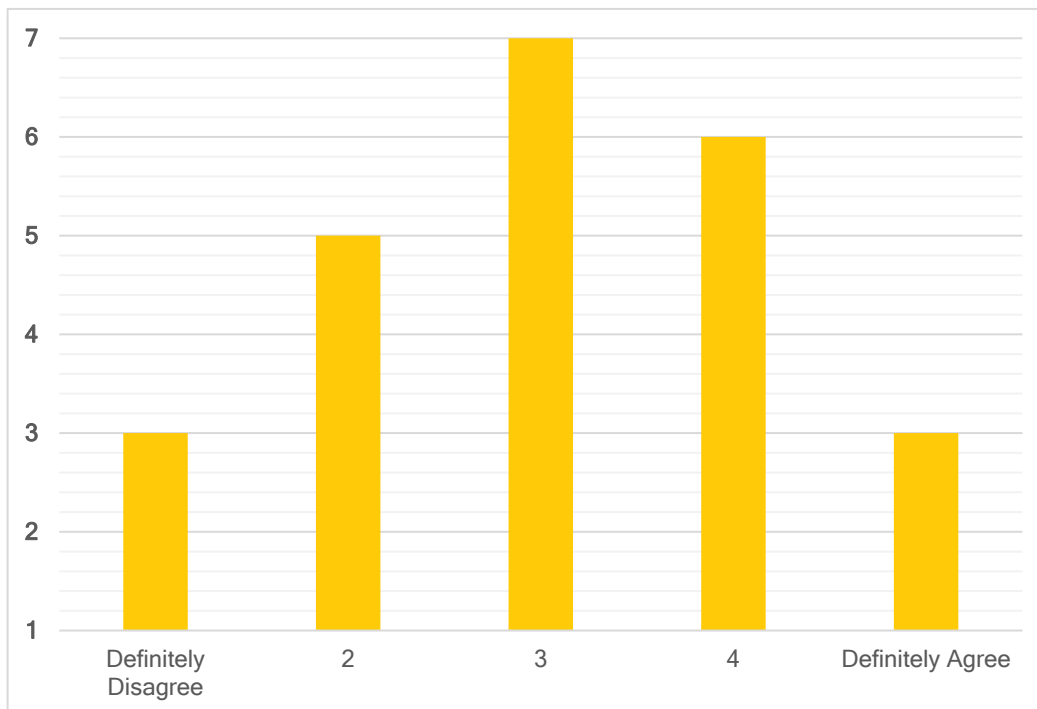
Value	New Position
	Transit Planner
	MPO Funding and Grants Manager that ensures maximum funding opportunities are explored for project development and administration
	Project Manager to help with local projects funded through the MPO
	Public Relations / Engagement Officer
	Bicycle and Pedestrian Planner dedicated solely to MPO work

Q6. Focus on Getting More Funding Even Without Top Priorities

While somewhat more complex, this question was raised with respect to (a) the stated desire to get more bicycle / pedestrian / transit projects funded which conflicts with (b) the current state laws (STI) and policies that substantially dictate modal allocations. When asked if more funding was, in effect, more important than getting top priorities funded first, the clear response was, generally, a mixed bag.

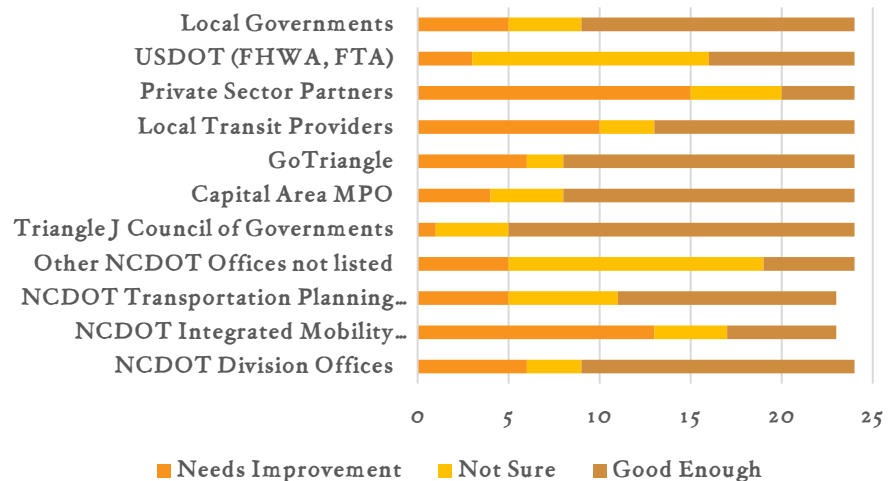
Question: Like many, if not all, MPOs, project funding is a premier topic. Please rate your agreement with the following statement: "The DCHC MPO should focus on getting the most funding into our planning area, _even if it means that the top priorities of our member governments aren't done in favor of projects that are more likely to be funded through state, federal, and grant sources." (1 star to 5 stars)

Sample=24



Q7. Partnerships and Relationships

MPOs in North Carolina are substantially successful because of partnering arrangements with many other organizations, including Councils of Government, local governments, and NCDOT. When asked, respondents noted that TJCOG and GoTriangle were partners in the best standing. Private sector partners, NCDOT's Integrated Mobility Division (IMD), and local transit providers were cited as partnerships that needed improvement by the most respondents.

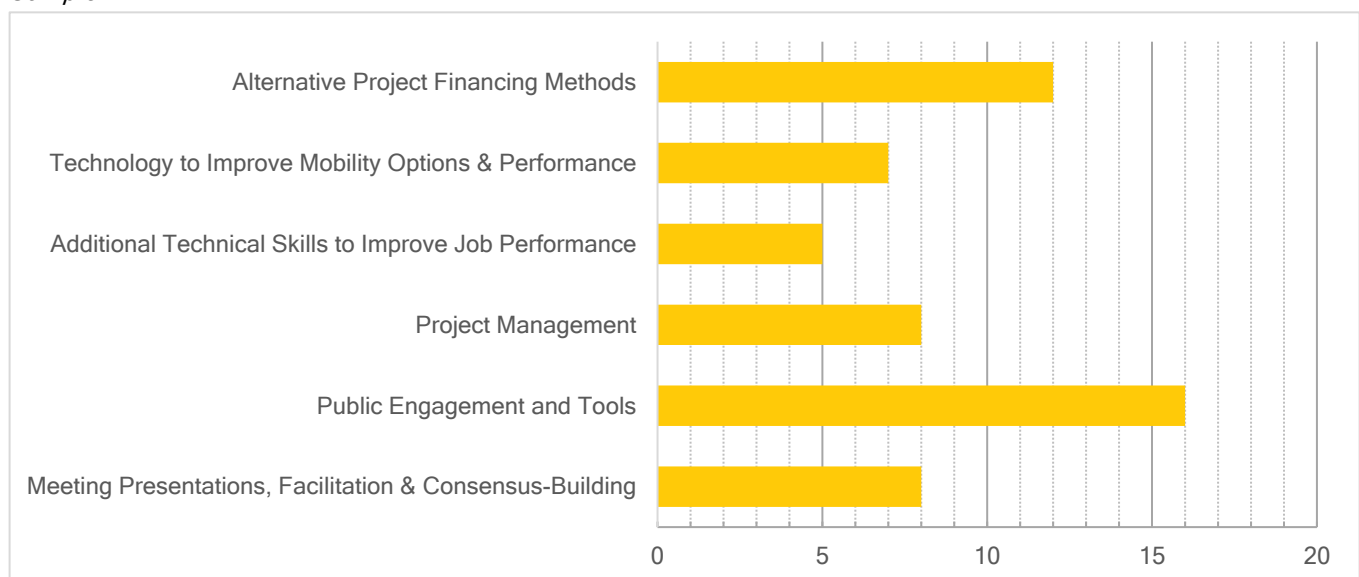


Question: MPOs are all about partnerships, and their success depends heavily on how well they leverage those arrangements. For each of the following partners, please describe if you think that the DCHC MPO's relationship is good enough now, needs improvement, or you aren't sure.
Sample=24

Q8. Staff Training

Survey respondents said that public engagement techniques and tools were the most important areas for DCHC MPO staff to train in the future. Somewhat further behind were alternative project financing methods, project management, and meeting facilitation / presentations / consensus-building. Additional technical skills was ranked the lowest priority; several of those interviewed noted the strong technical skills that already exists on the DCHC staff.

Question: The current staff received a lot of compliments during the research team's interviews, but everyone wants to improve. What's the most important area that you would suggest more training be offered to, or more attention be asked of, the current MPO staff?
Sample=24

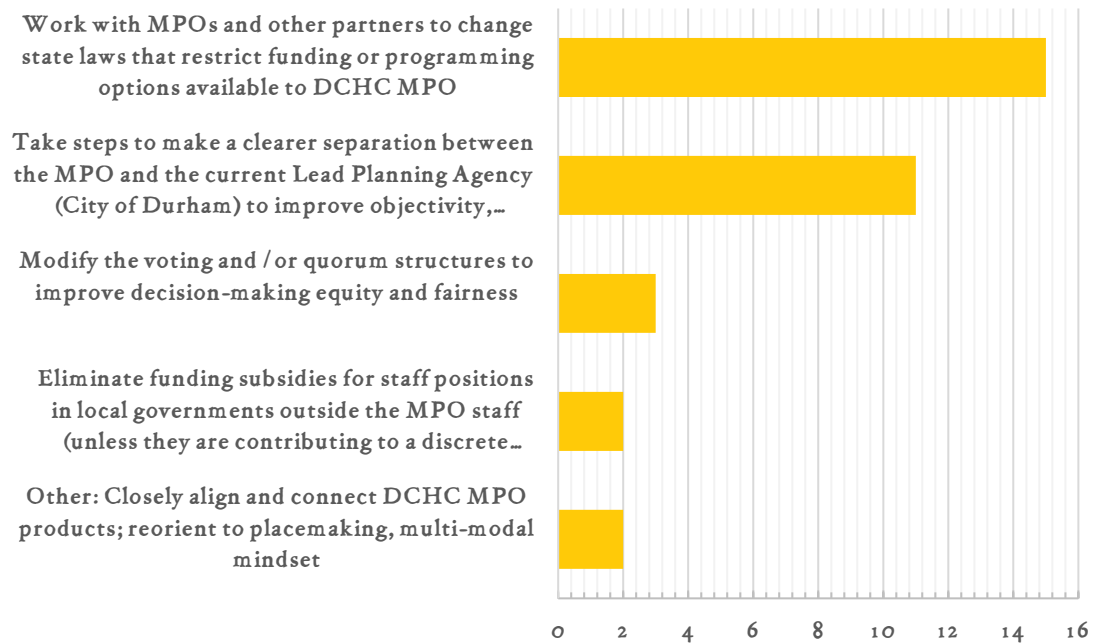


Q9. Visionary actions

Much of the MPO world revolves around fixed schedules and accompanying deliverables: board meetings / board agendas, annual work programs, quadrennial certification reviews, improvement program updates, and so forth. The options to be prioritized (respondents could choose two) were developed based on some of the interview comments received. Changing state laws that restrict programming options and making a clearer separation between the LPA (City of Durham) and the MPO were the two dominant responses, and were also cited by elected officials taking the survey.

Question: We heard a lot of ideas about how to improve the DCHC MPO operations at a more visionary level. Choose up to two options below for game-changer priorities to tackle.

Sample=24



Q10. OTHER COMMENTS

Survey participants were also offered the opportunity to provide additional comments or clarification. These comments are shown in their entirety, below.

Question: Our questions were purposefully restrictive to give us some succinct input to the research team conducting the MPO Governance Study. If you have other ideas or comments, please feel free to share them with us in the space provided below.

Sample=7

- Need better communication with local government partners.
- Consensus building/ mutual agreement and understanding different views are good skills to develop when have many partners. Planning that focuses on problem and data analysis.
- TJCOG is great. I suggested improved coordination as its regional perspective, ability to be more candid, and ability to coordinate among the parties are all valuable and would be great if its role could be expanded even more.
- The City of Durham currently has too much influence over the MPO's operations and activities. In order to serve all the MPO's member agencies better, the MPO needs to operate more independently. Additionally, weighted voting on the MPO Board needs to be reconsidered. No single jurisdiction should be able to sway the vote in a regional organization – this seems counter to the MPO's goals as a regional organization. Finally, the MPO is understaffed. The MPO needs staff dedicated to transit planning, project management, and public engagement to better meet the stated goals of the MPO Board. Perhaps the MPO can divert some of the funding it uses for modeling staff on some of these other needs.
- Appreciate moving items to the consent agenda to streamline meetings.
- We need to include racial and climate crisis awareness more in decision-making.
- Need stronger and clearer leadership at the MPO. Not clear who's really in charge. There is no compelling public face of the MPO.

D. Peer Organization Interviews

Synopsis: Four metropolitan planning organizations were studied to further understand best practices that could be adapted to DCHC MPO. Interview questions, some tailored to the individual MPO and its conditions, accompany a summary of the MPO characteristics relative to those of DCHC.

CAMPO INTERVIEW: CHRIS LUKASINA, EXECUTIVE DIRECTOR

Thursday, May 6, 2021 at 1:00pm

- What is the past and current working relationship with DCHC (e.g., common projects / programs)?
 - Look for opportunities to do joint studies (Triangle bikeway study, ITS, freight, TRM/service bureau, NC 98 study, SPOT submissions, MTP coordination)
- Is that level of cooperation generally increasing, decreasing, or staying constant?
 - At a point where there aren't as many plans and projects going on right now or immediately planned (nothing in FY 2022) - just nothing going on, not systemic
 - Ideas for joint studies come more often from CAMPO, not DCHC MPO
- How could the cooperation be improved, or where is it lacking now?
 - Still have joint board meetings, joint executive meetings (recently focused on policy priorities, borderline legislative agenda matters)
 - CAMPO board is a little more pragmatic about some issues, like changing STI legislation
 - Part of the challenge is learning about the focus and stoppage of light rail program
 - CAMPO tries to go a couple of times each year to their board meetings
 - Invited to sit in on certification reviews at CAMPO (DCHC has not done this)
 - Some things invited to do jointly but did later on their own (EJ policy / report found out by CAMPO near final publication); sometimes modeling staff will do their own thing but that may have been tied to individual staff and may have been resolved with the result that sometimes scheduling is done without partnership and CAMPO has to react to that schedule
 - The CAMPO board has wanted to work together with DCHC but remain separate MPOs
- Describe your impressions of the DCHC MPO staff, MPO (policy) Board, and Technical Committee: how effective are they?
 - There is a lot more coordination between CAMPO staff and board members than in the past, and they are much more multi-jurisdictional to begin with because of the nature of the planning area; they try to work things out before it goes to the CAMPO (policy) board for a vote but people are free to vote as they will and sometimes there are "no" votes
 - Raleigh's weighted vote has gone down over the years because of external growth, but Raleigh, Cary, and Wake County could win any weighted vote; but the reality is that Raleigh may not be the most influential board member in recent years
 - The MPO staff tend to not be as proactive as some MPOs; a little too close to the City of Durham in their approach (Triangle Bikeway Study is one example); not always clear which staff person is in charge of coordination or decision-making; some actions are

not taken in a timely fashion which has posed some challenges for inter-MPO coordination; where there is MTP-related matters it is usually Andy that participates

- Some changeover in leadership on their TC which is much more hands-on with things that are often dedicated to MPO staff but it's probably gotten better with time
- As much as the Policy Board drills down into issues and pose questions the Light Rail dismantling indicates that sometimes those questions don't produce the necessary insights; CAMPO focuses on working in rail ROW, achieving federal funding, and the degree of partnership with DCHC - all three are necessary; there are probably other examples where this lack of connectivity occurs; more often people are expressing concerns to CAMPO to deal with an issue that affects the whole region or a regional partner (e.g., GoTriangle)
- Not often enough a regional voice or leader to resolve issues (or he doesn't know about it) but the evidence that is seen supports that contention; there are backup plans that offer options if something goes wrong with the first option, for example, having options to problematic closures in Cary and Harrison Street Study in downtown Cary were the tools to figure out the issues among the public, rail companies, and partners - this kind of thing doesn't appear to be happening there and they need to have more community conversation about what they want for their (Durham) downtown so the scope is inadequate
- I would describe the quality and timeliness of work products from DCHC as great, good, or needs improvement.
- They seem to keep their boards informed; their technical products have received some critical comments including large amounts of money going to data collection; they are trying to do the right thing; there are some people with technically-driven personalities and others that want staff / TC to handle details; he has been called upon to answer a question on SPOT during a DCHC Board Meeting and he found himself to be almost doing a presentation
- I would describe the clarity and robustness of communications with DCHC as great, good, or needs improvement.
- Plenty of emails when they have agendas and upcoming meetings so they are not deficient in that way; Mr. Lukasina conducts periodic one-on-one meetings with board / TCC members and there has been improvement in that situation (communication) at CAMPO in recent years
- What do you hope happens at DCHC in the next five years?
 - Continued and higher levels of coordination (but no desire to join the MPOs, or staff)
 - Usually the two directors go out to lunch and talking together to discuss the work program, joint study opportunities, etc.; it would be nice to have the DCHC MPO staff be more responsive to invitations to participate or generate opportunities on their own
 - Some of this may be more related to individual staff or histrionics that are changing
 - A clear understanding of what their MPO really wants to be; in some cases the Board members don't view the MPO as capable or typically involved.

CRTPO INTERVIEW: NEIL BURKE & ROBERT COOKE

Thursday, May 13, 2021 at 9:00am

- What has changed since the 2012 organizational study and the 2019 staffing study? Staffing, shared positions, board composition / rules, etc.
 - The role for Mr. Cook has stayed the same with a new title and NB moved into his prior position. His (NB) works directly with the MTIP throughout the region. Prior to the new transportation director the MPO was left alone, then an interim director that was focused on short-term issues, and the new director understood MPOs better, which elevated the stature of the MPO. They (CRTPO) are a division with the Transportation Department.
 - Staff has grown from four people to 11 people since NB joined CRTPO. He (NB) thinks that they are doing more to be a real resource to their 24 member jurisdictions.
 - New positions include a program manager (oversight of over 100 projects to ensure that they are authorized and encumbered before the funds expired, maintaining regular communication with project managers at the local level, and educating those local managers), GIS, administrative officer (office manager), public information officer, transit planner, associate planner, and a finance officer.
 - The MPO would have added another position (technical project manager that might be an engineer) but for the COVID-19 pandemic and concerns about impacts on budget. There is already one engineer on staff, a position that has been there for a long time (before RC started).
 - There is also a project oversight committee that the program manager (Jennifer) staffs.
- Describe the external relationships with NCDOT (Division / Central) and neighboring MPOs.
 - Good working relationship with SPOT office, financing; TPD has gotten more rigid (financial issues?) with approving / reviewing contracts lately (NB)
 - Financial issues have complicated the relationship with the Division offices; the reprogramming that occurred last year was not done with any involvement whatsoever from the MPO; not consistent with 3C planning process at all; some projects are going into value engineering studies (e.g., Independence Boulevard) that have been worked on for 30 years that have a risk of being drastically re-scoped (NB)
 - Some MPOs have a better relationship with CRTPO than others (NB); GCL is sound, but Rock Hill is not interested in playing ball regionally, and Cabarrus-Rowan also has challenges but hope that extension of Lynx Blue Line into Cabarrus County may improve that relationship (RC)
 - Working on the transit elements of the MPO program at IMD is important; relationship with TPD is ok but TPD has had staff gutted and don't have a clear mission (RC)
- Describe the internal relationships between local governments and modal providers (transit)...have those relationships changed in their depth / frequency of partnership, funding allocations, etc.?
 - Contributed heavily (\$400,000) to regional transit study, and the relationship with CATS has become less pro forma and more of a partnership; the smaller, county-level transit agencies relationship is evolving including reallocating funding that will increase dollars (Section 5307) to those smaller, human service transit providers (Mecklenburg, Iredell, and Union); the MPO will be leading the transit service planning
 - The local program manager provides a lot of local support for struggles with FHWA and NCDOT (she comes from a contracts background) and she has helped greatly at a

- technical level (staff) with local communities; developed MS-Access database to help track projects; there has not been a demonstrated need for a geographic equity component after staff scores projects; target funding for bicycle/pedestrian projects; mix of quantitative and qualitative criteria that works to fund projects even in smaller towns; process has gotten more structured over time; varies from year to year, but non-capacity projects get 45% to 65% of the total projects submitted (NB)
- The 2019 Staffing & Resources Study had a lot of recommendations (pages 19-25); what has been the reaction to these recommendations, and which are likely (or already have) move forward?
 - Proactive Planning (meeting individually with member agencies, educating board members, proactive public engagement that alters the course of plans, studies); yes, most recently with Iredell TCC members especially after the pandemic lockdown; CRTPO 101 presentations to local boards (RC)
 - Addressing identified major challenges (population growth, balancing local / regional (and LPA) needs, integrating land use and transportation planning); Toughest nut to crack, one way that they are trying to get into it is with scenario planning for the MTIP - they want to take it beyond a MTIP exercise going forward (RC)
 - Innovation (hiring transit planner, focusing on innovative technologies, bringing in expert speakers on specialized topics every six months, regional planning exercises, "branding" the MPO at state and national levels); Trying to use virtual environment with scheduled education sessions with guest speakers, weekly transportation staff meetings with TCC members not only for agenda items but also to create an educational opportunity
 - The perennial issue that these past studies like to focus on is the relationship between staffing size (and work share with other City employees) and planning area. However, I think this issue is intertwined with the degree of dominance of Charlotte not only as a LPA but generally within the planning boundary and beyond MPO matters. I would like to talk about the inter-related nature of some of these organizational structures and policies, especially voting, use (or not) of "sphere of influence," and relationships with smaller MPO member agencies. Have there been discussions about migrating to an independent MPO structure or being housed at Centralina COG?
 - While modeling is still run out of CDOT, other basic functions like contracting, financial planning are now conducted by dedicated MPO staff. Still a benefit to MPO to have that technical expertise (modeling, engineering, HOV / Tolling Study and prioritization)
 - It doesn't make sense for CRTPO to be a stand-alone organization, and coming up with health insurance, office space, and would likely be a non-starter with the City; no major reason to disassociate with the City of Charlotte (NB)

PLANRVA (RICHMOND TPO) INTERVIEW: CHET PARSONS

Tuesday, May 18, 2021 at 10:00am

- 8.4 Mike Rutkowski welcomed Mr. Parsons to the call and explained the study to him. He told him that this study is about making the current process even better.
- 8.5 Great website, and it's obvious that you try hard to engage people through it and electronic means. What are some ideas you can give to others based on what you know and have experienced, including moving forward after the Covid-19 pandemic?
- The site is WordPress-based, and allows for little customization.
 - They focus on how they can dumb down the process, and it's better now than it was in terms of accessibility.
 - There is no one-size-fits-all solution, so they employ a lot of different techniques. These include Wikimaps, Zoom meetings (incl. chats), MetroQuest surveys, YouTube channel that records every meeting for the past 12 months. They don't usually get a lot of public comment, so he tries to answer every question very robustly.
- The last certification review dinged them with public engagement, including EJ communities. They are going to pursue funding a specific position to focus on engagement. That position will help PMs to disseminate information in a branded fashion.
 - Part of their role is education, and to explain how the forecasting and planning processes work. They want to develop more education materials, including recorded webinars.
 - What are some of the benefits that you've realized being housed within a regional planning organization (Planning District Commission)? Any disbenefits that an alternative arrangement might alleviate?
 - PlanRVA is the umbrella organization (PDC) with a staff of 22 now; host the TPO and the employees work for the TPO / PDC.
 - He is the director, and has 11 employees full-time with transportation, and a couple of other employees (environment, emergency management) are shared people with the PDC and emergency management alliance organization (26 counties).
 - They have nine jurisdictions for both PDC and TPO. They are a TMA, including CMAQ.
 - Describe the relationships between the MPO and the Commonwealth (state DOT).
 - Created an authority to collect revenues to make transportation improvements (Central Virginia Transportation Authority (CVTA). Three MPO staff service the CVTA. They generate funds through sales and gas tax, all of which started generating revenue last year. (This is similar to HRTPO but they have to use their revenues towards regionally significant projects, RVA does not - 50% goes to local authorities for smaller projects.) People got tired of funds going elsewhere (e.g., HRTPO). They would like to use the federal SmartScale to do 100% performance-based project prioritization.
 - They have a very good relationship with the Richmond District, not many regular connections with the central office of VDOT. If there is any strain now it's because they are understaffed at the District level and are without the planning bandwidth currently.
 - Describe the relationships between the MPO and county and municipal government members.
 - The relationships are really good and the past chairs have preached collegiality and finding ways to have the smaller jurisdictions to be at the table, which is amazing.
 - Participation from the smaller jurisdictions isn't always great because of small staff size.
 - It is better now than it used to be (because there is more CVTA funding on the table?); elected officials used to scream at each other and walking away without budging their positions.

- There aren't organized attempts for reaching out, but there are sincere attempts to communicate and get together informally. Most of the connection is with senior planning / engineering staff at the local level.
- Annual call for projects that are supported through a local projects program that has been in place since the last update in 2013. The process has been slowly improving towards a web-based application and after this year it will be using the same measures for the LRTP and be quantitative (about 15 measures). They are looking to make the process shorter so they can find alternative funding, and there will be a geographic equity component in the future.
- What are some tasks that you use consultants to conduct? What lessons have you learned in scoping out work for them, selecting and managing consultants?
 - They have changed their use of consultants over time based in part on changes in staff composition, experience, and talents.
 - Transit planning, MTP/LRTP updates, model development (CUBE scripts for accessibility, land use, etc.), on-call consulting capacity (including through RVA's public engagement that is being used to update the Title VI Plan for the MPO). They use a company called Replica (parent company is Alphabet) that coagulates and massages many different data sources.
- It looks like your program contemplates Complete Streets policies. Describe how the MPO works with multimodal elements (e.g., biking, walking, and transit), and how these types of projects are promoted by the MPO towards implementation.
 - There is not good regional agreement on multi-modalism. They had to scale back the Complete Street Plan to a best practices because of differences of opinion among members for requiring some things.
 - Relationships with transit operators are good, in part due to good personalities of leadership. A lot of work is focused now on CVTA and the 15% of funds coming to them, so they are updating their regional transit plan with the MPO being a resource on the data side. GRTC is a publicly traded company and a recent governance study is likely to ruffle some feathers, but that's necessary to address inequity and regional look at transit.
- Can you talk about the performance-based planning aspects of your program, including integration of land use and transportation planning?
 - They are not doing a whole lot at the intersection of land use and transportation right now. A part of the performance measures include access to jobs / activity centers based on commuting patterns, job growth, and population growth.
 - They have created some economic development metrics as well.
 - They are wrapping up the long-range plan update in October, and they will likely start to look at a multi-year effort (5 years) to conduct scenario planning and make it more comprehensive. A year or two of engagement / education at the big picture level to understand local desires.
- Describe the various committees and how they are used.
 - They have 13 committees now, in part because of new work (e.g., CVTA) and in part because of Covid-19 restrictions. Many are based on emerging needs or specific functions (regional transportation, public transportation) that have work to get done by the end of the year then will get disbanded.

- Regular committees included a citizen's committee, community transportation advisory committee, policy board (and advisory executive committee that is used to pilot ideas before they go to the policy board but they don't take action that doesn't happen at the policy board), and technical board.
- Others like VisionZero surprised him that there would be enough interest in that topic from a diverse urban / rural constituency. They are looking at regional indicators and data development.
- Ultimately their goal is to have more committees run by local jurisdictions and others outside the MPO.
- The long-range plan will be less than 60 pages and web-based. They try to tell stories using Arc Story Map and is so much more effective than a large PDF file for most people. He checks everything they produce by looking at it first on the phone since that is how many people access their on-line material.
- They have a Story Map that is dashboard that helps communicate the data to their members and interested public / stakeholders.
 - <https://planrva.org/transportation/covid-19-pandemic/>
 - <https://planrva.maps.arcgis.com/apps/Cascade/index.html?appid=b2d655a0bd774a6c84dd8f1672118f08>

NASHVILLE MPO: MICHELLE LACEWELL*Monday, May 10, 2021 at 10:00am*

In advance of this call, we conducted a review of the GNRC/Nashville MPO website noting content, key products and announcements.

- Michelle: Executive Director for MPO. Aging and disability as well
- GNRC represents 13 counties (3 million pop)
- Member organizational guide included
- Executive Board (GNRC) meets monthly - authority over staff operations and functions
- Transportation Policy Board (tied to MPO) - handles TIP, UPWP, etc. adoptions. Directed by federal mandate. Population determines a seat on the TPB. Weighted voted was removed by State of TN. Every member gets one vote.
- MPO Membership still works well together. Locals are required to match the 20%. Limited use of "in kind" service. Instead, the County helps out.
- Each member contributes a fee per capita for planning activities. \$1million from members
- Community and Regional Planning (GNRC) - represents the staff that supports the MPO. They bill their time to where they work, much like a consultant would.
- MPO work - they have approximately 15 FTE annually. But this represents several more folks total. They spend the time to budget resources needed to handle key deliverables annually
- Deliverables: RTP, STIP, PPP, UPWP, Travel model, CMP, TIP Online database (tip.nashvillempo.org) and multiple projects. All efforts are continuous and ongoing.
- TransCad model changed to ADM platform.
- StoryMaps of TIP project and Data Dashboards. "Helps us be a resource for folks outside of MPO/TDOT practitioners and agencies to build partnerships."
- No set aside for capital projects other than technology and transportation projects. This is administered through a competitive grant program.
- MPO was housed at Nashville Metro, was perceived as being too close to Nashville.
- Maury county sits outside the COG/RC but is within the MPO. TPB (aside from Maury County) has a dotted line relationship to GNRC, has authority to make its own decisions. TIP is adopted by TPB. GNRC/TPB have a sponsorship agreement.
- Under CRP department, Transportation Planning Manager is the "staff" of the MPO.
- People bill time where they work based on eligibility. Multiple planning factors (tourism, freight, e.g.) complicate this somewhat.
- Three budget years. Budget years depend upon the particular financial cycles for each grant/entity.
- What types of staff do you have?
- Marketing/Design
- Administrative Assistants
- Transportation Planners, TDM, etc.
- Deliverables: LRTP is done internally.
- LRTP and TIP are the main ones. Relevant studies and projects that come up to support them as well.
- Tipapp.nashvillempo.org
- UPWP

- Deliverables are defined by timeframe and completion date. Work on the deliverables is effectively continuous.
- CMP is effectively embedded in the LRTP. Regulations say it doesn't have to be its own document.
- Executive Summary "brochure" of the RTP is what's distributed, GNRC ArcGIS map shows both TIP, RTP, and vision projects.
- Lots of data dashboards. Equity, Demographics, Traffic Congestion - this helps us be a resource outside of just transportation.
- Data inputs - When we need others to help us put other information out, get constituents entered, we've already built the rapport that helps get participation buy-in.
- Constituency: 13 counties. How is a smaller community represented in the annual process?
- TPB members must be at least 5K plus population to have a seat (vote, voice). Smaller communities = county representation.
- How was this voting structure chosen?
- Weighted voting legislation ended that possibility.
- Balancing need for larger v. smaller communities? We are lucky that our membership has worked well together.
- Studies of regional significance" match federal dollars with dues.
- Local projects go through UPWP process, but then the local city is required to pay the match. In-kind services have kind of dropped off, but we haven't had these issues. County has come to the table and helped the smaller communities through.
- Dues: members are invoiced at per capita rate.
- Members pay in, but we get them eligibility to federal funds, we carry out activities
- Without these dues, we couldn't spend down the federal dollars these are the match dollars.
- How often does the local TIP have to update to the regional STIP?
- Frequently.
- Do you receive capital from the state to do physical projects?
- Technology and Transportation Projects (in RTP).

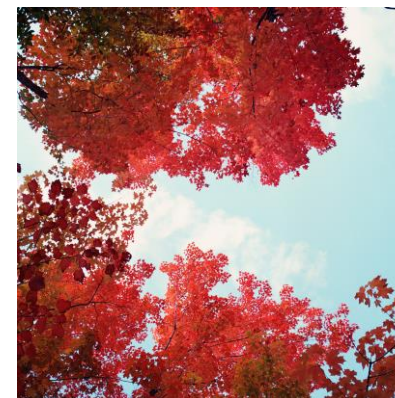
DCHC
MPO

GOVERNANCE STUDY DRAFT

Presentation to MPO Board

01.12.2022





1. Brief Review of DCHC MPO Governance Project
2. Review of Recommendations
3. Comments to Present to MPO Board

AGENDA

1.12.2022

PURPOSE OF DCHC MPO GOVERNANCE STUDY

and what it seeks to accomplish

The Governance Study is...

- Intended to ensure that the DCHC MPO is conducting its activities and using its resources in the most **efficient and economical** manner
- Serving as a leader in transportation planning and policy while being **responsive to the priorities** of its member jurisdictions and agencies
- Provide a **suite of recommendations, both minor and visionary**, that address the concerns, ideas, and objectives presented by the MPO membership

The Governance Study is NOT...

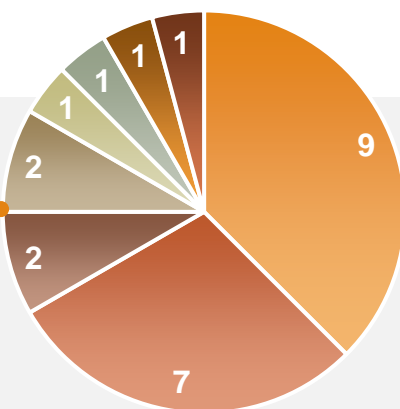
- Assigning individual responsibility, or avoid acknowledging where there have been successes
- Recommending the application of other practices without an understanding the unique nature and goals of DCHC
- Attempting to create detailed recommendations by glossing over important details or before consulting with this board on their objectives for the MPO



WHERE WE'VE BEEN

Work Completed

- Four Peer Studies (CAMPO, Nashville, Charlotte, Richmond)
- Eleven Staff Interviews / Financial Review
- Five Meetings with Advisory Committee
- Draft Report Edits and Updates (e.g., survey)
- Third-Party Review (*Jeff Kramer, Center for Urban Transportation Research, USF*)
- 24 Survey Responses
- Draft Recommendations (57 in 8 categories)



- Elected Official
- Local Government Staff
- NCDOT Staff
- DCHC staff
- Other
- UNC staff
- Appointed Official
- Unknown



WHERE WE'VE BEEN

Findings / Highlights *(but there is a lot to unpack)*

- 70% of Survey Respondents gave a “7” score or lower (out of 10) when asked if the goals of MPO staff and elected officials align
- There is some, perhaps growing, sentiment that the missions of the City of Durham and that of the MPO are too intertwined in practice and not sufficiently objective in representation
- Areas of expertise and state legislation do not mirror the level of interest of the DCHC MPO to focus more heavily on walking, biking, and transit
- The DCHC MPO spends a lot of energy on communication and disadvantaged groups, but more can be done
- NCDOT's IMD (Integrated Mobility Division) and private sector partners are relationships that could see the most improvement in the near future
- The DCHC MPO Staff have been very good to work with, and made several improvements we can point out during this presentation

How to Read the Report if you have...

5 minutes: Read the summary

15 minutes: Read the summary and the recommendations section

Longer: Context elements, survey results, interviews, and recommendations





RECOMMENDATIONS: ORGANIZATIONAL STRUCTURE

Comments

- DCHC MPO is doing a very good job of meeting or exceeding federal requirements, including certification compliance
- Staff talents are focused on technical skills but more policy-focused efforts will require additional or different skills
- Some concerns over the degree of integration and potential for bias between MPO (regional) and Durham (city) functions

Recommendations

- Keep federal compliance practices in place now, perhaps adding considerations of succession training
- Conduct separate, formal review process of both voting / quorum goals and practices as well as LPA oversight with the goals of achieving more jurisdictional representation, objectivity, and efficiency
- Continue to improve and Update Policy Board Member (and staff) orientation package, including up-to-date organization chart, relationships with other entities, staff role(s). Require (or be more aggressive with promoting) ongoing refresher opportunities



RECOMMENDATIONS: POLICY & ORGANIZATIONAL DIRECTIONS

Comments

- Survey results as well as some interviews suggested that staff goals and MPO goals are not sufficiently in alignment
- Presentations are generally good, as are agenda review times, but both the agenda information and presentations could be improved to provide consistent information at various levels of detail
- There were numerous comments about doing more with walking, bicycling, and transit modes, which are stymied in part because of state-level legislative actions in the near past

Recommendations

- Actuate the role of the MPO Board in the hiring of key staff and development of budgets and workplans
- Informal gatherings not related to a burning issue and refresher “clinics” on topics of interest would help strengthen internal MPO communications
- Conduct pre-Board conference calls to review the agenda in advance
- Develop presentation guides, and modify agendas to have an expanded consent agenda and high-level summaries
- Pursue NC legislative action, preferably with other large MPOs
- Require presentation, technical writing, and similar training for MPO front-line staff every two years, starting in 2022



RECOMMENDATIONS: STAFFING

Comments

- DCHC MPO Staff is generally responsive to inquiries, although some stakeholders expressed the need to articulate staff roles more clearly
- Capacity and Staff expertise are sufficient to meet the (expanding) basic requirements for a progressive MPO, but not for tackling major, long-term challenges in top of those requirements
- Similarly, optimal usage of funding for MPO staff support to local jurisdictions would be boosted by discontinuing the (cumbersome) practice of funding local government staff positions

Recommendations

- Strategic hires could include transit, full-time bike-pedestrian planner, public relations/engagement officer, project manager, funding / financing specialist (or combination of these last two)
- Opportunities for and clarification of in-kind labor matching or other local financing options would be highly beneficial, particularly for smaller member governments
- The practice of subsidizing local government staff doing regional planning work should be discontinued, with project exceptions, to help ensure that MPO funds are being used most efficiently and with oversight by the MPO Board on projects that benefit the region



RECOMMENDATIONS: REGIONAL COLLABORATION

Comments

- More opportunities for pre-meeting collaboration, especially on cross-jurisdictional or controversial projects, is needed (also a function of MPO staff capacity and priorities)
- Expanding the role of the MPO in public transportation, an important goal for many DCHC MPO members, is likely to receive greater support and attention
- Interactions with NCDOT for multimodal planning and programming would be useful (partially a function of NCDOT staff capacity and siloed roles)

Recommendations

- Apart from making a strategic hire for a transit planner, is to continue the focus on clarifying and strengthening relationships with GoTriangle, PART, and counties including GoWake
- Similarly, encourage NCDOT staff representing the Integrated Mobility Division (IMD) to attend more Technical Committee and MPO Board meetings, especially as NCDOT improves staff levels



RECOMMENDATIONS: FUNDING

Comments

- There are few, if any, MPOs that feel that their funding levels are adequate (Hampton Roads, VA being one possible exception), although the role of MPOs as regards funding is starting to change
- State and Federal funding levels, especially for Division Tier projects, are highly competitive and in short supply
- Policy and legislative actions at the state level are creating limitations on how fast DCHC MPO can achieve multimodal and safety goals

Recommendations

- Reallocate or hire for funding capacity, and consider funding / financing a real goal for the MPO
- Create a New Funding Source(s), perhaps through an affiliated regional management agency
- Incentivize more cross-jurisdictional projects that require interagency collaboration, including funding support



RECOMMENDATIONS: DATA SHARING & MANAGEMENT

Comments

- The recent changes to the MPO's website are very positive
- With such a strong technical capacity, working with local jurisdictions to communicate and refine data sets would help local planning efforts
- Data needs to be communicated at the right level for the audience: interactive maps for officials and public; data downloads in GIS or flat file format for staff users
- Continue to supplement data sources

Recommendations

- Conduct third-party reviews of the website, possibly including user survey, to ensure continued ease of use and functionality
- Create data portal for advanced data users, including for demographic and other data to support efforts to reach disadvantaged or vulnerable populations
- Prioritize information by function to limit clicks to reach the right place
- Consider how to communicate all this to policymakers and the public, especially at meetings, through expanded use of graphics and accessible language

RECOMMENDATIONS: PUBLIC ENGAGEMENT



Comments

- The DCHC MPO values engagement of the general public and especially disadvantaged populations extremely highly, and there is always room to grow and learn new techniques
- There is a real desire to achieve a good feedback between the actions that the MPO is taking to engage the public and how well those efforts are working to help create an ecosystem of continuous innovation and improvement

Recommendations

- Update the Public Participation Plan to include new performance metrics, best practices, and targets – achieved to a degree in 2021 PIP
- Work with a partner like a university to help DCHC MPO and local / regional governments build and maintain a database of participants
- Add a K-12 public school system representative to the TC (new)
- Create a performance dashboard, preferably on the MPO website
- Acquire third-party tools that are free or inexpensive to review policies and projects through an equity lens (including health-related impacts)

YOUR COMMENTS & IDEAS

Any final adjustments to the report and which recommendations to tackle first?

As Suggested in the Draft Report:

- Collaborate between MPO / LPA senior staff and MPO Board during budgeting and key staff hiring processes.
- Develop (and refine) presentation templates and guidelines.
- Lobby for more project control.
- Clarify use of in-kind matches and discontinue the practice of using MPO funding to subsidize staff
- Continue to build on EJ engagement
- Work with partner to build / maintain engagement database
- Benchmarking (internal and external)
- Periodically report on benchmarks and include “dashboard” on website

YOUR IDEAS?



THANK YOU

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DCHC
Metropolitan Planning Organization
Planning Tomorrow Today

■ 56.9 – 75.1 ■ 75.2 – 77.5 ■ 77.6 – 79.5 ■ 79.6 – 81.6 ■ 81.7 – 97.5

Life expectancy by Census Tract, 2010 – 2015
(U.S. Small-area Life Expectancy Estimates Project)

DURHAM • CHAPEL HILL • CARRBORO

DCHC

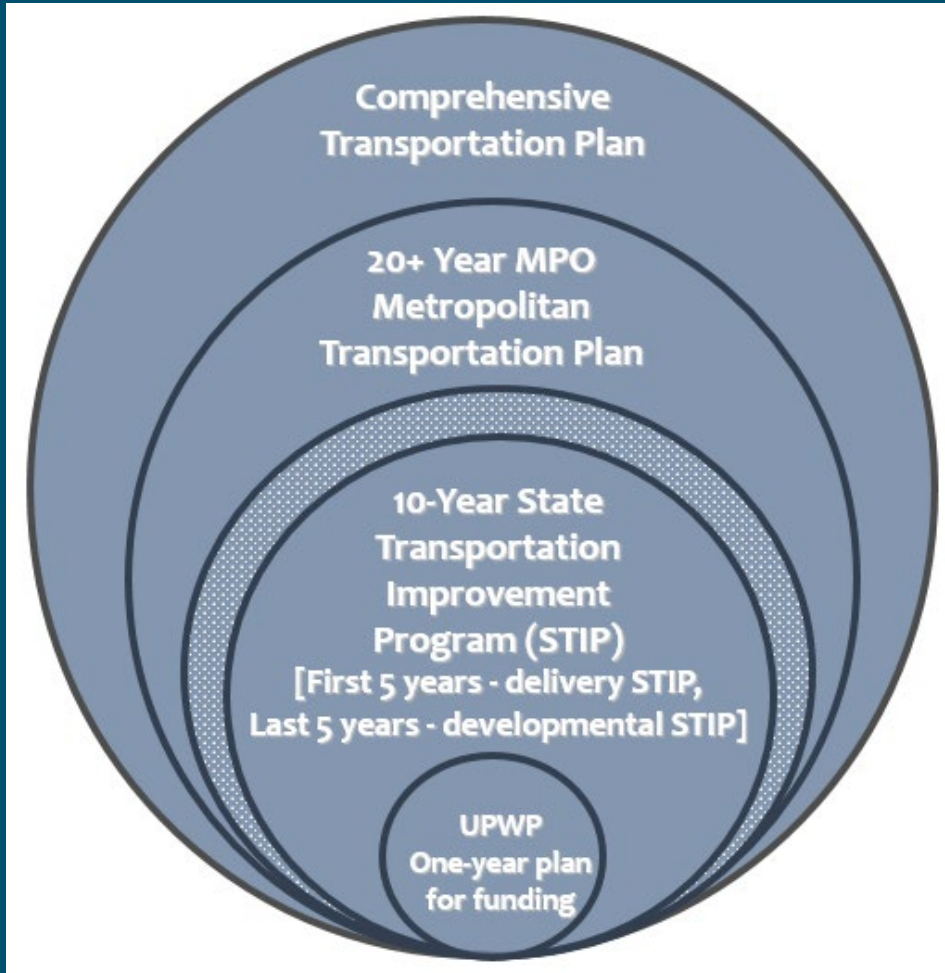
METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

FY 22-23 Draft Unified Planning Work Program

Marisel Klein | Marisel.Klein@durhamnc.gov | January 12, 2022

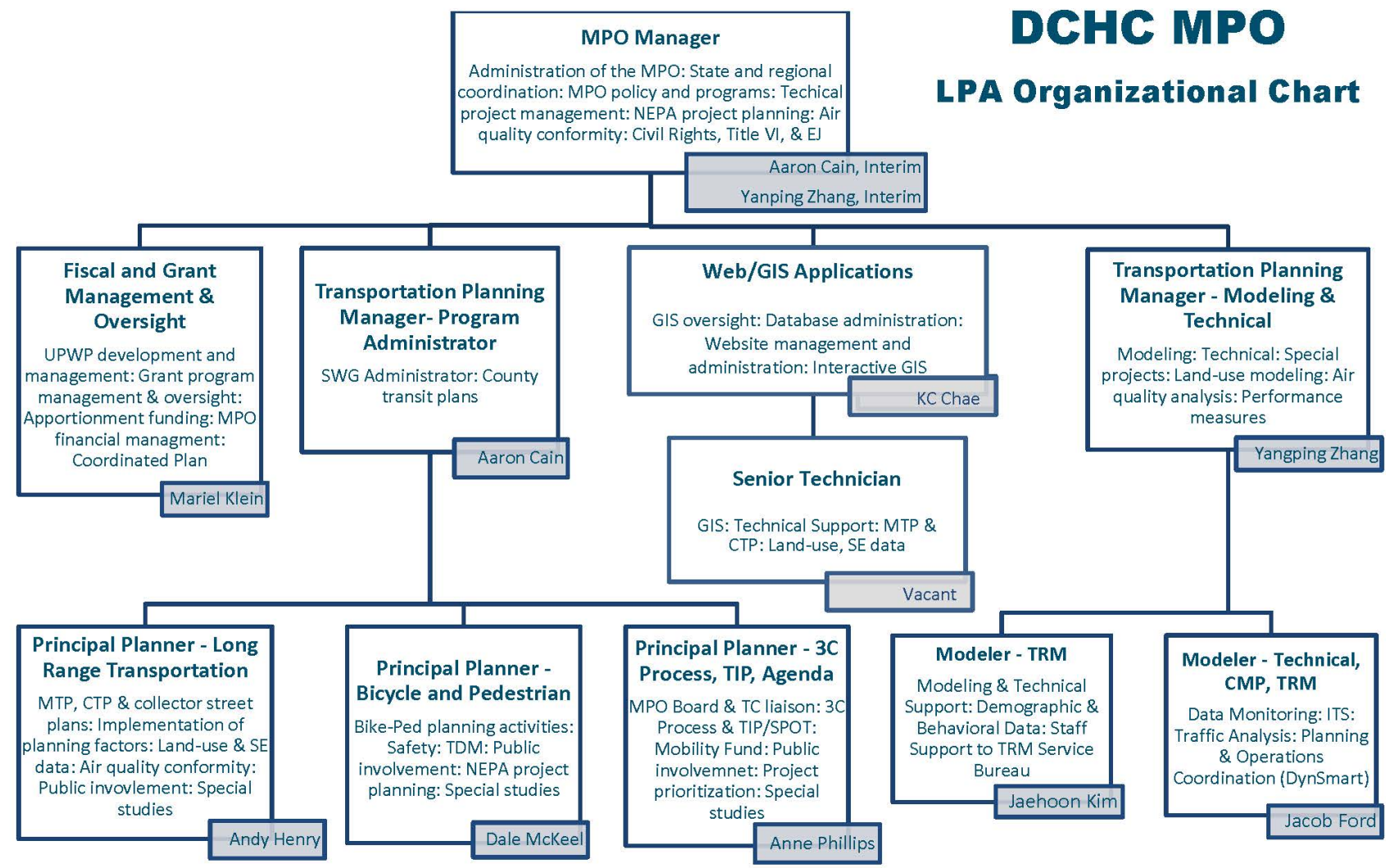
What is the UPWP?



- 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

DCHC MPO

LPA Organizational Chart



Interns; Temporary & Part-time

Support for positions listed above;
Supervised by MPO Manager.

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

- Work on 2055 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)	\$ 2,562,687		\$640,672	\$ 3,203,359
FY22 STBG-DA (FHWA)	\$55,503		\$13,876	\$69,378
FY23 PL (FHWA)	\$493,000		\$123,325	\$616,325
FTA 5303 (FTA)	\$ 740,544	\$92,568	\$92,568	\$925,680
FTA 5307 (FTA)	\$ 537,856	\$67,232	\$67,232	\$ 672,320
Total	\$ 4,389,589	\$159,800	\$937,672	\$5,487,062

- **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 (80%) by Agency

AGENCY	FHWA		FTA		TOTAL
	STBG-DA	PL	5303	5307	
Lead Planning Agency (LPA)	\$ 1,998,000	\$492,800	\$82,440		\$ 2,573,640
Town of Carrboro	\$ 16,800				\$16,800
Town of Chapel Hill/ CH Transit	\$ 144,000		\$142,072		\$ 286,072
City of Durham	\$ 76,274				\$76,274
Town of Hillsborough	\$224,000				\$224,000
Chatham County					
Durham County	\$ 54,216				\$ 54,216
GoDurham					
GoTriangle				\$ 121,040	\$ 121,040
Orange County	\$20,000			\$20,000	\$40,000
TJCOG	\$ 84,500				\$ 84,500
TOTAL	\$ 2,618,190	\$492,800	\$224,512	\$141,040	\$ 3,476,542

FY2023 UPWP All Funding Sources

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STBG-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	TOTAL 100%	Local 20%	FHWA 80%	TOTAL 100%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support																
1	Networks and Support Systems	42,113	168,452	210,565	29,600	118,400	148,000	856	856	6,848	0	0	0	72,569	856	293,700	367,125
2	Travelers and Behavior	99,568	398,271	497,839	4,400	17,600	22,000	3,122	3,122	24,976	0	0	0	107,090	3,122	440,847	551,059
3	Transportation Modeling	71,155	284,622	355,777	10,000	40,000	50,000	289	289	2,312	15,325	15,325	122,600	96,769	15,614	449,534	561,917
II-B	Planning Process																
1	Targeted Planning/CMP	32,245	128,981	161,226	7,000	28,000	35,000	2,134	2,134	17,072	0	0	0	41,379	2,134	174,053	217,566
2	Regional Planning	40,531	162,125	202,656	8,000	32,000	40,000	11,005	11,005	88,040	2,305	2,305	18,440	61,841	13,310	300,605	375,756
3	Special Studies	252,900	1,011,599	1,264,499	4,800	19,200	24,000	1,700	1,700	13,600	0	0	0	259,400	1,700	1,044,399	1,305,499
III-A	Planning Work Program																
1	Planning Work Program	6,195	24,778	30,973	4,000	16,000	20,000	608	608	4,864	0	0	0	10,803	608	45,642	57,053
2	Metrics and Performance Measures	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-B	Transp. Improvement Plan																
1	Prioritization	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
2	Metropolitan TIP	5,787	23,146	28,933	14,000	56,000	70,000	3,122	3,122	24,976	0	0	0	22,909	3,122	104,122	130,153
3	Merger/Project Development	8,767	35,068	43,835	3,000	12,000	15,000	0	0	0	0	0	0	11,767	-	47,068	58,835
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.																
1	Title VI	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
2	Environmental Justice	24,200	96,800	121,000	2,800	11,200	14,000	0	0	0	0	0	0	27,000	-	108,000	135,000
3	Minority Business Enterprise Planning	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
4	Planning for the Elderly & Disabled	200	800	1,000	0	0	0	0	0	0	0	0	0	200	-	800	1,000
5	Safety/Drug Control Planning	0	0	0	200	800	1,000	0	0	0	0	0	0	200	-	800	1,000
6	Public Involvement/Equitable Comm. Enga	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 & I	10,000	40,000	50,000	10,000	40,000	50,000	0	0	0	0	0	0	20,000	-	80,000	100,000
2	Statewide & Extra-Regional Planning	22,617	90,469	113,086	4,000	16,000	20,000	1,700	1,700	13,600	0	0	0	28,317	1,700	120,069	150,086
III-E	Management & Operations																
1	Board & TC Support and Liaison	17,731	70,924	88,655	5,400	21,600	27,000	0	0	0	0	0	0	23,131	-	92,524	115,655
2	Member Services	5,800	23,200	29,000	1,200	4,800	6,000	1,700	1,700	13,600	0	0	0	8,700	1,700	41,600	52,000
3	Workgroup Support	600	2,400	3,000	1,400	5,600	7,000	0	0	0	0	0	0	2,000	-	8,000	10,000
3	Special Studies Freeway Corridor Study	85,200	340,800	426,000	4,800	19,200	24,000	0	0	0	0	0	0	90,000	-	360,000	450,000
3	Special Studies HIL Churton St	40,000	160,000	200,000	0	0	0	0	0	#VALUE!	0	0	0	40,000	-	#VALUE!	#VALUE!
3	Special Studies HIL Greenway Study	16,000	64,000	80,000										16,000	-	64,000	80,000
3	Special Studies I5-501 Corridor Study	30,000	120,000	150,000										30,000		120,000	150,000
3	Special Studies US-70 Additional Funding	30,000	120,000	150,000										30,000		120,000	150,000
Totals		654,547	2,618,190	3,272,737	123,200	492,800	616,000	28,064	28,064	224,512	17,630	17,630	141,040	823,441	45,694	3,476,542	4,345,677

Local Match Cost Sharing (Dues)

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

- 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

Initiative Description	Cost	Federal (80%)	Local 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	

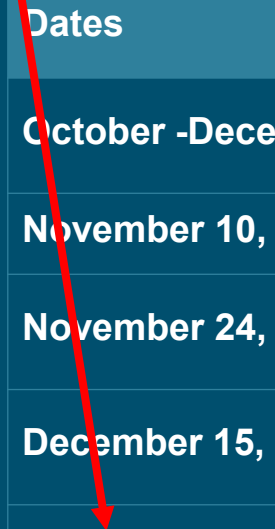
Study Description	Cost	Federal (80%)	Local Match (20%)	Requested by
15-501 Corridor Study	\$150,000	\$120,000	\$30,000	LPA
Durham Freeway Corridor Study	\$450,000	\$360,000	\$90,000	LPA/City of Durham
South Churton St.	\$200,000	\$160,000	\$40,000	Hillsborough
Greenway Special Study	\$80,000	\$64,000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

LPA Expenses

LPA

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

FY23 UPWP Development Schedule



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 Recommendation
 - Recommend the Board release the Draft FY2023 UPWP for public comment
- Board Action (1/12/2022)
 - Review draft UPWP and authorize release for public comment, to include Executive Summary

FY2023 Unified Planning Work Program Executive Summary

What is the Unified Planning Work Program (UPWP)?

The UPWP is a one-year funding plan developed by the DCHC MPO that allocates funding to support ongoing transportation planning activities of the MPO. It funds Lead Planning Agency staff hours and operating costs, as well as special projects and planning activities performed by MPO jurisdictions. It serves as a basis to determine other longer-term funding models allocated by the DCHC MPO, including the Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Where does UPWP funding come from and how is it allocated?

Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA funding sources include Surface Area Block Grants (STBG-DA) which are allocated to Transportation Management Areas over 200,000, and Planning (PL) funds. FTA funds include 5303 and 5307 grants, which provide assistance to transit agencies to conduct transit planning and technical studies related to urban area public transit. All of these funding sources require local jurisdictions to match a percentage of programmed funds using local money. FHWA funds require a 20% local match, with the FHWA providing 80% of funds, and FTA funds require a 10% match from the State and a 10% local match.

Summary of Funding Sources

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

Summary of Funding Programming by Agency (only includes 80% Federal Amount)

	FHWA		FTA		TOTAL
Agency	STBG-DA	PL	5303	5307	
Lead Planning Agency	\$1,998,400	\$492,800	\$82,440		\$2,573,640
Carrboro	\$16,800				\$286,072
Chapel Hill	\$144,000		\$142,072		\$76,274
City of Durham	\$76,274				\$224,000
Hillsborough	\$224,000				
Chatham County					\$54,216
Durham County	\$54,216				

GoDurham					\$121,040
GoTriangle				\$121,040	\$40,000
Orange County	\$20,000			\$20,000	\$84,500
TJCOG	\$84,500				
TOTAL	\$2,618,190	\$492,800	\$224,512	\$141,040	\$3,476,542

What are the New Projects and Initiatives being programmed in the FY23 UPWP?

The Lead Planning Agency (LPA) is requesting \$100,000 for additional climate mitigation activities, \$100,000 for additional efforts to conduct equitable engagement, additional funds to hire a data processing consultant, and \$80,000 for a modeling policy tool.

The MPO is programming \$150,000 to conduct a corridor study on the 15-501 (add), \$150,000 to continue work on the US-70 corridor study, where the goal is to determine how a conversion of the 70 in Durham to a Boulevard would impact multimodal access, safety, and reliability. The MPO is also programming \$450,000 to conduct a corridor study on the Durham Freeway that would seek to evaluate conversion options of the Freeway from the East End Connector to Swift Ave. In addition, the Town of Hillsborough is programming \$200,000 to conduct a widening study on South Churton St. and \$80,000 to conduct a study determining the ability to construct a greenway from the train station to I-40.

Other routine activities being programmed in the FY23 UPWP include:

- Enhancing the Triangle Regional Model to include updated analysis of travel demand and air quality models
- Continuing to tabulate and analyze the Annual Continuous Travel Behavior Study (household survey) to include 2020 census data and new development information
- Updating and enhancing the Community Viz tool to allow the MPO to forecast socioeconomic data and development patterns in order to better identify regional goals and explore alternatives for growth, development, and transportation investment
- Continue to collect and manage a variety of data, including traffic volume, travel time and speed, crash and safety data, transit APC, transit performance measures, and performance targets

What is the timeline for the UPWP to be fully approved and how can I provide comment on it?

The MPO Board will hold a public hearing for the UPWP during their Feb 9, 2022 meeting, during which the public may comment on the contents of the FY23 UPWP.

After that public hearing, the Board will make their final vote for approval during their March 9, 2022 meeting.



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) and Congestion Management Process (CMP)

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

Air Quality Conformity Process

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

FY2023 Emphasis Areas and Special Projects Descriptions

Special emphasis projects for the FY2023 UPWP are described below.

Triangle Regional Model (TRM) - Major Model Enhancement

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

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

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

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

Annual Continuous Travel Behavior Survey (Household Survey)

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

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

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

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

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

Community Viz

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

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

Data Collection and Data Management

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

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

- Transportation Performance Measures
- Transit Performance Targets data

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

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

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

Land Use, Socio-Economic, Environmental Data Analysis

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

Metropolitan Transportation Plan Reappraisal

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

Climate Mitigation Planning

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

Racial Equity Planning

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

FY2023 UPWP Funding Sources

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

Federal Highway Administration Funds (FHWA)

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

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

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

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

Federal Transit Administration Funds (FTA)

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

Section 5303 funds

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

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

Section 5307 funds

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

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

Summary of all Funding Sources

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

Summary of Federal Funding Programming (80%) by Agency

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

LPA Local Match Cost Sharing

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

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

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

Certification of MPO Transportation Planning Process

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

FY 2023 LPA New Initiatives

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

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

FY 2023 Special Studies

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

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

Summary of FY20 - FY21 UPWP Accomplishments

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

Major milestones and accomplishments are summarized as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. 2045 Metropolitan Transportation Plan (MTP): MPO continued to re-evaluate of the 2045 as well as initiated MTP amendments. Further, the MPO embarked on the air quality conformity analysis and determination due to court that required them to perform activities under the 1997 1-hour Ozone standard. Other 2045 MTP accomplishments include: reconciling MTP projects with TIP. Processing amendment 1 as required and performing Moves modeling and generating travel demand forecasts. etc.
6. MPO Congestion Management Process (CMP): The MPO continued work on the update, analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, measurement of multi-modal transportation system performance, and implementation of CMP mapping in an interactive GIS.
7. MPO Mobility Report Card (MRC): Staff continued to measure and monitor multi-modal transportation system performance. Other accomplishments included a state-of-the-system report that focuses on measures of system performance for which data collected on an annual basis is used to index overall performance of the MPO transportation system from year to year. Data reported included, arterial LOS, intersection LOS, transit services, bicycle facilities, sidewalks, safety, etc.
8. Regional Freight Plan: Staff continued to participate in the Triangle Regional Freight planning and stakeholder coordination with CAMPO, NCDOT and freight logistic companies.
9. Public Involvement Process: The MPO updated its Public Involvement and Limited English Proficiency plans in 2021. Staff continued to provide the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process. Also, continued to assess the effectiveness of the DCHC MPO Public Involvement Process and to develop and enhance the process of regional involvement supporting the objectives of the DCHC MPO Public Involvement Policy (PIP) and federal regulations (such as FAST-Act). Staff continued to explore and apply new and innovative approaches to improve MPO public participation levels and opportunities, especially for plans and programs using social media such Facebook and Twitter. Also continued to develop and implement strategies for equitable engagement including focus groups and Engagement Ambassadors. Continued to oversee the update and the maintenance of the MPO website, including update and enhancement of portals, update of CivicaSoft website system application, and update of content management systems. Continued to provide management support for the MPO visualization such as reviewing current AGOL, land-use 3-D, Urban-canvas, MS2 portals and 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	\$499,600	\$1,998,400	\$2,498,000	\$123,200	\$492,800	\$616,000	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$633,105	\$10,305	\$2,573,640	\$3,217,050
Carrboro	\$4,200	\$16,800	\$21,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$16,800	\$21,000
Chapel Hill/CHT	\$36,000	\$144,000	\$180,000	\$0	\$0	\$0	\$17,759	\$17,759	\$142,072	\$0	\$0	\$0	\$53,759	\$17,759	\$286,072	\$357,590
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Durham	\$19,068	\$76,274	\$95,342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,068	\$0	\$76,274	\$95,342
GoDurham	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham County	\$13,554	\$54,216	\$67,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,554	\$0	\$54,216	\$67,770
Hillsborough	\$56,000	\$224,000	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000
Orange County	\$5,000	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$20,000	\$7,500	\$2,500	\$40,000	\$50,000
TJCOG	\$21,125	\$84,500	\$105,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	\$105,625
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,130	\$15,130	\$121,040	\$15,130	\$15,130	\$121,040	\$151,300
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$654,547	\$2,618,190	\$3,272,737	\$123,200	\$492,800	\$616,000	\$28,064	\$28,064	\$224,512	\$17,630	\$17,630	\$141,040	\$823,441	\$45,694	\$3,476,542	\$4,345,677

MPO Wide - Detail Funding Tables - All Funding Sources

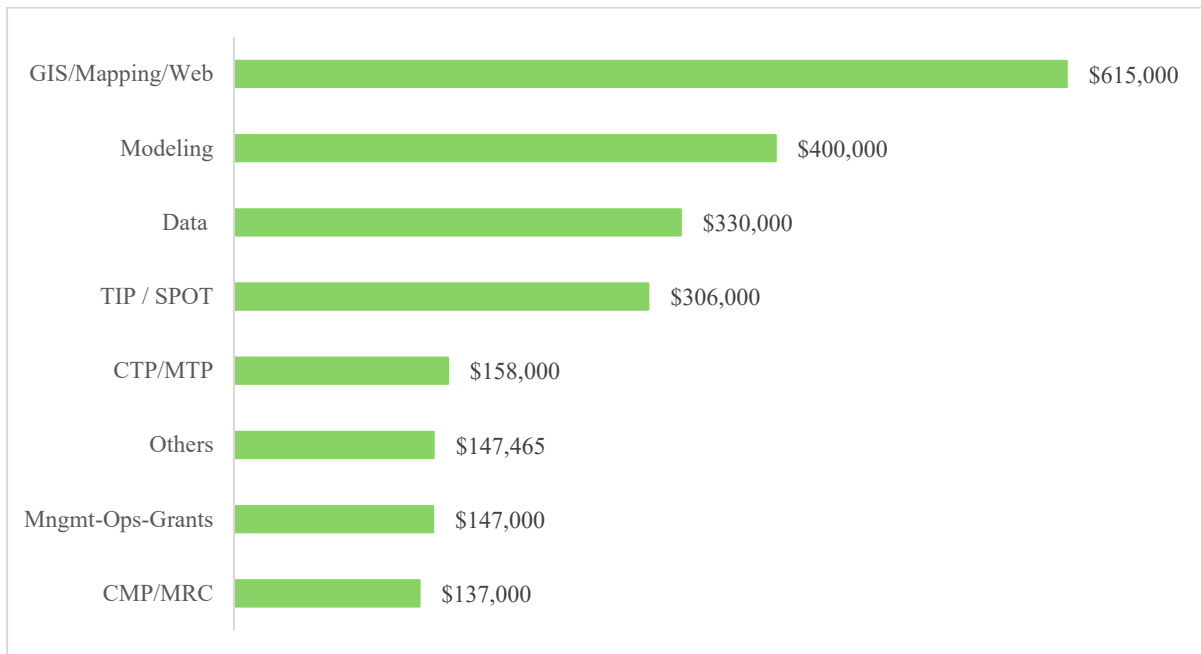
	Task Description	STBG-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	TOTAL 100%	Local 20%	FHWA 80%	TOTAL 100%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning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

LPA

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Data and Planning Support														
	1 Networks and Support Systems	\$36,400	\$145,600	\$29,600	\$118,400	\$0	\$0	\$0	\$0	\$0	\$0	\$66,000	\$0	\$264,000	\$330,000
	2 Travelers and Behavior	\$95,600	\$382,400	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$500,000
	3 Transportation Modeling	\$70,000	\$280,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
II-B	Planning Process														
	1 Targeted Planning/CMP	\$20,200	\$80,800	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$108,800	\$136,000
	2 Regional Planning	\$23,600	\$94,400	\$8,000	\$32,000	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$41,905	\$10,305	\$208,840	\$261,050
	3 Special Studies	\$185,200	\$740,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$760,000	\$950,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
III-C	Civil 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 Plannin	\$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	\$10,000	\$40,000	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Statewide & Extra-Regional Planning	\$0	\$0	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
III-E	Management & Operations														
	1 Board & TC Support and Liaison	\$14,600	\$58,400	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
	2 Member Services	\$800	\$3,200	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	3 Workgroup Support	\$600	\$2,400	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
Totals		\$499,600	\$1,998,400	\$123,200	\$492,800	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$633,105	\$10,305	\$2,573,640	\$3,217,050

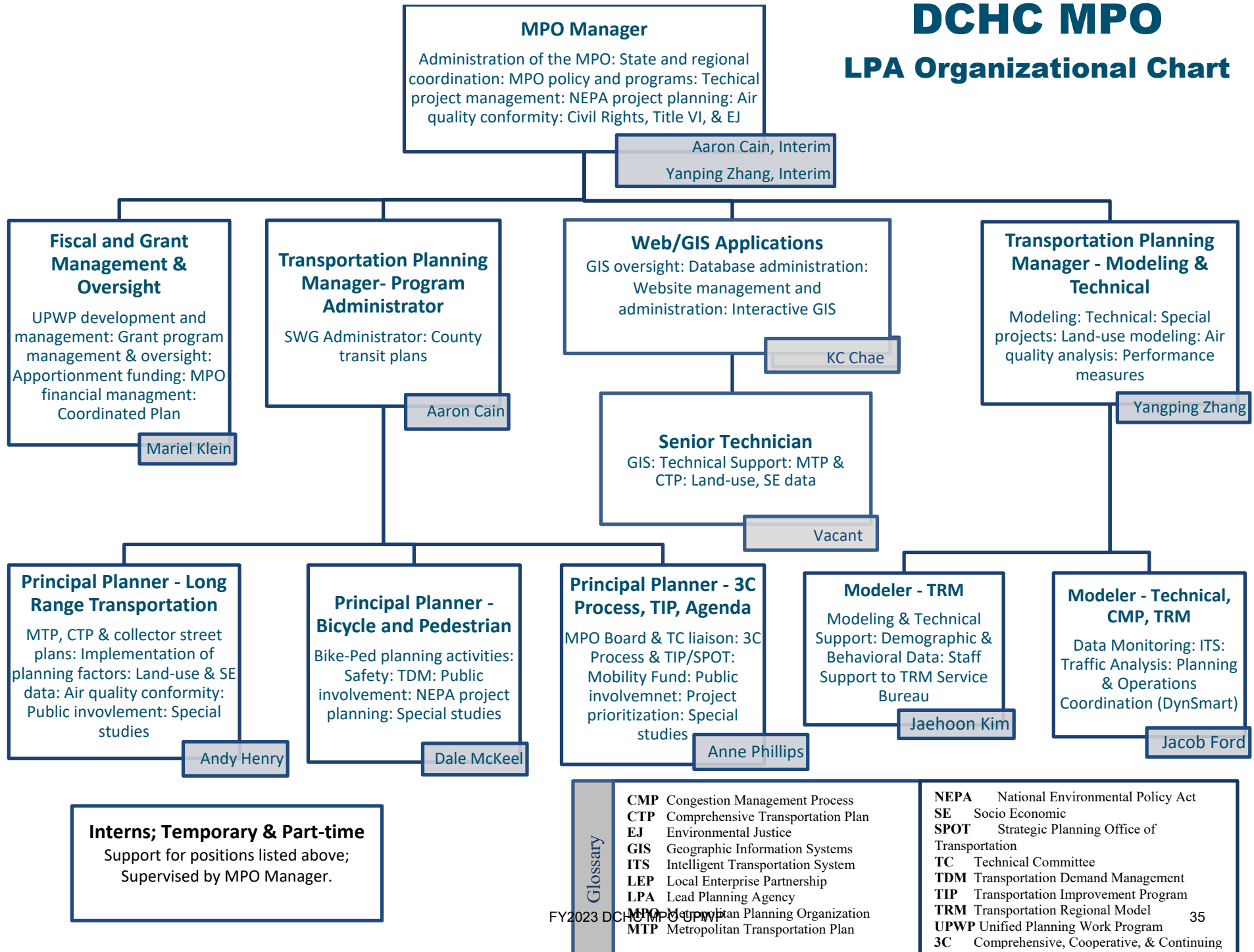
LPA Tasks and Funding by Broad Category

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



DCHC MPO

LPA Organizational Chart



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**

MPO Board 1/12/2022 Item 12

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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
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**

MPO Board 1/12/2022 Item 12

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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			

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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

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			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim 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

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

Appendix

Commonly Used Acronyms

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

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

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

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

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

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

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

Town of Carrboro

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Data and Planning Support														
	1 Networks and Support Systems	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
	2 Travelers and Behavior	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500
	3 Transportation Modeling	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-B	Planning Process														
	1 Targeted Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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													\$0	
	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. En	\$940	\$3,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$940	\$0	\$3,760	\$4,700
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$800	\$1,000
	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	\$16,800	\$21,000

Task II-A-1: Networks and Support Systems

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

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

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

All work to be completed by the Transportation Planner

Local Staff Hours: **60 Hours**

Task II-A-2: Travelers and Behavior

Description

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

Objectives

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

Previous Work

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

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

Previous Task Codes

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

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

45 percent of work to be completed by GIS Analyst.

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

Local Staff hours: **90 hours**

Task II-B-3: Special Studies

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-D-3: Special Studies

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

Local Staff hours: **45 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-A-1: Planning Work Program

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

Local Staff hours: **35 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-B-1: Transportation Improvement Plan

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

Local Staff hours: **55 hours**

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

Description

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

Objectives

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

Previous Work

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

Previous Task Codes

- III-C-6 Public Involvement.

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

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

Proposed budget and level of effort

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

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

Local Staff hours: **90 hours**

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

Description

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

Objectives

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

Previous Work

Similar to requested activities described below.

Previous Task Codes

- III-E-1: Management & Operations

Proposed Activities

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

Products

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

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

Proposed budget and level of effort

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

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

Local Staff hours: **20 hours**

Town of Chapel Hill

	Task Description	STBG-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Data and Planning Support														
	1 Networks and Support Systems	\$5,113	\$20,452	\$0	\$0	\$856	\$856	\$6,848	\$0	\$0	\$0	\$5,969	\$856	\$27,300	\$34,125
	2 Travelers and Behavior	\$3,068	\$12,271	\$0	\$0	\$3,122	\$3,122	\$24,976	\$0	\$0	\$0	\$6,190	\$3,122	\$37,247	\$46,559
	3 Transportation Modeling	\$1,155	\$4,622	\$0	\$0	\$289	\$289	\$2,312	\$0	\$0	\$0	\$1,444	\$289	\$6,934	\$8,667
II-B	Planning Process														
	1 Targeted Planning	\$12,045	\$48,181	\$0	\$0	\$2,134	\$2,134	\$17,072	\$0	\$0	\$0	\$14,179	\$2,134	\$65,253	\$81,566
	2 Regional Planning	\$3,068	\$12,271	\$0	\$0	\$700	\$700	\$5,600	\$0	\$0	\$0	\$3,768	\$700	\$17,871	\$22,339
	3 Special Studies	\$3,068	\$12,271	\$0	\$0	\$1,700	\$1,700	\$13,600	\$0	\$0	\$0	\$4,768	\$1,700	\$25,871	\$32,339
III-A	Planning Work Program														
	1 Planning Work Program	\$578	\$2,311	\$0	\$0	\$608	\$608	\$4,864	\$0	\$0	\$0	\$1,186	\$608	\$7,175	\$8,969
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$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 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 20%		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	\$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	\$23,835
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement/ Equitable Comm. E	\$953	\$3,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953	\$0	\$3,814	\$4,767
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Statewide & Extra-Regional Planning														
	1 Statewide & Federal Policy 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	\$95,342

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

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

8. City Council and MPO Board comments on alternatives.

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

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

III-B-3: Special Studies

Description

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

Objectives

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

Previous Work

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

Proposed Activities

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

Products

1. Study documents for US 70 East and Durham Freeway

Relationship to Other Plans and MPO Activities

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

Proposed Budget and Level of Effort

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

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

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

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

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

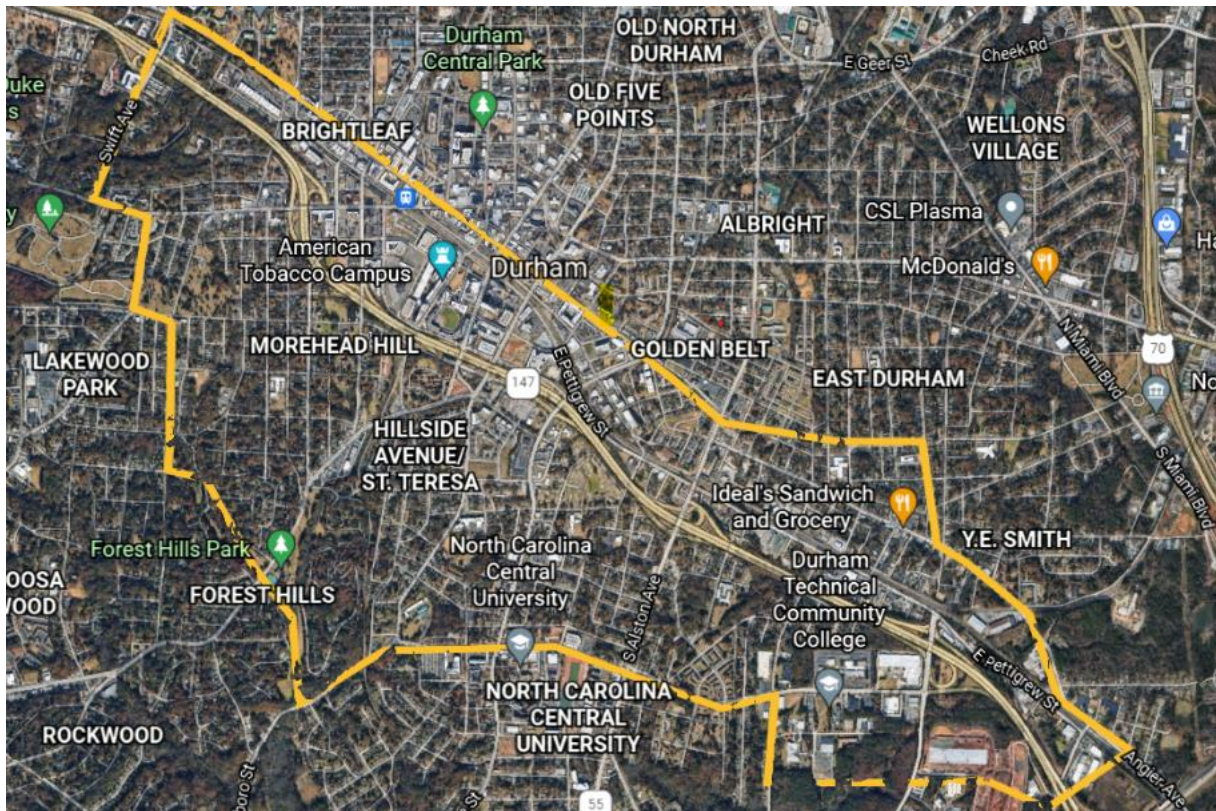
A. TASK TITLE: What is the title of the task?

Durham Freeway Reconnecting Communities Pilot Program

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

(Attached maps if necessary)

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



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

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

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

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

D. ALIGNMENT WITH NATIONAL PLANNING FACTORS AND TRANSPORTATION LONG

RANGE PLANS: Describe which National Planning Factor this project aims to address. Is this project identified in the DCHC MPO 2045 Metropolitan Transportation Plan or Comprehensive Transportation Plan?

This project is identified in the 2045 MTP and CTP

DCHC MPO 2045 MTP Goals

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

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

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

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

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

Task Month/Year Task Budget (if known)

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

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

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

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

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

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

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

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

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

Thank you.

Sincerely,



Evan Tenenbaum, MPO/Transportation Planner

Task III-A-1: Planning Work Program**Description:**

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

Objective:

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

Previous Work:

1. Previous UPWPs
2. Previous Amendments to the UPWP

Proposed Activities:

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

Expected Work Products:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

MPO/Transportation Planner, 45 hours

III-B-2: Metropolitan Transportation Improvement Plan

Description:

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

Objectives:

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

Previous Work:

Previous DCHC MPO Transportation Improvement Programs.

Proposed Activities:

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

Expected Work Product:

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

Proposed Budget and Level of Effort

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

III-B-3: TIP Merger/ Project Development

Description:

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

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

III-C-6: Public Involvement/Equity Engagement

Description:

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

Objectives:

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

Previous Work:

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

Proposed activities:

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

Expected Work Products:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

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

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

Description:

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

Objective:

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

Previous Work:

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

Proposed Activities:

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

Work Product Expected:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

MPO/Transportation Planner, **90 hours**

Durham County

	Task Description	STBG-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Data and Planning Support														
	1 Networks and Support Systems	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$155,200	\$620,800	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$640,000	\$800,000
III-A	Planning Work Program														
	1 Planning Work Program	\$4,000	\$16,000	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
	2 Metrics and Performance Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	1 Prioritization	\$0	\$0	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	2 Metropolitan TIP	\$0	\$0	\$14,000	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$56,000	\$70,000
	3 Merger/Project Development	\$4,000	\$16,000	\$3,000	\$12,000	\$0	\$0	\$0							
III-C	Civil Rgts. Comp./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 Plannin	\$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		\$467,600	\$1,870,400	\$123,200	\$492,800	\$0	\$0	\$0	\$0	\$0	\$0	\$583,800	\$0	\$2,335,200	\$2,919,000

Date: November 24, 2020

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

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

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

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

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

II-B-3: Special Studies.

US 15-501 Corridor Study

Objectives

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

Previous Work

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

Requested Activities

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

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

Products

Products will include:

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

Relationship to other plans and MPO activities

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

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

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

Proposed budget and level of effort

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

II-B-3: Special Studies.

US 70 East Corridor Study

Objectives

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

Previous Work

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

Requested Activities

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

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

Products

Products will include:

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

Relationship to other plans and MPO activities

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

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

Proposed budget and level of effort

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

Anticipated DBE Contracting Opportunities for 2022-2023

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

Check here if no anticipated DBE opportunities ☐

Person Completing Form: Mariel Klein

Telephone Number: 919 560-4366

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

Sample Entry:

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



*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
- April 7, 2022 – NCBOT 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 updated 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 identifies projects to address 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 Complete Streets Policy requires facilities such as sidewalks, bike lanes, sidepaths, and bus stops to be considered and incorporated as part of a roadway project where it is appropriate.

Incorporating the updated Complete Streets policy is just the first step to achieving bicycle and pedestrian infrastructure on roadway projects. The MPO will continue to identify specific bicycle and pedestrian projects in the CTP that will be added in a future amendment.

More information on the Complete Streets policy and implementation guide is available [here](#).

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, an already constructed 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.

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.

Hopson Road Extension

The Hopson Road Extension proposed cross-section has been changed 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. The draft problem statement is shown on pages 6-8.

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.

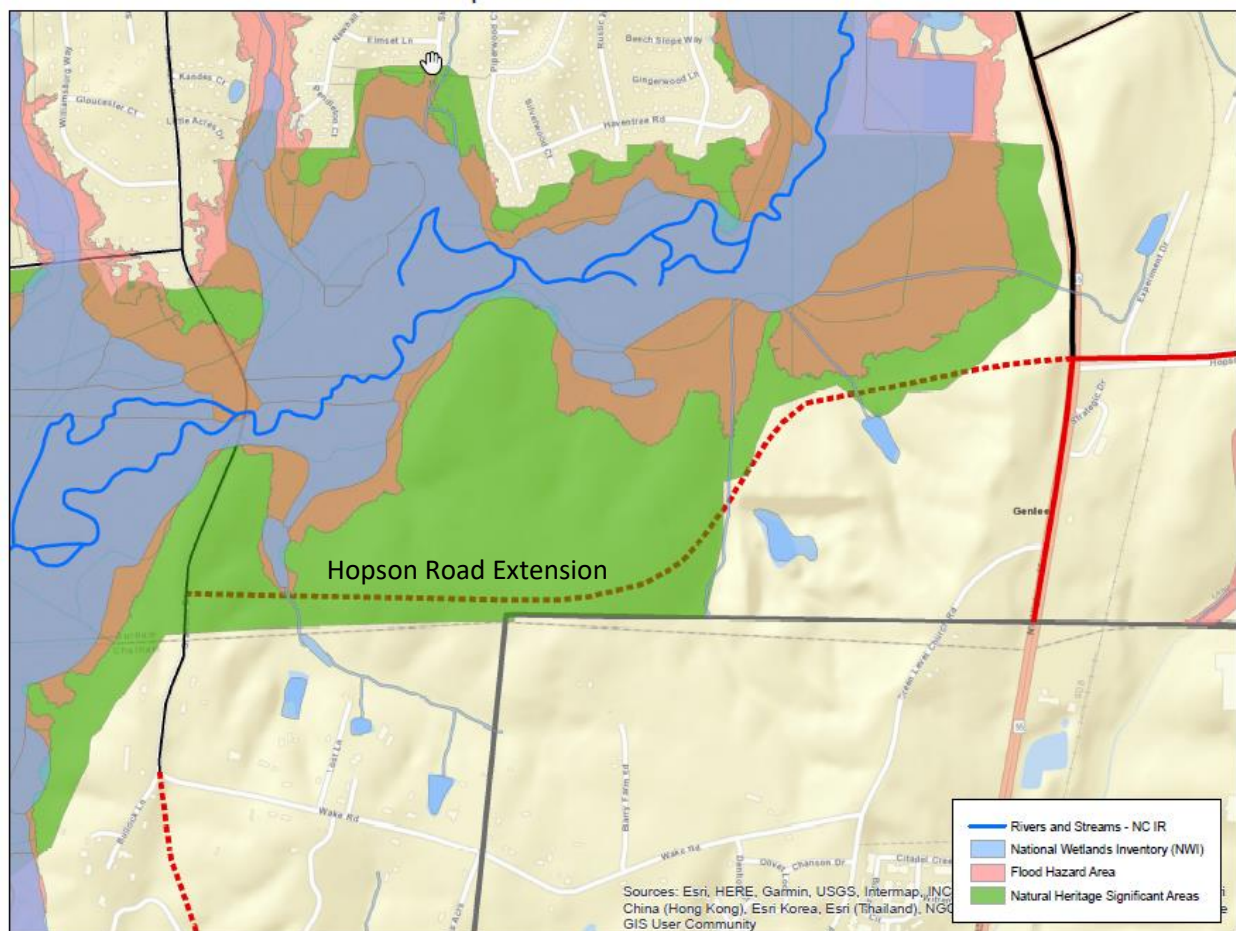
Hopson Road Extension (Grandale Drive (SR 1100) to NC 55) Problem Statement

Hopson Road (SR 1978) is proposed to be extended from NC 55 to Grandale Drive (SR 1100) to improve mobility and connectivity in southern Durham County. The extension will provide an important east-west connection to NC 55 and the Research Triangle Park (RTP).

The extension would provide a quicker connection to NC 55 from the west, versus using existing Sedwick Drive (SR 1102) and Wake Road (SR 1730/SR 1631). It would also provide access from residential areas west of NC 55 to commercial, office, research, and industrial land uses east of NC 55.

To minimize impacts to the natural environment, the proposed connection to Grandale Drive (SR 1100) is south of Northeast Creek. Environmental features and the Hopson Road Extension alignment are shown in the image below.

DCHC MPO Comprehensive Transportation Plan
Hopson Road Extension



During the public comment period for the 2017 DCHC MPO CTP, the North Carolina Wildlife Resources Commission (NCWRC) commented on the impacts of new road projects on the fragmentation of wildlife habitats. The Hopson Road Extension new location road project between Grandale Drive (SR 1100) and NC 55 will likely impact Natural Heritage Natural Areas and the NCWRC recommends avoiding building roads through these important natural areas and large areas of connected blocks of habitat. When a new road cannot be avoided, the NCWRC requires NCDOT to consider building wildlife crossing structures where land is permanently conserved on either side of the new road to reduce habitat fragmentation.



Additionally, the NCWRC commented on the impacts of new road projects on the degradation of aquatic wildlife in streams and wetlands. The NCWRC encourages the use of Low Impact Development (LID) techniques and other important measures to minimize negative impacts from roads and development along the proposed Hopson Road Extension. The NCWRC also provided their standard recommendations for bridges, if this project has the opportunity to build bridges or improve existing bridges.

The 2017 CTP recommended Hopson Road Extension to be a two-lane median divided facility (cross-section 2K) to continue the mobility of the median divided Hopson Road (SR 1978) facility east of NC 55 in the RTP. However, the projected 2045 daily volume of about 3,200 to 6,000 vpd (depending on development access locations, current TRM 2045 model projections and AADT) and the future land use, low density residential and industrial, along Hopson Road Extension do not require the additional capacity and mobility a median provides. The 2021 CTP Amendment #4 thus recommends a two-lane undivided facility, 2E cross-section, for the Hopson Road Extension.

With the recommended 2E cross-section, bicycle lanes and sidewalk are proposed along Hopson Road Extension with anticipation of this area being annexed. These bicycle and pedestrian facility recommendations have not changed from the 2017 CTP recommendation.

Recommended bicycle lanes would connect the many residential neighborhoods, including Lake Park, Lyon's Farm, Grandale and Kingsley Estates, along Grandale Drive and Scott King Rd of over 1000 households to future anticipated office and commercial development along the proposed Hopson Road Extension, to existing office and research development in southern RTP, such as JMC, Credit Suisse, Lenovo, the National Institute of Environmental Health Sciences (NIEHS), the Environmental Protection Agency (EPA), and also to the future Apple campus in southern RTP in Wake County.

The recommended sidewalk would connect future residential to future anticipated office and commercial development along the proposed Hopson Road Extension. Sidewalk along the extension would also connect future residential to the existing Global Montessori Academy on the east side of NC 55.

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

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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	NI 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	NI 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	NI 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	NI 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	NI 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	NI 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	NI EX	4D- ADQ	Blvd Maj	None

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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	--

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DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

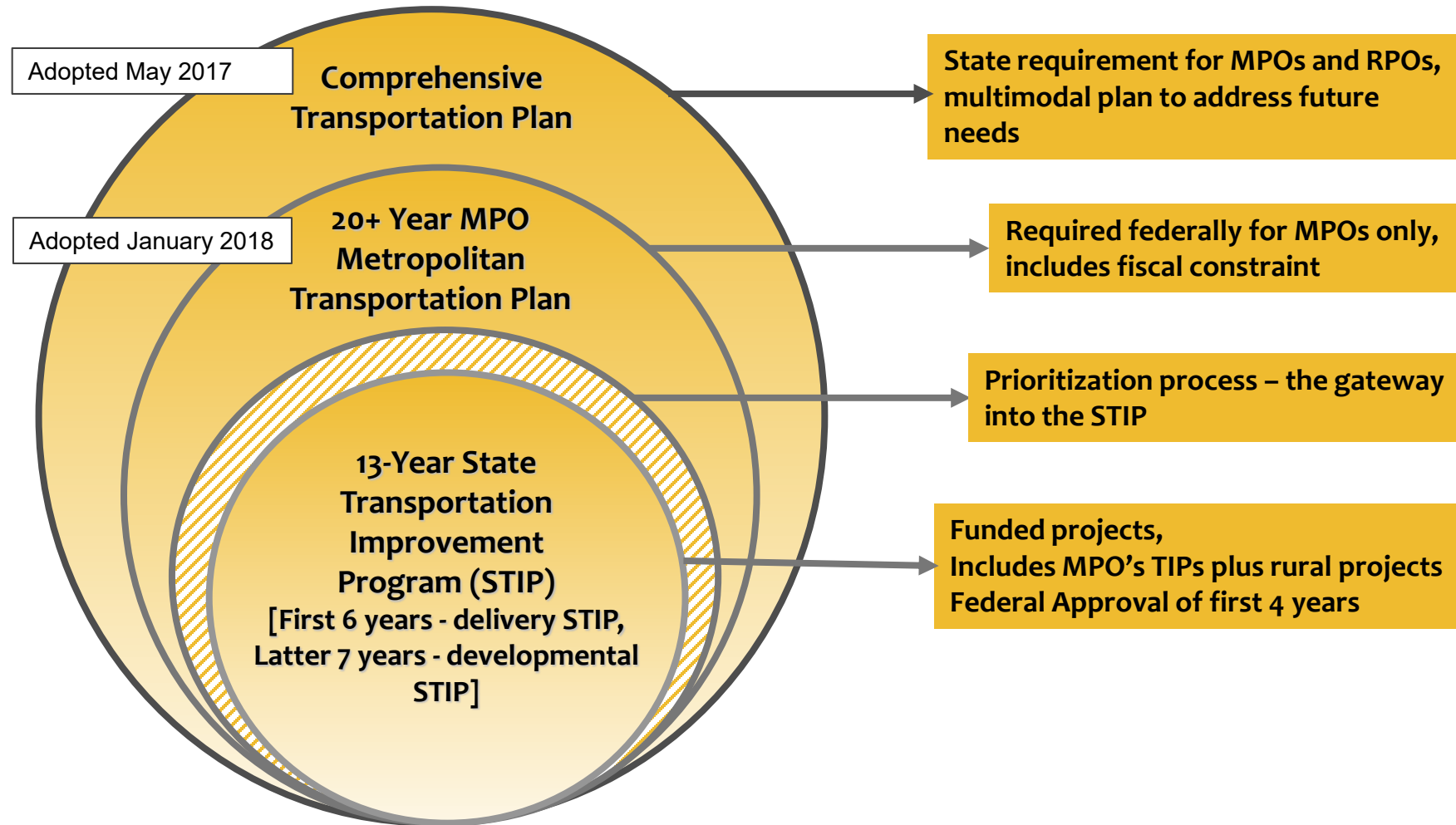
PLANNING TOMORROW'S TRANSPORTATION

Comprehensive Transportation Plan (CTP) Amendment #4

DCHC MPO Board – January 12, 2022

Kayla Peloquin (kayla.peloquin@durhamnc.gov)

Relationship – CTP, MTP, and TIP



- 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
- Amendment **#3** was a very large amendment brought forward in 2021, but was suspended. It included the following:
 - Complete Streets
 - › Add 53 multiuse paths (MUPs) from 2045 MTP amendment #2 to CTP highways
 - › Add additional sidepaths along major CTP roadways
 - Highways
 - › Orange County – Add requested modernizations, and roadways from the Efland-Buckhorn-Mebane Access Management Plan
 - › Durham County – Update roadways in Durham-Wake county border area

- Amendment **#3** continued...
 - Transit
 - › Bus Rapid Transit – Add high capacity transit corridors from 2045 MTP amendment #2 as “fixed guideway” (current designation for North-South BRT) and adjust based on Durham and Orange County transit plans
 - › Bus Route Definition – ensure definitions for bus routes and complete streets include bus facilities, e.g., bus pullouts
 - Bicycle and MUP
 - › Reflect changes from updated jurisdiction local plans

CTP Amendments – Background

- New approach – break up amendment **#3** into a series of smaller amendments to make each piece more manageable and move forward with time-sensitive changes
- Everything that was in Amendment **#3** will be addressed in a future CTP amendment
- 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 roadway segments 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 updated NCDOT Complete Streets policy (adopted by the Board of Transportation in 2019) and the implementation guide
- A future CTP amendment will add each individual multiuse path to the CTP



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

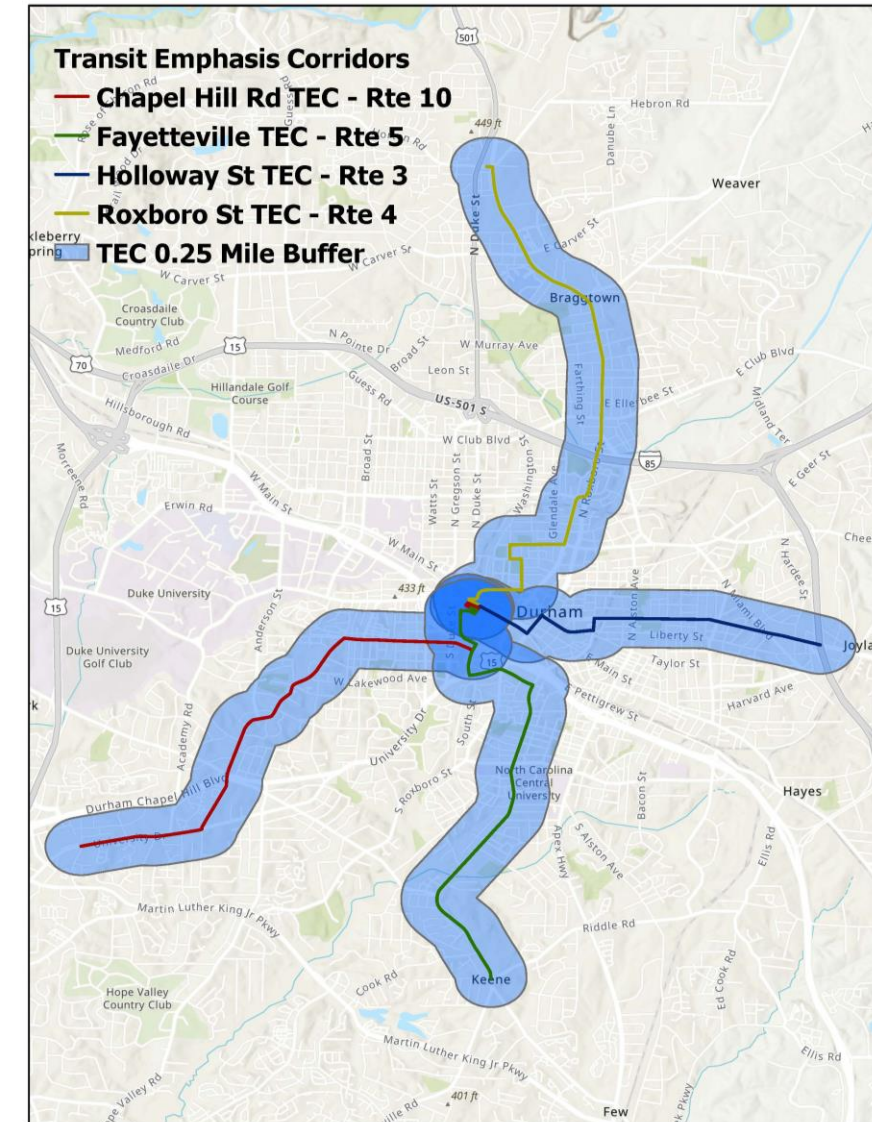
- CTP Amendment #4 removes the Durham-Orange Light Rail Transit (D-O LRT) alignment because the project was suspended in 2019

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

- **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 (problem statement is in report)
- 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) due to a constructed road diet

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 designates four 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
- April 7, 2022 – NCDOT can adopt Amendment #4

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: 12/07/2021 Latest Payment Date: 12/20/2021	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 06/12/2022 Construction Progress: 76.74%
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: 12/17/2021 Latest Payment Date: 12/29/2021	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: 94.71%
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: 12/15/2021 Latest Payment Date: 12/30/2021	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 11/30/2022 Construction Progress: 79.63%
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: 11/30/2021 Latest Payment Date: 12/10/2021	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: 53.17%
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	NCDOT Contact No: (919)220-4680
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	Letting Date: 10/20/2020
Original Completion Date: 07/01/2022	Revised Completion Date:
Latest Payment Thru: 12/15/2021	
Latest Payment Date: 12/21/2021	Construction Progress: 47.3%

Contract Number: C204630	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
Division: 5	County: Durham
TIP Number:	
Length: 25.324 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: James M. Nordan, PE	NCDOT Contact No: (919)220-4680
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	Letting Date: 04/20/2021
Original Completion Date: 11/15/2022	Revised Completion Date:
Latest Payment Thru: 11/30/2021	
Latest Payment Date: 12/07/2021	Construction Progress: 53.74%

Contract Number: C204667	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
Division: 5	County: Durham
TIP Number:	
Length: 17.071 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: James M. Nordan, PE	NCDOT Contact No: (919)220-4680
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	Letting Date: 10/19/2021
Original Completion Date: 08/01/2023	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: C204674	Route: -, SR-1690, SR-1703 SR-1721, SR-1722, SR-1747 SR-1790
Division: 5	County: Durham
TIP Number:	
Length: 16.577 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: James M. Nordan, PE	NCDOT Contact No: (919)220-4680
Location Description: 35 SECTIONS OF SECONDARY ROADS.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	

Work Began: 03/01/2022 Original Completion Date: 09/29/2023 Latest Payment Thru: Latest Payment Date:	Letting Date: 11/16/2021 Revised Completion Date: Construction Progress: 0%
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, SR-1735 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/27/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DE00329 Division: 5 TIP Number: HI-0001 Length: 1.522 miles NCDOT Contact: James M. Nordan, PE Location Description: I-85 OVER FALLS LAKE Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$0.00 Work Began: 02/01/2022 Original Completion Date: 09/16/2022 Latest Payment Thru: Latest Payment Date:	Route: I-85 County: Durham Federal Aid Number: 0085064 NCDOT Contact No: (919)220-4680 Letting Date: 11/10/2021 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	All routes completed 11/17/21. Pending final inspection by Regional Traffic Engineer.	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. Outside WB through lanes on Franklin Street at Henderson Street will be modified for temporary Covid accommodations, and will be restored to existing multi-lane pattern by May 2022 to coincide with adjacent resurfacing project.	Dec. 2022	11/18/2022 Apr. 2023	\$12,600	Pavement markings completed by NCDOT on 11/18/21. Town of Chapel Hill implemented timing changes. Pending final inspection by Regional Traffic Engineer.	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	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

12/7/2021

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	73.12
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	9/1/2025	3.89	3.89
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	12/31/2021	100	99.98
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	12/31/2021	99.99	99.95
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	12/31/2021	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	12/31/2022				

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--January 2022

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	

To: All NCDOT Traffic Monitoring Data Customers
From: Kerry Morrow, Traffic Survey Supervisor
Date: December 8, 2021
Subject: Characteristics of 2020 Annual Average Daily Traffic Estimate

Purpose To provide transparency on how the COVID-19 pandemic affected North Carolina 2020 traffic monitoring collection efforts and generation of Annual Average Daily Traffic (AADT) data sets.

Key points

- **Data Collection:** Traffic monitoring data was collected at substantially fewer sites in 2020 than in a typical collection year, after adjustments to the standard data collection effort at the onset of the COVID-19 pandemic.
- **Data Analysis:** Traffic patterns were significantly impacted, which necessitated a non-standard methodology for analyzing the data. The methodology developed for generating 2020 AADTs is consistent with methods used by other agencies.
- **End of Year Process:** The methods used generate reasonable travel estimates for all of 2020 at the county and statewide level.

Short-term Collection Details

- Data collection was suspended from early March until May.
- Adjusted collection efforts to collect a sample of stations across the entire state to have a measure of travel changes in all areas.
- Counts were collected at ~5,000 stations on non-interstate routes.
- All interstate routes had sample counts collected along each corridor.
- Classification data was collected as originally scheduled.

Continued on next page

Continuous Data Summary

- All continuous count stations experienced a drop in AADT in 2020, ranging from -1% to -33%.
 - Interstates experienced a higher drop than non-interstates.
 - Urban areas experienced a higher drop than rural areas.
-

Analysis Details

- **Short-Term Counts:** A percent change model was used to estimate 2020 AADTs, based on the ratio of 2020 count to 2019 AADT applied to all stations. Both interstate and non-interstate models used the percent change methodology, with minor variations.
 - **Truck Percentages:** There was a moderate drop (about 10%) in truck travel at the start of the pandemic, with a quick recovery to near 2019 levels. Estimated change in truck travel was based on the 2019 to 2020 trend in North Carolina Motor Fuel Use data and AADT percent change.
 - **Vehicle Miles Traveled (VMT):** VMT was generated using the standard estimation procedure based on the 2020 AADT estimates for all routes above functionally classified local. Functionally classified local route VMT values were estimated at the county level, based on 2019 to 2020 change factors using all non-interstate stations.
-

Action

Traffic monitoring data customers should use the 2020 data set with knowledge that 2020 was a year of highly irregular traffic patterns, understanding that AADT values were largely estimated. Counts from this year represent a reasonable characterization of North Carolina travel but may not be appropriate for long-range data projections.

Contact

For more information, please contact Traffic Survey Group through the [Contact Us](#) online form or check out our [Traffic Survey Group webpage](#).

<https://www.sog.unc.edu/courses/lela-201-top-10-primer-transportation-planning-north-carolina>

LELA 101: Top 10 Primer on Transportation Planning in North Carolina

- **Online**

January 21, 2022

-
- [Overview](#)
 - [Register](#)
 - [Materials](#)
 - [Contact](#)

This is an online course offered via Zoom at 10am-11:15am.

From potholes to bike lanes, our transportation networks affect the quality of life in all our communities. Have you ever wondered how and when the planning for our state's highway network takes place? As a local elected official, do you know the best way to inject your community's transportation needs into the statewide planning process?

To many local officials the State's planning processes for building our paved infrastructure can seem like a true enigma. The NC Department of Transportation provides opportunities for local input through a network of planning organizations across the state; these organizations provide local governments a way to provide input into comprehensive plans for our State-administered highway system.

In this Top 10 Primer, participants will learn about the Department of Transportation structure, funding, and planning processes. The roles of the Metropolitan Planning Organizations (MPOs) and Rural Transportation Planning Organizations (RTPOs) will be explained and anticipated future statewide transportation needs will be explored.

This quick-moving interactive free virtual workshop will provide our audience a basic understanding of the policies that affect statewide transportation priorities and the avenues for making your voices heard. Some of the questions that will be answered include:

- What is the Comprehensive Transportation Plan (CTP)? the Metropolitan Transportation Improvement Plan (MTIP)? the State Transportation Improvement Plan (STIP)?
- Where can I influence the decisions?
- What is the NCDOT Complete Streets Policy?
- What are "locally administered projects"?
- How is NC planning for future needs and changes in vehicle design technology?

Our Instructor for this Top 10 Primer is Amna Cameron, Deputy Director of the Office of Strategic Initiatives and Program Support in the NC Department of Transportation.

LEAD FACULTY



Patrice Roesler

Manager of Elected Official Programming, Center for Public Leadership and Governance

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AARIAN MARSHALL BUSINESS 12.16.2021 03:00 PM

The US Is Gently Discouraging States From Building New Highways

A memo issued Thursday urges states to fix roads before constructing new ones, and to consider climate-friendly projects like bike lanes.



An aerial view of Interstate 45 in Houston. With a new policy, the federal government is trying to limit sprawl. PHOTOGRAPH: TRONG NGUYEN/GETTY IMAGES

HIGHWAYS ARE NOT great for the planet. Their smooth, wide, inviting lanes have helped make transportation the largest source of greenhouse gas emissions in the US, responsible for 29 percent of the total. With prodding from the Biden administration, major US automakers have pledged that 40 percent of their sales will be powered by plugs, not gas, by 2030. But even if the country hits that target, highways will still enable and encourage sprawl, and more emissions.

Which is why environmentalists were frustrated when the \$1.3 trillion bipartisan infrastructure bill passed this year. In the end, the legislation mostly preserved the status quo, allocating 80 percent of transportation funding to highways and 20 percent to transit. Some of that money will be distributed through competitive grants, meaning the US Transportation Department will play a role—more than in past years—in deciding which projects are funded. In those cases, the department can choose to prioritize climate-friendly builds where it wishes.

But most of the transportation funding will be distributed over the next five years to states, based on population. Then state and local officials will decide what to do with it. They can use some of the money to adapt to or prevent climate change—or not. The federal government, in other words, is not always the boss of federal money. If the goal is to reduce climate effects, “it’s not a strategic approach,” says Beth Osborne, a former DOT official who is now the director of Transportation for America.

Now, the Biden administration is trying to put a light thumb on the scale, for road safety and for the planet. In a memo to staff published Thursday, Federal Highway Administration deputy administrator Stephanie Pollack directed her staff to encourage state and local governments to consider fixing existing roads before building new ones. The agency is urging state officials to consider strengthening non-highways, like service roads or bridges, that are in tough shape. They’ll also gently remind state and local officials that climate-friendly projects, like bike lanes and walking paths, need less stringent environmental review than new roads and bridges. The new policy will apply to \$350 billion in federal highway funding.

Local officials generally prefer building new stuff, to show off at ribbon cuttings, rather than maintaining old stuff. Want to cut a ribbon soonest? A bike lane might be your best bet, the feds say.

The administration has to ask, rather than require, local governments to prioritize climate change because Congress passed up opportunities to do otherwise while putting together the infrastructure bill. The House version of the legislation, which lawmakers passed in the summer, included provisions that would have forced states accepting funding to fix highways before building new ones or expanding them. It would have required states that produce more greenhouse gas emissions to dedicate more money to reducing them. And it would have forced funding recipients to show how their projects contributed to climate resilience. The Senate nixed all that.

The DOT’s gentle, “have you thought about this?” approach to climate-friendly and safe road infrastructure may feel toothless. But states that have experimented with similar approaches say it’s helpful. In Colorado, Governor Jared Polis has urged the state DOT to emphasize people-friendly—rather than builder-friendly—infrastructure projects. More than half of the state’s transportation money goes toward “state of good repair” projects, like filling potholes, fixing bridges and viaducts, and adding shoulders to rural roads for safety, says Shoshana Lew, executive director of Colorado’s DOT. Prioritizing safety and climate effects “forces the conversation to be more rounded,” says Lew. “It makes you think really hard about whether the project is worth it, and what the implications will be.” As a result of Colorado’s approach, she says, an expansion project on Interstate 70 will include a new van shuttle system that could grow bigger with demand.

On Thursday, the Colorado Transportation Commission took the approach a step further, passing a new rule requiring the state DOT and local planning organizations to evaluate transportation projects’ possible effects on climate emissions, and divert the money to other places if they’re determined to be too high. Some communities have argued they really do need new highways and highway expansions, and they worry the rule will curtail their access to jobs and businesses in places that have long been car-centric.

Back in DC, the Biden administration has found other ways to challenge the country’s building impulses. The Federal Highway Administration last week proposed a rule that would create a new way for local planning organizations to

measure and report driving-related greenhouse gas emissions, to help them make better decisions. The agency has also held up a Houston highway expansion as it [investigates complaints](#) that the project would disproportionately displace homes and businesses largely owned by Black people. That suggests the administration has managed to spark conversation about the effects of highway construction on the communities that surround them, and on the planet. The question will be whether talk will delay action—and whether it's too late for America's most climate-vulnerable places.

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[Aarian Marshall](#) writes about autonomous vehicles, transportation policy, urban planning, and everyone's favorite topic: How to destroy traffic. (You can't, really.) She's an aspiring bike commuter and New Yorker going soft on San Francisco, where she's based. Before WIRED, Marshall wrote for The Atlantic's CityLab, GOOD, and Agri-Pulse, an agriculture... [Read more](#)

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