

# DCHC MPO Board Meeting Agenda

Wednesday, February 27, 2019 10:30 AM

Committee Room 2nd Floor

Durham City Hall 101 City Hall Plaza

Durham, NC 27701

#### 1. Roll Call

#### 2. Ethics Reminder

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

Per state law, all MPO Board members and alternates are required to file a Statement of Economic Interest and a Real Estate Disclosure form (these have been incorporated into the same form for electronic filers for 2019) by April 16, 2019. The forms can be found on the web site of the North Carolina State Ethics Commission at https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO RPO.

#### 3. Adjustments to the Agenda

#### 4. Public Comments

#### 5. Directives to Staff

<u>19-100</u>

Attachments: 2019-02-27 (19-100) MPO Board Directives to Staff.pdf

#### **CONSENT AGENDA**

#### 6. January 16, 2019 Board Meeting Minutes

<u>19-117</u>

A copy of the January 16, 2019 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the January 16, 2019 Board meeting.

Attachments: 2019-02-27 (19-117) 1.16.19 MPO Board Meeting Minutes LPA2.pdf

#### **ACTION ITEMS**

## 7. <u>Draft FY2020 Unified Planning Work Program (UPWP) (5 minutes)</u> Meg Scully, LPA Staff

18-213

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 (FHWA) and the Federal Transit Administration (FTA). The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. Attached is the draft FY2020 UPWP. At the January 16, 2019 meeting, the MPO Board reviewed the draft FY2020 UPWP and released the document for public comment. Since the public release, additional PL funding has been made available by NCDOT to the MPO for FY20 and programmed in the current draft FY20 UPWP.

**TC Action:** Recommended the Board hold a public hearing and approve the FY2020 UPWP.

Board Action: Hold a public hearing and approve the FY2020 UPWP.

<u>Attachments:</u> 2019-02-27 (18-213) FY20 UPWP Draft.pdf

2019-02-27 (18-213) 2020 UPWP Presentation Board 22719.pdf

## 8. Resolution on I-3306AC, I-40/NC 86 Interchange Improvements (10 minutes)

19-122

#### Aaron Cain, LPA Staff

NCDOT is in the early stages of design for improvements to the I-40/NC 86 interchange, part of STIP project I-3306A, a widening of I-40 in Orange County to six lanes. At the January 16, 2019 DCHC MPO Board meeting, two members of the public spoke about concerns regarding the proposed improvements in one of the conceptual designs for the interchange, and the MPO Board directed staff to draft a resolution based on staff comments of the proposals. That draft resolution is attached, along with the following:

- DCHC MPO staff comments on the proposed designs;
- A resolution adopted by the Town of Chapel Hill on January 30, 2019;
- Interchange design Option 4A from NCDOT;
- Interchange design Option 4B from NCDOT.

**TC Action**: Recommend that the MPO Board adopt the resolution on the design of the I-40/NC 86 interchange.

Board Action: Adopt the resolution on the design of the I-40/NC 86 interchange.

Attachments: 2019-02-27 (19-122) I-3306A Chapel Hill Resolution.pdf

2019-02-27 (19-122) I-3306A DCHC Resolution.pdf

2019-02-27 (19-122) I-3306A DCHC MPO Staff Comments.pdf

2019-02-27 (19-122) I-3306A Map Option 4A.pdf 2019-02-27 (19-122) I-3306A Map Option 4B.pdf

## 9. Chapel Hill North-South Bus Rapid Transit Update (5 minutes) Matt Cecil, Chapel Hill Transit

19-120

In January 2019, Chapel Hill Town Council adopted an update to the LPA for the North South Bus Rapid Transit Project, consistent with guidance from FTA, which eliminated the center running option and the extension to Durham Technical Community College, uses mixed traffic on Eubanks Road, and either construction of or a dedicated curb running BRT guideway between Eubanks Road and North Street.

The current cost estimates for the North-South Bus Rapid Transit project are \$123.2M - \$134.7 (YOE). The cost estimates will be better refined and updated as the project moves through Environmental and 30% Design over the next 12-15 months (FTA Project Development) and we will also determine if there is a reasonable plan for scaling the project.

The current financial plan assumes 80% (\$98.5M - \$100M) of project funding to come through federal sources (e.g. FTA Small Starts) and 20% (\$24.6M - \$34.1M) from non-federal sources. The FTA initially indicated that the project would need to demonstrate a commitment of at least half the non-federal share (\$12.3M - \$17M) by November 2019 to stay in a project Development and to be considered for moving into Project Design. At this time \$6.1M of non-federal funds are committed to the project through Orange County Transit Plan, leaving a gap of \$6.3 M - \$10.9M. There does not appear to be additional capacity within the Orange County Transit Plan over the next several years.

After the project was removed from the most recent STI process by the DCHC-MPO, to help ensure maximum scoring and funding for the DOLRT project, a working group of MPO, Town of Chapel Hill/Chapel Hill Transit and GoTriangle staff was developed to explore non-federal funding sources. Unfortunately, non-federal funding options outside of STI are very limited - most MPO or State programs are funded with federal resources and are not able to be used as non-federal match. While the working group believes that a share of the non-federal funding could potentially come from naming rights and fundraising and local road improvements (e.g. Eubanks Road redevelopment), these options need to be explored further and are not likely viable by November 2019.

Based on the findings of the working group and the current constraints of the Orange County Transit Plan, staff is recommending that we explore with FTA the possibility of extending the November 2019 deadline in order for the project to be considered in the next STI (2019) process (note that this is a competitive process and funding is not guaranteed), while continuing to work an other non-federal funding options.

**Board Action:** This item is for informational purposes only, no action is necessary.

Attachments: 2019-02-27 (19-120) Town of Chapel Hill Resolution on N-S BRT.pdf

2019-02-27 (19-120) N-S BRT LPA Map.pdf

#### 10. Amendment #10 to the FY2018-2027 TIP (5 minutes)

18-216

#### Aaron Cain, LPA Staff

Amendment #10 includes two requests from the City of Durham:

- Allocate an additional approximately \$2.2M of STBGDA funds to C-4928, Morreene Road Bike/Ped, primarily to address ROW costs; and
- Allocate an additional approximately \$1.5M of STBGDA funds to U-4726HN, Hillandale Road Bike/Ped, to address increases in ROW costs.

The City of Durham's local discretionary STBGDA funds is the source for these allocations.

Because of the amount of funding, per the DCHC MPO Public Involvement Policy, this amendment has been released for a 21-day public comment period. To date, no comments have been received.

Also included in the amendment are the following projects:

- EB-5704, Raynor Street Sidewalks
- EB-5708, NC 54 Sidewalks
- TA-6727, GoTriangle Electric Bus Replacement
- TD-5284, UNC Hospitals Transfer Station
- Several projects from NCDOT.

The summary sheet, full report, and resolution are attached.

TC Action: Recommend approval of Amendment #10 to the FY2018-2027 TIP.

**Board Action:** Approve of Amendment #10 to the FY2018-2027 TIP.

Attachments: 2019-02-27 (18-216) TIP Amendment #10 Board.pdf

2019-02-27 (18-216) TIP Amendment #10 Full Report.pdf 2019-02-27 (18-216) TIP Amendment #10 Resolution.pdf

#### **REPORTS:**

#### 11. Report from the Board Chair

19-101

Damon Seils, Board Chair

**Board Action:** Receive the report from the Board Chair

#### 12. Report from the Technical Committee Chair

19-102

Nishith Trivedi,TC Chair

Board Action: Receive the report from the TC Chair.

#### 13. Report from LPA Staff

19-103

Felix Nwoko, LPA Manager

**Board Action:** Receive the report from LPA Staff.

Attachments: 2019-02-27 (19-103) LPA staff report.pdf

#### 14. NCDOT Report

19-104

Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT

Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT

Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: 2019-02-27 (19-104) NCDOT Progress Report.pdf

#### **INFORMATIONAL ITEMS**

#### 15. Recent News Articles and Updates

19-105

Attachments: 2019-02-27 (19-105) news\_articles.pdf

#### **Adjourn**

Next meeting: March 13, 12 p.m., Committee Room

**Dates of Upcoming Transportation-Related Meetings: None** 

### **MPO Board Directives to Staff**

12/01/15 – Present (Complete/Pending/In Progress)

Meeting		
Date	Directive	Status
12/9/2015	Quarterly updates on D-O LRT project.	On-going: GoTriangle will provide quarterly updates to MPO Board.
2/15/2016	Draft Letter of Support for D-O LRT project to advance to Engineering Phase for MPO Board Chair signature	Complete: 2/18/2016.
4/13/2016	Research and consider renaming DCHC MPO an acronym that would be easier remember and simple to say.	Complete. 6/8/2016. DCHC MPO staff and the Technical Committee researched and provided a recommendation to the MPO Board.
4/13/2016	Provide the MPO Board with a breakdown of funding for highway program and non-highway program in the MPO TIP.	Complete. DCHC MPO staff created a summary report and distributed it during May 11, 2016 Board meeting.
5/11/2016	Schedule presentation from NCDOT Division and City Public Works regarding flooding on Trenton Road.	Complete. DCHC MPO staff arranged to have an update at the June 8, 2016 Board meeting.
5/11/2016	Prepare a presentation on the breakdown of funding for highway program and non-highway program in the MPO TIP.	Complete. DCHC MPO staff presented the summary report at the June 8, 2016 Board meeting.
6/8/2016	Update the DCHC MPO's tagline on the MPO website to provide information to the public that explains the MPO does regional transportation planning for the western Triangle area.	Underway. DCHC MPO staff is still working on updating the tagline on the MPO website.
6/8/2016	Conduct background study on toll roads and how they are used and affect municipalities like DCHC MPO.	Complete. Consultants provided updates at joint MPO Board meeting on October 31, 2018
12/14/2016	Draft letter to NCDOT regarding citizen request for "Bicycles May Use Full Lane" signs on Old NC 86 north of Carrboro, and to reiterate interest in providing bike lanes or wider shoulders to accommodate bicyclists.	Complete. DCHC MPO staff sent letter to NCDOT on January 30, 2017; response received March 15, 2017.
1/11/2017	Draft letter to NCDOT requesting that issues of equity for low-income users be incorporated into planning for managed lanes on I-40 and NC-147.	Complete. Draft completed January 29, 2017.

Meeting		
Date	Directive	Status
4-28-17	Determine the number of distance signs on freeways within the MPO's jurisdiction. Investigate the options for increasing the number of signs with NCDOT, particularly on and around the East End Connector at its completion.	Complete. MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff has followed up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	Complete. MPO staff has contacted Division 7 regarding this request. Once project is completed, signage plan will be finalized.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	Complete. Jim Dunlop of NCDOT's Congestion Management Division presented at the August 2017 MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	Complete. LPA staff presented at the November 8, 2017 Board meeting. Deputy Secretary Julie White presented at the March 14, 2018 Board meeting.
2-14-18	Work with local governments and partner agencies to identify additional funding streams for transit projects not being submitted through the SPOT 5.0 process. Report back on progress.	Underway. LPA staff is coordinating efforts with local transit providers and staff. Chapel Hill staff will present an update in February 2019.
4-11-18	Request for staff to arrange a presentation on Managed Motorways to inform new Board members of the concept and provide an update on efforts to incorporate these projects in the Triangle region.	Complete. Will Letchworth from WSP made a presentation on Managed Motorways at the May 9, 2018 MPO Board meeting.
8-12-18	Request for staff to develop a strategy to ensure that CMAQ and TAP-DA funds are assigned to projects that can obligate the funds before the federal rescission deadline of September 30, 2019.	approved reprogramming of CMAQ and TAP-DA funds at its October meeting.
10-10-18	Request for Division 5 to provide staff to present an update on the US 70 improvement project.	Complete. Elmo Vance of NCDOT, Drew Joyner of AECOM, and Mark Pierce of RKK will present at the December Board meeting.

Meeting		
Date	Directive	Status
11-14-18	Delay adoption of the NC 54 West Corridor Study in order to address concerns raised by the Board.	Underway. An update on Phase 2 of the NC 54 West Corridor study will be presented to the Board in spring 2019.
12-12-18	Work with NCDOT and MPO Technical Committee to address policies and procedures for maintenance of roundabouts.	<u>Underway.</u> LPA staff is coordinating with various divisions and local staff to determine current policies and procedures.
1-16-19	Present a resolution to the MPO Board regarding community concerns of proposed redesign of the I-40/NC 86 interchange.	Complete. LPA staff will bring a resolution to the Board for its consideration in February 2019.

#### **DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**

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6	The Durham-Chapel Hill-Carrboro Metropolitan	
7	16, 2019, at 1:00 p.m. in the City Council Chaml	oers, located on the first floor of Durham City
8	Hall. The following people were in attendance:	
9		
10	Damon Seils (MPO Board Chair)	Town of Carrboro
11	Wendy Jacobs (MPO Board Vice Chair)	Durham County
12	Michael Parker (Member)	Town of Chapel Hill
13	Renee Price (Member)	Orange County
14	Jenn Weaver (Member)	Town of Hillsboro
15	Vernetta Alston (Member)	City of Durham
16	Ellen Reckhow (Member)	GoTriangle
17	Pam Hemminger (Alternate) Heidi Carter (Alternate)	Town of Chapel Hill
18	,	Durham County Town of Carrboro
19	Lydia Lavelle (Alternate) Penny Rich (Alternate)	
20	Mike Fox (Alternate)	Orange County
21	Mike Fox (Alternate)	NC Board of Transportation
22 23	Richard Hancock	NCDOT, Division 5
23 24	Ed Lewis	NCDOT, Division 7
24 25	Bryan Kluchar	NCDOT, Division 8
26	Julie Bogle	NCDOT, TPD
27	Zach Hallock	Town of Carrboro
28	Tina Moon	Town of Carrboro
29	Becky McDonnell	Town of Chapel Hill
30	John Hodges-Copple	TJ Council of Government
31	Patrick McDonough	GoTriangle
32	Jennifer Keep	GoTriangle
33	Scott Whiteman	Durham County
34	Evan Tenenbaum	Durham County
35	Meg Scully	DCHC MPO
36	Andy Henry	DCHC MPO
37	Aaron Cain	DCHC MPO
38	Maureen Devlin	DCHC MPO
39	Robert Jahn	DCHC MPO
40	Ellen Beckmann	City of Durham Transportation / TC Chair
41	Dale McKeel	City of Durham/DCHC MPO
42	Eddie Dancausse	FHWA
43		
44	Waddy Davis	Northwood Community
45	John Hollingsworth	Northwood Community
46	Joe Milazzo	Regional Transportation Alliance

Julie McClintock Resident

Quorum Count: 8 of 10 Voting Members

Chair Damon Seils called the meeting to order at 1:00 p.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are indicated above. Chair Damon Seils reminded everyone to sign-in using the sign-in sheet that was being circulated. Chair Damon Seils welcomed Penny Rich from Orange County to the MPO Board.

**PRELIMINARIES:** 

#### 2. Ethics Reminder

Chair Damon Seils read the Ethics Reminder and asked if there were any known conflicts of 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 the MPO Board members.

Chair Damon Seils stated that, by April 16, each Board member and alternate must fill out the Statement of Economic Interest and Real Estate Disclosure for 2019.

#### 3. Adjustments to the Agenda

Agenda Item 13 was discussed after agenda item 15.

#### **4. Public Comments**

Waddy Davis and John Hollingsworth from the Northwood Community spoke to the MPO
Board about the NC 86 and I-40 interchange. Waddy Davis stated that, on behalf of the homeowners in
Northwood Community, he opposes Plan A and supports Plan B. Waddy Davis explained that Plan A
would impact safety and property value for residents of the community. John Hollingsworth stated that
Plan A would negatively impact the Northwood community's access to clean drinking water by
disrupting their water source. John Hollingsworth also stated that he has concerns about septic system

issues may be caused. John Hollingsworth stated that he supports the design depicted on Map 4B, as described on the handout sheet he distributed to the MPO Board. John Hollingsworth asked a question about submitting a petition to the MPO Board. Chair Damon Seils recommended that he discuss the issue with Aaron Cain so that the MPO Board would be able to review the petition. Pam Hemminger noted that there is a public meeting for the NC 86 and I-40 interchange on January 24, and she would like to hear more public comments before moving forward with a resolution. Aaron Cain discussed the timelines for adopting a resolution and suggested that MPO staff bring all relevant information from the meeting, including cost, to Chapel Hill staff. Penny Rich stated that she would prefer if Orange County staff were also included in ongoing developments.

Julie McClintock, resident, stated that she discovered some issues in the Durham-Orange Light Rail (D-O LRT) Guidebook (agenda Item 12). Julie McClintock stated that the tax rate for the Gateway Station is inflated. Julie McClintock also noted that other stations located on University of North Carolina (UNC) property were not taxable. Julie McClintock also raised concern about the accessibility of light rail stations for commuters.

Joe Milazzo invited the MPO Board Members and Alternates to the Regional Transportation

Alliance 17<sup>th</sup> Annual Meeting on January 24 at the Embassy Suites near Raleigh-Durham Research

Triangle Park. Joe Milazzo continued that further information can be found at

www.letsgetmoving.org/stateofmobility

#### 5. Directives to Staff

The Directives to Staff were included in the agenda packet for review.

#### **CONSENT AGENDA:**

#### 6. December 12, 2018 Board Meeting Minutes

Chair Damon Seils asked if anyone had any questions or comments.

Ellen Reckhow made a motion to approve the minutes of the December 12, 2018 MPO Board meeting. Renee Price seconded the motion. The motion passed unanimously.

#### **ACTION ITEMS:**

### 7. 2045 Metropolitan Transportation Plan (MTP) -- Amendment #1 Andy Henry, LPA Staff

Andy Henry stated that staff released Amendment #1 to the Metropolitan Transportation Plan (MTP) on November 28, 2018, along with the Air Quality Conformity Determination Report (AQ CDR) for public comment. Andy Henry continued that these documents along with the public input opportunities have been posted to the MPO website and advertised in local newspapers.

Andy Henry stated that staff has not made any significant changes to the Amendment #1 version that was released. Andy Henry continued that there will be a slight change to the current version by adding three future Capital Area Metropolitan Planning Organization (CAMPO) studies to Chapter 7 of the 2045 MTP. Andy Henry stated that MPO staff added the interim Socioeconomic Data years 2017, 2025, 2035, 2040 and 2045 to this most recent version of the resolution to streamline processes with the Federal Transit Administration (FTA). Andy Henry stated that the AQ CDR must be adopted by February 16, 2019 to continue federal transportation actions in the region.

Chair Damon Seils opened and closed the public hearing after receiving no public comment.

Jenn Weaver asked a question about the South Churton Street project. Andy Henry responded that any changes to names in the MTP will not impact the South Churton Street project and that his goal was to match the MTP to the Transportation Improvement Plan (TIP) to streamline the review process with federal agencies. Jenn Weaver also asked about submitting comments about the South Churton Street project. Andy Henry recommended making comments on the TIP at TIP public comment events and opportunities. Aaron Cain added that comments can be added to the FY2029 State Transportation

Improvement Plan (STIP), which will be discussed later in the MPO Board meeting and also at the next MPO Board meeting.

Michael Parker made a motion to adopt Amendment #1 to the 2045 MTP and Transportation Regional Model (TRM) version 6 by resolution. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

#### **8. Air Quality Conformity Determination Report**

126 Andy Henry, MPO Staff

John Hodges-Copple, TJCOG

Andy Henry Stated that the Air Quality Conformity Determination Report (AQ CDR) is a companion item to the 2045 MTP. John Hodges-Copple stated that the TIP must be a conforming subset of the MTP. John Hodges-Copple stated that the MPO Board adopts the MTP and the TIP, both of which require specific air quality conformity testing. John Hodges-Copple stated that the MTP must be fiscally restrained. John Hodges-Copple added that both the MTP and the TIP must meet air quality standards. John Hodges-Copple noted that the final AQ CDR has minor changes to it including minor spelling and grammatical edits, and additional acronym definitions. Andy Henry added that the AQ CDR is in compliance with both the 2045 MTP and the 2018-2027 TIP. Renee Price stated that there is an incorrect date on the final page of the AQ CDR.

Chair Damon Seils opened and closed the public hearing after receiving no public comment.

Renee Price made a motion to adopt the Air Quality Conformity Determination Report by resolution with the appropriate date correction. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

#### 9. GoTriangle Annual Report for Fiscal Year 2018

- **Jennifer Keep, GoTriangle**
- **Mo Devlin, SWG Administrator**
- **John Tallmadge, GoTriangle**

Jennifer Keep and Mo Devlin presented the transit plan annual reports for Durham and Orange counties for Fiscal Year 2018, highlighting both fiscal results and accomplishments resulting from the Durham and Orange County transit tax. Jennifer Keep stated that the Durham County Fiscal Year 2018 revenues cumulatively were \$53.7M, the largest portion of which came from the half cent sales tax which contributed to approximately \$30M. The expenditures of the transit tax were \$53.7M with the largest portion of it going to the light rail. Jennifer Keep and Ellen Reckhow discussed that there was more vehicle acquisitions budgeted for FY18 than FY19. Vice Chair Wendy Jacobs requested to have a made a graphic-oriented, one-page document that is able to be distributed to residents in order to demonstrate how the transit plan is being implemented. Mo Devlin and Vice Chair Wendy Jacobs further discussed strategies for disseminating information to residents and community members, including audiovisual information. Pam Hemminger added that it is important to demonstrate to the public whether the transit plan is ahead or behind of its budgetary goals. Ellen Reckhow requested that certain pieces of information presented in this presentation be included in the Annual Report.

Jennifer Keep stated that the total amount of revenue brought in from Orange County in FY18 was \$17.5M with the half cent sales tax contributing the most at \$7.3M. Jennifer Keep continued that there were \$17.5M of expenditures, including expenditures for the light rail at \$13M. Pam Hemminger requested that information about the reserve funding be included in the Annual Report. Michael Parker asked if the sales tax revenue is on schedule for both counties in the Q1 of FY19. Jennifer Keep responded that tax-exempt agencies in Durham requesting a refund of the tax money led to smaller than expected revenues produced in Durham County during Q1 for FY18 therefore Durham is slightly behind revenue projections. Jennifer Keep added that she expects the same phenomenon to occur in Orange County. Jennifer Keep added that she expected the funding to back on target in the following Quarters of FY19.

Mo Devlin stated transit service can be funded into two parts; existing transit service and expansion for new service. Mo Devlin stated that funding existing transit services includes Orange County Public Transportation, Chapel Hill Transit, and GoDurham. Mo Devlin continued that the transit tax has also contributed to adding more transit service, including more frequent service, additional routes, and more service on holidays and weekends. Mo Devlin stated that there is a new transit service between Hillsborough and Alamance. Mo Devlin added that there is more Durham-Raleigh Express (DRX) service as well.

Mo Devlin stated that the transit tax also paid for new buses in Orange and Durham counties.

Mo Devlin continued that bus stop improvements are budgeted for 2018 in both counties. Mo Devlin also stated that transit emphasis corridors, such as Chapel Hill Road near Lakewood, are also under budget consideration. Mo Devlin also stated that funding is budgeted for the Durham-Wake Commuter Rail, North-South Bus Rapid Transit (BRT), and the Hillsborough Train station. Jenn Weaver and Mo Devlin discussed the role of North Carolina Railroad (NCRR) in the planning of the Hillsborough Train Station. Renee Price highlighted the need to in northern Orange County, along the Alamance Connector route, to have funding budgeted to increase the accommodations at bus stop facilities and improve pedestrian access to and from bus stop facilities.

John Tallmadge stated that the Durham Orange Light Rail (D-O LRT) project is on track for the \$1.2B federal grant. John Tallmadge continued that GoTriangle is currently in the final negotiations with third parties and is in the process of implementing the final agreements. John Tallmadge stated Durham and Orange counties have submitted letters agreeing to an approach where additional transit tax dedicated revenues in Durham County would be committed to the D-O LRT project to make up for the shortfall, but that would need to then memorialize that amendment to the cost sharing agreements.

John Tallmadge explained that, according to Federal Transit Administration (FTA), the commitments in those cost sharing agreements need to match the language and information that's in the transit plans.

John Tallmadge stated that GoTriangle must consult with FTA before language can be finalized, however, the federal government shutdown of 2018/2019 has complicated that timeline. John Tallmadge added that he is requested that the MPO Board authorize the release of the finalized Durham-Orange County transit plans, so that GoTriangle can release them on or before February 6 for the 21-day public comment period. Chair Damon Seils and Aaron Cain discussed that the transit plans would also be presented before the Durham County Board, Orange County Board, and the GoTriangle Board. Chair Damon Seils and Aaron Cain discussed that a special meeting of the MPO Board may need to be scheduled due to the time constraints. John Tallmadge stated that he is coordinating with the other regional boards. John Tallmadge and Chair Damon Seils discussed that the proposed amendments to the two transit plans will reflect what is included in the cost sharing agreement between the two counties, in addition to the commitments that Durham County made to address the State and public funding. Michael Parker asked how the tunnel and bridge for the DO-LRT in downtown Durham will be addressed.

Michael Parker made a motion to authorize to staff to release for public review and comment on or before February 6, 2019, the amendment for the Durham County and Orange County transit plans. Ellen Reckhow seconded the motion. The motion passed unanimously.

#### 10. DCHC MPO State of the Region 2018 Report (5 minutes)

#### Felix Nwoko, LPA Staff

Aaron Cain stated that the LPA staff requests that the MPO Board review the draft DCHC MPO State of the Region 2018 Report and provide comments to Felix Nwoko by January 30, 2019. Aaron Cain added that the final report will be presented at the February DCHC MPO Board meeting. Aaron Cain stated that the report is filled with information of the overall region including population information, and does not include project planning or staff resources. Ellen Reckhow highlighted that, according to the State of the Region Report, between 2010 and 2016, population increased by 10% but miles travels increased by 92%, and added that transit use also increased by 10% between the years of 2013 and

2015. Vice Chair Wendy Jacobs suggested adding travel markets to this report, adding that John Hodges-Copple might have available information. Vice Chair Wendy Jacobs added that travel market maps could also highlight the importance of the planned D-O LRT route.

This item is for informational purposes only, no action is necessary.

#### 11. Draft FY2020 Unified Planning Work Program (UPWP) (10 minutes)

#### Meg Scully, LPA Staff

Meg Scully stated that 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. Meg Scully continued that funding for the UPWP is provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Meg Scully added that the UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. Meg Scully stated that the proposed schedule for UPWP development is for the draft FY2020 UPWP to be reviewed by the MPO Board and released for public comment on January 16, 2019. Meg Scully added that the MPO Board will be asked to hold a public hearing and approve the plan at their February meeting.

Meg Scully highlighted several aspects of the UPWP, including; funding tasks by category, accomplishments from FY18, and FTA 5303 & 5307 funding allocation by planning organization to the transit agency. Meg Scully added that the 20% local match to the LPA portion by jurisdiction will be approved when the UPWP is approved, and Meg Scully plans to work with local staff to ensure all numbers are correct and verified.

Renee Price made a motion to release the draft FY2020 UPWP for public comment. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

12. Overview of Transit-Oriented Development Guidebook for Durham-Orange Light Rail Transit (D-O LRT)
Patrick McDonough, GoTriangle

Patrick McDonough stated that in the fall of 2016, GoTriangle and Gateway Planning initiated a federal grant-funded study of Transit Oriented Development (TOD) opportunities for the neighborhoods around the stations along the Durham-Orange Light Rail Transit (D-O LRT) corridor. Patrick McDonough added that the primary output of this work is the TOD Guidebook, which contains approximately 550 pages of information that can also be obtained at the GoTriangle website. Patrick McDonough stated that the TOD Guidebook attempts to further the scope of ordinary guidebooks to include aspects such as; zoning, streets, public space, and affordable housing. Patrick McDonough stated that these four areas relate and link to the other three areas.

Patrick McDonough stated that from 2018-2057, local governments are projected to add \$1.4-1.9B of additional tax revenue with the D-O LRT. Vice Chair Wendy Jacobs and Mike Fox commented that the tax rates appear to be conservative. Patrick McDonough stated that the conservative tax estimates were suggested by City and County financial departments. Mike Fox and Patrick McDonough also discussed the advantages and disadvantages of comparing the tax revenue of the Charlotte light rail project with the D-O LRT project due to the different economic climates.

Patrick McDonough stated that the TOD Guidebook is a series of light rail station area concept plans and associated public policy Action Step recommendations for: zoning, affordable housing, station area infrastructure, streets, public space, and parking. Patrick McDonough highlighted affordable housing because it was the one area that the Charlotte light rail planning commission missed an opportunity. Patrick McDonough stated that the topic of affordable housing continues to be a difficult subject not only for the Triangle region, but also for housing markets across the United States. Patrick McDonough stated that, after consulting with many experts in the field, there is no one correct way to resolve this issue and that many different approaches will need to occur. Patrick McDonough stated that adding both market rate housing and subsidized housing reduces displacement pressure. Patrick McDonough and Renee Price discussed the impacts of

gentrification on communities and how North Carolina does not have some of the same legislative powers as other states have in order to combat gentrification and displacement. Vice Chair Wendy Jacobs noted that as there are more people moving into Durham County, demand cannot currently keep up with supply and a housing shortage may emerge.

Patrick McDonough stated that Gateway Station and Patterson Place planning could lead to additional housing across housing markets. Patrick McDonough discussed the economic growth possibilities in addition to planning for bike/ped facility planning at the proposed Gateway Station and Patterson Place. Patrick McDonough stated that infrastructure work would be needed at Patterson Place to promote a higher housing density.

Patrick McDonough stated that the two most common land uses in the TOD Guidebook are multifamily housing and office units. There was discussion about market study for the DCHC MPO region and also three subregions of Chapel Hill, south Durham and Central Durham.

Michael Parker stated he was concerned that some of the plans for D-O LRT stations around Chapel Hill might not be exactly what local government would like to occur in that area. Michael Parker requested that the Town Chapel Hill staff meet with GoTriangle to rectify their visions for the light rail stations. Pam Hemminger added that there are three light rail stations on UNC property, and there would be no commercial development that would be taxable on their property, as was expressed by UNC staff. Patrick McDonough replied that he will coordinate with Chapel Hill staff as well as send a memorandum to Pam Hemminger to further explain the tax revenue situation on the UNC stations. Penny Rich stated that Gateway Station was moved closer to Orange County in order to increase its tax revenue potential.

This item is for informational purposes only, no action is necessary.

#### 13. FY2020-2029 Draft STIP

#### **Aaron Cain, LPA Staff**

On January 10, 2019, North Carolina Department of Transportation (NCDOT) released the initial draft FY2020-2029 State Transportation Improvement Program (STIP). Aaron Cain stated that LPA staff estimated approximately \$100M of funding for Division Needs projects, but received only \$38M. Aaron Cain added that he has not received a definitive answer from NCDOT on the decrease in funding. Aaron Cain stated that DCHC was awarded six new Division Needs projects; two highway projects, two bike/ped projects, and two transit projects. Aaron Cain stated that the highway projects included NC 98 safety improvements from Junction Road to Lynn Road, and the right-of-way (ROW) is scheduled for FY26 and construction is scheduled for FY28. Aaron Cain added that projects that did not receive ROW funding by FY24 will need to be rescored in Strategic Planning Office of Transportation (SPOT) 6. Aaron Cain added that the other highway project was the US 15-501 synchronized street in Chatham County, and the ROW is scheduled for FY25, which will need to be rescored in SPOT 6. Aaron Cain stated that one of the bike/ped projects is the Fordham Boulevard multiuse path from Willow Drive to Old Durham Road in Chapel Hill. Aaron Cain added that the other bike/ped project is the NC 54 side path in Carrboro from James Street to Anderson Park, and the ROW is for FY26, therefore it will need to be rescored in SPOT 6. Aaron Cain continued that the Chatham Transit Network is receiving three new ramp-equipped minivans in FY21, and the Orange Public transit is to receive two new light transit vehicles in FY21.

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Aaron Cain added that the D-O LRT received state funding in FY24 through FY29, which make it a committed project that does not need to be rescored, however, there are additional state and legislative deadlines to be met. Aaron Cain also stated that the widening for I-85 in Orange County is scheduled to for construction in FY28, but the timeline may overlap with the I-85 widening in Durham County. Aaron Cain also added that the Churton Street widening and US 70 upgrade were both delayed by one year, but are still considered committed projects. Aaron Cain continued that US 15-501 in Chapel Hill was delayed two years, so it must be rescored, but he believes it will score well

enough to receive funding in SPOT 6. Aaron Cain added that there were five projects no longer in the STIP, including I-40 managed lanes, NC 54-Old Fayetteville Road intersection, West Ellis Road grade separation, Neal Road grade separation and the GoTriangle Regional Transit Center. Chair Damon Seils and Aaron Cain discussed the schedule for the FY2020-29 STIP, and they also discussed inviting NCDOT Secretary Trodgon to the MPO Board meeting in March. 14. Amendment #9 to the FY2018-2027 TIP Aaron Cain, LPA Staff Aaron Cain stated that Amendment #9 to the FY2018-2027 Transportation Improvement Program (TIP) consists of requests to add funds to four projects, and he referenced the agenda packet for further information. Jenn Weaver made a motion to approve Amendment #9 to the FY2018-27 TIP. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously. 15. Amendment #10 to the FY2018-2027 TIP **Aaron Cain, LPA Staff** Aaron Cain stated that Amendment #10 to the FY2018-2027 Transportation Improvement Program (TIP) includes two requests for bike/ped from the City of Durham, and since each project was over \$1M, they both will require a 21-day public comment period. Ellen Reckhow made a motion to release Amendment #10 to the FY 2018-27 TIP for a 21-day public comment period. Renee Price seconded the motion. The motion passed unanimously. **REPORTS:** 16. Report from the Board Chair Damon Seils, Board Chair Chair Damon Seils stated that, following the meeting, he and Aaron Cain will discuss scheduling a special meeting for February 27.

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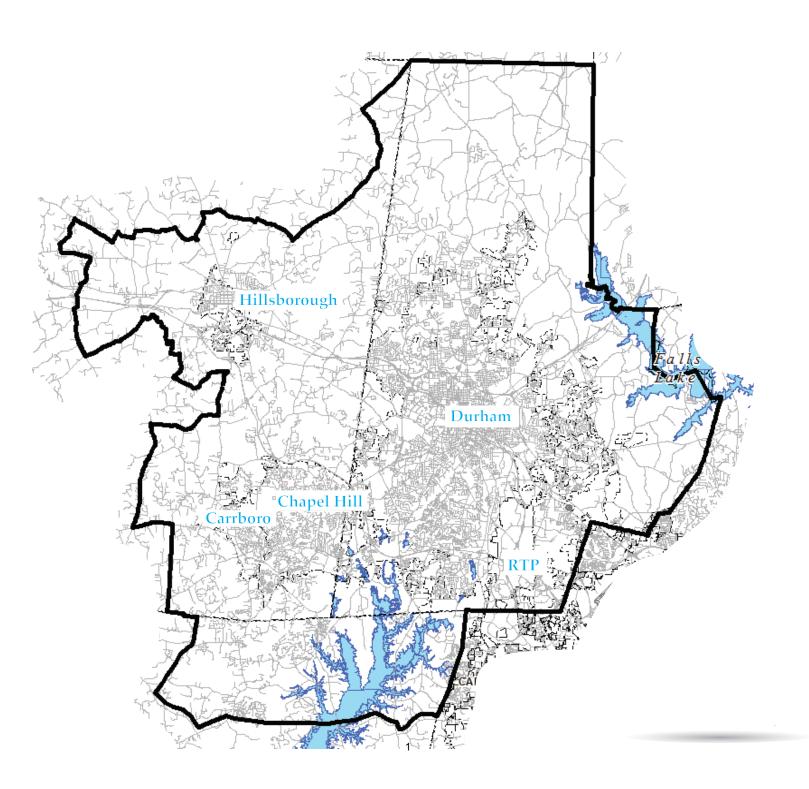
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17. Report from the Technical Committee Chair

Ellen Beckmann, TC Chair 341 342 Ellen Beckmann stated that there will be three Durham Transportation Study workshops: January 22 from 5p.m. - 7 p.m. at the Hayti Heritage Center in Durham; January 25 from 11:30 a.m. -343 344 1:30 p.m. at the Durham County Human Services Building; and January 26 from 10 a.m. – 12 p.m. at the Durham Bus Station. Ellen Beckmann added that there is an online survey and encouraged everyone to 345 346 take the survey. 18. Report from LPA Staff 347 Andy Henry, LPA Staff 348 Aaron Cain stated that there is training for any new MPO Board member who requests it. 349 350 19. NCDOT Report 351 Richard Hancock, NCDOT Division 5, stated that bids were presented on January 15 for the 352 Hope Valley/University Drive roundabout, and Carolina Sunrock is likely to receive the project. Ed Lewis, NCDOT Division 7, discussed possible developments at Smith Level Road. 353 354 Bryan Kluchar, Division 8, stated that he is in the process of securing funding for Jerimiah Drive 355 in Chatham County by raising a section of the roadway by six feet. 356 There was no comment from NCDOT Transportation Planning Division (TPD). 357 There was no report from NCDOT Traffic Operations. 358 **INFORMATIONAL ITEMS:** 17. Recent News, Articles, and Updates 359 Chair Damon Seils stated that there is additional information regarding vehicle miles traveled, 360 361 which was discussed by Ellen Reckhow previously in the meeting. 362 **ADJOURNMENT:** There being no further business before the DCHC MPO Board, the meeting was adjourned at 363 3:46 p.m. 364

# Durham Chapel-Hill Carrboro Metropolitan Planning Organization

FY2020 Unified Planning Work Program 2.27.19



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#### Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) RESOLUTION (FTA and FHWA)

## Approving the FY2020 Unified Planning Work Program of the DCHC MPO

February 27, 2019

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.	
	sportation planning program must be carried out ransportation projects are effectively allocated to the
Whereas, the City of Durham Department of T Federal Transit Administration (FTA) Metropol	ransportation has been designated as the recipient of litan Planning Program funds; and
Whereas, the City of Durham Department of T Section 104(f) Planning and Technical Studies	ransportation has been designated as the recipient of Planning grant funds; and
Whereas, members of the DCHC MPO Board a effectively advance transportation planning for	agree that the Unified Planning Work Program will FY2020.
Now therefore, be it resolved that the MPO I Work Program for the DCHC MPO Urban Ar	Board hereby endorses the FY2020 Unified Planning ea.
	reby certify that the above is a true and correct copy of an CHC MPO Board, duly held on the day of
Damon Seils, MPO Board Chair	
Durham County, North Carolina	
I certify that Damon Seils personally appeared b forgoing document.	efore me this day acknowledging to me that he signed the
Date:, 2019	
	Frederick Brian Rhodes, Notary Public
	My commission expires: May 10, 2020

#### RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

## RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) TRANSPORTATION PLANNING PROCESS FOR FY2020

**Whereas**, the MPO Board has found that the Metropolitan Planning Organization 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 Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Transportation Plan,

transportation plannin	lved that the DCHC Urban Area MPO Board certifies the process for the DCHC Metropolitan Planning Organization on the	is the
day of, 2019		
-	Damon Seils,	
	Board Chair	
	Clark/Coarstory/Dlaman	
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#### **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 CF R 450.306 (i)] Response: Yes, the policy board includes elected official/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 8-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. 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 sued 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, subgrantees, 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.

Damon Seils, MPO Board Chair	Date	
Felix Nwoko, Ph.D.	 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*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains project descriptions for special projects and Federal Transit Administration (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 funds flexed to 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, the Coordinated Plan, Community Viz update, Regional Freight Plan implementation and update, data collection geo-database enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT) and GoDurham is the Federal Transit Administration's Section 5303 funds. 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.

#### Proposed FY2020 UPWP Activities and Emphasis Areas

DCHC MPO activities and emphasis areas for the FY20 UPWP are summarized as follow:

- Preparatory work on the development of the 2050 Metropolitan Transportation Plan (MTP)
- Development of the 2020-29 MTIP
- Commence work activities associated with SPOT6
- Continue to implement Fast Act Metropolitan Planning requirements
- Monitory of ADA Transition Plan and Self-Assessment
- Update and monitoring of Title VI compliance
- Update and monitoring EJ and LEP
- Monitoring of Safety Targets
- Monitoring of State of Good Repairs Targets
- Continuation of routine planning- TIP, UPWP, Data monitoring and monitoring system, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects/programs: transportation resilience planning, CTP update, safety/freight, modeling,
- Exploration of integrating big data into technical and modeling processes.
- Exploration of tools for evaluating impacts of technology and autonomous/connected vehicles
- TRM V7 Exploration and analysis of future direction.
- TRM V6, maintenance, enhancement and update.
- Asset Management Plan for all modes (required for all transit agencies), etc.
- TRM estimation year data tabulation (to be aligned and streamlined with CMP Data gathering and analysis efforts)
- Update of 2045 and process amendments as necessary and required.
- Update and QC of base year data collection/inventory.
- Rolling (continuous ACS-style) surveys (household, transit onboard, cordon, etc.)
- Regional transit and implementation and update of County transit plans
- Congestion Management Process CMP- State of the System Report
- MPO-wide Mobility Report Card update
- Implementation of the Regional Freight Plan
- 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
- Triangle Bikeway

#### **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 reduce or mitigate stormwater impacts of surface transportation; and
- 10. Enhances travel and tourism

In addition, the current administration is promoting livability principles that are to be considered in the metropolitan planning process activities. These principles are:

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

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

#### **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 Metropolitan Transportation Plan (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 the 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) for a seven-year time horizon in cooperation with the State, MPO member agencies and with local transit operators. The TIP is produced through a planning process which involves the region's local governments, the NCDOT, local jurisdictions and citizens 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)**

Designated TMAs, such as DCHC MPO, based on urbanized area population over 200,000 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 emissions 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.

#### FY2020 Emphasis Areas and Special Projects Descriptions

Special emphasis projects and new initiatives for the FY2020 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 as needed. 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 the non-motorized trip. 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. Also, estimation of parameter using the household survey will be undertaken during this UPWP period. 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 in concert with 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 Viz0 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 85<sup>th</sup> percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians;
- INRIX and HERE 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 output 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.

**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, safety and security in the region. DCHC MPO will continue to update and maintainthe regional ITS architecture, and coordinate with various stakeholders to ensure that ITS technologies are deployed in manner that will allow for communication, interoperability, and compatibility amongst various regional systems and entities.

**Title VI Planning** - The purpose of this task is to ensure 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. DCHC MPO will continue to monitor the Title VI program and implement Title VI Assurance.

**Safety and Security Planning** - The purpose of this task is to reduce the human and economic toll on the region's multi-modal transportation system due to traffic crashes through collaboration and an integrated Vision Zero approach including engineering, enforcement, education and emergency response. DCHC MPO will continue to analyze safety data and collaborate with NCDOT and regional safety stakeholders to monitor safety programs and continually revise and refine the planning process.

Land Use, Socio-Economic, Environmental - The purpose of this task is to collect, maintain and analyze regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. DCHC MPO will continue to participate, provide input to member jurisdictions and agencies in the development of local comprehensive plans, and provide guidance to NCDOT Project Development and 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.

# **FY2020 UPWP Funding Sources**

FY2020 UPWP funding levels as well as the descriptions of funding sources is summarized below.

# Federal Highway Administration Funds (FHWA)

**Planning (PL) Section 104(f)** – These funds for urbanized areas, are administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. 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 based on a formula. The DCHC MPO PL fund allocation for FY2020 is below.

	MPO Total
Federal PL funds (80%)	\$ 517,111
Local match (20%)	\$ 129,278
Total PL Funds	\$ 646,389

**STBG-DA** – These funds are the portion of the federal Surface Transportation Block Grant Program (STBG-DA) funds provided to Transportation Management Areas (TMAs) over 200,000 in population through FHWA. By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STBG-DA funds proposed to be flexed in the FY2020 UPWP are shown below:

	MPO Total
Federal STBG-DA funds (80%)	\$ 1,849,095
Local match (20%)	\$ 462,275
<b>Total STBG-DA Funds</b>	\$ 2,311,370

# Federal Transit Administration (FTA) Funds

Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 and Section 5307 funds administered through the Federal Transit Administration (FTA) and the NCDOT Public Transit Division (PTD).

**Section 5303** funds provide assistance to urbanized areas for transit planning. The funds are for planning and technical studies related to urban public transportation. They are provided from the FTA through the PTD to the MPO transit operators (80% from FTA, 10% from PTD, and 10% local match).

5303	СНТ	GoDurham	MPO Total
Federal (80%)	\$137,200	\$142,800	\$280,000
State (10%)	\$17,150	\$17,850	\$35,000
Local (10%)	\$17,150	\$17,850	\$35,000
Total Sect. 5303	\$171,500	\$178,500	\$350,000

**Section 5307** funds may be used for planning as well as other purposes, and are distributed by formula by FTA. The 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.

5307	GoDurham	MPO Total
Federal (80%)	\$ 247,856	\$ 247,856
Local (20%)	\$ 61,964	\$ 61,964
Total Sect. 5307	\$ 309,820	\$ 309,820

# **Summary of all Funding Sources**

	Federal	State	Local	Total
PL/STBG-DA (FHWA)	\$ 2,366,206		\$ 591,553	\$ 2,957,759
FTA 5303	\$280,000	\$35,000	\$35,000	\$350,000
FTA 5307	\$ 247,856		\$ 61,964	\$ 309,820
Total	\$ 2,894,062	\$ 35,000	\$ 688,517	\$ 3,617,579

#### Summary of Federal Funding (80%) by Agency

	FHWA	FTA Trans	sit Planning	
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$1,917,111			\$1,917,111
Carrboro	\$25,680			\$25,680
Chapel Hill	\$95,929	\$137,200		\$233,129
Durham City	\$215,856			\$215,856
Durham County	\$46,630			\$46,630
TJCOG	\$65,000			\$65,000
GoDurham		\$142,800	\$247,856	\$390,656
Total	\$2,366,206	\$280,000	\$247,856	2,894,062

#### **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 FY2020. The local match shares for member jurisdictions referenced below were determined using population and number of data collection locations/segments. GoTriangle is 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STBG-DA.

Agency	Total FY2020
Durham City	\$233,781
Durham County	\$40,225
Chapel Hill	\$58,599
Carrboro	\$20,050
Hillsborough	\$6,232
Orange County	\$35,019
Chatham County	\$14,498
GoTriangle	\$29,871
Total	\$438,275

#### **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 (ie. the 3-C planning process). The certification resolution is included as part of this work program.

# **Summary of FY2018 and First Quarter FY2019 UPWP Accomplishments**

The main emphases of the FY2018 and first quarter of FY2019 UPWP were the development of the Comprehensive Transportation Plan, 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 Viz 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, SPOT5/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:

**Coordinated Public Transit Human Services** - The DCHC MPO continued to address the Coordinated Public Transit Human Services Transportation Plan as required by FAST Act and foster coordination and communication among all transit providers in the region. Staff continued to meet and coordinate with the human services agencies that provide or have clients that need transportation services in the MPO, collect information on transportation services, and maintain the metropolitan transportation coordination plan.

Routine MPO Planning Progress and UPWP - The MPO continued to address periodic reviews, changes, and progress on the 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.

**2045 Metropolitan Transportation Plan (MTP)-** MTP and CTP are the centerpiece of the metropolitan transportation planning process. DCHCMPO 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. DCHC-MPO anticipates the next major update of the MTP will commence in 2020.

**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 to create a Regional Transportation Safety Coalition with the aim of reducing 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 reducing the number of fatalities within the MPO by half by the year 2045, and ultimately the vision of Destination Zero Deaths.

The other accomplishments for the FY2018 and first quarter FY2019 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 Counties Transit Plans and LRT, etc.
- 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 development of the CTP multi-modal maps and tables. 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 has been completed and mutually adopted by the MPO Board and the Board of Transportation. CTP was approved by the Board and subsequent to that the MPO initiated an amendment (Amendment #1) which was approved by the Board. Staff continued to re-evaluate modal elements of the CTP.
- 5. 2045 Metropolitan Transportation Plan (MTP): significant progress was made in the development of the 2045 MTP. The MPO approved 2045 MTP and subsequently embarked on the air quality conformity analysis and determination due to the recent court that required them to perform activities under the 1997 8-hour Ozone standard. Other 2045 MTP accomplishments include: reconciling MTP projects with TIP. Processing amendments 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. MPO ADA Transition Plan: DCHC MPO conducted an ADA roundtable and stakeholder outreach. Continued to oversee the update of the DCHC MPO ADA Transition Plan, specifically; update of 508 compliance, preparation of ADA roundtable, assessment of MPO ADA programs, etc.
- 9. Regional Freight Plan: Staff continued to serve as the project manager for the development of the Triangle Regional Freight Plan. Work tasks accomplished included but are not limited to: collaboration in producing draft report, providing staff support for local adoption and integrating freight issues and concerns within overall metropolitan process.
- 10. Public Involvement Process: 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; Facebook and Twitter. 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 webservers, and suggested updates and enhancements.
- 11. 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.
- 12. 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.
- 13. Metropolitan Transportation Improvement Program (MTIP): The MPO continued to work on TIP-related activities such as prioritization, review of the MPO methodology, Local Supplement of the STIP, and the development of the draft Metropolitan Transportation Program (MTIP).
- 14. Amendments and Administrative Modifications to the MTIP: The MPO processed several amendments and administrative modifications to the 2016-25 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
- 15. 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.
- 16. 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.
- 17. 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, Infinity-Latta intersection, NC54 widening project planning, I-40 widening (US15-501 to I-85), several bridge replacement projects, resurfacing projects, etc.
- 18. Oversight, Monitoring and Administration of Transit Grants: The MPO continued to process invoices for sub-recipients reimbursements as well continued to administer and monitor transit grants.
- 19. Service Requests: Staff performed numerous services requests from the public and member agencies.
- 20. 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 citizens 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 Notice of Proposed Rule Making (NPRM), federal register and literature review of new transportation planning procedures.
  - 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.
- 21. Assisted with the compliance of federal and state regulations and mandates.
- 22. Performed various supervisory duties.

# **City of Durham Accomplishments**

The City of Durham supported all areas of MPO work through participation in the CTP, MTP, and TIP processes as well as special studies like the NC 98 Corridor Study, US 15-501 Corridor Study, and FTA TOD Planning Grant. There are many funded TIP projects in development in the City of Durham, and City staff have been extensively coordinating with NCDOT and the MPO in the development of these projects. The City is also managing the Central Durham Transportation Study, a long-range planning study for the downtown Durham area. The project was initiated in 2018 and will be ongoing through 2019.

# **Durham County Accomplishments**

Durham County staff developed and updated land use data based on existing zoning, adopted plans, and aspirational scenarios to be incorporated into the development of the Triangle Regional Model. County staff also continued development of station area plans for the Patterson Place and Erwin Road Compact Neighborhoods for land use, transportation, and critical infrastructure, and outlined an initial plan for Greenway-Focused Development standards and regulations for trails within the city.

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 U-5774 (NC 54 widening), U-6021 (Fayetteville Street widening), EB-5703 (LaSalle Street sidewalk), B-5512 (Kemp Road bridge replacement), R-5825 (NC 751/O' Kelly Roundabout), W-5517 (Pleasant/Mineral Springs Roundabout) 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).

Durham County was an active participant in the GoTriangle Planning Grant, the ongoing SPOT 5.0 process, and vital in the completion of the NC 98 Corridor Study. Staff also began participation in the US 15-501 Corridor Study, and began in partnership with Wake Transit, a key role within the Technical Team for the Wake-Durham Commuter Rail.

#### **Town of Carrboro Accomplishments**

The Town of Carrboro's planning activities in FY2018 covered a variety of topics, with several new initiatives beginning. The Town began a process to create a Wayfinding System (a key recommendation from the Parking Plan), utilizing the consulting firm Axia Creative to develop conceptual sketches for Automobile, Bicycle, and Pedestrian scaled signage throughout the town. The Town also having applied for and received an NCDOT Bicycle and Pedestrian Planning grant, developed an RFP and advertised it to solicit proposals from consultants to update the Town's Bike Plan.

The Town of Carrboro also worked to develop a regular procedure for performing traffic counts, data from which could be used to support the Town's Residential Traffic Management Plan and the MPO's Mobility Report Card and coordinated with Public Works, ITRE, and EcoCounter to restore the continuous Bike/Ped Counter located on the Libba Cotten Bikeway to working order. Additionally, the MPO's on-call contract was used to contract with Stantec to analyze the E Main Street corridor to determine the feasibility of providing enhanced bicycle facilities within the cross-section by coordinating the NCDOT resurfacing plan with the opportunity to develop an alternative roadway striping design.

The Town of Carrboro has been continuously involved in regional transit planning efforts including CHT's North-South BRT, CHT's Short Range Transit Plan, the Durham-Orange Light Rail, and the Orange County Transit Plan. Carrboro also assisted with upcoming NCDOT TIP projects: R-5821 (NC 54 to Orange Grove Rd, Operational Improvements), U-6070 (NC 54 & Old Fayetteville Rd, Intersection Improvements), and EB-5886A (Estes Drive Bike/Ped Improvements).

# **Town of Chapel Hill Accomplishments**

The Town of Chapel Hill participated in the DCHC MPO FY 18 Unified Planning Work Program by working on a variety of transportation planning and project management activities.

Bike Friendly Community - The Town of Chapel Hill applied to be designated a Bicycle Friendly Community through the League of American Bicyclists. Staff gathered data related to bicycle and pedestrian facilities in Town, writing narratives for accomplishments, and distributing a public survey.

Bicycle and Pedestrian Counters - Staff installed three permanent bike/ped counters on Town roads and collects continuous data. There is also a portable pedestrian counter that staff locates in various locations to conduct before and after counts when a new sidewalk is constructed. Staff created a template semi-annual report for the bike-ped counter data and produced the first round of reports, and is working to develop an online platform to display the bike/ped counts in real time.

Regional and Statewide Planning - Staff continued to work on the engineering and NEPA phase of the North-South Bus Rapid Transit Project, and participated in policy and technical committee meetings, funding discussions, and public input sessions. Staff also participated in Durham-Orange Light Rail planning activities, including technical committee meetings, plan review, and public meetings. Staff participated in the Orange County Transit Plan staff working group and produced project requests and invoices as required.

US 15-501 Corridor Study - The Town of Chapel Hill was on the study steering committee and supported the design team by reviewing consultant reports and public display boards, participated in steering committee meetings, and shared information with advisory boards and Council during the process.

Transportation Improvement Plan - C-5179 is a locally managed bicycle and pedestrian project to construct multi-use path, raised cycle track, and sidewalks along Estes Drive. Town staff and consultant, Stewart Engineering, reached the 90% design benchmark and continue working through the right-of-way acquisition and final plans. Construction is expected to begin in 2019. EB-4707 is the Chapel Hill portion of the Old Durham-Chapel Hill Road bike-ped project, and staff continued to work with NCDOT and consultant to finalize the plans and move towards construction, which is expected to begin in 2019.

SPOT 5.0 - Staff identified highway, bike/ped, and transit projects for the next round of state prioritization for transportation funding. Town staff worked closely with DCHC MPO to choose important Town projects from the MTP and refine cost estimates and project scope on eligible transportation projects.

Town staff continued to attend bi-weekly MPO meetings, frequent sub-committee meetings, provide support to Town advisory boards, communicate with elected officials about transportation-related issues, and attend trainings and conferences.

# **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 2018	Development of draft FY2020 UPWP and coordination with the
	Oversight Committee and local agencies.
November 2, 2018	Deadline for funding request and supplemental documents to be
	submitted to MPO by member agencies.
December 19, 2018	TC reviews draft FY2020 UPWP and recommends Board release for
	public comment.
January 16, 2019	MPO Board reviews draft of FY2020 UPWP and releases draft for
	public comment.
January 23, 2019	TC receives draft of FY2020 UPWP and recommends Board hold
	public hearing and approve draft at February Board meeting.
January 31, 2019	Draft FY2020 UPWP submitted to NCDOT/PTD
February 27, 2019	MPO Board holds public hearing and approves draft FY2020 UPWP
	including approval of self-certification process and local match.
March 15, 2019	Deadline for final FY2020 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

	STI	STBGP	Section 104(f)	104(f)		Section 5303	3		Section 5307					
	Sec. 133	Sec. 133(b)(3)(7)	PL		Ξ	Highway/Transit	sit		Transit			Funding	<b>Funding Summary</b>	
Receiving Agency	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
	70%	%08	20%	%08	10%	10%	%08	20%	%0	80%	Local	NCDOT	Federal	Total
						<b></b> -						 		
LPA	\$350,000	\$1,400,000	\$129,278	\$517,111	\$0	\$0	\$0	\$0	\$0	0\$	\$479,278	0\$	\$1,917,111	\$2,396,389
Carrboro	\$6,420	\$25,680	0\$	0\$	\$0	\$0\$	\$0	\$0	\$0	0\$	\$6,420	\$0	\$25,680	\$32,100
Chapel Hill/CHT	\$23,983	\$95,929	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	0\$	\$41,133	\$17,150	\$233,129	\$291,411
Chatham County	\$0	0\$	0\$	0\$	0\$	0\$		0\$	\$0	0\$	\$0	0\$	0\$	\$0
Durham/DATA	\$53,964	0,	0\$	0\$	\$17,850	\$17,850	\$142,800	\$61,964	\$0	\$247,856	\$133,778	\$17,850	\$606,512	\$758,140
Durham County	\$11,658	\$46,630	0\$	0\$	0\$		0\$	0\$	0\$	0\$	\$11,658	0\$	\$46,630	\$58,288
Hillsborough	\$0	0\$	0\$	0\$	\$0	\$0	0\$	0\$	\$0	0\$	\$0	\$0	0\$	\$0
Orange County	\$0	0\$	0\$	0\$	0\$	0\$	0\$	0\$	\$0	0\$	\$0	0\$	0\$	\$0
TJCOG	\$16,250	\$65,000	0\$	0\$	\$0	0\$	0\$	0\$	0\$	0\$	\$16,250	0\$	\$65,000	\$81,250
GoTriangle	\$0	0\$	0\$	0\$	0\$	0\$	0\$	0\$	0\$	0\$	0\$	\$0	0\$	\$0
NCDOT	\$0	0\$	0\$	0\$	0\$	0\$	0\$	0\$	\$0	0\$	\$0	0\$	0\$	\$0
Totals	\$462,275	\$462,275 \$1,849,095	\$129,278 \$517,111		\$35,000	\$35,000	\$280,000	\$61,964	0\$	\$247,856	\$688,517	\$35,000	\$2,894,062	\$3,617,578

MPO Wide - Detail Funding Tables - All Funding Sources

1 A Survence   1 Traf   2 Veh   2 Veh   3 Stree   2 Veh   3 Stree   3 Stre	Description  Surveillance of Change  1 Traffic Volume Counts 2 Vehicle Miles of Travel 3 Street System Changes 4 Traffic Crashes 5 Transit System Change 6 Dwelling Unit, Pop. & Emp. Change 7 Air Travel 8 Vehicle Occupancy Rates 7 Air Travel 10 Mapping 11 Central Area Parking Inventory 12 Bike & Ped. Counts 10 Mapping 11 Central Area Parking Inventory 12 Bike & Ped. Counts 13 Inventory 14 Bike & Ped. Counts 16 Collection of Base Vear Data 17 Collection of Base Vear Data 1 Collection of Base Vear Data 2 Forecast of Data to Horizon year 6 Community Gools & Objectives 1 Forecast of Futurel Travel Patterns 1 Forecast of Futurel Travel Patterns	133(b)  Local 20% 20,813 20,813 20,813 20,000 1,100 2,000 2,000 1,100 1,	133(b)(3)(7) 80% 813 83,251 800 3,200 10,400 776 19,104 700 21,080 00 24,000 00 24,000 00 24,000 00 24,000 00 00 24,000 00 010,400 00 01,400 0	PL Local 20% 1,000	FHWA 80% 4,000	High. Local T 10% 0 0	Highway/Transit NCDOT 10% 0 0 0 0	FTA 80%	Local 20%	Transit NCDOT 0	FTA 80%		NCDOT	ICDOT Federal	Total
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3 3 3 3 3 3 3	et System Changes fit Crashes sist System Data siling Unit, Pop. & Emp. Change travel icle Occupancy Rates rel Time Studies sping fital Area Parking Inventory s. & Ped. Facilities Inventory s. & Ped. Facilities Inventory ection of Base Year Data ection of Base Year Data ection of Network Data ection of Network Data el Model Updates eeast of Data to Horizon year mountily Goals & Objectives ecast of Future I Travel Patterns	1,100 4,776 2,600 8,020 6,000 1,4,500 1,4,500 1,3,13 1	4,400 19,104 10,400 32,080 24,000 57,040 72,874 10,597	400	1,600	0	0 0	0	0	0	0		1	4,800	9000'9
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5 6 6 6 9 9 9 9 9 9 10 11 11 11 12 13 13 13 13 13 13 13 14 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	sit System Data  Illing Unit, Pop. & Emp. Change  Travel  Ire Occupancy Rates  poing  tral Area Parking Inventory  & Ped. Facilities Inventory  & Ped. Facilities Inventory  & Ped. Facilities Inventory  & Ped. Counts  ection of Base Year Data  ection of Base Year Data  ection of Network Data  el Model Updates  vel Surveys  recast of Data to Horizon year  munnify Goals & Objectives  ecast of Future I Travel Patterns	2,669 6,000 14,260 18,219 13,023 13,030 72,080 72,080	10,400 32,080 24,000 0 57,040 72,874 10,597	1,080	4,320	0	>	0	0	0	0		1	23,424	29,280
6 8 8 8 9 9 10 11 11 12 13 13 13 4	iling Unit, Pop. & Emp. Change Fravel icle Coucpancy Rates eir Time Studies ping tral Area Parking Inventory & Red. Facilities Inventory & Red. Counts g Range Transp. Plan (MTP) g Range Vear Data ection of Base Vear Data ection of Network Data wel Model Updates wel Surveys recast of Data to Horizon year munuity Goals & Objectives grast of Future I Travel Patterns	8,020 6,000 14,260 18,719 2,649 2,124 13,053 13,000 72,080	32,080 24,000 0 57,040 72,874 10,597	1,200	4,800	8,946	8,946	71,568	11,084	0	44,336		8,946	131,104	163,880
7 8 8 9 9 10 11 11 12 13 13 2 2 3 3 3	rievel icle Occupancy Rates icle Occupancy Rates poling tral Time Studies poling tral Area Parking Inventory s & Ped. Gounts e Read. Gounts g Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data ection of Network Data wel Model Updates wel Surveys recast of Data to Horizon year munnify Goals & Objectives erast of Future I Travel Patterns	6,000 14,260 18,219 2,649 2,124 13,053 13,000 72,080	24,000 0 57,040 72,874 10,597	5,000	20,000	0	0	0	0	0	0	13,020		52,080	65,100
8 9 9 10 11 12 13 13 2 2 3	icle Occupancy Rates let Time Studies sping tral Area Parking Inventory tral Area Parking Inventory s & Ped. Facilities Inventory s & Ped. Counts g Range Transp. Plan (IMTP) ection of Base Year Data ection of Network Data vel Model Updates vel Surveys ereast of Data to Horizon year munuity Goals & Objectives ecast of Puturel Travel Patterns	0 14,260 1,8219 2,649 2,124 13,053 6,540 6,540 3,900	0 57,040 72,874 10,597	100	400	0	0	0	0	0	0	6,100	-	24,400	30,500
9 10 11 12 13 13 13 2 2 3	el Time Studies ping tral Area Parking Inventory : & Ped. Bacilities Inventory : & Ped. Counts g Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data vel Model Updates vel Surveys areasts of Data to Horizon year munnity Goals & Objectives munnity Goals & Objectives ecast of Futurel Travel Patterns	14,260 18,219 2,649 2,124 13,053 6,540 3,900 72,080	57,040 72,874 10,597	0	0	0	0	0	0	0	0	-	-	-	-
10 11 12 13 13 2 2 3 3	ping tral Area Parking Inventory : & Ped. Dacilities Inventory : & Ped. Counts : & Ped. Counts & Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data ection of Network Data el Model Updates els Surveys reast to Gbat at to Horizon year mmunity Goals & Objectives ecast of Future I Travel Patterns	18,219 2,649 2,124 13,053 6,540 72,080	72,874 10,597	1,800	7,200	0	0	0	0	0	0		1	64,240	80,300
11 12 13 13 2 2 3	tral Area Parking Inventory  1 & Ped. Facilities Inventory  1 & Ped. Counts <b>g Range Transp. Plan (MTP) g Range Transp. Plan (MTP) g Range Vear</b> Data  ection of Base Vear Data  ection of Network Data  lel Model Updates  wel Surveys  recast of Data to Horizon year  munnify Goals & Objectives  ecast of Future I Travel Patterns	2,649 2,124 13,053 6,540 3,900 72,080	10,597	4,800	19,200	3,410	3,410	27,280	0	0	0	26,429	3,410	119,354	149,193
12 13 1 2 2 3	Red. Facilities Inventory 1 & Peel. Counts  g Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data led Model Updates wel Surveys recast of Data to Horizon year mmunity Goals & Objectives ecast of Future I Travel Patterns	2,124 13,053 6,540 3,900 72.080		400	1,600	0	0	0	0	0	0		-	12,197	15,246
13 1 2 3	g Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data rel Model Updates els Darves eests of Data to Horizon year mmunity Goals & Objectives ecast of Futurel Travel Patterns	13,053 6,540 3,900 72,080	8,495	1,000	4,000	1,052	1,052	8,416	0	0	0		1,052	20,911	26,139
1 2 3	g Range Transp. Plan (MTP) ection of Base Year Data ection of Network Data rel Model Updates rel Surveys ecast of Data to Horizon year mmunity Goals & Objectives ecast of Futurel Travel Patterns	6,540 3,900 72.080	52,211	1,000	4,000	856	856	6,848	0	0	0	14,909	826	63'029	78,824
	ection of Base Year Data ection of Network Data rel Model Updates rel Surveys ecast of Data to Horizon year emmunity Goals & Objectives ecast of Futurel Travel Patterns	6,540 3,900 72,080													
	ection of Network Data rel Model Updates rel Surveys seast of Data to Horizon year munnity Goals & Objectives ecast of Futurel Travel Patterns	3,900	26,160	0	0	0	0	0	0	0	0	6,540		26,160	32,700
	rel Model Updates  tel Surveys  zeast of Data to Horizon year  mmunity Goals & Objectives  crast of Futurel Travel Patterns	72.080	15,600	800	3,200	0	0	0	0	0	0	4,700	-	18,800	23,500
	rel Surveys scast of Data to Horizon year nmunity Goals & Objectives ecast of Futurel Travel Patterns	÷	288,320	4,072	16,288	0	0	0	0	0	0		1	304,608	380,760
	scast of Data to Horizon year nmunity Goals & Objectives ecast of Futurel Travel Patterns	8,800	35,200	3,060	12,240	0	0	0	0	0	0	11,860	-	47,440	29,300
5 Fore	munity Goals & Objectives ecast of Futurel Travel Patterns	2,526	10,104	240	096	0	0	0	0	0	0		-	11,064	13,830
6 Corr	ecast of Futurel Travel Patterns	200	800	1,330	5,320	0	0	0	0	0	0	1,530	1	6,120	7,650
7 Fore		1,920	2,680	1,100	4,400	0	0	0	0	0	0	3	-	12,080	15,100
8 Cap	Capacity Deficiency Analysis	5,360	21,440	2,400	9,600	0	0	0	0	0	0	7,760	1	31,040	38,800
9 High	9 Highway Element of th MTP	8,029	32,116	3,800	15,200	0	0	0	0	0	0			47,316	59,145
10 Trar	Transit Element of the MTP	15,091	60,365	3,800	15,200	1,278	1,278	10,224	1,016	0	4,064		1,278	89,853	112,316
11 Bicy	Bicycle & Ped. Element of the MTP	39,198	156,793	2,878	11,512	0	0	0	0	0	0	7		168,305	210,381
12 Airp	Airport/Air Travel Element of MTP	1,120	4,480	200	800	0	0	0	0	0	0			5,280	6,600
13 Colle	Collector Street Element of MTP	1,914	7,656	009	2,400	0	0	0	0	0	0		ı	10,056	12,570
	Rail, Water or other mode of MTP	7,420	29,680	0	0	0	0	0 (	0	0	0			29,680	37,100
15 Frei	Freignt Movement/Mobility Planning	3,540	14,160	700	800	0 65	0 6	0 60 5	0 0,00	0 0	0		- 0	14,960	13,700
17 Cen	Financial Planning	2,200	0,622	1130	1,920	978	676	7,032	19,000	0 0	7/0,0/		978	97,240	110,048
	Air Oiral Blansing/Conformity Anal	13,411	77,045	1,139	6 400	020	070	096,0	0 0	0	0	21,570	020	11 040	14 900
OHS SHO	Short Range Transit Planning	1,300	O#+(c	π'α	0,400	<b>D</b>	>	0	0	0				11,040	14,000
	Short Range Transit Planning	099	2,640	0	0	3,490	3,490	27,920	21,124	0	84,496	25,274	3,490	115,056	143,820
III-A Plan	Planning Work Program			<del> </del>	<u>-</u> -	,									
Plan	Planning Work Program	8,784	35,134	4,006	16,024	760	760	6,080	0	0	0	13,550	200	57,238	71,548
III-B Trar	Transp. Improvement Plan														
		20,178	80,713	5,661	22,645	3,102	3,102	24,816	2,036	0	8,144	30,977	3,102	136,318	170,397
III-C CVI Rgt	CVI Rgts. Cmp./Otr . Reg. Reqs.	2 65.4	10.616	1,000	000 /	300	300	2 600	362	c	2 044		376	20.169	25 210
2 Fnyi	Fourcomental lustice	5 980	23 920	1,000	6.560	075	070	2,000	Ş C	0 0	2,2	7.620	070	30.480	38 100
	Minority Business Enterprise	2.380	9.520	400	1.600	0	0	0	0	0	0			11.120	13.900
4 Plan	Planning for the Elderly & Disabled	1,840	7,360	400	1,600	240	240	1,920	0	0	0		240	10,880	13,600
5 Safe	Safety/Drug Control Planning	5,340	21,360	1,600	6,400	0	0	0	0	0	0			27,760	34,700
qnd 9	Public Involvement	29,506	118,025	3,769	15,077	814	814	6,512	1,972	0	7,888	36,061	814	147,502	184,377
7 Priv	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0		1	1	
Γ	4	0	0	0	0	0	0	0	0	0	0				
III-D Incid	Incidental Ping./Project Dev.	c	C	-	C	C	C	c	-						
1 Irai	Fransportation Emidincement Ping.	10.364	41 444	0096	0 00	0	0 200	1 000	0 0	0 0		13 107	200	- 233	- 67 165
3 Spe	Special Studies	12,301	41,444	45.603	182.410	820	820	6,560	0	0	0		820	238,224	297,780
4 Regi	Regional or Statewide Planning	24,332	97,329	3,600	14,400	1,040	1,040	8,320	0	0	0		1,040	120,049	150,061
III-E Mar	Management & Operations														
1 Mar	Management & Operations		171,669	12,400	49,600	6,831	H	54,648	4,328	0	17,312	66,476	6,831	293,229	366,536
	Totals	\$462,274	\$1,849,095	\$129,278	\$517,111	\$35,000	\$35,000	\$280,000	\$61,964	\$0	\$247,856		\$35,000	\$2,894,062	\$3,617,578

# **LPA**

1			ST	BGP	Sec. 1	04(f)		Section 530	12		Section 530	7		Took Fund	ling Summary	7
		Task		)(3)(7)	Sec. 1			ghway/Tra	-		Transit	,		Task Full	ing Summary	<u>'</u>
		Description	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
			20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II A		Surveillance of Change														
H		Traffic Volume Counts	\$19,200	\$76,800	\$1,000	\$4,000	\$0	\$0				\$0	\$20,200	\$0	\$80,800	\$101,000
H		Vehicle Miles of Travel Street System Changes	\$800 \$1,000	\$3,200 \$4,000	\$400 \$1,120	\$1,600 \$4,480	\$0 \$0					\$0 \$0	\$1,200 \$2,120	\$0 \$0	\$4,800 \$8,480	\$6,000 \$10,600
H		Traffic Crashes	\$4,776	\$19,104	\$1,120	\$4,480						\$0 \$0	\$5,856	\$0	\$23,424	\$10,600
H		Transit System Data	\$2,600	\$10,400	\$1,200	\$4,800	\$0					\$0	\$3,800	\$0	\$15,200	\$19,000
		Dwelling Unit, Pop. & Emp. Change	\$7,700	\$30,800	\$5,000	\$20,000	\$0	\$0				\$0	\$12,700	\$0	\$50,800	\$63,500
	7	Air Travel	\$6,000	\$24,000	\$100	\$400	\$0					\$0	\$6,100	\$0	\$24,400	\$30,500
		Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0
H		Travel Time Studies	\$14,260	\$57,040	\$1,800	\$7,200	\$0					\$0	\$16,060	\$0	\$64,240	\$80,300
$\mathbb{H}$		Mapping Central Area Parking Inventory	\$15,000 \$1,800	\$60,000 \$7,200	\$4,800 \$400	\$19,200 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$19,800 \$2,200	\$0 \$0	\$79,200 \$8,800	\$99,000 \$11,000
H		Bike & Ped. Facilities Inventory	\$400	\$1,600	\$1,000	\$4,000	\$0 \$0	\$0 \$0				\$0 \$0	\$1,400	\$0	\$5,600	\$7,000
H		Bike & Ped. Counts	\$11,640	\$46,560	\$1,000	\$4,000	\$0	\$0				\$0	\$12,640	\$0	\$50,560	\$63,200
			\$0	\$0	\$0	\$0		7.0	4.0	-	1		412,010	7.0	700,000	+ ,
II B		Long Range Transp. Plan (MTP)	\$0	\$0	\$0	\$0					<u> </u>					
		Collection of Base Year Data	\$6,540	\$26,160	\$0	\$0						\$0	\$6,540	\$0	\$26,160	\$32,700
$\coprod$		Collection of Network Data	\$3,900	\$15,600	\$800	\$3,200	\$0					\$0	\$4,700	\$0	\$18,800	\$23,500
$\vdash$		Travel Model Updates	\$72,080	\$288,320	\$4,072	\$16,288	\$0					\$0	\$76,152	\$0	\$304,608	\$380,760
+		Travel Surveys	\$8,800 \$526	\$35,200 \$2,104	\$3,060 \$240	\$12,240 \$960	\$0 \$0					\$0 \$0	\$11,860 \$766	\$0 \$0	\$47,440 \$3,064	\$59,300 \$3,830
$\mathbb{H}$		Forecast of Data to Horizon year Community Goals & Objectives	\$526 \$200	\$2,104	\$1,330	\$5,320						\$0 \$0	\$766 \$1,530	\$0	\$5,064 \$6,120	\$3,830
H		Forecast of Futurel Travel Patterns	\$1,920	\$7,680	\$1,100	\$4,400	\$0 \$0					\$0	\$3,020	\$0	\$12,080	\$15,100
H		Capacity Deficiency Analysis	\$5,360	\$21,440	\$2,400	\$9,600	\$0					\$0	\$7,760	\$0	\$31,040	\$38,800
		Highway Element of th MTP	\$3,112	\$12,448	\$3,800	\$15,200	\$0	\$0	\$0			\$0	\$6,912	\$0	\$27,648	\$34,560
	10	Transit Element of the MTP	\$10,134	\$40,536	\$3,800	\$15,200	\$0		\$0	\$0	\$0	\$0	\$13,934	\$0	\$55,736	\$69,670
		Bicycle & Ped. Element of the MTP	\$7,200	\$28,800	\$2,878	\$11,512						\$0	\$10,078	\$0	\$40,312	\$50,390
		Airport/Air Travel Element of MTP	\$1,120	\$4,480	\$200	\$800	\$0					\$0	\$1,320	\$0	\$5,280	\$6,600
Ш		Collector Street Element of MTP	\$1,794	\$7,176	\$600	\$2,400	\$0					\$0	\$2,394	\$0	\$9,576	\$11,970
H		Rail, Water or other mode of MTP	\$7,320	\$29,280	\$0	\$0	\$0 \$0					\$0	\$7,320	\$0	\$29,280	\$36,600
H		Freight Movement/Mobility Planning Financial Planning	\$3,540 \$1,000	\$14,160 \$4,000	\$200 \$480	\$800 \$1,920	\$0 \$0					\$0 \$0	\$3,740 \$1,480	\$0 \$0	\$14,960 \$5,920	\$18,700 \$7,400
H		Congestion Management Strategies	\$17,336	\$69,344	\$1,139	\$4,555	\$0					\$0	\$18,475	\$0	\$73,899	\$92,374
H		Air Qual. Planning/Conformity Anal.	\$1,360	\$5,440	\$1,600	\$6,400	\$0					\$0	\$2,960	\$0	\$11.840	\$14,800
		<del>(</del>	\$0	\$0	\$0	\$0			7.0				+=,,,,,,,		7-1,0.0	77.,000
II C		Short Range Transit Planning	\$0	\$0	\$0	\$0										
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0					<u>į                                    </u>					
III-	A	Planning Work Program	\$0	\$0	\$0	\$0			40	**	40		***		440.051	***
		Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-	D.	Transp. Improvement Plan	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0										
111-		TIP	\$9,712	\$38,848	\$5,661	\$22,645		\$0	\$0	\$0	\$0	\$0	\$15,373	\$0	\$61,493	\$76,866
			\$0	\$0	\$0	\$0		ΨΟ	ΨΟ	90	ΨΟ	Ų()	Ψ13,373	φ0	ψ01,773	φ70,000
III-	C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0	\$0	\$0										
П	1	Title VI	\$2,654	\$10,616	\$1,000	\$4,000	\$0					\$0	\$3,654	\$0	\$14,616	\$18,270
П		Environmental Justice	\$5,900	\$23,600	\$1,640	\$6,560	\$0	\$0				\$0	\$7,540	\$0	\$30,160	\$37,700
Ш		Minority Business Enterprise	\$2,380	\$9,520	\$400	\$1,600	\$0					\$0	\$2,780	\$0	\$11,120	\$13,900
$\vdash$		Planning for the Elderly & Disabled	\$1,760	\$7,040	\$400	\$1,600						\$0				\$10,800
+		Safety/Drug Control Planning Public Involvement	\$5,340	\$21,360	\$1,600	\$6,400 \$15,077	\$0 \$0					\$0	\$6,940	\$0 \$0	\$27,760	\$34,700
$\mathbb{H}$		Private Sector Participation	\$27,408 \$0	\$109,632 \$0	\$3,769 \$0	\$15,077						\$0 \$0	\$31,177 \$0			\$155,886 \$0
۲	,	111vate Sector 1 articipation	\$0	\$0	\$0	\$0 \$0		φU	φυ	<b>3</b> 0	φυ	φU	30	\$0	\$0	\$0
III-	D	Incidental Plng./Project Dev.	\$0	\$0	\$0	\$0										
Ш		Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ш	2	Enviro. Analysis & Pre-TIP Plng.	\$3,470	\$13,880	\$2,600	\$10,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,070			\$30,350
		Special Studies	\$2,800	\$11,200	\$45,603	\$182,410						\$0	\$48,403	\$0	\$193,610	\$242,013
$\coprod$	4	Regional or Statewide Planning	\$4,400	\$17,600	\$3,600	\$14,400		\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
_			\$0	\$0	\$0	\$0					<b> </b>					
III-		Management & Operations	\$0	\$0	\$0	\$0			.h	*-			052.25	<i></i>	# <b>2</b> 00 00 -	40 0
L	1	Management & Operations Totals	\$39,800 \$350,000	\$159,200 \$1,400,000	\$12,400 \$129,278	\$49,600 \$517,111						\$0 \$0	\$52,200 \$479,278	\$0 \$0	\$208,800 \$1,917,111	\$261,000 \$2,396,389
Щ		lotais	\$330,000	\$1,400,000	\$129,278	\$31/,111	20	20	\$0	\$0	\$0	\$0	\$479,278	\$0	\$1,917,111	\$2,390,389

# **Summary of LPA Tasks and Funding by Broad Categories**

Summary of LPA Tasks and Funding b	y Broad Categ	ories
Broad Aggregated Tasks	FY Funding	Percent
Data-Planning Support	\$421,380	18
GIS/Mapping/WEB	\$254,886	11
TIP/SPOT	\$107,216	4
CTP/MTP/Metropolitan Transportation Planning	\$316,070	13
Modeling/Technical/Survey	\$496,260	21
CMP/MRC	\$127,074	5
Management-Grants	\$310,820	13
Other/Regulatory	\$362,683	15
Total	\$2,396,389	100

#### December 2018

# **DCHC MPO**

# LEAD PLANNING

AGENCY (LPA)

# Felix Nwoko, MPO Manager

Administration of the MPO Management/Operation of MPO (3C) State and regional coordination MPO policy and programs Technical project management NEPA Project planning & Air Quality Conformity Civil Rights/Title VI/LEP/EJ

#### Yangping Zhang - Model, Technical Team

Vacant-uff -Modeling/Technical

Service Bureau

Demographic/behavioral

Staff support to the TRM

Lead Modeling

Land use modeling

Air Quality Analysis

Performance Measures

#### KoSok Chae, CMP

Data monitoring Surveillance of change

Planning/Operations

Coordination (DynSmart)

Planning & Programming

Andy Henry - MTP/CTP

Land Use/SE data

Involvement

Bike-Pedestrian planning activities Education, Enforcement, Engineering Safety, TDM, & Public Involvement

Dale Mckeel – Bicycle & Pedestrian

MTP/CTP & Collector Street planning

Implementation of planning factors

Air Quality Conformity & Public

**NEPA Project Planning** 

#### Modeling Brian Rhodes - Technician, Graphic & GIS Technical support

Support

Collector Street planning

Implementation of planning factors

Land Use/SE data & Public Involvement

#### Durmus Cesur – Database/Systems Administrator

GIS oversight

Database administration

Website management and administration

Interactive GIS

# Interns/Temporary Part-Time

Data Collection, mining analyses GIS/Geo-Spatial Analyses Operation coordination Data support & management Civil Rights/Title VI

Environmental Justice/LEP

Minutes preparation

Board/TC meeting support

#### Margaret Scully - Grant and Fiscal Program Management & Oversight

UPWP development and management Grant program management/oversight 5307/5340/5310/5339 apportionment

Funding (CMAQ/STBG-DA)

Financial management

#### Aaron Cain - MPO Board/TC

MPO Board/TC liaison

3-C Process & TIP/SPOT Mobility Funds & Public

Involvement

Maureen Devlin - Staff Work Group Administrator Administers County Transit Plans/Staff Work Group

#### DCHC MPO Task Description, Summary Narrative 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: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to feed into MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, Mobility Report Card project development, Title VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the FY2019 UPWP period.

#### Task II-A-1: Traffic Volume Counts

The Lead Planning Agency (LPA) will continue to collect tabulate and analyze traffic counts and turning movement counts at specified locations. This task includes maintaining ADT counts and database for model calibration on arterial, minor arterial, and collector streets. The LPA will continue routine traffic counts data collection as part of the annual count program as well as on screen lines and cut lines for model validation. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The MPO agencies will be responsible for supplementing counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count information, and location maps to the LPA. The traffic count data will feed into the MPO Congestion Management Process (CMP), Triangle Regional Model (TRM) maintenance and update, MPO GIS and safety and freight planning, TIP prioritization, and federally required performance measurement and establishment of targets. MPO staff will continue to work and collaborate with member municipalities in performing various technical duties associated with updating and maintaining the traffic volume, speed and accident data; analyze data for causes and recommend remedial action on the transportation system within the MPO boundary; and also assisting in developing long-range and short-range projects to relieve congestion by addressing roadway management, congestion management, incident management, roadway access management and traffic signal network management.

# Task II-A-2: Vehicle Miles of Travel (VMT) Person Miles of Travel (PMT)

The LPA will continue to tabulate VMT by functional classification and County. As specified by the Metropolitan Transportation Plan Goals, Objectives and Targets, annual VMT growth will be monitored and compared to the MTP Targets. The MPO will continue to refine the methodology for tracking multi-modal PMT. This information will help to develop performance measures required by federal legislation and also help determine if the Plan targets are being met. This will feed into the Highway Performance Monitoring System (HPMS), CMP and the Mobility Report Card. The LPA will continue to generate VMT metric from the Triangle Regional Model.

# Task II-A-3: Street System Mileage Change

The MPO will continue to support land-use mapping activities such as aerial orthoimagery, and street centerlines, names and addresses, maintained by cities and counties and integrated by MPO and TRM Service Bureau to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas. DCHC MPO will update local street centerline GIS data for all DCHC MPO counties and all counties immediately adjacent to the region. DCHC MPO counties will be updated as needed, with metadata verified or created; the old layer will be archived with a

timestamp in the filename. Adjacent counties will follow the same protocol, but be done on a biannual basis unless a higher frequency is required. The MPO will continue to update inventory of improvements to municipal street system, and update the inventory of signalization on existing major streets, to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from previous years and summarize inventory by functional classification. The MPO will continue to update HERE (formerly NAVTEQ) street file and attribute data. The MPO municipalities (Town of Chapel Hill, the Town of Carrboro, and the City of Durham) will continue to gather from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the MPO GIS and data management system. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and be current through the proposed data automation and management system. These data will also feed into the MPO performance measures as required by federal regulation.

# Task II-A-4: Traffic Accidents (Crash/Safety)

The LPA will continue to collect, tabulate and analyze route traffic accident data from TEES and prepare a summary and analysis of high accident locations by mode as well as compare data analysis to previous years' results. Crash data will include auto, bike and pedestrian crashes for the latest three year period within the MPO Metropolitan Planning Boundary. This task will align, build from, and support the safety work of the NCDOT as required by federal regulations. The task will feed into the MPO Congestion Management Process (CMP), MPO MTIP ranking and project prioritization, SPOT, mobility funds and urban loop funds prioritization, etc. The LPA will update the geo-spatial application that will map, manage and analyze crash data in a way that will allow planners, engineers and the public to better understand crashes within our region. The analytical tool will also allow the MPO to formulate public policy with our entities that will reduce crashes and improve public safety.

# Task II-A-5: Transit System Data

The LPA will continue to undertake a comprehensive transit system data collection effort. Transit data will be collected for MPO transit providers including GoDurham, Chapel Hill Transit (CHT), GoTriangle and Duke University Transit. This will include APC data to evaluate transit service performance, route productivity, and develop standards. Operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA NTD reporting requirements. APC data will be summarized and tabulated for CHT, GoDurham, Duke and GoTriangle as follows: stop level, trip level, time period (peak/nonpeak) level, segment by trip, segment by time period, spatial analysis (TAZ and census tract) and micro analysis (system level).

# Task II-A-6: 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; parcel-level land use file, maintained by counties and integrated by MPO planning analyses, to provide current land use; planned land use, maintained by cities and counties and integrated by CommunityViz to represent the collective future imagined by area local governments; street centerlines, names and addresses, maintained by cities and counties and integrated by MPO and TRM Service Bureau to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas; economic and demographic data, maintained by a wide variety of federal, state and local agencies and aggregated by the MPO to monitor changing trends by location or characteristic. The LPA will continue to maintain inventory of dwelling units and population to track changes and to compare with assumptions used in the adopted MTP and CTP.

Changes in development will be used to determine needed changes in transportation services and how well developments compare to current and projected demands. The LPA continues to review developments to assess impacts to the 2045 Metropolitan Transportation Plan (2045 MTP), socioeconomic and demographic data for MTP update, update of Community Viz land-use scenario planning, land-use model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the update and enhancement of the MPO GIS enterprise and the Employment Analyst.

#### Task II-A-7: Air Travel

The MPO will continue to undertake routine collection of travel and passenger data at the Raleigh-Durham International Airport (RDU). Data to be collected and analyzed include, but are not limited to, number of daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activity. The purpose of the data collection and monitoring is to determine the influence of RDU as a generator on the regional transportation system and to identify need for additional services.

#### Task II-A-9: Travel Time Studies

The MPO will continue to undertake routine travel-time runs (floating car technique) on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMP. MPO will continue evaluation of travel time field data collector, and validation using INRIX and other Bluetooth. The LPA will collect highway/auto travel time and speed along major and minor facilities. The MPO will continue to update the HERE travel time and the MS2 travel time portal.

# Task II-A-10: Mapping

The MPO will continue to improve and expand its analytical capabilities such as Geographic Information Systems (currently ESRI's ArcGIS), specifically to maintain, integrate, and analyze the geographicallybased data sets and portals; statistical analysis software to analyze geo-spatial data sets and to estimate the parameters on various models, especially the TRM and Community Viz. The MPO will continue to update, maintain and enhance modeling and visualization software to help translate technical data inputs into meaningful measures and to visually display data for improved understanding and public awareness. This task will also include, but not be limited to, mapping of, and geo-spatial updates to, UPWP transportation planning activities such as the CMP, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, Title VI and environmental factors. The MPO will continue to update base maps for corridor studies and project planning. Work will continue on the development and update of the GIS online. Work will continue on the update and enhancement of mapping for the MPO website and Public Involvement planning. Work will also continue on the integration and maintenance of the Employment Analyst, community Viz and enterprise GIS. The LPA will continue to improve MPO GIS support for short and long-range transportation plans by providing visualization enhancement and as required by federal regulations, including creating and maintaining metadata and data catalog for MPO planning area. MPO transit operators will update GIS data for transit routes, stops and segments including attributes. The LPA will continue work associated with management of MPO database, ArcGIS shape files and Google KML files. Expected deliverables and work products are summarized as follows:

- Update and enhancements of GIS Online portals
- GIS online mapping
- Maintenance and development of updated MPO data collection maps
- Transit APC mapping

- Updated transit routes, stops, segments with attributes
- Maintain project geospatial and tabular data related to transit component of the CTP, MTP and TIP
- Parking inventory spatial database and mapping
- ADT mapping in support of planning needs
- Data mapping in support of planning needs
- Employment Analyst enhancements
- Base year tear socio economic and demographic maps
- LEP/EJ demographic profiles mapping
- Updated local and composite street centerline mapping
- Updated HERE street layer
- Crash and safety mapping in support of planning needs and project development.

# Task II-A-11: 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), 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.

# Task II-A-12: Bike & Pedestrian Facilities Inventory

The MPO will continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP and development of performance measures. The inventory will provide inputs for the travel model and help identify future sidewalk projects, guide pedestrian improvement planning, and support specific projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan and TIP/SPOT prioritization.

#### Task II-A-13: Bicycle and Pedestrian Counts

The LPA staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units as needed. The MTP supports and encourages bicycle and pedestrian planning and staff continue to work toward achieving those goals. The primary activity in this task will be the further development of the bicycle system inventory using GIS online and Google Earth. The MPO will continue to conduct an inventory of bicycle and pedestrian facilities as part of the CMP and the development of performance measures. The proposed inventory will provide accurate inputs for the travel model update as well as help identify future sidewalk projects, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan, and TIP/SPOT prioritization. Also, inventory of bicycle and pedestrian counts will continue to be conducted as part of the Congestion Management Process and development of performance measures. The inventory will guide pedestrian improvement planning, and support specific projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan, development of Transportation Alternatives (TA) funding allocation criteria, etc.

#### II-B: Long Range Transportation Plan/Metropolitan Transportation Plan (MTP) Activities

Federal Law and USDOT's Metropolitan Planning Regulations require the MPO to have a Metropolitan Transportation Plan (MTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adheres to the MPO's adopted Public Involvement Policy (PIP), has growth forecasts consistent with latest planning assumptions and local land use plan, meets air quality conformity, and be approved by the MPO Board. The MTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the update and reappraisal of the comprehensive transportation plan as well as commence data collection preparation for the 2020 model base year. The MPO will continue to work on the preparatory work for timely and efficient development of the 2050 MTP.

#### Task II-B-1: Collection of Base Year Data

This task provides travel and socio-economic data for the modeling update. The data collection initiatives include processing and analysis of Census, American Community Survey (ACS) and employment/special generator. These efforts will result in the creation of several travel modeling databases that will be used in the development and update of forecasting tools. The LPA will continue to update the socio-economic and demographic data for the base year model and Title VI demographic/ Minority and Low Income (MLI) profiles. Work activities will include update, estimation and tabulation of the following data elements; population, housing, income, auto ownership, limited-english proficiency, linguistically isolated households, workers, head of household, environmental justice, linguistic demographic factors, ACS community patterns, school enrollment, etc. It is expected that these variables will be linked to the proposed data automation projects, and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task also will be continuous data verification, reconciliation, and quality and error checks.

#### Task II-B-2: 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:

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

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

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

# Task II-B-3: 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. DCHC MPO will continue to perform air quality, regional travel demand, and micro-simulation model runs for existing and future projects as needed. Staff will continue to be involved in the development, enhancement and update of the Triangle Regional Model (TRM). Specifically, work will focus on the development, calibration and development of Version 6.1 of the model and preparatory work for version 6.x or V7. This element provides for maintenance, improvement, and support of travel models housed at the Service Bureau. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. Support activities involve maintenance of the software and hardware of the modeling system, documentation, staff training, and assisting consultants who are providing service to the regional projects. This element also provides for technical communication and participation at the State and Federal (FHWA &FTA) levels to ensure travel models are developed in a coordinated manner to meet future needs and expectations. Consultants and University partnership/ assistance will be utilized in undertaking work activities under this task.

The DCHC MPO, with CAMPO, NCDOT and GoTriangle, develops and maintains a regional travel demand model for predicting the impact of transportation investments and land-use policies on travel demand and air quality. The model is used by the MPO in development of the required MTP and CTP, by NCDOT in project development, SPOT/TIP prioritization, Mobility funds ranking and loop prioritization,

by GoTriangle in new Start analysis and fixed guideway transit, and by local and state agencies for development impacts analysis and scenario planning. The main modeling work tasks include:

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

Essentially, the modeling in the proposed work program involves the update, calibration and validation for the model to support the development of the TRM versions 6.1 and 6.x and MTP modeling support. Update of the TRM including improvements, enhancements and major updates.

#### Task II-B-4: Travel Surveys

The DCHC MPO, along with the other TRM stakeholders, will continue undertake an annual rolling ACS style continuous travel behavior survey (household survey) and Transit Onboard survey tabulation and analysis. The survey is being managed by the TRM Service Bureau, however LPA staff will be involved in every facet of the survey and analysis.

#### Task II-B-5: Forecast of Data to Horizon Year

The LPA will continue to generate and update socio-economic and demographic projections and forecasts. CTP and MTP forecasts will continue to be re-evaluated and refined consistent with local landuse plans as well as State and regional land use policies.

#### Task II-B-6: Community Goals and Objectives

The LPA will continue work on performance measures/targets as subset of Goals and Objectives.

#### Task II-B-7: Forecast of Future Travel Patterns

MPO will generate and update travel demand forecasts for future years including MTIP, SPOT, CMP, MRC, etc. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

# Task II-B-8: Capacity Deficiency Analysis

The MPO will continue to update capacity deficiency analysis for reappraisal activities for CTP and MTP, MRC, CMP and other project development activities. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand.

#### Task II-B-9: Highway Element of the MTP

The MPO will continue work associated with the reappraisal and evaluation of highway elements of the Comprehensive Transportation Plan and the update of the 2045 MTP. Performance measures will be established for evaluating highway performance.

#### Task II-B-10: Transit Element of the MTP

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

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

#### Task II-B-11: Bicycle & Pedestrian Element of the MTP

The MPO will continue with the reappraisal and reevaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the MTP. The MPO and its member agencies will continue work on improving and enhancing bike and pedestrian investment within the MPO.

# Task II-B-12: Airport/Air Travel Element of MTP

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

#### Task II-B-13: Collector Street Element of MTP

MPO will continue work on the update of the MPO Collector Street and Connectivity Plan. Work tasks will to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement. The MPO will continue to involve CAMPO, City of Raleigh and Wake County regarding collector street and connectivity planning in Brier Creek and east Durham area.

#### Task II-B-14: Rail, Water, or Other Mode of MTP

The MPO will continue to work with NCDOT Rail Division, GoTriangle and CAMPO regarding rail transportation in the Triangle. Work includes, but is not limited to, survey of rail plans, relationship to the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan, programmatic impacts, etc. Also, this task will include planning associated with commuter and light rail efforts. The CRT MIS work will continue in FY2020. The MPO will continue to play active role in next step of the commuter rail assessment study and project development

#### Task II-B-15: Freight Movement/Mobility Planning

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 the update of the Triangle Regional Freight plan.

# Task II-B-16: Financial Planning

The MPO will continue to update and refine cost estimates and revenues for the regional transit initiatives and the 2045 MTP. As part of this task, the MPO will examine financial options for funding proposed transportation projects and programs, including review of the financial planning assumptions/ projections in the 2045 MTP and update of the Durham County and Orange County financial plans based on the latest half-cent sales tax revenue collection.

# Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management Program (CMP) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue with the update and monitoring of CMP strategies and State of the Systems Report. Also, the MPO will continue to update the Mobility Report Card, including metrics, graphics and reports. The MPO will continue to collaborate on the update, monitoring and implementation of the Travel Demand Management (TDM) activities and program. Other proposed activities include: Acquire vehicle probe data to support update to regional congestion analysis and calculation of key performance metrics on the entire Congestion Management Network; Continue data collection, analysis and reporting in support of the CMP (ongoing); Undertake CMP Implementation, by integrating CMP with the development of planning products and activities, including the MTP, TIP, ITS Architecture, planning studies, etc. (ongoing).: Incorporate additional transportation modes and coordinate with stakeholders and regional transportation stakeholders to incorporate bicycle and pedestrian modes into the CMP (ongoing); and maintain CMP products and documentation as needed (ongoing).

Under this task, the MPO will continue to establish and monitor performance measurement targets in response to the FAST Act's performance-based approach to statewide and metropolitan planning; and coordinate the selection of performance targets by NCDOT, the MPO and the region's transit agencies to ensure consistency, as appropriate.

# Task II-B-18: Air Quality Planning/Conformity Analysis

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 emissions 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.

# Task II-C: Short Range Transit Planning

The MPO transit operators will continue activities related to short range transit planning. This includes continuous evaluation of their respective transit development plans and service performance.

#### Task III-A: Planning Work Program

Unified Planning Work Program (UPWP) work includes conducting metropolitan planning and implementing planning activities for the MPO. This involves responding to regulations and mandates, and reporting information on 3C planning topics, including those identified in federal legislation, and issues related to federal policies, regulations, and guidance, such as responding to federal certification

recommendations. Additionally, the LPA will provide support related to planning topics such as those highlighted in federal planning guidance, including operations and management, sustainability, health, freight, economic effects, and environmental issues.

Under this work element, the LPA will finalize the reimbursement and invoicing process for the FY2019 UPWP, administer the FY2020 UPWP, prepare and process amendments as needed, evaluate transportation planning work needs and emphasis areas and prepare the FY2021 UPWP. LPA will prepare and continually maintain UPWP that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY2020. Work program will include the development and maintenance of UPWP in conformance with applicable federal, state, and regional guidelines. In addition, work will include the preparation of UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year. The MPO will commence the preparatory work on the development of the FY2021 UPWP.

#### Task III-B: Transportation Improvement Program (TIP)

The LPA will continue work associated with the development of the 2020-29 MTIP, including prioritization work (SPOT-6) activities. Also, the MPO will continue to process TIP amendments as needed, including coordinating with the MPO member agencies and conducting public involvement/outreach, and commence work on the development of the TIP ranking and prioritization. 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 STBG-DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham Transportation Department –Planning Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will examine any possible need to update and amend the current transportation improvement projects (MTIP) that is consistent with the 2045 Metropolitan Transportation Plan, STIP and FHWA/FTA Planning Regulations.

#### Task III-C: Civil Rights Compliance/Other Regulations and Requirements

#### Task III-C-1: Title VI

The MPO will continue work on the Title VI plan and the NCDOT Civil Right compliance report. NCDOT Civil Right Division conducted a Title VI audit. As a result of the audit the MPO prepared the required Title VI Policy Statement and Assurance. That assurance will be updated accordingly. The DCHC MPO will continue work on the development of the MPO Limited English Proficiency plan as it relates to Title VI issues.

#### Task III-C-2: Environmental Justice (EJ)

In accordance with Federal action (Executive Order 12898), the MPO will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

- 1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
- 2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
- 3. Provide increased opportunities for under-served populations to be represented in the transportation

- planning process.
- 4. Define target areas through the use of Census Block Group data from the 2010 Census.
- 5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
- 6. Review existing public outreach and involvement plan.
- 7. Develop a protocol for responding to issues and concerns regarding environmental justice in general and Hispanic population in particular.
- 8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

# Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

#### Task III-C-4: Planning for the Elderly & Disabled

The MPO will continue to emphasize planning and provision of transportation facilities and services for persons who are elderly or have a disability. Specifically, the MPO will update the inventory of locations and needs of persons who are elderly or have a disability. The MPO will work with transit operators in the planning and evaluation of para-transit services.

# Task III-C-5: Safety and Drug Control Planning

The MPO will continue to update the regional safety plan and report using the data from, and analysis of, TEES data. The MPO will continue to participate in the transit operator's safety coordination meetings as well as update the multi-modal safety plan. The MPO will develop an MPO Safety Plan that incorporates elements of VISION ZERO.

#### Task III-C-6: Public Involvement

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.

# Task III-D: Incidental Planning/Project Development

# Task III-D-2: Environmental Analysis & Pre-TIP Planning

The LPA will continue to participate regularly and consistently in the TIP project planning and development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will continue to be involved in NCDOT project development and the NEPA process including taking the lead in the public involvement process as needed. The MPO will continue to support and be involved in NCDOT efforts to link the NEPA process in the MPO systems planning process.

#### Task III-D-3 Special Studies

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include Mobility Report Card, Community Viz integration with RPAT, continuation of the US 15-501 Corridor Study, the regional ITS and Toll studies, MS2 Data portals, funding /E-TIP database, application and portals development, incident management plan, GIS enterprise/GIS online, non-motorized trip model update, land-use model update, bicycle-pedestrian superhighway study, etc.

# Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, GoTriangle, NCDOT, NCDEQ, FHWA, FTA, EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint Board meetings, GoTriangle Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination. Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the CTP.

# Task III-E: Management and Operations

The purpose of this work is to assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. This work element encompasses the administration and support of transportation planning process as mandated and required by federal regulations. The continuing transportation 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 the various 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 the 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 transportation-related plans, programs, regulations and guidelines.

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FY	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024							
Period	2019-20	2020-21	2021-22	2022-23	2023-24							
1 CI IOU	July 1, 2019-June 30, 2020	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024							
	Surveillance of Change/	Surveillance of Change/	Surveillance of Change/	Surveillance of Change/	Surveillance of Change/							
1	Data monitoring	Data monitoring	Data monitoring	Data monitoring	Data monitoring							
1.1	ADT count and TMC annual	ADT count and TMC annual	ADT count and TMC annual	ADT count and TMC annual	ADT count and TMC annual							
1.1	and seasonal, including update	and seasonal, including update		~ .								
	of count database system	of count database system	of count database system	of count database system	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 layer 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	Transit system data/Continual	Transit system data/Continual	Transit system data/Continual	Transit system data/Continual							
	update of APC data Housing, POP, Emp.	update of APC data Housing, POP, Emp.	update of APC data Housing, POP, Emp.	update of APC data Housing, POP, Emp.	update of APC data Housing, POP, Emp.							
	Data,including development	Data,including development	Data,including development	Data,including development	Data,including development							
1.6	review/permits, CO, Census,	review/permits, CO, Census,	review/permits, CO, Census,	review/permits, CO, Census,	review/permits, CO, Census,							
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	household data), etc	household data), etc	household data), etc	household data), etc	household data), etc							
	Air travel. Continual	Air travel. Continual	Air travel. Continual	Air travel. Continual	Air travel. Continual							
1.7	monitoring of RDU passenger	monitoring of RDU passenger	monitoring of RDU passenger	monitoring of RDU passenger	monitoring of RDU passenger							
1.7	activities and ground	activities and ground	activities and ground	activities and ground	activities and ground							
	transportation	transportation	transportation	transportation	transportation							
1.8	VOC	VOC	VOC	VOC	VOC							
	Travel Time, including	Travel Time, including	Travel Time, including	Travel Time, including	Travel Time, including							
1.0			continual gathering and update									
1.9	of INRIX, HERE and Travel Time database monitoring	of INRIX, HERE and Travel Time database monitoring	of INRIX, HERE and Travel Time database monitoring	of INRIX, HERE and Travel Time database monitoring	of INRIX, HERE and Travel Time database monitoring							
	system.	system.	system.	system.	system.							
	Mapping and	Mapping and	Mapping and	Mapping and	Mapping and							
	update/enhancement and	update/enhancement and	update/enhancement and	update/enhancement and	update/enhancement and							
1.10	maintenance of the MPO Geo-	maintenance of the MPO Geo-	maintenance of the MPO Geo-		maintenance of the MPO Geo-							
	spatial databse and GIS	spatial databse and GIS	spatial databse and GIS	spatial databse and GIS	spatial databse and GIS							
	enterprise	enterprise	enterprise	enterprise	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	Bike/Pedestrian. Facilities	Bike/Pedestrian. Facilities	Bike/Pedestrian. Facilities	Bike/Pedestrian. Facilities							
1.13	Counts	Counts	Counts	Counts	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	Process UPWP amendments	Process UPWP amendments	-	-	-							
2.1	as necessary	as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary							
2.2		* *	* *	* *								
	reports Prepare annual UPWP	reports Prepare annual UPWP	reports Prepare annual UPWP	reports Prepare annual UPWP	reports Prepare annual UPWP							
2.3	progress report and	progress report and	progress report and	progress report and	progress report and							
2.4	performance evaluation	performance evaluation Develop FY 2022 UPWP	performance evaluation	performance evaluation	performance evaluation Develop FY 2025 UPWP							
2.4	Develop FY 2021 UPWP UPWP financial management	UPWP financial management	Develop FY 2023 UPWP UPWP financial management	Develop FY 2024 UPWP UPWP financial management	UPWP financial management							
2.5	and administration	and administration	and administration	and administration	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	Perform annual self- certification & On-Going	Perform annual self- certification & On-Going	Perform annual self- certification & On-Going	Perform annual self- certification & On-Going							
2.0	Process-Development	Process-Development	Process-Development	Process-Development	Process-Development							
	LPA Local match Cost	LPA Local match Cost	LPA Local match Cost	LPA Local match Cost	LPA Local match Cost							
2.7	Sharing, including preparation	Sharing, including preparation	Sharing, including preparation	Sharing, including preparation	Sharing, including preparation							
	of annual report.	of annual report.	of annual report.	of annual report.	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.							
	Metropolitan	Metropolitan	Metropolitan	Metropolitan	Metropolitan							
	Transportation Plan	Transportation Plan	Transportation Plan	Transportation Plan	Transportation Plan							
3	(MTP)/Long-Range	(MTP)/Long-Range	(MTP)/Long-Range	(MTP)/Long-Range	(MTP)/Long-Range							
	Transportation			Transportation	Transportation							
	Planning/CTP	Planning/CTP	Transportation Planning/CTP	Planning/CTP	Planning/CTP							

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FY	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024								
	2019-20	2020-21	2021-22	2022-23	2023-24								
Period	July 1, 2019-June 30, 2020	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024								
	3uly 1, 2017-3ulic 30, 2020	Amendment of CTP and 2045	July 1, 2021-Julie 30, 2022	Amendment of CTP and 2045	3uly 1, 2023-3ulic 30, 2024								
	Adoption of the 2050 MTP	MTP as necessary or required.	Amendment of the 2045 MTP	MTP as necessary or required.									
3.1	development process and	Re-adoption of the CTP if	for AQ analysis and	Re-adoption of the CTP if	2050 MTP environmental								
	schedule	need be.	conformity as necessary	need be.	analysis and considertaion								
	senedate	need se.	Framework for incorporating	need se.	analysis and consideration								
	Refinement of SE forecast to		technolog and autonomus /	Work associated with Goals,									
3.2	Horizon and intermediate	Integration of resiliency	connecte vehiclles into the	Objectives and targets for	Model and technical analyses								
	years.	planning.	2050 MTP	2050 MTP commences.	for the 2050 MTP								
	Model Update and	CTP continual update and		Deficiency analysis and needs									
3.3	improvements for 2050 MTP	consistency and integration	Update of base year networks	assessment for 2050 MTP	Continue work on GIS and								
	development commences	with CMP and SPOT	and their attributes	comtinue	mapping for MTP base maps								
		Base year SE data collection,											
		tabulation and analysis											
3.4		underway; and networks and	Update of modeling and	Public outreach for deficiency									
	Inter-Agency Consultation	attributes development	technical tools for 2050 MTP	analysis, existing conditiond	Selection of Preferrred MTP								
	process	continues	analyses.	snd need assessment	Option.								
		Update methodology for											
3.5	ame i i	analyzing and assessing equity											
0.0	CTP continual update and	and health impacts on 2050	Continue work on GIS and	Generation of alternatives for	AQ analysis and conformity								
	amendemnt as necessary.	MTP	mapping for MTP base maps	2050 MTP	determination process								
	2050 MED 17: '	Adoption of the 2050 MTP	0 . 1 . 070 .										
3.6	2050 MTP Visioning process	development process and	Continue work on GIS and	Evaluation and analysis of	Inter-Agency Consultation								
	and coordination kick-off	schedule	mapping for MTP base maps	alternatives	process								
		Develop 2050 MTP Public											
2.5		Outreach and input process, including involvement and		Public outreach and input on									
3.7	Goals, Objectives and targets	input from MPO member	Base year SE data collection	the draft preferred plans	Public outreach and								
	for 2045 MTP	agencies.	and analysis for 2050 MTP	(options).	involvement of the 2050 MTP.								
	Work commences on MPO	ageneies.	and analysis for 2000 WITI	(ориона).	involvement of the 2030 WIII.								
	wide Community visioning.		Comm Viz Scenario planning										
		Update Title 6, EJ and LEP for	and selction of the preferrred	CTP continual update and	Adoption of 2050 MTP and								
	Objectives development	2050 MTP	scenario	amendemnt as necessary.	AQ comformity report								
	0.0300000000000000000000000000000000000	2000 3:333	Socio-economic and		r sq community support								
			demographic forecasts for		Initiation of 2055 MTP								
	Dvelopment of networks and	2050 Goals, Objectives and	2050 MTP, including 2030	Incorporation of freight,	development and update								
	update of base maps	Performance Measures	and 2040 intermediate years	airport, safety, EJ, etc.	process								
		Initiate Community Viz 3.0											
	Existing conditiond analysis	model update and land-us	Existing conditions and	Amendment of the 2045 MTP	Amendment of the 2045 MTP								
	commences	scenario building.	deficiency analyses continue	as necessary	as necessary								
	Definition	Duklic	Aggggggggggggggggggggggggggggggggggggg										
	Deficiency analysis commences	Public outreach and involvement for thr 2050 MTP	Assessment of Need for the 2050 MTP										
	Travel Demand Model	Travel Demand Model	Travel Demand Model	Travel Demand Model	Travel Demand Model								
4	Development and Update	Development and Update	Development and Update	Development and Update	Development and Update								
	On-going model maintenance	On-going model maintenance	On-going model maintenance	On-going model maintenance	On-going model maintenance								
4.1	and enhancement activities	and enhancement activities	and enhancement activities	and enhancement activities	and enhancement activities								
	Collection of annual				acu, med								
	continuous household and			Develop TRMv7: incorporate									
4.2	transit on board survey.	Support MPO 2045 MTP and	Develop TRMv7: continue	existing model components for	Develop TRMv7: complete								
	Coordination of estimation	air quality conformity model	estimating models for tour	commercial vehicles &	model calibration and								
	year data collection	applications	mode choice	external models	validation								
	Survey tabulation and analyses												
4.3	winter/spring 2020. Analysis				Develop TRMv7: develop								
4.3	and tabulation of estimation			Develop TRMv7: initial model	application tools for plan								
		Collection of network data and		calibration and validation	evaluation & air quality								
	data, PASA parking)	development of networks	applications completed	begins	analysis								
	Support MPO 2045 MTP	Maintain/enhance TRMv6:	Develop TRMv7: continue										
4.4		develop addional tools for	estimating models for tour										
	forecasts.	application	mode choice		2020 census TAZ delineation								
		Develop TRMv7: begin											
	Military 1 mmars	developing/adapting											
4.5		application programs for											
		population synthesizer/tour-											
	model	activity scheduler/router											

DCHC MPO 5-Year Unified Planning Work Program Technical Committee 2/27/19 Item 6											
July 1, 2019 to June 30, 2024											
	1	2	3	4	5						
FY	FY 2020 2019-20	FY 2021 2020-21	FY 2022 2021-22	FY 2023 2022-23	FY 2024 2023-24						
Period	July 1, 2019-June 30, 2020	July 1, 2020-June 30, 2021 July 1, 2021-June 30, 2022		July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024						
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	out, 1,2022 duic co, 2022	out, 1, 2022 outcoo, 2020	out 1,2020 outcoo,2021						
	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						
	on-going implementation of	on-going implementation of	on-going implementation of	on-going implementation of	on-going implementation of						
5.2	the bike and pedestrian plans On-going bike-pedstrian	the bike and pedestrian plans On-going bike-pedstrian	the bike and pedestrian plans On-going bike-pedstrian	the bike and pedestrian plans On-going bike-pedstrian	the bike and pedestrian plans On-going bike-pedstrian						
5.3	programs monitoring of strategies & effectiveness	programs monitoring of strategies & effectiveness	programs monitoring of strategies & effectiveness	programs monitoring of strategies & effectiveness	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	strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness						
7.3		Update of area of incluence and congestion networks. Application & reevaluation of definition of congestion		Update of area of incluence and congestion networks. Application & reevaluation of definition of congestion							
7.4		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)							
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						
	Develop 2020-2029 MTIP including public input and comment process	Submit SPOT 6 Division Needs points assignment	Develop 2022-2031 MTIP including public input and comment process	Submit SPOT 7 Division Needs points assignment	Develop 2024-2033 MTIP including public input and comment process						

	DCHC MPO 5-Year Unified Planning Work Program Technical Committee 2/27/19 Item 6 July 1, 2019 to June 30, 2024											
		July 1, 2019 to	,	4								
	1	2	3	5								
FY	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024							
Period	2019-20	2020-21	2021-22	2022-23	2023-24							
	July 1, 2019-June 30, 2020	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024							
	D : GDOT < (2022 2021)		D : GDOTT 7 (2024 2022)		D : GDOT 0 (2025 2025)							
	Review SPOT 6 (2022-2031)	One-on-one discussion	Review SPOT 7 (2024-2033)	One-on-one discussion	Review SPOT 8 (2026-2035)							
	project submissions and	between the MPO and	project submissions and	between the MPO and	project submissions and							
	prepare comparative analysis	NCDOT	prepare comparative analysis	NCDOT	prepare comparative analysis							
	Develop & submit TIP Project		Develop & submit TIP Project		Develop & submit TIP Project							
	Priority List for SPOT 6 (2022- 2031 TIP)	Adopt 2022-2031 STIP	Priority List for SPOT 7 (2024- 2033 TIP)	Adopt 2024-2033 STIP	Priority List for SPOT 8 (2024-							
	Update TIP ranking & project	Adopt 2022-2031 STIP	Update TIP ranking & project	Adopt 2024-2033 STIP	2033 TIP) Update TIP ranking & project							
	prioritization methodology as		prioritization methodology as		prioritization methodology as							
	necessary Submit SPOT 6 Regional		necessary Submit SPOT 7 Regional		necessary Submit SPOT 8 Regional							
	Impact points assignment		Impact points assignment		Impact points assignment							
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							
9	Title VI/Civii Rights/Es	Continuous update of Title VI	Continuous update of Title VI	Title VI/Civii Rights/Es	Continuous update of Title VI							
		programs, including	programs, including		programs, including							
	Continuous update of Title VI	Assurance Certification, EJ	Assurance Certification, EJ	Update EJ Plan and LEP	Assurance Certification, EJ							
	programs, including	and LEP. Evaluate	and LEP. Evaluate	program, and evaluate	and LEP. Evaluate							
	Assurance Certification, EJ	effectiveness of programs and	effectiveness of programs and	effectiveness of program and	effectiveness of programs and							
	and LEP	outreach efforts	outreach efforts	outreach efforts	outreach efforts							
	Update EJ and LEP outreach	Update EJ and LEP outreach	Update EJ and LEP outreach	Update EJ and LEP outreach	Update EJ and LEP outreach							
	mailing list	mailing list	mailing list	mailing list	mailing list							
	Administer and monitor MPO	Administer and monitor MPO	Administer and monitor MPO	Administer and monitor MPO	Administer and monitor MPO							
	EJ/LEP program	EJ/LEP program	EJ/LEP program	EJ/LEP program	EJ/LEP program							
	Evaluate and Perform EJ	Evaluate and Perform EJ	Evaluate and Perform EJ	Evaluate and Perform EJ	Evaluate and Perform EJ							
	analysis, impacts as needed	analysis, impacts as needed	analysis, impacts as needed	analysis, impacts as needed	analysis, impacts as needed							
	Update EL/LEP demographic	Update EL/LEP demographic	Update EL/LEP demographic	Update EL/LEP demographic	Update EL/LEP demographic							
	profile and database	profile and database	profile and database	profile and database	profile and database							
	Public	Public	Public	Public	Public							
10	Involvement/Participation			Involvement/Participation	Involvement/Participation							
10	Plan (PIP/PPP)	Plan (PIP/PPP)	Involvement/Participation Plan (PIP/PPP)	Plan (PIP/PPP)	Plan (PIP/PPP)							
	Review and evaluate	Review and evaluate	Review and evaluate	Review and evaluate	Review and evaluate							
	effectiveness of MPO Public	effectiveness of MPO Public	effectiveness of MPO Public	effectiveness of MPO Public	effectiveness of MPO Public							
	Involvement Process	Involvement Process	Involvement Process	Involvement Process	Involvement Process							
	Social media in MPO public	Social media in MPO public	Social media in MPO public	Social media in MPO public	Social media in MPO public							
	outreach and input process	outreach and input process	outreach and input process	outreach and input process	outreach and input process							
	On-going MPO website	On-going MPO website	On-going MPO website	On-going MPO website	On-going MPO website							
	update and content	update and content	update and content	update and content	update and content							
	management	management	management	management	management							
11	Project Development &	Project Development &	Project Development &	Project Development &	Project Development &							
	Incidental Planning	Incidental Planning	Incidental Planning	Incidental Planning	Incidental Planning							
	Participation in project	Participation in project	Participation in project	Participation in project	Participation in project							
	development, environmental	development, environmental	development, environmental	development, environmental	development, environmental							
	analysis, NEPA process and	analysis, NEPA process and	analysis, NEPA process and	analysis, NEPA process and	analysis, NEPA process and							
	studies	studies	studies	studies	studies							
	Pre-TIP project planning and	Pre-TIP project planning and	Pre-TIP project planning and	Pre-TIP project planning and	Pre-TIP project planning and							
	coordination  Land-use & Transportation	coordination  Land-use & Transportation	coordination	coordination  Land-use & Transportation	coordination							
12	integration	integration	Land-use & Transportation integration	•	Land-use & Transportation							
	0	Community Viz and UrbanSim	8	integration	integration Community Viz and UrbanSim							
	implementaion, maintenance	implementaion, maintenance	implementaion, maintenance	implementation, maintenance	implementaion, maintenance							
	•	*	•	•	-							
	and update  Monitoring of land use	and update  Monitoring of land use	and update  Monitoring of land use	and update  Monitoring of land use	and update  Monitoring of land use							
	development and consistency	development and consistency	development and consistency	development and consistency	development and consistency							
	check with SE forecasts	check with SE forecasts	check with SE forecasts	check with SE forecasts	check with SE forecasts							
	Intelligent Transportation	Intelligent Transportation	Intelligent Transportation	Intelligent Transportation	Intelligent Transportation							
13	System Planning	System Planning	System Planning	System Planning	System Planning							
	Turbo Architecture, IDAS and	Turbo Architecture, IDAS and	Turbo Architecture, IDAS and	Turbo Architecture, IDAS and								
	DynaSmart enhancement,	DynaSmart enhancement,	DynaSmart enhancement,	DynaSmart enhancement,	DynaSmart enhancement,							
	update and maintenance	update and maintenance	update and maintenance	update and maintenance	update and maintenance							
	ITS planning, operation and	ITS planning, operation and	ITS planning, operation and	ITS planning, operation and	ITS planning, operation and							
	monitoring	monitoring	monitoring	monitoring								
14	Safety Planning	Safety Planning	Safety Planning	monitoring Safety Planning	Safety Planning							
	• 0	•	, ,	•								

DCHC MPO 5-Year Unified Planning Work Program  Technical Committee 2/27/19 Item 6											
	DCH		June 30, 2024	Technical Comm	ittee 2/27/19 Item 6						
	1	2	3	4	5						
FY	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024						
Period	2019-20	2020-21	2021-22	2022-23	2023-24						
	July 1, 2019-June 30, 2020	July 1, 2020-June 30, 2021		July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024						
	Safety data collection and	Safety data collection and	Safety data collection and	Safety data collection and	Safety data collection and						
	analysis, and coordination	analysis, and coordination	analysis, and coordination	analysis, and coordination	analysis, and coordination						
	with other agencies.	with other agencies.	with other agencies.	with other agencies.	with other agencies.						
	Development of the MPO	Update MPO Safety plan and									
14.1	Safety plan to reflect State	incorporate features of Vision									
	Highway Safety initiatives	Plan.	Plan.	Plan.	Plan.						
	Ongoing integration of safety	Ongoing integration of safety	Ongoing integration of safety	Ongoing integration of safety	Ongoing integration of safety						
	in the MPO transportation	in the MPO transportation	in the MPO transportation	in the MPO transportation	in the MPO transportation						
	planning process	planning process	planning process	planning process	planning process						
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning						
	Ongoing freight planning and	Ongoing freight planning and	Ongoing freight planning and	Ongoing freight planning and	Ongoing freight planning and						
	coordination	coordination	coordination	coordination	coordination						
	Outreach with freight and	Outreach with freight and	Outreach with freight and	Outreach with freight and	Outreach with freight and						
	logistic companies	logistic companies	logistic companies	logistic companies	logistic companies						
	Continuous update of truck	Continuous update of truck	Continuous update of truck	Continuous update of truck	Continuous update of truck						
	circulation maps	circulation maps	circulation maps	circulation maps	circulation maps						
16	Transportation System	Transportation System	Transportation System	Transportation System	Transportation System						
10	Preservation	Preservation	Preservation	Preservation	Preservation						
	Transportation System	Transportation System	Transportation System	Transportation System	Transportation System						
	Preservation planning and	Preservation planning and	Preservation planning and	Preservation planning and	Preservation planning and						
	operation	operation	operation	operation	operation						
	TDM and TSM (ITS)	TDM and TSM (ITS)	TDM and TSM (ITS)	TDM and TSM (ITS)	TDM and TSM (ITS)						
	planning, programming,	planning, programming,	planning, programming,	planning, programming,	planning, programming,						
	implementation, monitoring	implementation, monitoring	implementation, monitoring	implementation, monitoring	implementation, monitoring						
	and evaluation	and evaluation	and evaluation	and evaluation	and evaluation						
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development						
	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases						
		Acquire and Maintain Data;									
		maintain hardware and	maintain hardware and	maintain hardware and	maintain hardware and						
	Maintain Databases	software	software	software	software						
	Maintenance of MPO GIS and	Maintenance of MPO GIS and	Maintenance of MPO GIS and	Maintenance of MPO GIS and	Maintenance of MPO GIS and						
	data layers	data layers	data layers	data layers	data layers						
	Coordination with resource	Coordination with resource	Coordination with resource	Coordination with resource	Coordination with resource						
	agencies and linkages of	agencies and linkages of	agencies and linkages of	agencies and linkages of	agencies and linkages of						
	transportation data with	transportation data with	transportation data with	transportation data with	transportation data with						
	environmental data	environmental data	environmental data	environmental data	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.	Data development and update.	Data development and update.	Data development and update.	Data development and update.						
	Maintenance and update of	Maintenance and update of	Maintenance and update of	Maintenance and update of	Maintenance and update of						
	spatial geodatabase	spatial geodatabase	spatial geodatabase	spatial geodatabase	spatial geodatabase						
	applications and AGOL.	applications and AGOL.	applications and AGOL.	applications and AGOL.	applications and AGOL.						
18	Management and	Management and	Management and	Management and	Management and						
10	Operations	Operations	Operations	Operations	Operations						
	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations						
	of the MPO 3-C process	of the MPO 3-C process	of the MPO 3-C process	of the MPO 3-C process	of the MPO 3-C process						
	Board directives	Board directives	Board directives	Board directives	Board directives						
10	Special Studies/State &	Special Studies/State &	Special Studies/State &	Special Studies/State &	Special Studies/State &						
19	Regional Planning Regional Planning		Regional Planning	Regional Planning	Regional Planning						
	regional Familia	NC 751 Corridor Study	NC 751 Corridor Study	Regional Flamming	Regional Flamming						

# **Town of Carrboro**

			STB	GP	Sec. 1	04(f)	5	Section 530	03	S	ection 530	)7		Task Fun	ding Summ	ary
	Task		133(b)	` / ` /	P			ghway/Tra			Transit					
		Description	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	.	C	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-	_	Surveillance of Change Traffic Volume Counts	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
Н	_	Vehicle Miles of Travel	\$300 \$0	\$2,000	\$0 \$0								\$300		\$2,000	\$2,300
₩		Street System Changes	\$100	\$400	\$0 \$0	\$0 \$0			l	\$0 \$0		\$0 \$0		\$0	\$400	\$500
H		Traffic Crashes	\$0	\$0	\$0	\$0		\$0 \$0	\$0	\$0	\$0		\$0		\$0	\$0
H		Transit System Data	\$0	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0			\$0	\$0	\$0
Ħ		Dwelling Unit, Pop. & Emp. Change	\$120	\$480	\$0 \$0	\$0	\$0	\$0		\$0	\$0	\$0	\$120	\$0	\$480	\$600
m		Air Travel	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ш	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Travel Time Studies	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0
		Mapping	\$600	\$2,400			\$0	\$0	\$0	\$0				\$0	\$2,400	\$3,000
ш		Central Area Parking Inventory	\$200	\$800	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0		\$1,000
		Bike & Ped. Facilities Inventory	\$240	\$960	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0				\$240	\$0	\$960	\$1,200
严	13	Bike & Ped. Counts	\$300 \$0	\$1,200 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
111	, I	Long Range Transp. Plan (MTP)	\$0 \$0	\$0 \$0										1		
Н"		Collection of Base Year Data	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
₩	_	Collection of Network Data	\$0 \$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0	\$0	<u></u>	\$0	\$0		\$0	\$0
H		Travel Model Updates	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0		\$0		\$0	\$0
Ш		Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
Ш	_	Forecast of Data to Horizon year	\$0	\$0	\$0		\$0	\$0	\$0	\$0					\$0	\$0
Ш	_	Community Goals & Objectives	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0		\$0		\$0	\$0
Щ	_	Forecast of Futurel Travel Patterns		\$0	\$0	\$0						\$0			\$0	\$0
Ш		Capacity Deficiency Analysis	\$0 \$0	\$0	\$0 \$0 \$0 \$0	\$0	\$0		\$0			\$0 \$0 \$0	\$0	\$0	\$0	\$0
Ш		Highway Element of th MTP		\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0
		Transit Element of the MTP Bicvcle & Ped. Element of the MTP	\$300	\$1,200	\$0	\$0							\$300	\$0 \$0	\$1,200	\$1,500
ш		Airport/Air Travel Element of MTP	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0							\$0 \$0	\$0 \$0
		Collector Street Element of MTP	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0		\$0	\$0
		Rail, Water or other mode of MTP	\$0 \$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0	\$0	\$0	\$0
ш		Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0		\$0		\$0	\$0	\$0
		Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0
m		Congestion Management Strategies	\$220	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$220	\$0	\$880	\$1,100
	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
II-C		Short Range Transit Planning	\$0	\$0												
Ш	1	Short Range Transit Planning	\$660	\$2,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660	\$0		\$3,300
111	_	Diamata a Wash Danasa	\$0 \$0	\$0									\$0	\$0	\$0	\$0
III-A	_	Planning Work Program Planning Work Program	\$400	\$0 \$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
H	H	Flailling Work Flogram	\$400	\$1,000	φU	ψÜ	\$0	ψÜ	φU	\$0	30	Φ0	\$400	\$0 \$0	\$1,000	\$2,000
III-I	3	Transp. Improvement Plan	\$0	\$0									Ψ0	90	ΨΟ	\$0
m	_	TIP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
卌			\$0	\$0									\$0			,.,
III-0	7)	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0												
Щ	1	Title VI	\$0	\$0	\$0	\$0			\$0	\$0			\$0	\$0	\$0	\$0
Щ	_	Environmental Justice	\$80	\$320	\$0				l					\$0		\$400
Щ.		Minority Business Enterprise	\$0			\$0	\$0	\$0		\$0	\$0	\$0	\$0			
#		Planning for the Elderly & Disabled	\$80	\$320	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$80	\$0	\$320	\$400
#		Safety/Drug Control Planning	\$0 \$900	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0		\$0
₩		Public Involvement Private Sector Participation	\$900 \$0	\$3,600 \$0	\$0 \$0	\$0 \$0							\$900 \$0	\$0 \$0	\$3,600 \$0	\$4,500 \$0
₩	4	i iivate sector Farticipation	\$0 \$0	\$0 \$0	<b>3</b> 0	<b>\$</b> 0	\$0	90	90	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-I	+	Incidental Plng./Project Dev.	\$0 \$0	\$0												
H		Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
H		Enviro. Analysis & Pre-TIP Plng.	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0
卌		Special Studies	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0	\$0		\$0	\$1,600	\$2,000
	4	Regional or Statewide Planning	\$0	\$0	\$0								\$0	\$0	\$0	\$0
Ш			\$0 \$0	\$0												
III-I	3	Management & Operations	\$0	\$0												
علا	1	Management & Operations	\$320		\$0											\$1,600
Tota	ls		\$6,420	\$25,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,420	\$0	\$25,680	\$32,100

# Town of Carrboro TASK DESCRIPTIONS & NARRATIVES FY 2020 UPWP

# **II-A-1 Traffic Volume Counts**

The Town will provide local traffic count data, collected for various local planning purposes, as needed for the Congestion Management Process or other MPO activities. The Town will also conduct additional traffic counts, as needed, for other plans or studies that relate to traffic congestion or safety.

#### **Objectives**

To collect local traffic count data relevant to the CMP, TRM model analysis, and-or local traffic studies.

#### **Previous Work**

Work done over previous years

#### **Proposed Activities**

- 1. Collect traffic data using Town counters and manual bike-ped counting
- 2. Provide traffic data and reports as needed for the previously mentioned MPO activities
- 3. Work with LPA staff on determining best traffic count locations for MRC and other studies
- 4. Continue to collect traffic data relating to local traffic calming requests
- 5. Collect traffic data for major proposed developments (Lloyd Farm and Old 86/Eubanks Rd FLX)

#### **Products**

Traffic volume data from as recent a year as possible

#### 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), and the Town's conceptual Slow Zone plan.

# Proposed budget and level of effort

All work to be completed by Transportation Planner. Local Staff hours: 60 hours

# Task II-A-3: Street System Mileage (STBG-DA)

Assemble the municipality street system changes from the last reporting year and data to the LPA.

#### **Objectives**

To maintain a current shapefile of Carrboro's street system and provide data to the LPA.

#### **Previous Work**

The Town will have submitted a current shapefile of the street system to the LPA.

# **Proposed Activities**

- 1. Track changes to Carrboro's street system and maintain shapefile of current street system
- 2. Submit data to LPA with 4<sup>th</sup> quarter reports

#### **Products**

Provide the municipality's street system data to the LPA as part the 4th quarter progress report.

#### Relationship to other plans and MPO activities

Data can be used for CMP and regional TRM, as well as for various Town studies.

# Proposed budget and level of effort

60 percent of work to be completed by GIS Analyst, 40 percent of work to be completed by Transportation Planner. Local Staff hours: 10 hours

## II-A-6 Dwelling Unit, Population and Employment Change

The Town will review population and employment change data estimated by the Community Viz 2.0 process and-or dwelling unit, population, and employment data relevant to the next MTP and the Triangle Regional Model (TRM). The Town will also collect monthly development review activities, building permit and Certificate of Occupancy (CO) data.

## **Objectives**

To review dwelling unit, population, and employment data as part of the 2045 MTP, and the Travel Behavior Survey (TBS) of the Triangle Regional Model (TRM) processes and provide local development data to LPA.

#### **Previous Work**

In FY 2016 and again in 2018, the Town submitted place type and development status information to the LPA and reviewed population and employment control totals for use in the 2040 and 2045 MTP.

## **Proposed Activities**

- 1. Review data generated by the TBS household survey
- 2. Use CommunityViz 2.0 to further analyze future development scenarios in the subregion that includes Carrboro
- 3. Collect monthly development review activities, building permits, and COs and submit to LPA

#### **Products**

- 1. Tabulation of development review proposals, building permits, and Certificate of Occupancies
- 2. Submit monthly data to the LPA and in summarize data in the quarterly progress report

## Relationship to other plans and MPO activities

Relates to 2045 MTP and TRM processes.

#### Proposed budget and level of effort

90 percent of work to be completed by Transportation Planner, 10 percent of work to be completed by GIS Analyst. Local staff hours: 15 hours

#### II-A-10 Mapping

Staff will update geo-spatial mapping for SE data, development proposals/permits/COs, bike-pedestrian networks and facilities, highway element of the 2045 MTP, transit element of the 2045 MTP, etc.

## **Objectives**

To support mapping activities for the 2045 MTP 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 CommunityViz 2040 and 2045 MTP place type and development status categories. The Town edited employment shapefile in Employment Analyst in preparation for the 2045 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.

# **Proposed Activities**

- 1. Review results of Community Viz 2.0 and edit data as necessary
- 2. Review maps made for the MTP, CTP, and other MPO-related activities
- 3. Provide any data or maps as requested by the LPA
- 4. Maintain current GIS data for all transportation planning activities in Carrboro

#### **Products**

- 1. Generate the following GIS shape files, SE data, development review/proposals, permits, COs, bike-pedestrian networks and facilities, data collection location base maps, etc.
- 2. Update of geodatabase of transit routes and stops, highway element of the MTP, bike-pedestrian element of the MTP, etc.

## Relationship to other plans and MPO activities

2045 MTP, Carrboro Parking Plan, CHT NS-BRT Project, 2018 Bicycle Plan Update, Town Comprehensive Plan

## Proposed budget and level of effort

80 percent of work to be completed by the GIS Analyst, 20 percent of work to be completed by Transportation Planner. Local staff hours: 65 hours

## **II-A-11 Central Area Parking Inventory**

Town staff will inventory on- and off-street parking facilities in the Central Business Districts (CBD) and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand/occupancy.

## **Objectives**

To develop and maintain a complete inventory of public and private parking spaces in downtown Carrboro, and in other areas as needed. Parking inventory well be analyzed before, during, and after construction of the 203 South Greensboro project to determine the effectiveness of strategies aiming to partner with local businesses who have excess parking available and facilitate their use to meet current and future parking needs.

#### **Previous Work**

The Town maintains an inventory of all municipal parking spaces. Parking studies and inventories were conducted by UNC graduate students in 2008 and 2014. In 2015-2016 the Town enlisted a consultant to conduct a major parking inventory and study of the downtown area.

# **Proposed Activities**

- 1. Database of parking facilities, GIS shape files containing parking data
- 2. Use recommendations from parking study to inform Town parking policies

#### **Products**

1. Shapefile and spreadsheet with parking space count data and attributes

#### Relationship to other plans and MPO activities

Carrboro Downtown Parking Study, 2045 MTP, Bicycle Plan Update, Town Comprehensive Plan

# Proposed budget and level of effort

50 percent of work to be completed by GIS Analyst, 50 percent of work to be completed by Transportation Planner. Local staff hours: 25 hours

## **II-A-12 Bike and Pedestrian Facilities Inventory**

The Town will update mapping for bike and pedestrian facilities inventory

#### **Objectives**

To make current the Town's GIS data on bicycle and pedestrian facilities and to provide up-to-date bicycle and pedestrian facilities information to LPA staff.

#### **Previous Work**

The Town has collected bicycle and pedestrian facility data for a number of planning processes, including previous MTPs, the CTP, and the 2009 Carrboro Bicycle Transportation Plan and 2018 Bike Plan Update.

## **Proposed Activities**

- 1. Add features to GIS shapefiles of bicycle facilities and sidewalks
- 2. Send data as needed to LPA staff in development of the MTP or other MPO planning processes

#### **Products**

- 1. Updated bike-pedestrian GIS maps and attributes, including trails
- 2. Updated geodatabase of bike-pedestrian inventory
- 3. Collect bike-pedestrian facility information for SPOT, CMAQ/TAP funding

## Relationship to other plans and MPO activities

Bicycle and pedestrian facility data is an important part of the bicycle and pedestrian element of the MTP, CTP, and numerous Town plans and programs. Monitoring changes in the town bike/ped network after the adoption of the 2018 Bike Plan update will be especially important.

## Proposed budget and level of effort

60 percent of work to be completed by Transportation Planner, 40 percent of work to be completed by GIS Analyst. Local staff hours: 30 hours

## **II-A-13 Bicycle and Pedestrian Counts**

The Town will contribute existing bicycle and pedestrian traffic information for local and regional planning processes as needed. The Town will continue to conduct bike and pedestrian counts as part of the traffic calming process and Safe Routes to School program.

# **Objectives**

To collect continuous, reliable pedestrian and bicycle volume data that can be averaged over time and disaggregated for independent variables such as month, time, and weather. The Town will also supply bicycle and pedestrian travel data for regional planning processes.

## **Previous Work**

The Town has collected bicycle and pedestrian data for a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan and regional Mobility Report Card. The Town participated in a pilot program with the MPO/ITRE that installed pedestrian and bicycle counters on the Libba Cotten Bikeway and on Old NC 86, just north of the intersection with Old Fayetteville Road, and assumed control of these counters in Winter of 2016. Reports on trends in the data collected from the ITRE counters is provided to the Carrboro Board of Aldermen when requested.

## **Proposed Activities**

- 1. Review data collected by bike-ped counters previously installed by ITRE/MPO, and use counts for Town analysis and MPO data collection
- 2. Continue to conduct bicycle and pedestrian counts
- 3. Work with LPA staff to coordinate additional data collection efforts

#### **Products**

Spreadsheets or tally sheets with bicycle and pedestrian counts

# Relationship to other plans and MPO activities

2045 MTP, CTP, Mobility Report Card, 2018 Bike Plan Update, Town Comprehensive Plan

## Proposed budget and level of effort

All work to be completed by Transportation Planner. Local staff hours: 35 hours

# **II-B-10 Transit Element of the MTP**

Support of the evaluation of the transit element of the 2045 MTP, including DO-LRT, Commuter rail and BRT activities.

#### **Objectives**

To provide input and evaluate the transit element of the 2045 MTP and participate in regional planning efforts related to the DO-LRT, Commuter rail and Bus Rapid Transit.

#### **Previous Work**

Town staff has participated in regional planning efforts related to the DO-LRT, Chapel Hill Bus Rapid Transit, Orange County Bus and Rail Investment Plan, and other transit projects.

# **Proposed Activities**

- 1. Town staff will assist in the evaluation of transit preferred options, update of the 2045 transit tables and attributes, and geodatabase of transit preferred option, and final 2045 projects
- 2. Assist with public outreach related to transit projects, organize/reserve meeting spaces
- 3. Provide updates on transit projects to the Town's Advisory Boards

#### **Products**

- 1. Evaluation of transit preferred options
- 2. Update 2045 transit tables and attributes
- 3. Update of geodatabase of transit preferred option and final 2045 projects

## Relationship to other plans and MPO activities

2045 MTP, CTP, Orange County Transit Plan

#### Proposed budget and level of effort

70 percent of work to be completed by Transportation Planner, 30 percent of work to be completed by Planning Administrator. Local staff hours: 35 hours

#### **II-B-17 Congestion Management Strategies**

The MPO is maintaining a Congestion Management Process (CMP) to address congestion within the metropolitan area boundary. The Town will contribute planning resources to this process as well as the Mobility Report Card and continued analysis of downtown Carrboro congestion.

# **Objectives**

To contribute to the ongoing development of the CMP, MRC, and continue research and analysis on downtown Carrboro traffic level of service (LOS).

#### **Previous Work**

The Town has contributed to the CMP and previous Mobility Report Cards. The Town has also conducted a number of local studies related to traffic and congestion within Town boundaries. Town staff has also worked on Transportation Demand Management efforts as a strategy for decreasing congestion.

# **Proposed Activities**

- 1. Evaluation of CMP and MRC networks
- 2. Review of products and analyses
- 3. Provide GIS shape files

#### **Products**

- 1. GIS shapefile of sub-areas
- 2. Local and transit data as needed

## Relationship to other plans and MPO activities

CMP, 2045 MTP, Mobility Report Card, Parking Study, Town Comprehensive Plan

# Proposed budget and level of effort

60 percent of work to be completed by Transportation Planner, 40 percent of work to be completed by Planning Administrator. Local staff hours: 25 hours

# **II-C-1 Short Range Transit Planning**

The Town will participate in short-range transit planning for the region, with a focus on the Chapel Hill-Carrboro area. Through the Transit Partners Committee, the Town will provide input on Chapel Hill Transit planning initiatives, including the Bus Rapid Transit project. The Town will coordinate with Orange County, GoTriangle, and the MPO on the update and implementation of the Orange County Transit Plan and the DO-LRT.

#### **Objectives**

To ensure that Carrboro plays a key role in Chapel Hill Transit planning, capital investment, and operations by continuing to work with Chapel Hill Transit on the NS-BRT and other new initiatives, short range planning, public involvement, and troubleshooting. The Town will also assist as needed in implementation of the Orange County Transit Plan and the DO-LRT, coordinating with Orange County, GoTriangle, and the MPO.

## **Previous Work**

Town of Carrboro elected officials, advisory board members, and staff regularly attend Chapel Hill Transit Partners Committee meetings and N-S BRT Study meetings. The Town has provided input into initiatives such as the Comprehensive Operations Analysis, Eubanks Road Park-and-Ride Feasibility Study, and others. The Town worked with GoTriangle to begin peak-hour bus service from Carrboro to Durham.

#### **Proposed Activities**

- 1. Continue to participate in Transit Partners Committee
- 2. Attend staff working group meetings to update the Orange County Transit Plan

- 3. Coordinate with Durham-Orange Transit Plan Staff Working Group on service improvements and capital projects as part of the DO-LRT project, including providing information on transit access and service priorities
- 4. Review on-board transit survey information as it pertains to Carrboro and Carrboro ridership as part of the short-range and long-range planning efforts
- 5. Work with LPA staff on the 5-year plan

#### **Products**

1. 5-Year plan, System performance report, and GIS shape files of routes and proposed changes

## Relationship to other plans and MPO activities

Orange County Transit Plan, 2045 MTP, CHT N-S BRT, CHT SRTP, DO-LRT

# Proposed budget and level of effort

65 percent of work to be completed by Transportation Planner, 35 percent of work to be completed by Planning Administrator. Local staff hours: 75 hours

# **III-A-1 Planning Work Program**

The Town will administer the FY 2020-2021 UPWP, and prepare and process amendments as needed. Working with MPO staff, Town staff will identify transportation planning emphasis areas for the subsequent fiscal year and prepare the FY 2021-2022 UPWP. Town staff will participate in UPWP oversight meetings with MPO staff and staff from other MPO member jurisdictions.

# **Objectives**

To track and report on Carrboro's 2020-2021 UPWP activities, and process amendments to the UPWP if necessary. The Town will submit Carrboro's portion of the 2020-2021 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.

## **Proposed Activities**

- 1. Complete quarterly reports for the 2020-2021 UPWP
- 2. Complete amendment spreadsheets as needed
- 3. Prepare Carrboro's 2021-2022 UPWP documents and budget
- 4. Attend LPA oversight meetings and review documents

## **Products**

- 1. Development of draft and final FY21 UPWP
- 2. Quarterly invoices and reports
- 3. Amendment of UPWP as necessary
- 4. 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

70 percent of work to be completed by Transportation Planner, 30 percent of work to be completed by Planning Administrator. Local staff hours: 50 hours

#### III-B-1 TIP

Town staff will continue to implement planning, design, and construction of TIP projects. Town staff will assist with MTIP development and SPOT 6.0 activities.

#### **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.

#### **Previous Work**

The Wilson Park Multi-use Path (U-4726-DF) is a recently-completed TIP project, the Homestead-Chapel Hill High School Multi-use Path (U-4726-DE) was completed in late 2018, and Bike/Ped improvements at the Franklin St/Brewer/Merritt Mill intersection are expected to be complete by the end of 2019. Projects currently underway include Morgan Creek Greenway Phases 1 and 2 (EL-4828), the Rogers Road Sidewalk (U-4726-DD), Bicycle Loop Detectors (U-4726-DF), and Jones Creek Greenway (C-5181), Operational Improvements along NC 54 from Old Fayetteville Rd to Orange Grove Road (R-5821A), Intersection Improvements at NC 54/Old Fayetteville Road (U-6070), and Bike/Ped Improvements along Estes Drive (EB-5886A).

# **Proposed Activities**

- 1. Continue implementation of projects currently underway
- 2. Process MTIP amendments as necessary
- 3. Assist in SPOT 6.0 process

#### **Products**

- 1. 2020-2029 MTIP local agencies' supplement and MTIP amendments
- 2. Summary of public involvement activities
- 3. STP-DA/TAP project delivery status, and STP-DA obligated projects
- 4. SPOT-6 local prioritization and points assignments

# Relationship to other plans and MPO activities

2020-2029 TIP, 2045 MTP, Orange County Transit Plan

# Proposed budget and level of effort

70 percent of work to be completed by Transportation Planner, 30 percent of work to be completed by Planning Administrator. Local staff hours: 115 hours

## **III-C-2 Environmental Justice**

Assist with the implementation of the MPO Environmental Justice and Limited English Proficiency programs within the Town of Carrboro. Ensure adequate public outreach and input by low income and minorities (EJ communities) in Carrboro.

## **Objectives**

To assist MPO in implementing Environmental Justice plan to ensure equity in MPO planning processes.

#### **Previous Work**

MPO staff created an Environmental Justice report in 2015 as part of the federal re-certification process. In 2018, Carrboro staff developed neighborhood specific outreach plans for the Rogers Road sidewalk project, crafted inclusive stakeholder lists for the NC 54 West Corridor Study, and facilitated public outreach related to Town Code and Land Use Ordinance

## **Proposed Activities**

- 1. Assist with the implementation of the MPO Environmental Justice and LEP programs
- 2. Assist with outreach and ensure inclusive representation during the Town's Comprehensive Plan development

#### **Products**

- 1. Updated EJ/LEP mailing list (address and email) community and groups
- 2. Summary of EJ/LEP outreach and analysis
- 3. Update demographic profile based local data of EJ/LEP community in Carrboro

## Relationship to other plans and MPO activities

MPO Environmental Justice Plan, Title VI

## Proposed budget and level of effort

60 percent of work to be completed by Transportation Planner, 30 percent of work to be completed by Planning Administrator, 10 percent of the work to be completed by the GIS Analyst. Staff hours: 10 hours

# **III-C-4 Planning for the Elderly and Disabled**

The Town will document ADA planning and outreach activities in Carrboro.

## **Objectives**

To continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

#### **Previous Work**

Staff routinely responds to disabled and elderly citizen concerns regarding the transportation system, primarily related to paratransit and accessibility of infrastructure. Development plans are reviewed for compliance with ADA standards. Staff and residents conducted a walkability audit of the downtown as part of 2016 Parking Study. In 2018 town staff received inquiries about improving bus stop accessibility and coordinated with CHT to ensure those stops were included in their design contract with a consultant.

## **Proposed Activities**

- 1. Update ADA mailing list and route maps showing ADA target areas
- 2. Continue to support sound planning and transit access for disabled and elderly residents

#### **Products**

1. Updated ADA mailing list, plan, or activities, and route maps showing ADA target areas

## Relationship to other plans and MPO activities

Recognition of ADA-related needs in urban transportation is required by FHWA and FTA regulations.

# Proposed budget and level of effort

60 percent of work to be completed by Transportation Planner, 25 percent of work to be completed by Planning Administrator, 15 percent of the work to be completed by the GIS Analyst. Staff hours: 10 hours

#### **III-C-6 Public Involvement**

Ensure an early, proactive and a meaningful public participation and input throughout the transportation planning process in Carrboro, including providing the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. Town staff will help assess the effectiveness of the current Public Involvement Process as required by the federal certification team. The Town will work to develop and enhance of the process of public dissemination of information.

#### **Objectives**

To provide opportunities for the public to contribute to the planning of local and regional transportation facilities, and to review and assist as needed with the Public Involvement Policy.

#### **Previous Work**

The Town has held citizens' informational workshops on many of its TIP projects under development the last few years. The Town coordinates with the MPO on public involvement for the MTP and TIP and with Chapel Hill Transit on service improvements and changes. The town performed substantial public outreach in 2019 in conjunction with updating the Bike Plan.

## **Proposed Activities**

- 1. Update public involvement mailing list (and email address)
- 2. Hold public involvement activities for transportation projects
- 3. Collect data from the Town's interactive web-based maps
- 4. Facilitate Transportation Advisory Board meetings by creating agendas, minutes, and staff reports
- 5. Prepare materials and present to the local elected officials related to local and regional transportation planning topics

## **Products**

- 1. Update public involvement mailing list (and email address)
- 2. Summary of public involvement activities, including means of advertisement, attendance, and response to comments
- 3. Report on the analysis of the effectiveness of the local agencies' public involvement
- 4. ADA checklist and activities
- 5. Staff reports for Board of Aldermen and advisory board meetings

## Relationship to other plans and MPO activities

Public Involvement Policy, MTP, Bike Plan Update, Town Comprehensive Plan

## Proposed budget and level of effort

65 percent of work to be completed by Transportation Planner, 35 percent of work to be completed by Planning Administrator, Staff hours: 100 hours

# **III-D-3 Special Studies**

Town staff will continue to conduct special studies related to local transportation issues, including working towards updating the Town's bike plan. The Town will also assist MPO and other local staff in the oversight of a corridor study for NC 54 West.

#### **Objectives**

To work on implementation of the update bicycle plan, additional studies may be needed to analyze potential locations for new or improved bike facilities throughout the town. Additionally, the Town will

support analysis of downtown parking conditions based on the recommendations made in the Parking Plan and monitor conditions in downtown after the construction of the 203 S Greensboro project.

#### **Previous Work**

The Town has engaged in transportation-related studies such as the Comprehensive Bicycle Master Plan, the Bolin and Morgan Creek Greenway Conceptual Master Plans, the Safe Routes to School Action Plan, the Oak-Poplar Neighborhood Traffic Circulation Study, the West Main Street Road Diet Study, and the Downtown Carrboro Parking Study. The Town assisted in with the NC 54 West Corridor Study in 2017/18.

# **Proposed Activities**

- 1. Analyze locations for bike improvements
- 2. Monitor downtown parking for 203 S Greensboro project
- 3. Review other Town plans and studies as necessary

#### **Products**

1. Data for use by MPO

## Relationship to other plans and MPO activities

2045 MTP, CMP, 2009 Comprehensive Bicycle Plan, Town Comprehensive Plan

# Proposed budget and level of effort

75 percent of work to be completed by Transportation Planner, 15 percent of work to be completed by Planning Administrator, 10 percent of work to be completed by GIS Analyst. Staff hours: 55 hours

# **III-E-1 Management and Operations**

Administrative tasks necessary to maintaining the 3C planning process will be completed.

#### **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 proposed activities described below.

#### **Proposed Activities**

- 1. Attend and participate in MPO Board and TC meetings
- 2. Staff development through professional training courses, seminars, and conferences
- 3. Attend and participate in MPO subcommittee meetings

## Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

# Proposed budget and level of effort

75 percent of work to be completed by Transportation Planner , 25 percent of work to be completed by Planning Administrator. Local staff hours:  $120\,$ 

# **Town of Chapel Hill**

		STBGP		Sec. 104(f)			Section 530	3	,	Section 530	7	Task Funding Summary			y
	Task	133(b)(3)(7)		PL			ghway/Tra			Transit					
	Description	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	G 20 e.Cl	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Surveillance of Change Traffic Volume Counts	\$1,113	\$4,451	\$0	\$0	\$0	\$0	\$0	0.2	90	\$0	\$1,113	\$0	\$4,451	\$5,564
1 2	Vehicle Miles of Travel	\$1,113	\$4,431	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,113	\$0		\$3,304
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0
4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$870	\$870	\$6,960		\$0	\$0	\$870	\$870		\$8,700
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0		\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0	\$0		\$0 \$0
0	Vehicle Occupancy Rates Travel Time Studies	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0
10	Mapping	\$2,319	\$9,274	\$0	\$0	\$3,410	\$3,410	\$27,280		\$0 \$0	\$0 \$0	\$5,729	\$3,410		\$45,693
	Central Area Parking Inventory	\$649	\$2,597	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$649	\$0		\$3,246
12	Bike & Ped. Facilities Inventory	\$1,484	\$5,935	\$0	\$0	\$1,052	\$1,052	\$8,416	\$0 \$0	\$0	\$0 \$0	\$2,536	\$1,052	\$14,351	\$17,939
13	Bike & Ped. Counts	\$1,113	\$4,451	\$0	\$0	\$856	\$856	\$6,848		\$0	\$0	\$1,969	\$856	\$11,299	\$14,124
77.5	I D M N 3	\$0	\$0			\$0	\$0	\$0							
II-B	Long Range Transp. Plan (MTP) Collection of Base Year Data	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0		¢Ω	\$0	\$0	\$0	\$0	\$0
H 2	Collection of Network Data	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0	\$0	\$0		\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0	\$0		\$0
	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
	Forecast of Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0			\$0
	Capacity Deficiency Analysis Highway Element of the MTP	\$0 \$2,040	\$0 \$8,161	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$2,040	\$0 \$0		\$0 \$10.201
	Transit Element of the MTP	\$0	\$0,101	\$0	\$0	\$952	\$952	\$7.616		\$0 \$0	\$0 \$0	\$952	\$952	\$7,616	\$9,520
	Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0		\$0
12	Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0
14		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0 \$0	\$0	\$0		\$0
	Freight Movement/Mobility Plannin Financial Planning	\$0 \$1,206	\$0 \$4,822	\$0 \$0	\$0 \$0	\$0 \$653	\$0 \$653	\$0 \$5,224			\$0 \$0	\$0 \$1,859	\$0 \$653	\$0 \$10,046	\$0 \$12,558
	Congestion Management Strategies	\$1,855	\$7,419	\$0	\$0	\$820	\$820	\$6,560		\$0 \$0	\$0 \$0	\$1,839	\$820		\$12,338
_	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0			\$0
		\$0	\$0			\$0	\$0	\$0							
II-C	Short Range Transit Planning	\$0	\$0			\$0	\$0	\$0							
Ш	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$880	\$880	\$7,040		\$0	\$0	\$880	\$880	\$7,040	\$8,800
TTT A	DI	\$0	\$0			\$0 \$0	\$0	\$0 \$0							
III-A	Planning Work Program Planning Work Program	\$0 \$927	\$0 \$3,710	\$0	\$0	\$0 \$760	\$0 \$760	\$6,080		\$0	\$0	\$1,687	\$760	\$9,790	\$12,237
٣	1 mining Work I rogidin	\$927	\$3,710	φυ	φ0	\$700	\$700	\$0,080		<b>3</b> 0	φυ	φ1,007	\$700	ψ2,130	Ψ12,237
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0					1	1	1
	TIP	\$4,173	\$16,694	\$0	\$0	\$2,449	\$2,449	\$19,592	\$0	\$0	\$0	\$6,622	\$2,449	\$36,286	\$45,357
L-		\$0	\$0			\$0	\$0	\$0							
ш-с	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0 \$0	\$0	60	60	\$0	\$0	\$0 \$0		60	60	60	60	60	60
2	Title VI Environmental Justice	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0
	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0			
	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$240	\$240	\$1,920		\$0 \$0	\$0 \$0	\$240			\$2,400
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	Public Involvement	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0		\$488	\$488		\$4,880
$\prod J$	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0
шъ	Incidental Plng./Project Dev.	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0	\$0 \$0							
111-1	Transportation Enhancement Plng.	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0	\$0	\$0	\$0	\$0	\$0
1 2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$236	\$236	\$1,888		\$0 \$0	\$0 \$0 \$0	\$236	\$236		\$2,360
3	Special Studies	\$3,122	\$12,490	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0 \$0	\$0	\$3,942	\$820		\$23,812
4	Regional or Statewide Planning	\$2,782	\$11,129	\$0	\$0	\$1,040	\$1,040	\$8,320				\$3,822	\$1,040	\$19,449	\$24,311
		\$0	\$0			\$0	\$0	\$0							
	Management & Operations	\$0	\$0	**		\$0	\$0	\$0		**	* -	#2 OC -	h	015.500	022.25
$\prod 1$	Management & Operations	\$1,199 \$23,983	\$4,796 \$95,929	\$0 \$0	\$0	\$1,624 \$17,150	\$1,624	\$12,992 \$137,200				\$2,823	\$1,624		\$22,235
Щ_	Totals	\$43,983	\$93,9 <u>2</u> 9	\$0	\$0	\$17,150	\$17,150	\$157,200	\$0	\$0	\$0	\$41,133	\$17,150	\$233,129	\$291,411

## Task II-A-1: Traffic Volume Counts

The Town of Chapel Hill will conduct local traffic counts for planning purposes and provide data to DCHC-MPO as needed. The locations will be located in the downtown and in the Blue Hill (formerly called Ephesus-Fordham) District, and will serve to support local plans and feed into the MPO Congestion Mitigation Process and other regional studies. Town staff have formed a traffic analytics working group to collect and analyze traffic data in Town. The Town assists with and analyzes results of Transportation Impact Analyses for most developments in Town.

#### **Objectives**

- Collect local traffic counts
- Create plan for expanding model to rest of Town
- Gather traffic counts as components of development TIAs

#### **Previous Work**

- Local traffic counts for local studies/plans
- Traffic Impact Analyses related to proposed developments
- Mobility Report Cards
- Traffic model for the Blue Hill District and developed mitigation strategies

## **Proposed Activities**

- Collect traffic data
- Receive training on Transmodeler software
- Manage TIA evaluation study
- Provide traffic data and reports to MPO
- Work with LPA staff to determine traffic count locations for MRC and other studies

#### **Products**

Traffic volume data

## 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 Planners and Division Manager. 120 hours

#### Task II-A-10: Mapping

The Town of Chapel Hill will continue to undertake tasks associated with mapping and updates to UPWP transportation planning activities such as the CMP, MTP, CTP, TIP, SPOT/Prioritization, 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
- Update base maps
- Update and maintain geo-spatial maps
- Provide mapping support for Community Viz, modeling, MTP, CTP, etc.
- Maintain GIS-Online

#### **Previous Work:**

- Mapping for 2040 & 2045 MTP, SPOT processes, and STIP projects
- Traffic/bike-ped count locations
- Station area planning for future transit stations

## **Proposed Activities:**

- Collect updated geospatial information
- Create files and maps containing MPO transportation information

#### **Products:**

- Maps for various MPO planning activities
- Region-wide GIS files
- Geo-spatial mapping
- Update count maps
- ArcGIS Online

#### **Relationship to Other Plans and MPO Activities:**

Triangle Regional Model, MTP, CTP, CMP, Mobility Report Card, MTIP development, SPOT, land-use scenarios, environmental layers, and others

# Proposed Budget and Level of Effort (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 250 hours

## Task II-A-11: Central Area Parking Inventory

The Town of Chapel Hill will continue to update the model of existing parking in the downtown, which includes number of spaces, fees, and demand/occupancy data. The Town will share this data with the MPO as requested.

## **Objectives:**

• Develop and maintain a complete inventory of public and private parking spaces in downtown Chapel Hill

#### **Previous Work:**

• Updated the inventory and model as part of the Downtown Circulation Study

## **Proposed Activities:**

- Update database of downtown parking facilities
- GIS shape files containing parking data

#### **Products:**

• Shapefile and spreadsheet with parking space count data and attributes

## Relationship to other plans and MPO activities:

2045 MTP, Chapel Hill Mobility and Connectivity Plan, NCDOT TIP projects

## Proposed budget and level of effort:

Task will be undertaken by the Transportation Planners and Division Manager. 70 hours

## Task II-A-12: Bike & Ped Facilities Inventory

The Town of Chapel Hill will maintain and update the existing inventory of bicycle and pedestrian facilities throughout the community. This inventory will assist in MPO-related projects. It will also allow the Town to identify new bike-ped projects to submit to SPOT and other funding sources.

## **Objectives:**

- Provide inventories of bicycle and pedestrian facilities for use in MPO planning activities
- Update base maps of bicycle and pedestrian networks

#### **Previous Work:**

• Maintained a database of bicycle and pedestrian facilities

## **Proposed Activities:**

- Collect updated data on bicycle and pedestrian facilities
- Monitor new construction and incorporate into base data
- Create files and maps containing MPO transportation information
- Collect bike-pedestrian facility information for SPOT, CMAQ/TAP funding

#### **Products:**

- Updated bike-ped GIS maps and attributes
- Updated database

## Relationship to Other Plans and MPO Activities:

2045 MTP, CTP, Mobility Report Card, and other MPO activities.

## Proposed Budget and Level of Effort (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 160 hours

## Task II-A-13: Bike & Ped Counts

The Town of Chapel Hill will conduct ongoing bike and pedestrian counts at various locations in Town, using permanent and mobile counters, and as-needed one-time counts. The Town will use the data to evaluate the effectiveness of TIP projects and determine need for future infrastructure.

# **Objectives:**

- Ongoing bike and ped counts at permanent locations
- Conduct counts with mobile ped counters
- Online platform for sharing the data publicly

#### **Previous Work:**

- Bike-ped counts at five greenway and three permanent roadway locations
- First round of semi-annual bike-ped counter reports

#### **Proposed Activities:**

- Collect data regularly from counters
- Implement a schedule for the mobile ped counters
- Implement an open data platform for sharing data publicly
- Share data with MPO as needed

#### **Products:**

- Chapel Hill bike-ped counter online data available for public and MPO use
- Semi-annual reports for each counter

## Relationship to Other Plans and MPO Activities:

Town planning projects and processes, Mobility Report Card, MTP and CTP

## Proposed Budget and Level of Effort (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 120 hours

## **Task II-B-9: Highway Element of MTP**

The Town of Chapel Hill will assist and support the MPO on the evaluation of highway elements of the 2045 MTP. Staff will work to evaluate and implement highway projects from the adopted 2045 MTP. Staff will participate in the CTP 2.0 process. Town of Chapel Hill will assist MPO staff in finalizing the US 15-501 Corridor Study, and NCDOT in other roadway studies as necessary.

#### **Objectives:**

- Work with NCDOT to develop designs for highway projects in Chapel Hill
- Design local roadway projects from adopted 2045 MTP
- Assist in development of US 15-501 Corridor Study and others

## **Previous Work:**

- 2040 and 2045 MTP
- Travel demand forecast
- Capacity deficiency analysis
- Elliott Road Extension and other highway projects

#### **Proposed Activities:**

- Develop key data for roadway performance
- Design local roadways in 2045 MTP
- Work with NCDOT and consultants to design highways in MTP
- Attend meetings and provide data for the US 15-501 Corridor Study and others

## **Products:**

- Key data for highway projects
- Roadway design for Elliott Road Extension
- Designs for NC 54, US 15-501, I-40/NC 86
- MPO Corridor Study for US 15-501 and others

## Relationship to Other Plans and MPO Activities:

2045 MTP and CTP, STIP/TIP.

# Proposed Budget and Level of Effort (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 220 hours

# **Task II-B-16: Financial Planning**

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 and Durham County Transit Plans and other MPO-related finances. Town staff will develop cost estimates and budgets for SPOT submissions, TIP projects, other projects from the 2045 MTP, and monitor budgets of projects underway.

## **Objectives:**

- Provide financial information as necessary to the Orange County Transit Plan
- Monitor implementation of the Orange County Transit Plan
- Create, adopt and monitor budgets for TIP projects
- Cost estimates for SPOT submissions and internal CIP projects

#### **Previous Work:**

- Financial element of the 2040 & 2045 MTP
- Orange County Transit Plan financial element
- Budgets for existing TIP and MTP projects

## **Proposed Activities:**

- Monitor financial reporting from GoTriangle for Orange County Transit Plan
- Submit necessary documentation to GoTriangle for OC Transit Plan projects
- Attend monthly Orange County Transit Plan Staff Working Group meetings
- Budget work for Town and regional TIP projects

#### **Products:**

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

#### Relationship to Other Plans and MPO Activities:

Annual UPWP, TIP, 2045 MTP

## Proposed Budget and Level of Effort (Staff):

Task will be undertaken primarily by the Division Manager. 130 hours

## Task II-B-17: Congestion Management Strategies

The Town of Chapel Hill works 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 analysis specific to evaluating congestion in Chapel Hill and develop strategies to address these issues. Town staff also coordinate Transportation Demand Management (TDM) activities for numerous businesses in Chapel Hill as well as the general public. The Chapel Hill TDM program is part of a larger regional effort that is responsible in part to the MPO.

#### **Objectives:**

- To identify areas of congestion within the Town based on count information and community survey responses
- Develop strategies to address congested corridors and key intersections
- Prepare biannual report for Town Council highlighting key issues and proposed recommendations
- Coordinate with MPO staff to develop regional CMS

Promote TDM to Chapel Hill businesses, including Town Hall

#### **Previous Work:**

- Coordination with MPO for collection of 2016 data
- Ongoing TDM efforts

## **Proposed Activities:**

- Coordinate with MPO on data collection
- Provide MPO with local congestion data
- Support MPO development of MPO CMS
- Continue TDM activities throughout Town

#### **Products:**

- MPO CMS Report
- Chapel Hill data for Mobility Report Card
- Results from biannual TDM survey

## Relationship to Other Plans and MPO Activities:

MPO CMS Report, MTP, and regional TDM

## Proposed Budget and Level of Effort (Staff or Consulting):

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

## Task III-A: Planning Work Program

Administer the Chapel Hill element of the FY20 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 FY 21 UPWP.

## **Objective:**

- Administer the FY20 UPWP
- Develop, maintain, and complete the UPWP quarterly reports and invoices
- Prepare UPWP amendments as necessary
- Prepare the FY21 UPWP

#### **Previous Work:**

• Previous UPWPs

#### **Proposed Activities:**

- Review and amend relevant portions of the FY20 UPWP
- Prepare and submit quarterly reports
- Develop the FY21 UPWP
- Attend MPO Oversight Committee meetings as required

#### **Products:**

- Amendments to the current UPWP as necessary
- Quarterly reports for current UPWP
- FY21 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 (Staff):

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

#### Task III-B-1: Transportation Improvement Program

The Town of Chapel Hill will assist the MPO in developing projects for consideration in the next update of the State and MPO transportation improvement program. Staff will participate in the SPOT 6.0 development, including attending meetings to develop project priorities and assign local input points. 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, and the sidepath on US -15-501.

#### **Objectives:**

- Develop and prioritize SPOT 6.0 projects for inclusion in the STIP
- Plan and implement projects in current and previous STIPs

#### **Previous Work:**

- Development of projects for SPOT 4.0 and 5.0
- TIP project planning and implementation

## **Proposed Activities:**

- Prepare SPOT 6.0 projects
- Prepare TIP amendments as necessary
- Plan and implement current and past STIP projects

#### **Products:**

- Final project submissions for SPOT 6.0
- TIP amendments as necessary
- Budgets and plans for new STIP projects
- Status updates on existing STIP projects

#### **Relationship to Other Plans and MPO Activities:**

2040/2045 MTP and CTP, Chapel Hill Mobility and Connectivity Plan

#### Proposed Budget and Level of Effort (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 450 hours

## **Task III-D-3 Special Studies**

Participate in ongoing special studies, including multiple US 15-501 Feasibility & Corridor Studies, NC 54 NEPA/Design, Blue Hill TIA, Chapel Hill traffic analytics, station area infrastructure study, and others.

#### **Objectives:**

Provide staff support to special studies that impact the DCHC MPO

#### **Previous Work:**

Staff assistance to US 15-501 Feasibility Study and Corridor Study

- I-40 Managed Lane Feasibility Study
- Draft Blue Hill TIA
- N-S BRT alternatives analysis

#### **Proposed activities:**

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

#### **Products:**

• Completed 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 (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 330 hours

## Task III-D-4: Regional or Statewide Planning

The Town will continue to work with GoTriangle to implement specific elements of the regional light rail project and Orange County Transit Plan, including plan review, meeting coordination, and developing station area land use plans. The Town will continue to collaborate on projects with NCDOT, the Town of Carrboro, Durham, UNC and Orange County.

## **Objectives:**

- Coordinate with GoTriangle to provide input into ongoing environmental and transportation studies related to DOLRT
- Coordinate with UNC on specific alignment and station development issues
- Prepare Chapel Hill Light Rail Station Area Planning Studies
- Continue collaboration on other existing and new projects with regional/state partners

#### **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

## **Proposed Activities:**

- Regular participation at project scoping, environmental study and public meetings conducted by GoTriangle.
- Review and comment on various elements of the light rail design
- Prepare small area plans and other related land use changes at station area locations
- Work with regional partners on plans and projects as needed

#### **Products:**

- Station area planning documents
- Updated land use plans
- Attendance at light rail entitlement, joint development and design meetings

# Relationship to Other Plans and MPO Activities:

MTP, the Orange/Durham County Transit Plans, and STIP/TIP

## Proposed Budget and Level of Effort (Staff or Consulting):

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

## **Task III-E: Management and Operations**

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 to these meetings, attending trainings/conference, 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:**

- Attend MPO TC, Board, and sub-committee meetings
- Liaise to the Transportation and Connectivity Advisory Board

#### **Proposed 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 (Staff or Consulting):

Task will be undertaken by Transportation Planners and Division Manager. 130 hours

# City of Durham & GoDurham

		STBGP Sec. 104			04(f)	S	ection 53	03	S	Section 5307		Task Fun	ding Summ	ary
	Task	133(b)(3)(7)		PL		Highway/Transit				Transit				
	Description	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 20%	FTA 80%	Local	NCDOT	Federal	Total
II.A	Surveillance of Change	20%	80%	20%	80%	10%	10%	80%	20%	80%				
	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit System Data	\$0	\$0	\$0	\$0	\$8,076		\$64,608	. ,	\$44,336		. ,		\$136,180
(	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
Ш ?	Air Travel	\$0 \$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0 \$0		\$0	\$0 \$0
8	Vehicle Occupancy Rates Travel Time Studies	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0
	Mapping	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0		\$0	\$0	\$0				
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0		\$0	\$0	\$0				
<u>                                     </u>	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
3	Collection of Network Data Travel Model Updates	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0
	Travel Surveys	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0			\$0 \$0	\$0 \$0
	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
7	Forecast of Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Highway Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
	Transit Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,016	\$4,064	\$2,540		\$11,465	\$14,331
	Bicycle & Ped. Element of the MTP Airport/Air Travel Element of MTP	\$31,198 \$0	\$124,793 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	. ,	\$0 \$0	\$124,793 \$0	\$155,991 \$0
	Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$19,668	\$78,672	\$19,994	\$326	\$81,280	\$101,600
	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0
II-C	Short Range Transit Planning	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0				
11-0	Short Range Transit Planning  Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610		\$21,124	\$84,496		\$2,610	\$105,376	\$131,720
	Short runge Transit Flamming	\$0	\$0	Ψ0	ΨΟ	\$0	\$0	\$0	\$0	\$0	Ψ25,75.	Ψ2,010	Ψ100,070	Ψ151,720
III-A	Planning Work Program	\$0	\$0			\$0	\$0	\$0	\$0	\$0				
	Planning Work Program	\$1,198	\$4,793	\$0	\$0	\$0		\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
Ш		\$0	\$0			\$0		\$0	\$0	\$0				
III-B	Transp. Improvement Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	67.400	A < 5.2	#22.520	\$40.67.4
<b>H</b>	TIP	\$4,793 \$0	\$19,171 \$0	20	\$0	\$653 \$0	\$653 \$0	\$5,224 \$0	\$2,036 \$0	\$8,144 \$0	\$7,482	\$653	\$32,539	\$40,674
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0			\$0	\$0	\$0	\$0	\$0				
ا الله	Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$736	\$2,944	\$1,062	\$326	\$5,552	\$6,940
	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	Minority Business Enterprise	\$0	\$0		\$0	\$0								\$0
	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0	\$0
	Public Involvement Private Sector Participation	\$1,198	\$4,793	\$0 \$0	\$0 \$0	\$326	\$326	\$2,608	\$1,972	\$7,888	\$3,496		\$15,289	\$19,111
<del>      '</del>	riivate Sector Participation	\$0 \$0	\$0 \$0	20	\$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0		20	\$0	\$0
III-D	Incidental Plng./Project Dev.	\$0	\$0			\$0		\$0		\$0				
	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$5,991	\$23,964	\$0	\$0	\$0		\$0		\$0		\$0	\$23,964	\$29,955
	Special Studies	\$5,991	\$23,964	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$23,964	\$29,955
	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
Щ.	M	\$0	\$0			\$0		\$0	\$0	\$0				
	Management & Operations	\$1 108	\$0	φņ	ФО.	\$0 \$5.207						¢£ 207	\$62.761	¢70.701
Totals		\$1,198 \$53,964	\$4,793 \$215,856	\$0 \$0	\$0 \$0			\$41,656 \$142,800			\$10,733 #######		\$63,761 \$606,512	\$79,701 \$758,140
iotais	<u>:</u>	ψυυ,πυ4	ΨΔ13,030	φυ	φυ	Ψ11,050	ψ11,050	ψ1 <del>7</del> 2,000	ψ01,704	φ241,030	аниятия	ψ17,030	φοσο,512	ψ130,140

# **II-B-9: Highway Element of the MTP**

The MPO will continue maintenance of highway elements of the Comprehensive Transportation Plan and Metropolitan Transportation Plan. The City will assist and support the MPO efforts. Specifically, the City will assist in the evaluation of any needed amendments to the plans. Also, the City will identify and evaluate highway facilities to be included as part of the MPO highway component of the CTP and MTP.

# **Objectives:**

- 1. To identify a list of highway projects based on travel demand and deficiencies;
- 2. To develop a series of highway alternatives (i.e., set of highway projects with a distinct objective); and,
- 3. To develop key data for each highway project such as capacity, length, alignment, cost, implementation year, etc.

#### **Previous Work:**

- 1. 2045 MTP;
- 2. Congestion Management Process;
- 3. Triangle Regional Model;
- 4. Travel demand forecast; and,
- 5. Capacity deficiency analysis.

# **Proposed Activities:**

- 1. Establish evaluation criteria;
- 2. Develop key data for highway projects;
- 3. Re-evaluation of 2045 highway element;
- 4. Generate highway projects and alternatives;
- 5. Evaluate highway projects and alternatives; and,
- 6. City Council and MPO Board comments on alternatives.

## **Products:**

- 1. Amendments to the CTP and 2045 MTP as needed
- 2. Preliminary identification of issues/concerns to address in future MTP updates

## Relationship to Other Plans and MPO Activities:

Before the highway element can be developed, several other tasks must be successfully completed including: TRM update; travel demand forecasts; capacity deficiency analysis. In addition, and the Congestion Management Process will be important to this task.

## **Proposed Budget and Level of Effort**

Senior Transportation Planner, 90 hours

## **II-B-10: Transit Element of the MTP**

The City of Durham will continue maintenance of transit elements of the Comprehensive Transportation Plan and the 2045 MTP. Transit evaluation will include fixed-route bus service, fixed-guideway transit,

highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives. An extensive roster of transit routes, projects and services will be identified based on the current routes, 2013 base year, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the CTP/MTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the MTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

## **Objectives:**

- 1. To identify a list of transit routes, projects and services based on completed transit studies, travel demand and deficiencies;
- 2. To develop a series of transit alternatives (i.e., set of transit routes, projects and services with a distinct objective); and,
- 3. To develop key data for each transit project such as route, ridership capacity (e.g., load capacity and headway), service hours, cost, implementation year, etc.

## **Previous Work:**

- 1. 2045 MTP;
- 2. Feasibility studies (regional transit plans, STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, Chapel Hill Transit Master Plan, etc.);
- 3. Transit 5-year TDP and master plans;
- 4. Travel demand forecast; and,
- 5. Capacity deficiency analysis.

## **Proposed Activities:**

- 1. Establish evaluation criteria;
- 2. Develop key data for transit services;
- 3. Generate transit projects and alternatives;
- 4. Evaluate transit projects and alternatives; and,
- 5. City Council and MPO Board comments on alternatives and draft MTP and CTP.

## **Products/Deliverables:**

- 1. Amendments to the CTP and 2045 MTP as needed
- 2. Preliminary identification of issues/concerns to address in future MTP updates
- 3. Commuter Rail Transit MIS study.

## Relationship to Other Plans and MPO Activities:

Before the transit element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In

addition, transit plans and feasibility studies, the Congestion Management Process and CTP will be important input to this task.

# **Proposed Budget and Level of Effort**

Senior Transportation Planner, 90 hours

## Task II-B-11: Bicycle and Pedestrian Element of the MTP

The City of Durham will continue maintenance of the bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2045 MTP. The MPO will continue work on the implementation of the Durham Bike+Walk Implementation Plan. The City is proposing the development of a new bicycle plan focused on developing a low-stress bicycle network of protected bike lanes, greenways, and neighborhood bike routes.

## **Objectives:**

- 1. Update the MTP/CTP bicycle and pedestrian elements, project descriptions and cost information;
- Collect public input on bicycle and pedestrian facilities and programs to be included in the CTP/2045 MTP;
- 3. Update the MTP ancillary planning and program information.
- 4. Coordinate existing local and regional plans and projects with MTP bicycle and pedestrian element:
- 5. Update MTP bicycle and pedestrian Element maps; and,
- 6. Work with local communities on Regional Priority Lists, in order to implement MTP Bicycle and Pedestrian elements through the TIP.

## **Previous Work:**

- 1. Preparation of the bicycle and pedestrian elements of the 2040 MTP.
- 2. Durham Bike+Walk Implementation Plan

## **Proposed Activities:**

- 1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the MTP/CTP;
- 2. Create and update bicycle and pedestrian facility maps;
- 3. Create and update bicycle and pedestrian demand analysis;
- 4. Coordinate planning activities between local and regional agencies for bicycle, and pedestrian, trail/greenway and TDM initiatives.

#### **Products/Deliverables:**

- 1. Amendments to the CTP and 2045 MTP as needed
- 2. Preliminary identification of issues/concerns to address in future MTP updates
- 3. Durham Low-Stress Bicycle Network Plan

#### **Relationship to Other Plans and MPO Activities:**

Planning activities for the CTP/MTP Bicycle and Pedestrian Element will be coordinated with local

and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO.

# **Proposed Budget and Level of Effort**

Senior Transportation Planner, 90 hours \$150,000 consultant fees for Durham Low-Stress Bicycle Network Plan

## Task III-A: Planning Work Program

Administer the FY 2019-2020 Unified Planning Work Program (UPWP) and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2021 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 2019-2020 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 UPWP to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.
- 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 2021 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**

Senior Transportation Planner, 90 hours

## **III-B-1: Transportation Improvement Plan**

Amend TIP/ STIP as needed. Finalize development of the FY 2020-2029 TIP and begin development of the FY 2022-2031 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 2045 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

#### **Previous Work:**

DCHC MPO Transportation Improvement Programs.

# **Proposed Activities:**

- 1. Develop transportation improvement projects for consideration by the City Council.
- 2. Develop FY 2020-2029 TIP and FY 2022-2031 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 2020-2029 and FY 2022 -2031 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**

Senior Transportation Planner, 360 hours

## **III-C-6: Public Involvement**

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, 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**

Senior Transportation Planner, 90 hours

## III-D-2: Environmental Analysis & Pre TIP Planning

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**

Senior Transportation Planner, 450 hours

## **III-D-3: Special Studies**

The City will participate in MPO special studies including the US 15-501 Corridor Study and the Central Durham Study.

## **Objectives**

1. To develop focused studies for US 15-501 and central Durham.

## **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 and a final study
- 3. Website postings and public involvement

## **Products**

1. Study documents

## Relationship to Other Plans and MPO Activities

The US 15-501 corridor and central Durham study will include analysis related to the Highway and Bicycle and Pedestrian Elements of the MTP.

## **Proposed Budget and Level of Effort**

Senior Transportation Planner, 450 hours

#### **III-E-1: Management and Operations**

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**

Senior Transportation Planner, 90 hours

# **Durham County**

		STBGP		Sec. 104(f)		5	Section 530	03	Section 5307				Task Fun	ding Summ	Summary	
	Task		133(b)(3)(7)		PL		Highway/Transit			Transit						
	Description	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total	
	_	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0		\$0	\$0			\$0		\$0	\$0	
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	Street System Changes	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	
4		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0	\$0	
5	J	\$0	\$0	\$0	\$0			\$0	\$0	\$0	\$0	\$0		\$0	\$0	
6	Dwelling Unit, Pop. & Emp. Change	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000	
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0		\$0		\$0	\$0	\$0	
8		\$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0 \$0	
10		\$0 \$300	\$0 \$1,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$300	\$0 \$0	\$0 \$1,200	\$1,500	
11	11 0	\$300	\$1,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$300	\$0 \$0	\$1,200	\$1,300	
12	į .	\$0	\$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0		\$0 \$0	\$0	\$0	\$0	\$0 \$0	
13		\$0	\$0	\$0 \$0	\$0			\$0 \$0						\$0	\$0	
1.0	Bike & Fed. Counts	\$0	\$0	ΨΟ	ΨΟ	Ψ0	Ψ0	Ψ0	Ψ0	ΨΟ	Ψ0	Ψ0	Ψ0	Ψ0	ΨΟ	
ІІ-В	Long Range Transp. Plan (MTP)	\$0	\$0													
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Collection of Network Data	\$0	\$0	\$0 \$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	
4	•	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	
5		\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
	Community Goals & Objectives	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0		\$0	\$0	
	Forecast of Futurel Travel Patterns	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	
	Capacity Deficiency Analysis	\$0	\$0	\$0		\$0	\$0				\$0		\$0	\$0	\$0	
	Highway Element of th MTP	\$1,679	\$6,714	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0			\$0	\$6,714	\$8,393	
	Transit Element of the MTP	\$3,459	\$13,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$13,836	\$17,295	
11		\$800	\$3,200	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$800	\$0	\$3,200	\$4,000	
12	1	\$0	\$0 \$480	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	
13		\$120 \$100	\$480 \$400	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$120 \$100	\$0 \$0	\$480 \$400	\$600 \$500	
15	. ,	\$100	\$400	\$0 \$0	\$0 \$0		\$0 \$0		\$0 \$0	\$0 \$0		\$100		\$400	\$300	
	Financial Planning	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0		\$0	\$0	
17		\$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0			\$0		\$0	\$0	
	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0			\$0 \$0					\$0	\$0	\$0	
H	I in Quan I mining comorniny I man	\$0	\$0	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	
II-C	Short Range Transit Planning	\$0	\$0													
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	, , ,	\$0	\$0									\$0	\$0	\$0	\$0	
III-A	Planning Work Program	\$0	\$0													
	Planning Work Program	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$1,200	\$1,500	
Ш		\$0	\$0									\$0	\$0	\$0	\$0	
III-B	Transp. Improvement Plan	\$0	\$0			]	<u> </u>									
<b>III</b>	TIP	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$2,000	\$2,500	
TT7. C	Cal Bata Carra (Ota B	\$0	\$0									\$0	\$0			
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0	60	60	60	60	60	60	60	60	60	ф.	60	60	
H -	Title VI Environmental Justice	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	L — — — — — —		\$0 \$0	\$0 \$0	\$0 \$0				\$0 \$0	\$0 \$0	
H 2	16: 1: D 1: D 1:	0.0	40	0.0	0.0	0.0	0.0	l		40					0.0	
	Planning for the Elderly & Disabled	\$0 \$0	\$0 \$0			\$0 \$0	02 02	\$0 \$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0				
	Safety/Drug Control Planning	\$0	\$0 \$0	\$0 \$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0				
	Public Involvement	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0				
	Private Sector Participation	\$0	\$0						\$0	\$0	\$0					
H -		\$0	\$0	Ψ0	ΨΟ	Ψ0	Ψ0	40	40	40	Ψ0	ŢŪ.	Ψ0	<b>\$0</b>	40	
III-D	Incidental Plng./Project Dev.	\$0	\$0									1				
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	
2		\$900	\$3,600	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0		\$4,500	
3		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Regional or Statewide Planning	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500	
		\$0	\$0													
III-E	Management & Operations	\$0	\$0			]	L									
	Management & Operations	\$400	\$1,600	\$0									\$0		\$2,000	
Totals	<u>i</u>	\$11,658	\$46,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,658	\$0	\$46,630	\$58,288	

## II-A-6. Dwelling Unit, Population, & Employment Change

The County will review population and employment change data estimated by the Triangle Regional Model in preparation for the next MTP and for the new Comprehensive Plan for Durham. The County will also provide data on development review activities, building permits, and certificates of occupancy.

## **Objective**

To review dwelling unit, population, and employment data and provide local development data to LPA.

#### Previous work

County staff provided projected growth figures for unincorporated parts of Durham County to MPO staff and assisted the TRM process.

## **Proposed activities**

- 1. Participate in meetings discussing potential improvements to the current estimation methodology
- 2. Submit data relating to dwelling unit and employment change to MPO staff

#### **Products**

- 1. Input on potential improvements/changes to the current estimation methodology
- 2. Dwelling unit/employment-related data as needed

# Relationship to other plans and MPO activities

MTP and TRM, Durham Comprehensive Plan

# Proposed budget and level of effort

Majority of work to be performed by a Planner. (30 Hours)

## II-A-10. Mapping.

County staff will assist in developing base maps, GIS layers, and databases to serve MPO-wide and local transportation mapping objectives. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel and zonal information. In addition, County staff will provide CommunityViz mapping support.

# **Objective**

Update base maps, including spatial and network data, with new data and ensure high-quality mapping and analysis of transportation facilities and amenities.

## **Previous Work**

Using GIS, provided local socioeconomic data for the 2045 MTP. Reviewed and modified CommunityViz 2045 MTP place type and development status categories.

#### **Proposed Activities**

- 1. Update shapefiles with new features and-or attribute data
- 2. Provide and-or review GIS maps for MPO projects such as the CMP and the early phases of the 2045 MTP, as needed
- 3. Conduct GIS network analysis as needed to address transportation issues

#### **Products**

- 1. Up-to-date GIS data
- 2. Network datasets and studies

## Relationship to other plans and MPO activities

CMP, 2045 MTP, Durham Comprehensive Plan

## Proposed budget and level of effort

Majority of work to be performed by a Planner. (30 Hours)

#### II-B-5. Forecast of Data to Horizon Year

County staff will contribute to reviewing the current estimation methodology for forecasting socioeconomic data to the MTP horizon year to determine if any improvements are needed. In addition, County staff will continue the preparation of land use models and plans that will better integrate future rail transit and land use development around those future stations.

## **Objectives**

Improve the process for forecasting socioeconomic data to the MTP horizon year and create land use plans that better integrate future transit options.

#### Previous work

For the 2045 MTP, the County contributed data and review comments for countywide growth control totals and the CommunityViz allocation of growth estimates within Durham County. County staff has also produced land use plans for selected future rail stations.

#### **Proposed activities**

- 1. Communicate with MPO staff and TCC representatives regarding potential improvements to the growth modeling methodology
- 2. In conjunction with MPO and local transportation staff, as well as the regional transit authority, create land use plans for future rail station areas

#### **Products**

- 1. Feedback on the growth modeling methodology
- 2. New land use ordinances for transit-oriented development

#### Relationship to other plans and MPO activities

2045 MTP, Durham County Bus and Rail Investment Plan, Durham Comprehensive Plan

## Proposed budget and level of effort

Majority of work to be performed by a Planner and Senior Planner. (300 Hours)

## II-B-9. Highway Element of the MTP

County staff will participate and assist the MPO in evaluating the highway elements of the 2045 MTP. The County will also participate in the Highway 98 Corridor Study and the regional tolling study.

#### **Objectives**

Update the MTP highway elements and to participate in the development of other highway-related studies.

#### Previous work

Preparation of the highway element of the 2045 MTP and the CTP; Participation in the development of the Highway 98 Corridor Study

# **Proposed activities**

- 1. Provide data to the LPA on highway facilities as needed
- 2. Participate in the Central Durham Transportation Study and 15-501 Corridor Study
- 3. Participate in the regional tolling study

#### **Products**

- 1. Preferred highway element option
- 2. Key data for highway projects

# Relationship to other plans and MPO activities

MTP, CTP, TIP

# Proposed budget and level of effort

Majority of work to be performed by a Planner and Senior Planner. (150 Hours)

#### II-B-10. Transit Element of the LRTP

County staff is leading the effort for the Station Area Strategic Infrastructure study, which is analyzing the need for infrastructure at the local level, including road, pedestrian, and bicycle infrastructure, around future rail station sites in order to optimize use of the incoming rail system. County staff will also participate in an update of the Durham Bus and Rail Investment Plan, and the Major Investment Study Core Technical Team in conjunction with CAMPO and GoTriangle, for the Durham-Wake Commuter Rail.

## **Objectives**

Develop the Station Area Strategic Infrastructure study and provide data and input for the Durham Bus and Rail Investment Plan.

## **Previous work**

The County has completed existing conditions work for approximately half of the station areas and has completed an assessment of infrastructure needs for the "urban" rail stations sites. County staff has been providing input and data for many years on fixed guideway transit.

## **Proposed activities**

- 1. Continue work on the Station Area Strategic Infrastructure study and complete work on the suburban rail station sites, as well as develop cost estimates and financing options for the necessary infrastructure improvements
- 2. Provide data and input for the Durham Bus and Rail Investment Plan
- 3. Participate in the Major Investment Study Core Technical Team in conjunction with CAMPO and GoTriangle, for the Durham-Wake Commuter Rail

## **Products**

- 1. Development of the Station Area Strategic Infrastructure study (A1)
- 2. Demographic and land use data for Durham Bus and Rail Investment Plan

## Relationship to other plans and MPO activities

2045 MTP, Durham Bus and Rail Investment Plan, Durham Comprehensive Plan

# Proposed budget and level of effort

Majority of work to be performed by a Planner and Senior Planner. (400 Hours)

## II-B-11. Bicycle and Pedestrian Element of the MTP

County staff will participate and assist the MPO in evaluating the bicycle and pedestrian elements of the 2045 MTP. The County will also prepare periodic updates to the Durham Trails and Greenways (DTAG) Master Plan.

#### **Objectives**

Update the MTP bicycle and pedestrian elements and the Durham Trails and Greenways Master Plan.

#### Previous work

Preparation of the bicycle and pedestrian element of the 2045 MTP and the CTP.

#### **Proposed activities**

- 1. Provide data to the LPA on bike and pedestrian facilities as needs
- 2. Develop updates of the DTAG plan
- 3. Participate in the Central Durham Transportation Study
- 4. Develop Greenway-Focused Development standards along select trails within the County

#### **Products**

- 1. Provide data to the LPA on bike and pedestrian facilities as need.
- 2. Develop updates of the DTAG plan

# Relationship to other plans and MPO activities

MTP, CTP, TIP

# Proposed budget and level of effort

Majority of work to be performed by a Planner. (120 Hours)

## II-B-13. Collector Street Element of the MTP

County staff will assist the MPO in updating the MPO Collector Street and Connectivity Plan.

## **Objectives**

Assist the MPO in identifying new or amended collector street plans near Light Rail stations.

#### Previous work

None.

## **Proposed activities**

1. Evaluation of collector street network around light rail stations and corresponding Compact Neighborhoods.

## **Products**

1. New or Amended Collector Street Plans

# Relationship to other plans and MPO activities

MTP, CTP, TIP

# Proposed budget and level of effort

Majority of work to be performed by a Planner. (25 Hours)

## II-B-14. Rail, Water, or other Mode of the MTP

County staff will participate and assist the MPO in evaluating the rail elements of the 2045 MTP, including but not limited to any grade separation studies.

#### **Objectives**

Update the MTP rail element.

#### Previous work

Preparation of the rail element of the 2045 MTP and the CTP.

## **Proposed activities**

1. Evaluation of the 2045 rail element

#### **Products**

1. Preferred rail element option; and

# Relationship to other plans and MPO activities

MTP, CTP, TIP

# Proposed budget and level of effort

Majority of work to be performed by a Planner. (25 Hours)

## **III-A-1. Planning Work Program**

The County will administer the FY 2019-20 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work needed and emphasis areas and prepare the FY 2019-20 UPWP. County staff will serve on the UPWP oversight committee for the MPO.

## **Objectives**

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.

#### **Proposed activities**

- 1. Complete amendment spreadsheets as needed
- 2. Prepare Durham County's 2019-2020 UPWP documents and budget

## **Products**

- 1. Amendment spreadsheets as needed
- 2. Durham County's previous fiscal year UPWP activities narrative and budget

## 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

Worked to be performed by a Planning Supervisor (20 Hours)

## III-B-1. TIP

The County will assist the MPO and NCDOT in development of the next STIP and MTIP and participate in the completion of the SPOT 5.0 process and beginning of the SPOT 6.0 process.

#### **Objectives**

To facilitate timely progress on TIP projects and process amendment when necessary. The County will finish participation in in review and coordination regarding the SPOT 5.0 prioritization process for the next TIP, and additionally begin participation for SPOT 6.0.

#### Previous work

County staff have been involved in previous TIPs, and SPOT 4.0 and SPOT 5.0

#### **Proposed activities**

- 1. Development transportation improvement projects for consideration by the County Commission
- 2. Develop 2020-2029 TIP
- 3. Refine project ranking methodology and priority system
- 4. Conduct 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 document for local officials
- 7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects

#### **Products**

- 1. Assist and provide support to the LPA on SPOT 5.0 and SPOT 6.0
- 2. 2020-2029 Transportation Improvement Program

## Relationship to other plans and MPO activities

2045 MTP

## Proposed budget and level of effort

Worked to be performed by a Planner (60 Hours)

#### III-D-2. Environmental Analysis and Pre-TIP Planning

The County will participate regularly in feasibility studies and NEPA-related processes for pre-TIP projects.

## **Objectives**

To participate regularly in feasibility studies and NEPA-related processes for pre-TIP projects.

## Previous work

County staff have been involved in previous feasibility studies and NEPA-related processes

#### **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. County participation in NEPA process for TIP projects

#### **Products**

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

## DURHAM COUNTY TASK DESCRIPTIONS & NARRATIVES FY 2020 UPWP

## Relationship to other plans and MPO activities

2045 MTP and TIP

## Proposed budget and level of effort

Worked to be performed by a Planner and Planning Supervisor (48 Hours)

## III-D-4. Regional or Statewide Planning

County staff will provide input to the regional transit agency and NCDOT regarding transportation issues. Staff will also serve on various regional transportation-related committees and boards.

### **Objectives**

Provide input to the regional transit agency and serve on regional transportation-related boards and committees.

### Previous work

County staff has served on various regional committees such the Triangle J Council of Governments CORE committee, which looks at regional transportation issues. County staff also provides input and data to the regional transit agency as requested.

## **Proposed activities**

- 1. Work with regional planners on transportation planning that crosses jurisdictional borders
- 2. Provide input and data to the regional transit agency as requested

### **Products**

- 1. Provide staff to regional committees
- 2. Provide coordination between local governments as needed

## Relationship to other plans and MPO activities

2045 MTP

### Proposed budget and level of effort

Work to be performed by a Planner and a Planning Supervisor. (150 Hours)

### **III-E-1.** Management and Operations

Administrative tasks necessary to maintaining the 3C planning process will be completed.

## **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

## DURHAM COUNTY TASK DESCRIPTIONS & NARRATIVES FY 2020 UPWP

## **Proposed 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**

1. 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

Work to be performed by a Planner and a Planning Supervisor. (100 Hours)

## Triangle J COG

П				STI	BGP	Sec. 1	` '	S	Section 530	)3	S	ection 53	07	Ta	sk Fundin	ng Summa	ry
			Task	_ `	)(3)(7)		L	_	hway/Tra	_	· .	Transit	TOTE A		NODOT	F	m . 1
			Description	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II	A		Surveillance of Change	2070	0070	20 / 0	0070	10/0	1070	0070	10 / 0	10 / 0	0070				
			Traffic Volume Counts	\$0	\$0	\$0				\$0	\$0			\$0	\$0	\$0	\$0
		_	Vehicle Miles of Travel	\$0			\$0		\$0					\$0			
Н	+	_	Street System Changes	\$0	<del></del>		\$0	\$0	\$0	\$0	\$0	•		\$0			
Н	+	_	Traffic Crashes Transit System Data	\$0 \$0	<u></u>			\$0		\$0	\$0 \$0						
H	+		Dwelling Unit, Pop. & Emp. Change				\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0			
H	T	_	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0			
	T	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		9	Travel Time Studies	\$0						4 —— — — — — — —	\$0			\$0			
Ш			Mapping	\$0								•	\$0	\$0			
H	-		Central Area Parking Inventory	\$0 \$0								4	4	\$0 \$0			
H	_	_	Bike & Ped. Facilities Inventory Bike & Ped. Counts	\$0 \$0	<del> </del>			<u></u>	<b>+</b>	•i	i-i	<b></b>	(	\$0 \$0			
$\parallel$		13	Bike & Fed. Counts	\$0		ΨΟ	φυ	φυ	ΨΟ	ΨΟ	ΨΟ	Ψ0	ΨΟ	ΨΟ	ΨΟ	ψ0	Ψ
II .	В		Long Range Transp. Plan (MTP)	\$0													
Ш		_	Collection of Base Year Data	\$0	\$0		\$0	\$0 \$0	\$0			\$0	\$0	\$0			
Н	4	_	Collection of Network Data	\$0	Q		\$0	\$0	\$0	\$0		•		\$0	\$0		
H	+	_	Travel Model Updates	\$0 \$0		\$0 \$0	. SO	\$0 \$0		\$0 \$0	\$0 \$0			\$0 \$0			
H	+		Travel Surveys Forecast of Data to Horizon year	\$0 \$0			\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	<del>•</del>	\$0 \$0	\$0 \$0			\$0 \$0
H	$\dagger$	_	Community Goals & Objectives	\$0 \$0			i 80	SO		\$0 \$0	\$0 \$0			\$0			-
H	T		Forecast of Futurel Travel Patterns	\$0				\$0	\$0				\$0	\$0			
			Capacity Deficiency Analysis	\$0		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Highway Element of the MTP	\$0													
Н	_	_	Transit Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Н	_	_	Bicycle & Ped. Element of the MTP Airport/Air Travel Element of MTP	\$0	کے سامی سامی سیما							4		\$0 \$0			
H	_	_	Collector Street Element of MTP	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0		\$0 \$0				
H			Rail, Water or other mode of MTP	\$0			\$0	\$0	\$0				\$0	\$0			
		15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0			\$0	\$0	\$0	\$0		\$0	\$0	\$0
			Financial Planning	\$0		\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0					
Н			Congestion Management Strategies	\$0		\$0		\$0	\$0	\$0	\$0	4		\$0			
Н	+	18	Air Qual. Planning/Conformity Anal	\$0 \$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
П	$\frac{1}{C}$		Short Range Transit Planning	\$0 <b>\$0</b>													
Ħ	Ť		Short Range Transit Planning	\$0	~	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			5	\$0	\$0												
III-	A		Planning Work Program	\$0													
Ш	4	1	Planning Work Program	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-	D		Transp. Improvement Plan	\$0 \$0	\$0 \$0												
1	Ť		Transp. Improvement Plan TIP	\$0 \$0	Φ0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
H	T		<del></del>	\$0		ΨΟ	ΨΟ	ΨΟ	ΨΟ	Ψ0	ΨΟ	. 40	ΨΟ	Ψ0	ΨΟ	φυ	Ψ
III-	C		Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0												
П	$oldsymbol{\perp}$		Title VI	\$0					\$0	\$0			\$0	\$0			
Ш	4		Environmental Justice	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0 \$0	\$0	\$0 \$0	\$0		\$0 \$0	\$0			
$\mathbb{H}$	+		Minority Business Enterprise Planning for the Elderly & Disabled	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0			
H	+		Safety/Drug Control Planning					\$0 \$0	\$0 \$0	\$0 \$0		<u> </u>	\$0 \$0	\$0			
H	T		Public Involvement	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0		\$0			
П	1		Private Sector Participation	\$0	\$0	\$0	\$0							\$0		\$0	
				\$0													
III-	D		Incidental Plng./Project Dev.	\$0		**			*-			*-		.h	.h		.a
H	+		Transportation Enhancement Plng. Enviro. Analysis & Pre-TIP Plng.	\$0 \$0													
H	+		Special Studies	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0		-	
H	T		Regional or Statewide Planning	\$16,250	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0 \$0		\$0	\$16,250			\$81,250
Ľ				\$0	\$0												
III	E	_	Management & Operations	\$0													
Ш	Ţ	_	Management & Operations	\$0													
Tot	als	5		\$16,250	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,250	\$0	\$65,000	\$81,250

## Triangle J Council of Governments TASK DESCRIPTIONS & NARRATIVES FY 2020 UPWP

## **III-D-4.** Regional or Statewide 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 private sector 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 2045 Metropolitan Transportation Plan; MTP and TIP air quality conformity coordination and determination report reparation, 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. Assist with 2016 TRM estimation year data. Increased validation site data for CommunityViz using intern.

## **Proposed activities**

Major activities will include preparation of CommunityViz 3.0 for use with the 2050 MTP, 2045 MTP follow-up and amendments; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables. Expanded activity would be: 1) continued transition of some socioeconomic data and method responsibilities from ITRE TRM team to TJCOG CommunityViz team; and 2) helping MPOs track land use, socioeconomic and housing related performance metrics in the Metropolitan Transportation Plan, county transit plans and major transit capital projects (e.g., DO LRT, Wake-Durham Commuter Rail).

## **Products**

- CommunityViz 3.0 process and data activities and schedule, including incorporation of new place types from DO LRT TOD project
- 2045 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support
- Triangle Regional Model Executive Committee documentation
- Transportation-land use-affordable housing data and reports, as appropriate
- Systematic performance metric tracking from 2045 MTP and county transit plans for land use, affordable housing and related socioeconomic characteristics (data in transit station areas to be coordinated with GoTriangle)
- improve validation site database, especially for urban and mixed use place types near transit, with more sites and closer integration with InfoUSA or other employment site data.

## Relationship to other plans and MPO activities

This work is most closely tied to the DCHC 2045 MTP implementation and amendment process and refined data and methods related to version 6 of the Triangle Regional Model. Work enables the DCHC MPO to ensure consistent and seamless coordination with CAMPO and other regional transportation partners and local community planning efforts.

## Proposed budget and level of effort

Budget largely supports staff work by Planning Director, Senior Planner, Planner II, and GIS Analyst, with some direct costs associated with travel and meeting expenses, data purchases and allocated indirect.

## **Triangle J Council of Governments** TASK DESCRIPTIONS & NARRATIVES **FY 2020 UPWP**

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-4 – Regional or Statewide Planning	\$16,250	\$65,000	\$81,250

**Funding Commitments from other Entities:** 20% local match to be provided by TJCOG; other funding participation in joint effort from CAMPO and GoTriangle as in previous years.

## **Town of Chapel Hill**

		ST	BGP	Sec. 1	.04(f)		Section 530	3	,	Section 530	7	1	Task Fundii	ng Summar	y
	Task	` .	0)(3)(7)		L		ghway/Tra			Transit					
	Description	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
- ·	IG 'II & CI	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Surveillance of Change Traffic Volume Counts	\$1,113	\$4,451	\$0	\$0	\$0	\$0	\$0	0.2	90	\$0	\$1,113	\$0	\$4,451	\$5,564
H 2	Vehicle Miles of Travel	\$1,113	\$4,431	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,113	\$0		\$5,504
1 3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0
4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$870	\$870	\$6,960		\$0	\$0	\$870	\$870		\$8,700
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0		\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0	\$0		\$0 \$0
1 6	Vehicle Occupancy Rates Travel Time Studies	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0
10	Mapping	\$2,319	\$9,274	\$0	\$0	\$3,410	\$3,410	\$27,280		\$0 \$0	\$0 \$0	\$5,729	\$3,410		\$45,693
	Central Area Parking Inventory	\$649	\$2,597	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$649	\$0		\$3,246
12	Bike & Ped. Facilities Inventory	\$1,484	\$5,935	\$0	\$0	\$1,052	\$1,052	\$8,416	\$0 \$0	\$0	\$0 \$0	\$2,536	\$1,052	\$14,351	\$17,939
13	Bike & Ped. Counts	\$1,113	\$4,451	\$0	\$0	\$856	\$856	\$6,848		\$0	\$0	\$1,969	\$856	\$11,299	\$14,124
TT "	I D D D D	\$0	\$0			\$0	\$0	\$0							
II-B	Long Range Transp. Plan (MTP) Collection of Base Year Data	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0		¢0	¢0	\$0	\$0	\$0	\$0
HH -	Collection of Network Data	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0
H 3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0	\$0	\$0		\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0	\$0	\$0		\$0
	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
	Forecast of Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0 \$0	\$0 \$0	\$0			\$0
	Capacity Deficiency Analysis Highway Element of the MTP	\$0 \$2,040	\$0 \$8,161	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$2,040	\$0 \$0		\$0 \$10,201
	Transit Element of the MTP	\$2,040	\$6,101	\$0	\$0 \$0	\$952	\$952	\$7,616		\$0 \$0	\$0 \$0	\$2,040	\$952	\$7,616	\$9,520
	Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0		\$0
12	Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0
13	Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0
14		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0 \$0	\$0	\$0		\$0
	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0 \$0	\$0	\$0		\$0
	Financial Planning Congestion Management Strategies	\$1,206 \$1,855	\$4,822 \$7,419	\$0 \$0	\$0 \$0	\$653 \$820	\$653 \$820	\$5,224 \$6,560		\$0 \$0	\$0 \$0	\$1,859 \$2,675	\$653 \$820	\$10,046 \$13,979	\$12,558 \$17,474
	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0,500			\$0 \$0	\$2,073			\$17,474
110	7 in Qua. 1 idining Comorning 7 ind	\$0	\$0	ΨΟ	ΨΟ	\$0	\$0	\$0		ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ	ΨΟ
II-C	Short Range Transit Planning	\$0	\$0			\$0	\$0	\$0							
Ш	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$880	\$880	\$7,040		\$0	\$0	\$880	\$880	\$7,040	\$8,800
	I	\$0	\$0			\$0	\$0	\$0							
III-A		\$0 \$927	\$0 \$3,710	60	\$0	\$0	\$0 \$760	\$0		\$0	\$0	¢1.607	¢7.00	¢0.700	\$12,237
ш	Planning Work Program	\$927	\$3,710	\$0	20	\$760 \$0	\$760	\$6,080 \$0		20	20	\$1,687	\$760	\$9,790	\$12,237
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0							
ШŤ	TIP	\$4,173	\$16,694	\$0	\$0	\$2,449	\$2,449	\$19,592	\$0	\$0	\$0	\$6,622	\$2,449	\$36,286	\$45,357
		\$0	\$0			\$0	\$0	\$0							
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0	2.0	1.	\$0	\$0	\$0							
	Title VI	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0	\$0 \$0	\$0	\$0 \$0		\$0
2	Environmental Justice Minority Business Enterprise	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0				\$0 \$0			\$0 \$0
	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$240	\$240	\$1,920		\$0 \$0	\$0 \$0	\$240			\$2,400
	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0			\$0
	Public Involvement	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$488	\$488		\$4,880
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	I	\$0	\$0			\$0	\$0	\$0							
ш-р	Incidental Plng./Project Dev.	\$0	\$0	60	60	\$0	\$0	\$0		60	60	φn	60	60	60
	Transportation Enhancement Plng. Enviro. Analysis & Pre-TIP Plng.	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$236	\$0 \$236	\$0 \$1,888		\$0 \$0	\$0 \$0 \$0	\$0 \$236	\$0 \$236		\$0 \$2,360
H 3	Special Studies	\$3,122	\$12,490	\$0	\$0	\$820	\$820	\$6,560		\$0 \$0	\$0 \$0	\$3,942	\$820		\$2,360
	Regional or Statewide Planning	\$2,782	\$11,129	\$0	\$0	\$1,040	\$1,040	\$8,320				\$3,822	\$1,040		\$24,311
	- 5	\$0	\$0			\$0	\$0	\$0							
	Management & Operations	\$0	\$0			\$0	\$0	\$0							
1	Management & Operations	\$1,199	\$4,796	\$0	\$0	\$1,624	\$1,624	\$12,992				\$2,823	\$1,624		\$22,235
<u> </u>	Totals	\$23,983	\$95,929	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$41,133	\$17,150	\$233,129	\$291,411

\$60,000

\$48,000

Consultant

Big City Planning

Transit Plan

Sample Entry:

II-C-111

Evaluation

# Anticipated DBE Contracting Opportunities for 2020

 $\underline{x}$  Check here if no anticipated DBE Name of MPO: \_Durham-Chapel Hill-Carrboro MPO: Town of Chapel Hill opportunities

Total Funds to be Contracted Out 919-969-5064 Federal Funds to be Contracted Out Telephone Number: Type of Contracting (Consultant, etc.) Opportunity Person Completing Form: \_Bergen Watterson/Town of Chapel Hill Name of Agency Contracting Out Description **Prospectus** Prospectus Task Code

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. Department

## TOWN OF CHAPEL HILL FTA TASK NARRATIVE TABLE FY2020 UPWP

MADO	lone ADL Odby Dung	DCUC MBD (Changl	louch Man Change	loneda) Odby Juda	loacd) Odly Juju	loncid) Odly Juju	louch) Odly Juju	I lone do) Casa	louch) Odly Juda	Cucho) Con June	Joseph May June	loac 40) Oalvi Shio	Cucho) Catalon
	HII)			į	ode io		İ	[					HIII)
2- FTA Code 3- Task Code	442400 II-A-5	442301 II-A-10	442302 II-A-12	442302 II-A-13		442302 11-8-16	442302 11-8-17					142400 II-C-6	442400 III-D-2
4- Title of Planning Task	Transit System Data	Mapping	Bicycle and Pedestrian Facility Intentory		Transit Element of the F MTP	Planning	Congestion Management Strateales	Short Range Transit Planning	!		pəli	Public Involvement	Environmental Analysis and Pre TIP Plannina
5-	Collect daily, weekly and monthly reflership ounts; compile service related information by route. Assemble transit system characteristics. Provide annual TAM and State of Good Repair target inventories	Participate with MPO in further development of regional distatease, prepare mapping to support local and regional activities			ite it	Monitor implementation of adopted Financial Plan. for 2045 MTP, Orange County Transis Plan, and other plans/projects	Support the updates of the Myooling Report Card activities. Coordinate with Triangle Regional TDM program to implement regionwide TDM program. Review development Tisk and evaluate impacts on transit.		73	for all for		put	Participate in NCDOT and Town project development, including feasibility studies and environmental studies/NEPA
Tangible Product Expected 92	Rifeership counts, routes/gervice assessment, traffic signal assessment, annual TAM and SGR inventories and targets	MPO Regional GIS database and CMS database.	Data on existing bycle. Data on existing bycle and pedestrian and pedestrian activity.		reduation of transit Refinements to the preference of pulsons. 2045 MTP financial pulsons of a stributes, and annual work update geodatabase of for the OC Transit preferred Plan, other budge option and final 2045 and workplans for projects	e oorts oorts slan	Preparation of DCHC MPDC OKS and Mobility Report Card. Development of TDM program, developments with appropriate traffic mitigation	nge transit report, s of routes d changes		Preliminary SPOT 6.0 Annual asse progress reports for plandred AD progress reports for maps shown ongoing TIP projects. Traps shown amendments as needed tanget areas	ssment, A es, route ng ADA	Summary of public involvement activities	Feasibility and environmental studies environmental studies for STIP, BRT, and other local transportation projects
7- Expected Completion Date of	6/30/2020	6/30/2020				ļ	:	ļ	ļ	1	!	6/30/2020	6/30/2020
8- Previous Work	Data Collection	Support for development of geo spatial database. Maintained current transit GIS data	Collection of bike and Gollection of bike and pedestrian facility data pedestrian count data	<del></del>	Development of 2045  MTP transit projects, Grange County Transit Plan inputs, BRT alternatives analysis	2045 Financial Plan and CHTs Financial Sustainability Plan	2016 Mobility Report Card, previous years' TDM programs and reports	2040/2045 MTP, Connge County Transit in Plan, CHT Financial p Sustainability Plan, N-5 L Corridor Study	Development and samanagement of sprevious years' TUPWPs a	SPOT 4.0/5.0 project submissions, current TIP/STIP, monitoring and implementing past TIP projects	Orgoing monitoring, F	Public meetings for 2045 MTP and CTP, meetings and surveys for SRTP and BRT	SPOT 4.0/5.0 project submittals, N-5 Corridor Study Alternatives Analysis
9- Prior FTA Funds		77									1-1		
10- Relationship To Other Activities		Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development and implementation of MTP, Crange County Transit Plan, Mobility and Connectivity Plan, and other MPO- related activities	Supports development and implementation of MTP, Orange County Transit Plan, Mobility and Connectivity Plan, and other MPO- related activities	Supports development Supports development Supports development Supports development and implementation of and implementation MTP. Orange County MTP. Orange County MTP. Orange County Transit Plan, and Connectivity Plan, and Connectivity Plan, and Connectivity Plan, MPO-related activities and other MPO-and and other MPO-and and other MPO-and other MPO-and other MPO-and and other MPO-and other	ŧ	Supports development of CMS. Supports implementation of regional TDM programs.	ent y her es	ä	<u>e</u>		Supports all MPO and Town transportation planning activities	Supports all MPO and Town transportation planning activities
<ol> <li>Agency Responsible for Task Completion</li> </ol>	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	Fown of Chapel Hill	Town of Chape#ill
12- HPR- Hghway - NCDOT 20%  13- HPR- Highway - FHWA 80%  14- Section 104 (f) PL Local 20%  15- Section 104 (f) PL FHWA 80%													ommitte
16- Section 5303 Local 10% 17- Section 5303 NCDOT 10% 18- Section 5303 FTA 80%	\$870 \$870 \$6.960	53,410 53,410 527,280	\$1,052	\$856 \$856 \$6.848	\$952 \$952 \$7.616	\$653 \$653 \$5.224	\$820 \$820 \$6.560	\$880	\$760 \$760 \$6.080	\$2,449 \$2,449 \$19.592	\$240 \$240 \$1,920	\$488 \$488 \$3.904	ee 2/2
19- Section 5307 Transit - Local 10% 20- Section 5307 Transit - NCDOT 10%													7/19
<ol> <li>Section 5307 Transit - FTA 80%</li> <li>Section 5309 Transit - Local 10%</li> <li>Section 5309 Transit - NCDOT 10%</li> </ol>													Item 6
24- Section 5309 Transit - FTA 80%													
	\$8,700	\$34,100	\$10,520	\$8,560	\$9,520	\$6,530	\$8,200	\$8,800	\$7,600	\$24,490	\$2,400	\$4,880	\$2,360
	\$8,700	\$34,100	\$10,520	\$8,560	\$9,520	\$6,530	\$8,200	\$8,800	\$7,600	\$24,490	\$2,400	\$4,880	\$2,360

## TOWN OF CHAPEL HILL FTA TASK NARRATIVE TABLE FY2020 UPWP

1-	MPO	DCHC-MPO (Chapel	DCHC-MPO (Chapel	DCHC-MPO (Chapel	
į		- 1		HIII)	
÷ 5	FTA Code Task Code	442700 III-D-3	442200 III-D-4	442100 III-E	
4	Title of Planning Task	Special Studies	1	Management and Operations	TOTALS
ψ	Task Objective	Prepare special studies, Support regional and to Support orgonal attention to support organing transit operations.  Conduct station area (LRT, 15-501 Corridor infrastructure Study, 15-501 Corridor infrastructure Study, 15-501 Corridor Study, NC 54 corridor design/NEPA, and NC 54 Corridor design/NEPA, and NC 54 Pedestrian Safety Study	1	Support various transit	
<b>6</b>	Tangible Product Expected 3.6	Participation in design/NEPA for BRT, station area infrastructure inventory, work on other special studies as needed	LRT station area plans, participation in NCDOT US 15-501/Fordham Bland, corridor study, 15-501 Feasibility Study, NC 54 design/NEPA	Ongoing transit activities and reporting requirements	
į	3				
-'	Expected Completion Date of Product(s)	020	6/30/2020	6/30/2020	
ώ	Previous Work	Mobility and Connectivity Plan, N-S Corridor Study Alternatives Analysis	US 15-501 South Corridor Study, NC 54 Corridor Study	Management of transit planning activities	
6	Prior FTA Funds				
10-	Relationship To Other Activities	Supports implementation of adopted MTP, TIP and other state/federally funded projects	he	Supports all other transit planning activities MPO-wide.	
	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%				
13-	HPR - Highway - FHWA 80% Section 104 (f) PL Local 20%				\$0
15-	Section 104 (f) PL FHWA 80% Section 5303 Local 10%	085			
17-	Section 5303 NCDOT 10%		\$1,040	\$1,624	\$17,150
18- 20-	Section 5303 FTA 80% Section 5307 Transit - Local 10% Section 5307 Transit - NCDOT 10%	Ō			
21- 22- 23-	Section 5307 Transit - FTA 80% Section 5309 Transit - Local 10% Section 5309 Transit - NCDOT 10%				0\$ 0\$
24-	Section 5309 Transit - FTA 80%				\$0
		\$8,200	\$10,400	\$16,240	\$171,500
		\$8,200	\$10,400	\$16,240	n¢.

## City of Durham & GoDurham

		ST	BGP	Sec. 1	04(f)	S	ection 53	03	S	Section 5307		Task Fun	ding Summ	ary
	Task	<del></del>	b)(3)(7)	P			ghway/Tra			Transit				
	Description	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 20%	FTA 80%	Local	NCDOT	Federal	Total
II.A	Surveillance of Change	20%	80%	20%	80%	10%	10%	80%	20%	80%				
	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit System Data	\$0	\$0	\$0	\$0	\$8,076		\$64,608	. ,	\$44,336		. ,		\$136,180
(	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
Ш ?	Air Travel	\$0 \$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0 \$0		\$0	\$0 \$0
8	Vehicle Occupancy Rates Travel Time Studies	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0
	Mapping Mapping	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0		\$0	\$0	\$0				
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0		\$0	\$0	\$0				
<u>                                     </u>	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
3	Collection of Network Data Travel Model Updates	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0
	Travel Model Opdates Travel Surveys	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0			\$0 \$0	\$0 \$0
	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
7	Forecast of Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Highway Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
	Transit Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,016	\$4,064	\$2,540		\$11,465	\$14,331
	Bicycle & Ped. Element of the MTP Airport/Air Travel Element of MTP	\$31,198 \$0	\$124,793 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	. ,	\$0 \$0	\$124,793 \$0	\$155,991 \$0
	Collector Street Element of MTP	\$0	\$0	\$0	\$0 \$0	\$0		\$0	\$0	\$0			\$0 \$0	\$0
	Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$19,668	\$78,672	\$19,994	\$326	\$81,280	\$101,600
	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0
TI C	Cl D T '4 Di '	\$0	\$0			\$0	\$0 \$0	\$0	\$0	\$0		-		
II-C	Short Range Transit Planning Short Range Transit Planning	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$2,610	\$2,610	\$20,880	\$0 \$21,124	\$0 \$84,496		\$2,610	\$105,376	\$131,720
HH-'	Short Range Transit Framming	\$0	\$0	\$0	φ0	\$2,010	\$2,010	\$20,880	\$0	\$04,490	\$23,734	\$2,010	\$105,570	\$131,720
III-A	Planning Work Program	\$0	\$0			\$0	\$0	\$0	\$0	\$0				
	Planning Work Program	\$1,198	\$4,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
		\$0	\$0			\$0		\$0	\$0	\$0				
III-B	Transp. Improvement Plan	\$0	\$0	4.0	**	\$0	\$0	\$0	\$0	\$0				* * * * * * * * * * * * * * * * * * * *
Щ.	TIP	\$4,793 \$0	\$19,171 \$0	\$0	\$0	\$653 \$0	\$653 \$0	\$5,224 \$0	\$2,036 \$0	\$8,144 \$0	\$7,482	\$653	\$32,539	\$40,674
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0 \$0	\$0 \$0			\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	1	1	}	
1	Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$736	\$2,944	\$1,062	\$326	\$5,552	\$6,940
	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0
	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0	\$0
	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0			\$0	\$0
	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0		\$0		\$0			\$0	\$0
	Public Involvement	\$1,198	\$4,793	\$0	\$0 \$0	\$326	\$326	\$2,608	\$1,972	\$7,888	\$3,496		\$15,289	\$19,111
<del>           </del>	Private Sector Participation	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0		\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.	\$0	\$0			\$0		\$0		\$0				
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
	Enviro. Analysis & Pre-TIP Plng.	\$5,991	\$23,964	\$0	\$0	\$0		\$0		\$0		\$0	\$23,964	\$29,955
3	Special Studies	\$5,991	\$23,964	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$23,964	\$29,955
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
Ш		\$0	\$0			\$0		\$0	\$0	\$0				
	Management & Operations	\$0	\$0	φņ	40	\$0						er 205	ec2.761	670.701
Totals		\$1,198 \$53,964	\$4,793 \$215,856	\$0 \$0	\$0 \$0			\$41,656 \$142,800			\$10,733		\$63,761 \$606,512	\$79,701 \$758,140
1 Otais	<u>:</u>	پهرورون پهرورون	\$413,83B	\$0	\$0	917,030	\$17,830	ψ14 <b>∠,</b> 800	φ01,904	\$247,830	######################################	<b>.</b> φ1/,630	\$000,312	\$130,140

\$60,000

\$48,000

Consultant

Big City Planning Department

Transit Plan Evaluation

# Anticipated DBE Contracting Opportunities for 2020

icipated DBE		Total Funds to be Contracted Out				
_X Check here if no anticipated DBE	19 560-4366	Federal Funds to be Contracted Out				
I	Telephone Number: 919 560-4366_	Type of Contracting Opportunity (Consultant, etc.)				
rboro MPO_(GoDurha		Name of Agency Contracting Out				
Name of MPO:Durham Chapel Hill Carrboro MPO_(GoDurham) opportunities	Person Completing Form: _Neeton Nichols_	Prospectus Description				
Name of MPO:L opportunities	Person Completing F	Prospectus Task Code				Sample Entry:

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.

## GoDurham (formerly DATA) FTA TASK NARRATIVE TABLE FY2020 UPWP

1- M	МРО	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	
). FI	ТАСодь	442400		442302	442400				442100	
3- T <sub>6</sub>	Task Code	11-4-5	10	9					4442100 ///-E-1	
- <del>4</del>	Title of Planning Task	Transit System Data	Transit Element of the LRTP	Financial Planning	Short Range Transit Planning	Transportation Improvement Program (TIP)	Title VI	Public Involvement	Management and Operations	TOTALS
ή	fask Objective	This element is essenatily about transit. To provide on-going support to the performance measures that are MND's effort toward annual obtained through the compilation and judgets of the DCHC-MDO's Long analysis of FTA and NCDOT required Range Transportation Plan including analysis of FTA and NCDOT required Range Transportation Plan including service data obtained from the fixed work on the transist transis of the system-vide surveys while, providing on Plan 17 and the analysis the performance measures are compared compilation, including service area with historical values to gauge the overal maps, schedules and patron performance measures are compared compilation, including service delivery and consuption of provide oversight of passenger socio economic data needed for the amenities including NM are related regular upon the provide opening support to Transportation Plan, CTD and MTP. MPO in long ange transit cudes and stops analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, on the transit GIS analysis that are segmented at TAZ revels, improving the geodachases of the inventory of all such transit		To prepare and Monitor the City's Acta program sincluding FTA and NCOOT grants. Apply for and activities grants in TEAN and also activities grants in TEAN and also activities or Compliance with the monitor and proper compliance with all financial procedures. Track all contracts with third party providers for compliance of all puricases with state, federal and local laws.	To provide system-wide planning oversight of both the Pired Four Land and both the Theory of the Control of the Control of Control o	re program of must be program of must be program of must be profused as well as asportation as a whole asportation as a whole asportation as a whole and also improving and also improving and also improving and also improving a must be originally and and also improving arrives of sevand include ransportation Plan key used: infegrating APC must abulating must anisis tops shelters and also the anist stops shelters entities and also the of geo-spatial mapping.	To provide ongoing education, service monitoring and system analysis and data compliation related to service changes in line with anticipation of Title VI Civil life With anticipation of Title VI Civil Rights mandates. This eview would the floore related to the DBBS program for the FTA norder to ensure that all service the Analges over and above 10% are done with Title VI mandates in mind to ensure equity and fairness in the delivery of courrent floor discovers and above 10% are done with Title VI mandates in mind to ensure equity and fairness in the delivery of courrent floor done transit service. This careful also include a checklist of certified ADA certification reviews, ADA service efficiency and effectiveness.	To see out untapped patrons of the transit service through the transit service through the use of sagaress ve public involvement and sustained marketing for system. Also to reapon to the rehagege the Public in all matters frealized to proposed service changes, to respond to the concerns of the public and to seek their input as it relates to all the VI matters.	To provide overall transit system and analysement and operations oversight management and operations oversight of the fixed route and paratransit services, including service cellivery, budgeting, service monitoring and reaporting, personnel, short and long reaporting, personnel, short and obtaining and system planning and system development as well as capital improvements. A key objective is development as well as capital improvements. A key objective is developing our asset management improvements. A key objective is developing our asset management targers. Futher, to work with City developing our asset management for an operation of finance staff to developing east of a finance staff to developing east of the control of the contr	
96   생	Tangible Product Expected from the Transit system will include but not limited to the following:	Monthly and annual statistical data  compiled as part of the ongoing service for accommonded at compiled as part of the ongoing service for accommonded as compiled as a collection. They include such repots sesociated with the transit as monthly ridership, monthly safety.  NTD Monthly and Annual inclination, AVL and APC data in Service supplied information is aggregated into OPSTATS. Passenger amenites use an report for the state, Monthly and annual inventory report, vehicle us Workplan data for City Management in and analysis that the MPO is a solar of this overall ongo the LRTP efforts.  In and analysis that the MPO staff for use in as part of this overall ongo as part of this overall ongoined as the part of this overall ongoined as the part of this overall ongoined and the part of the part o	tion i report, ports, de e and ee and reports reports reports reports desires ing	Grants, budget documents, Purchase orders. Bid documents refers, fund balances and reference of asset and related reinventory.	Weekly, Monthly, and annual system-wide ridership monitoring reports, APC and AVI. reports, NTD survey outcome Grants, budget documents, Purchase orders, Bid documents edgers, fund balances and maintenance of asset and related inventory including geospatial maps and overlays.	Maps of service changes, Public Input process and outcomes. Public Pearings, City Council reports, service a implementation plans and related processes.	Title VI doucment related to all service changes that require that we provide such analysis for review and approval by the TTA. Mailing list of all ADA clients for the purpose of reviews, approved and denied frips, wait time list, No Show has Violen analoling, suspensions and wait-time compilation catalogue.	Public meeting agenda, outcome and reports, Public hearing notices and summary reports, meetig attendance and related Council reports	Budget outlay, monthly and annual operational and ridership reports, service panning fillowation, safety and training reports, service marketing and outreach programs personnel matters Asset Management and inventiony reports.	
7- E	Expected Completion Date of Product(s)	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	
& c	Previous Work	These activities are on-going and were completed in previous years as part of 5303 and 5307 funded task element	2016 Planning Work Program	Same as above. This is also an ongoing task element conducted by C the fiscal program accountant.	On-going	On-going on an annual basis.	Same as above	On-going	Same as above	
10- Re	Relationship To Other Activities	Related to task III-E	This program is intended to support Related to task III-E various MPO planning efforts related on the LRTP updates	and the state of t	Data retrieved would be used to disserminate is ervice delivery and patronage information to it transit management, City Council, FTA, NCDOT	These activities outlined also the RMPO;s overall FY18 Unified Work Program.	Related to task III-E	This effort relates to and supports the MPOs overall FY18 unified Work Program of enhancing transportation	Related to task III-E	
11- Ag	Agency Responsible for Task Completion HDR - Hichway - MCDOT 20%	GoDurham		GoDurham	GoDurham/GoTriangle	GoDurham/GoTriangle	GoDurham/GoTriangle		GoDurham	
13- 14- Se	HPR - Highway - FHWA 80% Section 104 (f) PL Local 20%									
15- St	ection 104 (f) PL FHWA 80%	1000		7	C2 610	6393	1,000	1000	\$ 30.3	11
17 - 17 S Se 3	section 5303 ICCOT 10% Section 5303 ICCOT 10% Section 5303 FTA 80%	58.076 58.076 564.608	5326	3256 5326 536	\$2,610 \$2,610 \$20,880	\$653 \$5.224	\$326 \$326 \$2 608	\$326 \$326 \$2.608	\$5,207 \$5,207 \$41,656	5 \$17.850 5 \$17.850 5 \$142.800
9 S	section 5307 Transit - Local 10%	55.592		\$9.834	\$21,124	\$1.018	\$368 \$368		\$2,164 \$2,164	च च
+	Section 5307 Transit - FTA 80%	55,542	\$4,064	\$9,834	0¢ \$84,496	\$8.144	\$2,944	\$7.888	\$17.312	\$20,420

## DRAFT FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE DCHC MPO

MPO Board Meeting February 27, 2019

## FY2020 UPWP

## Summary of federal funding by agency

	FHWA	FTA Transit	Planning	
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$1,917,111			\$1,917,111
Carrboro	\$25,680			\$25,680
Chapel Hill	\$95,929	\$137,200		\$233,129
Chatham County	\$0			\$0
Durham City	\$215,856			\$215,856
Durham County	\$46,630			\$46,630
Hillsborough	\$0			\$0
Orange County	\$0			\$0
TJCOG	\$65,000			\$65,000
GoDurham		\$142,800	\$247,856	\$390,656
GoTriangle			\$	\$
Total	\$2,366,206	\$280,000	\$247,856	\$2,894,062

• An additional \$164,010 (federal) has been added to the LPA budget for FHWA (PL) funds following change in allocation by NCDOT. Funds will be programmed in special studies for use on Triangle Bikeway Study and/or for TIP database project and others as needed.

## FY2020 UPWP FUNDING SOURCES

## Summary of all funding sources (p 16)

	Federal	State	Local	Total
PL/STBG-DA (FHWA)	\$2,366,206		\$591,553	\$2,957,759
FTA 5303	\$280,000	\$35,000	\$35,000	\$350,000
FTA 5307	\$247,856		\$61,964	\$309,820
Total	\$2,894,062	\$35,000	\$688,517	\$3,617,579

## FHWA federal funding includes:

- Planning (PL) Section 104(f) federal funding: \$ 517,111
- STBG-DA Section 133(b)(3)(7) federal funding: \$1,849,095

Additional PL fund breakdown: \$164,010 (federal), \$41,003 (local) \$205,013 (total)

## FY 2020 UPWP COMMITTEE ACTIONS

• TC Recommendation (1/23 and 2/27/19): Recommended the Board approve the FY20 UPWP.

• Board Action (2/27/19):

Hold public hearing and approve FY20
UPWP.

## A RESOLUTION OPPOSING ALTERNATIVE 4A AS A DESIGN FOR MODIFICATIONS TO EUBANKS ROAD AND NC 86 AS PART OF NCDOT PROJECT I-3306A FOR PROPOSED WIDENING OF I-40 FROM I-85 TO DURHAM COUNTY LINE (2019-01-30/R-7)

WHEREAS, the North Carolina Department of Transportation (NCDOT) has initiated a project for widening I-40 in Orange County, which includes proposed modifications to Eubanks Road as part of reconstruction of the I-40 / NC 86 interchange; and

WHEREAS, NCDOT has developed alternative designs for modifications to Eubanks Road and has shared them with the public for feedback in January of 2019; and

WHEREAS, alternative 4A and precursor designs depicted a realignment of Eubanks Road through the Northwood neighborhood that would necessitate the demolition of multiple homes and would create substantial negative impacts to the neighborhood fabric; and

WHEREAS, residents of the Northwood neighborhood submitted a petition to the Town of Chapel Hill which has now received more than 500 signatures, urging a design solution that does not endanger homes, property values, well and septic infrastructure, or neighborhood character; and

WHEREAS, the Transportation and Connectivity Advisory Board of the Town of Chapel Hill approved a statement at its meeting on January 22, 2019 opposing alternative 4A and recommending a plan that minimizes impacts on surrounding neighborhoods; and

WHEREAS, NCDOT has been exploring additional alternatives such as the one shown on Map 4B which align Eubanks Road in a way that reduces impacts to the Northwood neighborhood.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby states its opposition to the alternative 4A realignment of Eubanks Road, as depicted on NCDOT Public Meeting Map 4A, for this portion of the design for NCDOT Project I-3306A.

BE IT FURTHER RESOLVED that the Council is supportive of a design that does not significantly alter the alignment of Eubanks Road, and strongly encourages NCDOT to continue refining design options in order to meet the following criteria:

- Minimize and mitigate adverse impacts on neighborhoods surrounding the project
- Support alternative modes of travel, specifically bicycle and pedestrian
- Contribute positively to the character of Chapel Hill
- Stagger construction of improvements on Old NC 86 and NC 86 so that construction occurs on each road at different times, thereby optimizing vehicular access to I-40
- Protect the feasibility of future improvements to Eubanks Road and NC 86 for the North South BRT project, as planned by Chapel Hill Transit
- Ensure design that allows for sufficient emergency response
- Maintain left turn movements from Eubanks Rd onto northbound NC 86 as much as possible, potentially as a short-term measure until traffic levels exceed certain thresholds

 Widen the eastbound I-40 exit ramp to create an additional lane of traffic exiting onto NC 86. This would be in addition to the proposed slip lane from the exit ramp onto Eubanks Road

BE IT FURTHER RESOLVED that the Council requests that other entities (such as the Transportation and Connectivity Advisory Board, Orange County Board of County Commissioners, Orange County Legislative Delegation, NC Secretary of Transportation Trogdon) support and provide a similar resolution to NCDOT during the public comment period.

This the 30th day of January, 2019.

## RESOLUTION ON DESIGN OF I-40/NC 86/EUBANKS ROAD INTERCHANGE AS PART OF PROJECT I-3306AC OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING AREA

## February 27, 2019

A motion was made by MPO Boa	ard Member	and seconded by MPO Board
Member	for the adoption of the following res	olution, 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 North Carolina Department of Transportation (NCDOT) has initiated a project for widening I-40 in Orange County, which includes proposed modifications to Eubanks Road as part of reconstruction of the interchange at I-40 and NC 86; and

WHEREAS, NCDOT has developed alternative designs for modifications to Eubanks Road and has shared them with the public for feedback; and

**WHEREAS**, alternative 4A and precursor designs depicted a realignment of Eubanks Road through the Northwood neighborhood in Orange County that would necessitate the demolition of multiple homes nad would create substantial negative impacts; and

**WHEREAS**, NCDOT has explored other alternatives such as alternative 4B that aligns Eubanks Road in such a way as to minimize impacts on the surrounding neighborhoods;

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby states its opposition to alternative 4A of the I-40/NC 86 interchange, which realigns Eubanks Road in a way detrimental to the surrounding neighborhood.

**BE IT FURTHER RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board is supportive of a design that supports the following criteria:

- Minimizes and mitigates adverse impacts on neighborhoods surrounding the project; and
- Supports alternative modes of travel, specifically bicycle, pedestrian, and transit; and
- Protects the feasibility of future improvements to Eubanks Road and NC 86 for the North-South Bus Rapid Transit project; and

- Staggers construction on Old NC 86 and NC 86 so that construction occurs on each road at different times; and
- Ensures sufficient access for emergency response vehicles.

This resolution is hereby approved by the Durham-Chapel Hill-Carrboro Board on February 27, 2019.

Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: February 27, 2019

Frederick Brian Rhodes, Notary Public My commission expires: May 10, 2020



## **Durham – Chapel Hill – Carrboro Metropolitan Planning Organization**

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

### **MEMORANDUM**

**To:** Eric Midkiff, PE

Calyx Engineers + Consultants

From: Aaron Cain

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

Date: February 8, 2019

Re: Staff comments for I-3306A, Widening of I-40 in Orange County

Thank you for soliciting staff and public comment on conceptual designs for I-3306A, the widening of I-40 in Orange County to six lanes, including a redesign of the I-40/NC 86 interchange. DCHC MPO staff has reviewed the materials from the public meeting and other sources for the proposed widening of I-40 in Orange County from I-85 to the Durham County line. DCHC MPO has the following comments on the proposal:

- DCHC MPO has no comments on the general widening and proposed design and impacts as currently depicted.
- Regarding the proposed improvements to the I-40/NC 86 interchange:
  - DCHC MPO staff strongly prefers option 4B due to the limited impacts on surrounding neighborhoods and reduced impacts on the natural lands of Duke Forest; and
  - The final design should accommodate future bus rapid transit planned for the area, as well as bicycle and pedestrian facilities, including but not limited to sidewalks, crosswalks, and pedestrian signals.

At the request of the DCHC MPO Board (TAC), a resolution addressing this project will be brought to them at their next meeting on February 27, 2019. Though beyond the official public comment period, DCHC MPO requests that the comments that will be included in the resolution be considered as design on this project moves forward.

Cc: Felix Nwoko, DCHC MPO Manager
Gene Tarascio, NCDOT Project Management Team
Laura Sutton, PE, NCDOT Project Management Team
Corey Liles, Town of Chapel Hill Planning Department
Kumar Neppali, Town of Chapel Hill Engineering Department
Nishith Trivedi, Orange County Planning Department

## A RESOLUTION TO RECOMMEND A REVISED LOCALLY PREFERRED ALTERNATIVE FOR THE NORTH-SOUTH CORRIDOR STUDY (2019-01-16/R-5)

WHEREAS, the Council of the Town of Chapel Hill approved the NSCS North-South Corridor Study (NSCS) Locally Preferred Alternative (LPA), directed that it be included in the Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC) Metropolitan Transportation Plan, and approved submission of a request to enter the Federal Transit Administration (FTA) Capital Investment Program, Small Starts Project Development on April 27, 2016; and

WHEREAS, the NSCS LPA was approved entry into the FTA's Capital Investment Program, Small Starts Project Development on November 21, 2016; and

WHEREAS, the Council of the Town of Chapel Hill received an update on a revised NSCS LPA on December 5, 2018 from Chapel Hill Transit (CHT) that was recommended by the Chapel Hill Transit Public Transit Committee and the NSCS Technical and Policy Committees; and

WHEREAS, CHT has completed public outreach and meetings with various community, business, and institutional stakeholders along the NSCS corridor to review the revised LPA; and

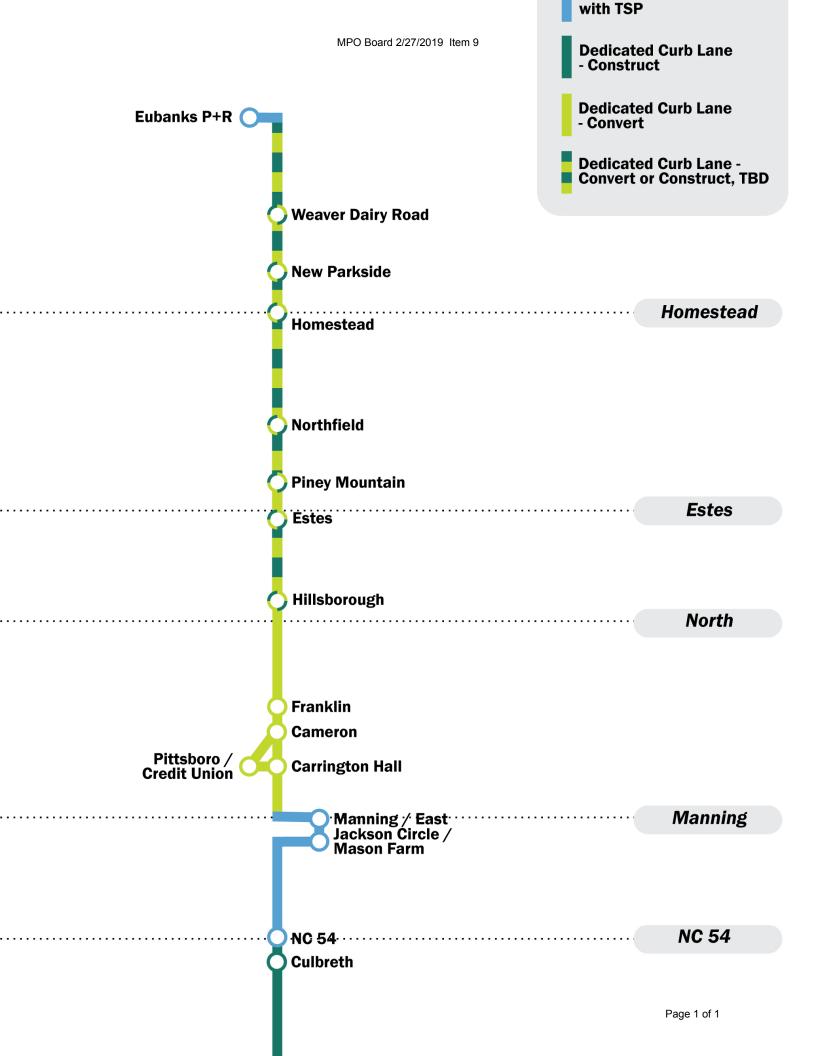
WHEREAS the revised LPA includes the following modifications from the LPA approved by the Council of the Town of Chapel Hill on April 27, 2016:

- Eliminate consideration of an extension to the Durham Technical Community College Hillsborough campus from further study,
- Eliminate the center running Bus Rapid Transit (BRT) guideway option from further study,
- Recommend that the following BRT guideway designs be carried forward for additional design and environmental analysis:
  - Mixed traffic operations on Eubanks Road,
  - Construction of a dedicated curb running BRT guideway between Eubanks Road and Estes Road, or conversion of a current lane for the BRT guideway
  - Either construction of and/or conversion of a dedicated curb running BRT guideway between Estes Road and North Street
- Recommend a multi-use path for active transportation users,
- Recommend intersection improvements to benefit all users; and

WHEREAS the BRT route south of North Street that was recommended in the April 2016 LPA remains unchanged.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council hereby approves the revised NSCS LPA, that it be included in the Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC) Metropolitan Transportation Plan, and for CHT to complete 30 percent engineering and environmental review of the revised LPA.

This the 16<sup>th</sup> day of January, 2019.





Durham - Chapel Hill - Carrboro Metropolitan Planning Organization Board February 27, 2019

## FY 2018-2027 TIP Amendment #10 Summary Sheet

See full report for additional information on each project.

- C-4928 Morreene Road Bike/Ped: Add STBGDA local discretionary funds to ROW in FY19.
   Reduce STBGDA funding for Construction in FY20.
- **EB-5704 Raynor Street Sidewalks:** Add TAP funding for a new ROW phase in FY19 and add TAP funding for Construction in FY20.
- **EB-5708 NC 54 Sidewalks:** Add TAP funding for a new ROW phase in FY19 and add TAP funding for Construction in FY20.
- EB-5721 Orange County Bicycle Route 1: Delay Construction from FY19 to FY20.
- I-5994 I-40 Bridge Rehabilitation: Adjust fund schedule to utilize GARVEE bonds.
- I-5995 I-40 Pavement Rehabilitation: Adjust fund schedule to utilize Build NC bonds.
- M-0534DIV Hydraulics: Add new project at request of NCDOT.
- M-0534REG Hydraulics: Add new project at request of NCDOT.
- M-0534SW Hydraulics: Add new project at request of NCDOT.
- P-5706 Eastern Durham Rail Grade Separation and Siding: Accelerate ROW from FY23 to FY20.
- TD-5284 UNC Hospitals Transfer Station: Move Construction from FY19 to FY24.
- U-4726 DCHC Bike/Ped: Add STBGDA funding for ROW in FY19.\
- U-5968 Durham Signal System Upgrade: Accelerate construction from FY20 to FY19.
- U-6120 NC 98 Safety Improvements: Add new project to TIP at request of NCDOT.
   Programmed for planning and environmental study only.
- U-6192 US 15/501 Synchronized Street: Add new project to TIP at request of NCDOT.
   Programmed for planning and environmental study only.
- GoTriangle Electric Bus Replacement: Add 5339 funds for Acquisition in FY19.
- **TA-6712 Replacement of Transit Vehicles:** Create new project and add statewide CMAQ funding in FY19.



## **Amendment Request Details**

lacksquare

TIP Amendment (change in funding greater than \$1M)



TIP Modification (change in funding less than \$1M)



There <u>are</u> previous amendments to this project.

Date: 12-17-18 Amendment Requested By: City of Durham

## **Existing Project Details**

Project Name: Morreene Road Bike/Ped

STIP/TIP #: C-4928 Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #: MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	ROW	STBGDA	\$5,600	\$0	\$1,400	\$7,000
2020	Construction	CMAQ	\$2,331,000	\$0	\$583,000	\$2,914,000
2020	Construction	STBGDA	\$2,140,000	\$0	\$535,000	\$2,675,000
2020	Construction	LOCAL	\$0	\$0	\$194,000	\$194,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
	•	Funding Totals:	\$4,476,600	\$0	\$1,313,400	\$5,790,000

Total Project Cost

## Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

Proposed Table to represent FOLL project information.							
FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total	
2019	ROW	STBGDA	\$2,447,823	\$0	\$611,956	\$3,059,779	
2020	Construction	CMAQ	\$2,331,000	\$0	\$582,750	\$2,913,750	
2020	Construction	STBGDA	FBGDA \$1,876,152 \$0 \$469,038		\$2,345,190		
2020	Construction	LOCAL	\$0	\$0	\$194,000	\$194,000	
			\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	
	•	Funding Totals:	\$6,654,975	\$0	\$1,857,744	\$8,512,719	

Total Project Cost



## **Project Details - Continued**

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add STBGDA local discretionary funds to ROW in FY19. Reduce STBGDA funding for Construction in FY20 to match recent construction estimates.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.



## **Amendment Request Details**

TIP Amendment (change in funding greater than \$1M) TIP Modification (change in funding less than \$1M) There <u>are</u> previous amendments to this project.

Date: 2-7-19 Amendment Requested By: City of Durham

## **Existing Project Details**

Project Name: Raynor Street Sidewalks

STIP/TIP #: EB-5704 Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #: MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Yea	PE/Design	TAP	\$40,000	\$0	\$10,000	\$50,000
Prior Yea	Construction	TAP	\$200,000	\$0	\$50,000	\$250,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
		Funding Totals:	\$240,000	\$0	\$60,000	\$300,000

Total Project Cost

## Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

Proposed Table to represent FULL project information.								
FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total		
Prior Yea	PE/Design	TAP	\$73,845	\$0	\$18,461	\$92,306		
2019	ROW	TAP	\$135,465	\$0	\$33,866	\$169,331		
2020	Construction	TAP	\$407,882	\$0	\$101,970	\$509,852		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
		Funding Totals:	\$617,192	\$0	\$154,297	\$771,489		



## **Project Details - Continued**

Please provide	previous	STIP/TIP#	or new STIP	/TIP#	(if app	olicable	):
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If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add ROW phase to project in FY19. Move Construction to FY20 to align with current schedule.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.



## **Amendment Request Details**

TIP Amendment (change in funding greater than \$1M) TIP Modification (change in funding less than \$1M) There <u>are</u> previous amendments to this project.

Date: 2-7-19 Amendment Requested By: City of Durham

## **Existing Project Details**

Project Name: NC 54 Sidewalks

STIP/TIP #: EB-5708 Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #: MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Yea	PE/Design	SRTS	\$50,000	\$0	\$0	\$50,000
2019	Construction	SRTS	\$275,000	\$0	\$0	\$275,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
		Funding Totals:	\$325,000	\$0	\$0	\$325,000

Total Project Cost

## Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

Proposed Table to represent FULL project information.								
FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total		
Prior Yea	PE/Design	SRTS	\$94,169	\$0	\$0	\$94,169		
2019	ROW	TAP	\$141,936	\$0	\$35,484	\$177,420		
2020	Construction	SRTS	\$235,831	\$0	\$0	\$235,831		
2020	Construction	TAP	\$203,887	\$0	\$50,972	\$254,859		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
		Funding Totals:	\$675,823	\$0	\$86,456	\$762,279		

Total Project Cost



## **Project Details - Continued**

Please provide previous	STIP/TIP #	or new STIP/TIP #	(if applicable):
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If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add ROW phase to project in FY19. Move Construction to FY20 to align with current schedule.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.



## **TIP Amendment Request - Add or Create a New Project**

## **Amendment Request Details**

Date: 1-11-2019 Amendment Requested By: GoTriangle

## **Existing Project Details**

Project Name: Electric Bus Replacement

STIP/TIP #: TA-6727 Jurisdiction/Agency: GoTriangle

WBS # or Federal Aid #: Munis Grant #:

## Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Acquisition	5339	\$943,000	\$208,023	\$929,202	\$2,080,225
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
	•	Funding Totals:	\$943,000	\$208,023	\$929,202	\$2,080,225

Total Project Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Purchase two 40-foot electric buses.

Please provide any additional details or explanation related to this project (if applicable):

Federal funds are from the discretionary low/no emissions grant program (5339(c)) included in the FAST Act and awarded to GoTriangle.



## **Amendment Request Details**

TIP Amendment (change in funding greater than \$1M) TIP Modification (change in funding less than \$1M)

There <u>are</u> previous amendments to this project.

Date: 1-16-19 Amendment Requested By: Chapel Hill Transit

## **Existing Project Details**

Project Name: UNC Hospitals Transfer Station

STIP/TIP #: TD-5284 Jurisdiction/Agency: Chapel Hill Transit

WBS or Local ID or Federal Aid #: MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Construction	5307	\$288,000	\$36,000	\$36,000	\$360,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
	•	Funding Totals:	\$288,000	\$36,000	\$36,000	\$360,000

Total Project Cost

## Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

Proposed Table to represent FOLL project information.								
FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total		
2024	Construction	5307	\$288,000	\$36,000	\$36,000	\$360,000		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0		
	•	Funding Totals:	\$288,000	\$36,000	\$36,000	\$360,000		



## **Project Details - Continued**

Please provide	previous	STIP/TIP#	or new STIP	/TIP#	(if app	olicable	<u>:(</u>
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If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Move funding from FY19 to FY24 to match realistic construction timetable due to ongoing construction on UNC Hospitals campus.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.



## **TIP Amendment Request - Revise An Existing Project**

### **Amendment Request Details**

lacksquare

TIP Amendment (change in funding greater than \$1M)



TIP Modification (change in funding less than \$1M)



There <u>are</u> previous amendments to this project.

Date: 12-17-18 Amendment Requested By: City of Durham

### **Existing Project Details**

Project Name: Hillandale Road Bike/Ped

STIP/TIP #: U-4726HN Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #: MUNIS #:

**Existing Project Schedule and Funding:** Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	ROW	STP-DA	\$26,225	\$0	\$6,556	\$32,781
2020	Construction	STP-DA	\$2,066,903	\$0	\$761,543	\$2,828,446
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
	•	Funding Totals:	\$2,093,128	\$0	\$768,099	\$2,861,227

Total Project Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

		Proposed Table to 16	epresent i oll pro	Ject IIIIOITTIatioi	1.	
FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	ROW	STBGDA	\$1,504,817	\$0	\$376,204	\$1,881,021
2020	Construction	STBGDA	\$2,068,518 \$0		\$517,130	\$2,585,648
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
	•	Funding Totals:	\$3,573,335	\$0	\$893,334	\$4,466,669



# **TIP Amendment Request - Revise An Existing Project**

#### **Project Details - Continued**

Please provide previo	us STIP/TIP # or nev	w STIP/TIP #	(if applicable):
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If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add STBGDA local discretionary funding for ROW in FY19.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION											
		STIP MODIFICATIONS										
EB-5721 ORANGE <b>PROJ.CATEGORY</b> DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	ORANGE COUNTY BICYCLE ROUTE 1, CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.	CONSTRUCTION	FY 2020 - FY 2020 -	\$775,000 \$194,000 \$969,000	(TAANY) (L)						
		TO REFLECT LATEST COST ESTIMATE AND CURRENT TOWN DELIVERY SCHEDULE, INCREASE FUNDING AND DELAY CONSTRUCTION FROM FY 19 TO FY 20 AT REQUEST OF MPO.										
* I-5994 DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, US 15 / US 501 TO EAST OF NC 147. BRIDGE REHABILITATION - MULTIPLE STRUCTURES.  PROJECT WILL UTILIZE GARVEE BOND FUNDING	GARVEE CONSTR	FY 2019 - FY 2020 - FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR-	\$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000 \$429,000	(NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM)						
			CONSTRUCTION	FY 2019 -	\$1,667,000	(S(M))						

\$8,102,000

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

		STIP MODIFICATIONS				
* I-5995 DURHAM WAKE <b>PROJ.CATEGORY</b> STATEWIDE	<ul> <li>CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION</li> <li>DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION</li> </ul>	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.  PROJECT TO UTILIZE BUILD NC BONDS	GARVEE CONSTR	FY 2019 - FY 2020 - FY 2021 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR- FY 2019 -	. , ,	(NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM) (NHPIM)
* P-5706 DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OF GRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736T) IN DURHAM.  ACCELERATE RIGHT OF WAY FROM FY 23 TO FY 20 AT THE REQUEST OF RAIL DIVISION.	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2026 - FY 2027 - FY 2027 - FY 2028 - FY 2028 -	\$9,327,000 \$10,891,000 \$167,000 \$10,891,000 \$10,891,000	(T) (T) (O) (T) (O) (T) (O)

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

#### STIP ADDITIONS

**ACCELERATE CONSTRUCTION FROM FY 20 TO FY 19** 

		STIP ADDITIONS			
* U-6120 DURHAM <b>PROJ.CATEGORY</b> DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 98 (HOLLOWAY STREET), 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.			
		PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STIPROJECT.			
* U-6192 CHATHAM ORANGE <b>PROJ.CATEGORY</b> DIVISION	<ul> <li>DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION</li> <li>TRIANGLE AREA RURAL PLANNING ORGANIZATION</li> </ul>	US 15 / US 501, US 64 BYPASS TO SR 1919 (SMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET.			
DIVISION		PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.			
		STIP MODIFICATIONS			
U-5968 DURHAM	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	VARIOUS, CITY OF DURHAM. UPGRADE ITS / SIGNAL SYSTEM.	UTILITIES	FY 2019 - FY 2019 -	,

FY 2021 - \$1,384,000 (S(M))

FY 2019 -

\$22,615,000

FY 2021 - \$5,684,000 (BGANY)

**PROJ.CATEGORY** 

**REGIONAL** 

\$585,000 (BGANY)

\$15,000 (T)

\$8,000 (L)

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

		STATEWIDE PROJECT				
		STIP ADDITIONS				
M-0534DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	HYDRAULICS, PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.  ADDED AT THE REQUEST OF NCDOT'S HYDRAULICS UNIT.	ENGINEERING	FY 2019	\$600,000 \$600,000	
M-0534REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	HYDRAULICS, PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.  ADDED AT THE REQUEST OF NCDOT'S HYDRAULICS UNIT.	ENGINEERING	FY 2019	\$600,000 \$600,000	
M-0534SW STATEWIDE <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	HYDRAULICS, PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.  ADDED AT THE REQUEST OF NCDOT'S HYDRAULICS	ENGINEERING	FY 2019	\$800,000 (T) \$800,000	

UNIT.

<sup>\*</sup> INDICATES FEDERAL AMENDMENT



# STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER

JAMES H. TROGDON, III

January 29, 2019

Mr. Keith Melton Director of Planning and Program Development Federal Transit Administration 230 Peachtree St NW Suite 1400 Atlanta, Georgia 30303

Subject: REQUEST FEDERAL TRANSIT ADMINISTRATION (FTA) APPROVAL OF AMENDMENT NUMBER #12 OF THE NORTH CAROLINA 2018-2027 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The North Carolina Department of Transportation requests FTA approval to add the following projects to the 2018-2027 STIP. None of the STIP amendments in this letter reflect any change in the distribution of Governor's Apportionment Section 5307 funds.

#### LEGEND FOR THE TABLES:

- STIP#: identifying unique number for the project in the STIP
- FUND: Type of federal, state, and local fund source used to pay for the project. The federal types include 5307 (FUZ), 5316 (JARC), FNF (5317 New Freedom), Congestion Mitigation and Air Quality (CMAQ), FNU (5311), FEDP (5310 Elderly and Persons with Disabilities, and 5339 (FBUS).
- MATCH: Indicates the funding breakdown between federal (US), state (S), and local (L) funds
- FY 18-FY 27: This table shows the amount of funding to be programmed for each fiscal year. All funding amounts shown are in thousands (000's).

The following STIP amendments were approved at the December 6, 2018 BOT Meeting:

#### Additions to the Transit 2018-2027 STIP

STIP #	TRANSIT PARTNER	DESCRIPTI ON	MATC H	FUND	FY18 (000)	FY19 (000)	FY20 (000)	FY21 (000)	FY22 (000)	FY23 (000)	FY24 (000)	FY25 (000)	FY26 (000)	FY27 (000)
TA- 6714	City of Greensboro	Electric Replaceme nt Buses and Charging Stations	FBUS	5339		1900								
			Local	L		335								

Mailing Address: NC DEPARTMENT OF TRANSPORTATION PUBLIC TRANSPORTATION DIVISION 1550 MAIL SERVICE CENTER RALEIGH, NC 27699-1550 Telephone: (919) 707-4670 Fax: (919) 733-1391 Customer Service: 1-877-368-4968 Location: 1 SOUTH WILMINGTON STREET RALEIGH, NC 27601

Website: www.ncdot.gov

TA- 6715	City of Durham	Electric Bus Purchase- Replaceme nt	FBUS	5339	2125				
			Local	L	375				

Modifications

	Wodifications													
STIP #	TRANSIT PARTNER	DESCRIPTION	МАТСН	FUND	FY18 (000)	FY19 (000)	FY20 (000)	FY2 1 (00 0)	FY22 (000)	FY23 (000)	FY24 (000 )	FY25 (000)	FY26 (000)	FY27 (000)
TA- 6696	Durham, Chapel-Hill, Carrboro	Replacement Vehicle	5307	CMA Q		400								
			Local	L		100								
TM- 5138	City of Asheville (ART)	Buncombe County Black Mountain Trailblazer Service. JARC Operating Assistance	FUZ	5307	83	191								
			JARC	JARC		39								
			Local	L	83	230								
TP- 5158	Chapel Hill Transit	ADA Bus Stop Review and Design	FEDP	5310		20								
			Local	L		20								

TD- 5280	Goldsboro Wayne Transporta ti on Authority	Goldsboro Main Street Revitalizatio n through Transportati o n Investment	Tiger Disc	Tiger	5000				
			Local	L	1756				

Changing number to TP-5158 from TP-5157.

#### Item I-1A, (6) Projects, Total Federal and State funds \$9,738,000

Metropolitan Planning Organization	Transit Partners	Added to the STIP	Added to MTIP
Greensboro Urban Area MPO	City of Greensboro	12/6/2018	October 24, 2018
French Broad River MPO	Asheville Redefines Transit	12/6/2018	September 27, 2018
Goldsboro MPO	Goldsboro Wayne Transportation Authority	12/6/2018	November
Durham, Chapel Hill, Carrboro	Go Durham, Chapel Hill Transit	12/6/2018	October 10, 2018

These additions and modifications were made according to requirements established in SAFETEA-LU, MAP-21 and FAST Act. The additions and modifications are consistent with the transit strategy in the fiscally constrained Long-Range Transportation Plans of the respective MPO's. Administration of the changes conforms to procedures delineated in the MPO public participation plans. The changes do not adversely impact air quality conformity determination currently in place and meets fiscal constraint requirements.

Please address any questions concerning this matter to Jason Wimmer, <a href="mailto:ajwimmer@ncdot.gov">ajwimmer@ncdot.gov</a>, 919-707-4686. Please endorse and return the request. Upon receipt, NCDOT will distribute copies of the endorsement to all the interested parties with a reminder that this document and the endorsement date below are the references needed to complete a TrAMS application.

Sincerely,

Dettie Collins

Debbie Collins, Director

3

Date: January 29, 2018

NCDOT Public Transportation Divis	ion	
Endorsement:		
	Date	
Keith Melton Director of Planning and Program Do	evelopment. Federal Trai	nsit Administration

# RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING AREA

# AMENDMENT #10 February 27, 2019

A motion was made by MPO Box	ard Member			and sec	onded by	MPO E	Board
Member	for the adoptio	n of the f	ollowing	resolution,	and upon	being p	out 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 2018-2027 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 2040 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 #10 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on February 27, 2019, and as described in the "FY 2018-2027 TIP Amendment #10 Summary Sheet" on this, the 27th day of February, 2019.

Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: February 27, 2019

Frederick Brian Rhodes, Notary Public My commission expires: May 10, 2020

#### **MEMORANDUM**

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

**Date:** February 27, 2019

**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.

#### <u>Major UPWP – Projects</u>

#### **Comprehensive Transportation Plan (CTP)**

- ✓ Completed
- Farrington Road Amendment likely to be adopted September 2018

#### 2045 Metropolitan Transportation Plan (MTP)

- 2045 MTP amendment related to Air Quality Conformity Determination will be released for public comment—September 2018
- Adopt 2045 MTP Amendment #1 November 2018

#### MPO Community Viz. Scenarios Planning and Visualization -2.0 (Connect 2025)

- ✓ Field verification Complete
- ✓ Focus Groups/Delphi Process FY 2015
- ✓ Model update and testing September 2016
- ✓ Model/Scenario Building May 2017
- ✓ Adopted SE Data December 2017

#### 2016/2017 MPO Data Collection & Surveillance of Change (Traffic/Travel Time/Crash/Transit)

- ✓ Data collection (Volume/Trucks/Travel Time/Speed/Bike/Ped) ongoing –continuous data collection
- ✓ Data collection (AirSage, INRIX, HERE data)
- ✓ Transit data collection ongoing –continuous data collection

#### GIS Online (AGOL)/Data Management

- ✓ MPO Interactive GIS/Mapping Continuous/On-going
- ✓ Development of public portals for MPO applications Continuous/On-going
- ✓ Maintenance and updates Continuous/On-going
- ✓ Development of open data Continuous/On-going

#### **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

#### **Triangle Regional Model Update**

- ✓ Completed
- Work Commences on the Rolling Household Survey

#### Prioritization 5.0/STI/FY 2020-2029 TIP Development

- ✓ Summarize MPO P4 projects not funded ("Holding Tank" for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT September 29, 2017
- ✓ LPA updates local ranking methodology December 2017
- ✓ TCC makes recommendation on local ranking methodology January 2018
- ✓ Board approves local ranking methodology March 2018
- ✓ MPO applies local ranking methodology for Regional projects April 2018
- ✓ Board releases MPO initial Regional points list for local input/public comments May 9, 2018
- ✓ LPA addresses public comments and makes draft recommendation on local points for Regional category June 2018
- ✓ Approval of Regional Impact points June-July 2018
- ✓ Submission of Regional Impact points to NCDOT July 2018
- ✓ MPO applies local ranking methodology for Division projects August 2018
- ✓ Board releases MPO initial Division points list for local input/public comments August 2018
- ✓ LPA addresses public comments and makes draft recommendation on local points for Division category September 2018
- ✓ Approval of Division Needs points November 2018
- ✓ Submission of Division Needs points to NCDOT November 2018
- ✓ Draft STIP Released January 2019

#### **Regional Freight Plan**

- ✓ Consultant Selection/Contract Approval Complete
- ✓ Kick-Off Meeting Conducted in July 2015
- ✓ Stakeholder outreach and engagement October 2015
- ✓ Formation of the freight advisory committee October 2015
- ✓ Data collection, analysis and assessment November 2015
- ✓ Freight goals & objectives and performance measures February 2016
- ✓ Analysis of freight existing conditions and trends TBD
- ✓ Forecasts of future demands (2035 and 2045) TBD
- ✓ Evaluation of future conditions TBD
- ✓ Strategic freight corridors and zones TBD
- ✓ Recommendation & implementation strategies TBD
- ✓ Final report and presentation September 2018

- ✓ Release formal report for public comment September 2018
- ✓ Approve final report November 2018

#### **MPO ADA Transition Plan**

- ✓ Update self-assessment Underway
- ✓ Draft MPO Transition Plan August 2015
- ✓ Local reviews September 2015
- ✓ FHWA review September 2015
- ✓ Public comments October-December 2015
- ✓ Stakeholder outreach February 2017
- ✓ Roundtable discussion May 11, 2017
- ✓ Self-assessment Data Analysis July 2017-December 2017
- ✓ FHWA/NCDOT Final Review February 2018
- ✓ Final approval December 2017
- ✓ Implementation and self-evaluation Ongoing

#### NC 98 Corridor Study

- ✓ Project kick-off and initial public engagement February 2017
- ✓ Transportation analysis (and public engagement) June 2017
- ✓ Conceptual designs and options (and public engagement) September/October 2017
- ✓ Draft Final plan February 2018
- ✓ Recommendation/Public workshop Underway
- ✓ Release final report for comment August 2018
- ✓ Approve formal report October 2018

#### NC 54 West Corridor Study

- ✓ Select consultant February 2017
- ✓ Project kick-off and initial public engagement September 2017
- ✓ Inventory and Existing Conditions November 2017
- ✓ Transportation analysis (and public engagement) January 2018
- ✓ Conceptual designs and options (and public engagement) May 2018
- ✓ Draft plan September 2018
- ✓ Public input October-November 2018
- Revisions and additional data collection March 2019
- Public input April 2019
- Final draft June 2019

#### **US 15-501 Corridor Study**

- ✓ Funding approved by NCDOT
- ✓ Project Management Plan
- ✓ Public engagement plan
- ✓ Technical Kick-off meeting
- ✓ Development of corridor vision goals and performance measures
- ✓ Development of corridor profile
- ✓ Prepare summary of existing plans
- ✓ Prepare community profile report
- Develop and forecast travel profile/multi modal analysis
- ITS Screening
- Accessibility evaluation
- Evaluation of alternative strategies

- Implementation plan and final report
- Plan adoption
- SPOT submittal

#### **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

#### **Regional Toll Study**

- ✓ Prepare project management and coordination plan
- ✓ Project initiation
- ✓ Survey and questionnaire/education
- ✓ Data preparation /data collection/screening
- ✓ Review state of the practice
- ✓ Analysis of market characteristics
- ✓ Screening and presentation to MPO Boards at joint MPO Board Meeting October 2018
- Tolling and managed lane strategies
- Recommendations
- Project prioritization

#### **Project Development/NEPA**

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction
- I-85
- I-40

#### **DOLRT-Engineering**

- Administration of the Staff Working Group
- Review of engineering plans
- Stakeholder participation

#### **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.

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MPO Board 2/27/2019 Item 14

Contract Number: C203394 Route: I-885, NC-147, NC-98

US-70 Division: 5 County: Durham TIP Number: U-0071

Length: 4.009 miles Federal Aid Number:

NCDOT Contact: Cameron D. Richards NCDOT Contact No: (919)835-8200

**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 Cost Overrun/Underrun: 9.53%

Work Began: 02/26/2015 Letting Date: 11/18/2014 Original Completion Date: 05/10/2020 **Revised Completion Date:** 

Latest Payment Thru: 01/22/2019 Scheduled Progress: 76.46% Latest Payment Date: 02/05/2019 Actual Progress: 74.29%

Contract Number: C203492 Route: SR-2220 County: Durham Division: 5

TIP Number: EB-4707B

Federal Aid Number: STPDA-0505(64) Length: 1.756 miles NCDOT Contact: James M. Nordan, PE NCDOT Contact No: (919)220-4680

Location Description: SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$7,295,544.75 Cost Overrun/Underrun: 8.3% Work Began: 06/26/2017 Letting Date: 05/16/2017 Original Completion Date: 05/14/2019 **Revised Completion Date:** 

Latest Payment Thru: 01/31/2019 Scheduled Progress: 100% Latest Payment Date: 02/12/2019 Actual Progress: 85.92%

Contract Number: C203567 Route: NC-55 Division: 5 County: Durham

TIP Number: U-3308

Length: 1.134 miles Federal Aid Number: STP-55(20) NCDOT Contact: James M. Nordan, PE NCDOT Contact No: (919)220-4680

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 Cost Overrun/Underrun: 17.4% Work Began: 10/05/2016 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Original Completion Date: 03/30/2020 Latest Payment Thru: 01/15/2019 Scheduled Progress: 55.1% Latest Payment Date: 01/29/2019 Actual Progress: 47.63%

Contract Number: C204167 Route: SR-1118, SR-1407, SR-1648 SR-1794, SR-1811, SR-1906

SR-1966, SR-1973, SR-2095

County: Durham Division: 5

**TIP Number:** 

Length: 24.77 miles Federal Aid Number: STATE FUNDED NCDOT Contact: James M. Nordan. PE NCDOT Contact No: (919)220-4680

Location Description: 51 SECTIONS OF SECONDARY ROADS.

Contractor Name: CAROLINA SUNROCK LLC

Cost Overrun/Underrun: 0.38% Contract Amount: \$4,355,108.47 Work Began: 08/01/2018 Letting Date: 05/15/2018 Original Completion Date: 11/30/2019 **Revised Completion Date:** 

Latest Payment Thru: 12/31/2018 Scheduled Progress: 9% Latest Payment Date: 01/08/2019 Actual Progress: 10.59%

Contract Number: C204168 Route: -Division: 5 County: Durham

**TIP Number:** Length: 15.188 miles Federal Aid Number: STATE FUNDED NCDOT Contact: Cameron D. Richards NCDOT Contact No: (919)835-8200

Location Description: 14 SECTIONS OF SECONDARY ROADS.

Contractor Name: CAROLINA SUNROCK LLC

Contract Amount: \$5,334,770.46 Cost Overrun/Underrun: 0.9% Work Began: 07/02/2018 Letting Date: 05/15/2018

Original Completion Date: 11/30/2019 **Revised Completion Date:**  ProgLoc Search Page 2 of 2

MPO Board 2/27/2019 Item 14

Latest Payment Thru: 10/31/2018 Scheduled Progress: 21% Latest Payment Date: 11/07/2018 Actual Progress: 20.85%

Contract Number: C204256 Route: -. NC-98. SR-1800 SR-1811, US-70

Division: 5 County: Durham **TIP Number:** 

Length: 15.89 miles Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 NCDOT Contact: James M. Nordan, PE

Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS.

Contractor Name: CAROLINA SUNROCK LLC

Contract Amount: \$0.00 Cost Overrun/Underrun: 0% Work Began: 03/15/2019 Letting Date: 10/16/2018

Original Completion Date: 11/30/2019 **Revised Completion Date:** Latest Payment Thru: Scheduled Progress: 0% **Latest Payment Date:** Actual Progress: 0%

Contract Number: DE00228 Route: I-85 Division: 5 County: Durham

TIP Number: I-5729

Federal Aid Number: NHPP-0085(013) Length: 5.61 miles NCDOT Contact: James M. Nordan, PE NCDOT Contact No: (919)220-4680

Location Description: I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM

Contractor Name: INTERSTATE IMPROVEMENT INC

Contract Amount: \$4,168,265.78 Cost Overrun/Underrun: 60.88% Work Began: 03/13/2018 Letting Date: 10/11/2017 Original Completion Date: 11/01/2018 **Revised Completion Date:** 

Latest Payment Thru: 01/22/2019 Scheduled Progress: 100% Latest Payment Date: 01/29/2019 Actual Progress: 85.81%

Contract Number: DE00253 Route: SR-1327 Division: 5 County: Durham

TIP Number: W-5705K

Length: 0 miles Federal Aid Number: HSIP-1327(006) NCDOT Contact: James M. Nordan, PE NCDOT Contact No: (919)220-4680

Location Description: SR 1327 (GREGSON ST) AND LAMOND AVE

Contractor Name: TRAFFIC CONTROL DEVICES INC

Contract Amount: \$72,515.00 Cost Overrun/Underrun: 0% Work Began: 09/01/2018 Letting Date: 07/25/2018

Original Completion Date: 02/28/2019 **Revised Completion Date:** Latest Payment Thru: 12/31/2018 Scheduled Progress: 30% Actual Progress: 19.88% Latest Payment Date: 01/11/2019

Contract Number: DE00255 Route: US-501 Division: 5 County: Durham

TIP Number: W-5705C

Length: 0 miles Federal Aid Number: HSIP-0501(046) NCDOT Contact: James M. Nordan, PE NCDOT Contact No: (919)220-4680 Location Description: US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR

Contractor Name: ALS OF NORTH CAROLINA LLC

Contract Amount: \$540,904.71 Cost Overrun/Underrun: 4.63% Work Began: 08/06/2018 Letting Date: 05/23/2018

Original Completion Date: 12/21/2018 **Revised Completion Date:** Latest Payment Thru: 02/11/2019 Scheduled Progress: 100% Latest Payment Date: 02/14/2019 Actual Progress: 36.73%

				R/W Plans	R/W Acq						
Project ID	Div	County	Description	Complete	Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
			REMOVE 50 FEET OF EXISTING DUAL 48" CMP								
			REPLACE WITH SINGLE9'- 11", 6' x 8" ALUMINUM BOX								
7BP.5.C.02	5	DURHAM	DURHAM COUNTY			Division Design Raleigh Let (DI	1/15/2019	Lisa Gilchrist			
7BP.5.R.116	5	DURHAM				Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
7BP.5.R.117	5	DURHAM				Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
7 DI .3.IX.III	3	DOMINI				DIVISION 1 OC LET (DI OC)	2/22/2020	LISA CIRCINST			
			BRIDGE 84 OVER CHUNKY								
7BP.5.R.83	5	DURHAM	PIE CREEK ON SR 1815			Division POC Let (DPOC)	4/22/2020	Lisa Gilchrist			
7BP.5.R.84	5	DURHAM				Division POC Let (DPOC)	1/26/2022	Lisa Gilchrist			
7BP.5.R.97	5	DURHAM	BRIDGE 89 OVER LICK CREEK ON SR 1902			Division POC Let (DPOC)	10/15/2019	Lisa Gilchrist			
			NC 98 ( Holloway Street) -								
			Traffic Signal at Adams Street and channelization at								
7451.3.1	5	DURHAM	S. Woodcrest Street			On Call Contract (OCC)	7/15/2019	Stephen Davidson			
			REPLACE BRIDGE 80								
			OVER SR 1308 IN DURHAM ON US 15-501								
-5674	5	DURHAM	NORTHBOUND	9/16/2019	9/16/2019	Raleigh Letting (LET)	12/15/2020	KEVIN FISCHER	\$110,000.0	\$2,209,000.00	
			SR 1317 (MORREENE								
			ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD)								
			IN DURHAM. CONSTRUCT BIKE LANES AND								
-4928	5	DURHAM	SIDEWALKS.	2/25/2019	2/26/2019	NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES	\$7,000.0	0 \$5,783,000.00	

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
C-5183B	5	DURHAM	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM	Complete	Degins	NON - DOT LET (LAP)	7/31/2019	RAYMOND JOSEPH HAYES	\$99,000.00		OCHIMENTS.
C-5605E	5	DURHAM	CITY OF DURHAM BICYCLE LANE STRIPING: 8 MILE OF BIKE LANES.			NON - DOT LET (LAP)	9/30/2019	RAYMOND JOSEPH HAYES		\$504,000.00	
C-5605H	5	DURHAM	DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.	9/30/2018	9/30/2018	NON - DOT LET (LAP)	7/1/2019	RAYMOND JOSEPH HAYES		\$605,000.00	
C-5605I	5	DURHAM	DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.	12/28/2018		NON - DOT LET (LAP)	3/29/2019	RAYMOND JOSEPH HAYES		\$540,883.00	
EB-4707A	5	DURHAM	SR 1838 / SR 2220 (OLD DURHAM ROAD) FROM US 15 / US 501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY	8/20/2015	8/20/2015	Division Design Raleigh Let (	DI 4/16/2019	BENJAMIN J. UPSHAW		\$4,900,000.00	Ongoing coordination with adjacent development.
EB-5703	5	DURHAM	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.			NON - DOT LET (LAP)	9/29/2019	RAYMOND JOSEPH HAYES		\$578,000.00	·
EB-5704	5	DURHAM	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET			NON - DOT LET (LAP)	9/29/2019	RAYMOND JOSEPH HAYES		\$0.000.00	

Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
EB-5708	5	DURHAM	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE			NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES		\$275,000.00	
EB-5715	5	DURHAM	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS			NON - DOT LET (LAP)	7/15/2020	RAYMOND JOSEPH HAYES		\$1,269,000.00	
EB-5720	5	DURHAM	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS	5. 9/30/2020	9/30/2020	NON - DOT LET (LAP)	9/30/2021	RAYMOND JOSEPH HAYES	\$14,000.00		
EB-5834	5	DURHAM	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.		6/30/2021	NON - DOT LET (LAP)	9/20/2022	RAYMOND JOSEPH HAYES	\$204,000.00	\$589,000.00	
EB-5835	5	DURHAM	NC 55 (ALSTON AVE.) FROM SR 1171 (RIDDLE RD.) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.		6/20/2022	NON - DOT LET (LAP)	9/20/2023	RAYMOND JOSEPH HAYES	\$50,000.00	\$525,000.00	

							I		l e		
Project ID	Disc	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
Toject ib	DIV	County	Description	Complete	Degilis	Let Type	Let Date	Project Manager	RW Estillate(200)	CONST	COMMENTS
EB-5837	5	DURHAM	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH ANDSIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS RD.) CROSSING.		6/30/2020	NON - DOT LET (LAP)	6/30/2021	RAYMOND JOSEPH HAYES	\$161,000.00	\$2,546,000.00	
EB-5904	5	DURHAM	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	9/4/2018	9/4/2018	NON - DOT LET (LAP)	9/1/2020	RAYMOND JOSEPH HAYES	\$7,100,000.00	\$3,750,000.00	
-5702B	5	DURHAM	I-40 FROM NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY - COORDINATE WITH I-5506 AND I-5700		1/1/2030	Design Build Let (DBL)	1/1/2030	PAM R. WILLIAMS	\$82,480,000.00	\$670,140,000.00	
-5707	5	DURHAM	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	6/18/2019	6/18/2019	Raleigh Letting (LET)	6/16/2020	PAM R. WILLIAMS	\$323,000.00	\$3,550,000.00	
-5941	5	DURHAM	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (D	[ 12/19/2023	DOUGLAS R. MCNEAL		\$2,973,000.00	
-5942	5	DURHAM	L-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION	9/5/2023		Division Design Raleigh Let (D	[ 12/19/2023	DOUGLAS R. MCNEAL		\$8,357,000.00	

				=.							
Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
			I-540 DURHAM & WAKE								
5982	5	DURHAM	COUNTY FROM I-40 IN DURHAM TO I-495/US 64/US 264 IN KNIGHTDALE. CONSTRUCT MANAGED SHOULDERS.		1/21/2025	Design Build Let (DBL)	1/21/2025	RODGER ROCHELLE		\$109,970,000.00	
0302	3	DOMINI	OHOGEBEITO.		1/2 1/2023	Design Build Let (DDL)	1/2 1/2020	ROBOLINIOONLELL		ψ103,370,000.00	
-5993	5	DURHAM	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994.	10/18/2019		Division Design Raleigh Let (D	1/21/2020	DOUGLAS R. MCNEAL		\$4,900,000.00	
3333		DOMINI	COCKERNATE WITH 10004.	10/10/2019		Division Design Raieign Let (D	1/21/2020	DOUGLAG IV. MOINEAE		φ+,900,000.00	,
-5994	5	DURHAM	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.	5/31/2019		Division Design Raleigh Let (D	[ 8/20/2019	DOUGLAS R. MCNEAL		\$6,652,000.00	
			I-40 - DURHAMWAKE COUNTIES FROM EAST OF NC 147 TO SR 3015(AIRPORT BOULEVARD). PAVEMENT								
-5995	5	DURHAM	REHABILITATION.	5/31/2019		Division Design Raleigh Let (D	8/20/2019	DOUGLAS R. MCNEAL		\$5,272,000.00	0
-5998	5	DURHAM	I-540 - DURHAMWAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 &I-6000.	10/21/2022		Division POC Let (DPOC)	1/25/2023	DOUGLAS R. MCNEAL		\$3,800,000.00	
-6000	5	DURHAM	I-540 - DURHAMWAKE COUNTIES FROM I-40 IN DURHAM TO US 1 INRALEIGH. BRIDGE PRESERVATION/REHABILIT ATION. COORDINATE WITH I-5998 & I-5999.	10/22/2021		Division POC Let (DPOC)	1/26/2022	DOUGLAS R. MCNEAL		\$4,541,000.00	

				R/W Plans	R/W Acq						
Project ID	Div	County	Description	Complete	Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
I-6006	5	DURHAM	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONETS.		1/21/2025	Design Build Let (DBL)	1/21/2025	PAM R. WILLIAMS	\$20,000.00	\$54,530,000.00	
I-6010	5	DURHAM	I-85/US 15 DURHAM COUNTY FROM EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES.	1/15/2027	1/15/2027	Raleigh Letting (LET)	1/16/2029	PAM R. WILLIAMS	\$8,400,000.00	\$94,400,000.00	).
P-5706	5	DURHAM	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	2/1/2023	2/1/2023	NON - DOT LET (Rail)	1/31/2025	MATTHEW SIMMONS	\$9,000,000,00	\$42,400,000.00	
P-5706	5	DURHAM	(734730	2/1/2023	2/1/2023	NON - DOT LET (Rail)	1/31/2025	MATTHEW SIMMONS	\$9,000,000.00	\$42,400,000.00	)
P-5716	5	DURHAM	NORFOLK SOUTHERN H LINE CROSSING 735236Y AT SR 1171 (ELLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/16/2023	6/16/2023	Raleigh Letting (LET)	6/16/2026	MATTHEW SIMMONS	\$1,000,000.00	\$3,700,000.00	
P-5717	5	DURHAM	NORFOLK SOUTHER H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/28/2019	6/30/2019	Raleigh Letting (LET)	6/23/2020	KUMAR TRIVEDI	\$4,377,600.00	\$16,100,000.00	

				R/W Plans	R/W Acq						
Project ID	Div	County	Description	Complete	Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
P-5728	5	DURHAM	NS H LINE DURHAM COUNTY CONSTRUCT GRADE SEPARATION AT NEAL ROAD. COST INFORMATION DOES NOT EXIST AT THIS TIME AND A PLACEHOLDER VALUE OF \$1 WAS USED IN THE COST ESTIMATING SCREEN.	1/21/2025	1/21/2025	Raleigh Letting (LET)	12/15/2026	MATTHEW SIMMONS	\$1,500,000.00	\$4,000,000.00	
U-4724	5	DURHAM	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.			NON - DOT LET (LAP)	6/30/2020	RAYMOND JOSEPH HAYES		\$4,978,000.00	
U-4726HN	5	DURHAM	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	12/31/2018	1/1/2019	NON - DOT LET (LAP)	3/17/2020	RAYMOND JOSEPH HAYES			
U-4726HO	5	DURHAM	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED ) TO ALSTON AVENUE (SR 1945).		6/30/2018	NON - DOT LET (LAP)	6/30/2019	RAYMOND JOSEPH HAYES			
U-5516	5	DURHAM	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	5/17/2019	5/17/2019	Division Design Raleigh Let (I	DI 5/20/2020	BENJAMIN J. UPSHAW	\$6,501,430.00	\$5,500,000.00	Design in progress.
U-5717	5	DURHAM	US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT- GRADE INTERSECTION TO INTERCHANGE	4/21/2019	4/21/2019	Division Design Raleigh Let (I		BENJAMIN J. UPSHAW	\$53,500,000.00		Coordination with DOLRT Design in progress.

				DAM Plans	Daw Asse						
Project ID	Div	County	Description	R/W Plans Complete	R/W Acq Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
U-5720A	5	DURHAM	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$35,800,000.00	\$57,000,000.00	
J-5720B	5	DURHAM	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$17,321,000.00	\$25,300,000.00	
U-5720C	5	DURHAM	US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TOCONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.		3/15/2022	Design Build Let (DBL)	3/15/2022	PAM R. WILLIAMS	\$40,400,000.00		
J-5745	5	DURHAM	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT. (COMB W/17BP.5.C.02)	8/21/2017	7/6/2017	Division Design Raleigh Let (D	[ 1/15/2019	STEPHEN REID DAVIDSON		\$2,400,000.00	Let in January 2019.
U-5774A	5	DURHAM	NC 54 FROM US 15/US 501			Raleigh Letting (LET)	1/1/2030	PAM R. WILLIAMS	\$3,800,000.00	\$11,000,000.00	
U-5774B	5	DURHAM	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEECHAPEL ROAD) IN DURHAM COUNTY	6/16/2022	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$11,000,000.00	\$30,900,000.00	
U-5774C	5	DURHAM	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	6/16/2022	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$3,000,000.00	\$23,700,000.00	
J-5774H	5	DURHAM	NC 54 FROM NC 751 TO SR 1118 (FAYETTEVILLE ROAD)	7/15/2022	7/15/2022	Raleigh Letting (LET)	10/15/2024	PAM R. WILLIAMS	\$8,400,000.00	\$13,200,000.00	

				R/W Plans	R/W Acq						
Project ID	Div	County	Description	Complete	Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
U-5823	5	DURHAM	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	1/27/2020	1/27/2020	NON - DOT LET (LAP)	8/30/2021	RAYMOND JOSEPH HAYES	\$421,000.00	\$1,798,000.00	
U-5934	5	DURHAM	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT		2/15/2022	Design Build Let (DBL)	2/15/2022	PAM R. WILLIAMS	\$2,148,000.00	\$177,100,000.00	
U-5937	5	DURHAM	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	3/19/2021	2/40/2024	Poloigh Lotting (LET)	3/21/2023	DAM D WILLIAMS	\$10,202,000.00	\$47,001,000.00	
	5		CITY OF DURHAM UPGRADE ITS / SIGNAL	3/19/2021	3/19/2021	Raleigh Letting (LET)		PAM R. WILLIAMS			
U-5968 U-6021	5	DURHAM	SYSTEM  SR 1118 (FAYETTEVILLE ROAD), FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/19/2021	2/19/2021	Raleigh Letting (LET)  Division Design Raleigh Let (D	4/16/2019 II 2/21/2023	JASON P. GALLOWAY  BENJAMIN J. UPSHAW	\$750,000.00 \$5,769,000.00		City comments received.
J-6067	5	DURHAM	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	2/21/2025	2/21/2025	Raleigh Letting (LET)	2/16/2027	PAM R. WILLIAMS	\$55,000,000.00	\$140,300,000.00	

				R/W Plans	R/W Acq						
Project ID	Div	County	Description	Complete	Begins	Let Type	Let Date	Project Manager	RW Estimate(200)	CONST \$	COMMENTS
W-5601EM	5	DURHAM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.			Division POC Let (DPOC)	12/12/2018	JOHN EDWARD SANDOR		\$14,000.00	Anticipated Let in March, 2019
W-5705M	5	DURHAM	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)	11/1/2018		Division POC Let (DPOC)	1/23/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in February,
W-5705S	5	DURHAM	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP	9/1/2019		Division POC Let (DPOC)	9/23/2020	REID DAVIDSON		\$460,000.00	
W-5705T	5	DURHAM	SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT	4/1/2020	4/1/2020	Division POC Let (DPOC)	4/21/2021	REID DAVIDSON	\$85,000.0	0 \$800,000.00	)
W-5705U	5	DURHAM	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			Division POC Let (DPOC)	1/16/2019	JOHN EDWARD SANDOR		\$20,000.00	Anticipated Let in March, 2019
W-5705V	5	DURHAM	NC 54 AT HUNTINGRIDGE ROAD			Division POC Let (DPOC)	1/16/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in March, 2019
Z-5700EB	5	DURHAM	RAILWAY-HIGHWAY SAFETY PROJECT AT SR 1632 (RED MILL ROAD) AND NS CROSSING 734 914C NEAR DURHAM			NON - DOT LET (Rail)	10/19/2019	RICHARD MULLINAX			

# NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT Board 2/27/2019 Item 14

TIP/WBS#	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907BS 44894.2.1 44894.3.1	Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of <b>Mebane</b> .	5/31/2017	Apr. 2019	\$40,500 R/W \$43,200 CON	Utility relocations complete, Right of entry rescinded, R/W acquisition pending	Dawn McPherson
W-5707C 44853.1.3 44853.3.3 47490	Revise pavement markings and overhead lane use signs for removal of inside lane drop configuration on I-40 Westbound in vicinity of US 15-501 interchange. Resurfacing I-40 WB by use of contingency funds	11/1/2018	Aug. 2019	\$395,000	Planning and design activities underway, re-let due to bids exceeded engineers estimate, new let date 11/1/18 and received no bids, possible delivery by design-build let	Chad Reimakoski
47798	Increase length of existing turn lane / slip ramp and improve existing radius in the SE quadrant of US 70 Business/ NC 86 at US 70 Bypass in <b>Hillsborough</b>	1/17/2019	Jul. 2019	\$189,000	Planning and design activities complete, R/W certified 9/18/18, signal work complete, widening scheduled by end of Mar. 2019	Derek Dixon
U-5846 50236.1.1 50236.2.1 50236.3.1	Construct a roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in <b>Carrboro</b> .	Mar. 2019	FY2021	\$775,000	1st bid opening received no bids, Re-let 9/6/18 bids exceeded engineers estimate, project cost evaluation being performed, Utility relocation underway, Re-let pending	Chad Reimakoski
B-4962 40174.1.1 40174.2.1 40174.3.1	Replace Bridge #46 over Eno river on US 70 Bypass	4/16/2019	FY 2021	\$5,826,000	Planning and Design activities underway, ROW acquisition complete, ROW certified 1/22/19	Kevin Fischer
W-5707K 48283	Remove and replace existing curb & gutter and sidewalk, add pedestrian signals, concrete island, and signal modifications on SR 1010 (E. Main St / W. Franklin St) from Brewer Ln to Graham St. in <b>Chapel Hill and Carrboro</b>	5/31/2019	Sept. 2019	\$350,000	Construction May 2019	Chris Smitherman Derek Dixon
U-5847 50238.1.1 50238.2.1 50238.3.1	Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in Chapel Hill / Carrboro.	5/31/2019	Sept. 2019	\$775,000	Planning and design activities underway, bike/ped improvements to be completed under project 48283	Chris Smitherman

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# NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT Board 2/27/2019 Item 14

TIP/WBS#	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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.	12/5/2019	Spring 2020	\$261,000	Planning and design activities underway	
I-3306A 34178.1.3 34718.2.2 34178.3.3	Widening I-40 from I-85 in Orange Co. to Durham Co. line (US 15/501 Interchange)	TBD	TBD	\$98,800,000	Planning and design activities underway, Public meeting 1/24/19, No schedule at this time other than CE document scheduled for 3/29/19, Combined w/I-3306AC	Laura Sutton
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in <b>Hillsborough</b>	6/30/2021	FY2022	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
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).	6/21/2022	FY2024	\$3,924,000	Planning and design activities underway, coordinating with NC54 West Corridor Study	Jennifer Evans
U-5848 50237.1.1 50237.2.1 50237.3.1	Extend SR 1006 (Orange Grove Road) on new location with Sidewalks and bike lanes from existing SR 1006 (Orange Grove Road) to US 70 Business in <b>Hillsborough</b> .	3/21/2023	FY 2025	\$5,326,000	Planning and Design activities underway, Coordinate with P-5701 and U-5845	Laura Sutton
I-3306AC 34178.1.6 34178.2.5 434178.3.9	Interchange improvements at I-40 and NC86 in Chapel Hill	3/21/2023	FY 2025	\$16,500,000	Planning and Design activities underway, Combined w/l-3306A	Laura Sutton
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/21/2023	FY 2025	\$11,155,000	Funding approved 10/10/17, Coordinate with I-5967, I-5984, I- 5983 and I-0305	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in <b>Hillsborough</b>	1/16/2024	FY 2027	\$20,700,000	Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton

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# NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT Board 2/27/2019 Item 14

TIP/WBS#	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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 <b>Hillsborough</b>	1/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway, Coordinate with U-5848 and 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	11/18/2025	FY 2027	\$16,488,000	Funding approved 10/10/17, Coordinate with I-0305 and I-5959	Laura Sutton
U-6071 47496.1.1 47496.2.1 47496.3.1	Intersection improvements at NC 54 and SR 1007 (Old Fayetteville Rd) in <b>Carrboro</b>	1/15/2026	FY 2027	\$1,216,000	Planning and design activities underway, Project on hold per Draft 2020-2029 STIP (unfunded project)	Jennifer Evans
I-5983 47529.1.1 47529.2.1 47529.3.1	Widen I-85 in Orange Co. from west of SR1713 (Mt. Hermon Church Rd) to Durham Co. line	10/20/2026	FY2029	\$53,460,000	Planning and Design activities underway, Coordinate with U-5848, I-0305 and I-5984	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.	1/1/2027	FY2029	\$133,400,000	Planning and design activities underway, Project reinstated per Draft 2020-2029 STIP (funded project)	Laura Sutton

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# **North Carolina Department of Transportation**

# **Active Projects Under Construction - Orange Co.**

Contract Number	<u>TIP</u> Number	<u>Location Description</u>	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion	Progress Schedule	Completion Percent
C203640		REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.	HAYMES BROTHERS, INC.	Lorenz, PE, Kris		06/01/2015	11/01/2017	09/02/2015	03/15/2019	100.00	92.24
C203946	B-5348	REPLACE BRIDGE #85 OVER PHILS CRK ON SR-1005(OLD G'BORO RD)	DANE CONSTRUCTION INC	l Kirkman, PE, Christopher D	\$984,596.98	02/01/2018	12/27/2018	02/01/2018	01/30/2019	99.00	92.33
C204025	I-5954	PAVEMENT REHAB ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM IN ALAM. CO. TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE CO.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Kirkman, PE, Christopher D	\$9,699,053.68						
DG00321	W-5143	SR 1004 (EFLAND-CEDAR GROVE RD) ROADWAY IMPROVEMENTS.	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,711,133.05	04/02/2018	04/02/2019	04/02/2018	04/02/2019	100.00	98.20
DG00393		REŚURFACE SR 1101, SR 1118, SR 1119, SR 1124, SR 1125, SR 1127,SR 1128 SR 1130, SR 1134, SR 1135, SR 1137, SR 1141, SR 1143, ETC.	RILEY PAVING INC	Kirkman, PE, Christopher D	\$1,084,520.40	04/02/2018	10/12/2018	06/18/2018	12/07/2018	100.00	99.97
DG00395		REPLACE BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK	S T WOOTEN CORPORATION	Kirkman, PE, Christopher D	\$723,924.13	04/01/2018	01/01/2019	05/07/2018	02/07/2019	97.00	99.75
DG00413		RESURFACE US 70 BUS, SR 1009, SR 1102, SR 1129, SR 1239, SR 1352, SR 1716 AND SR 1841	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$3,562,232.66	05/28/2018	11/01/2019	05/29/2018	11/01/2019	38.00	53.71
DG00419		RESURFACE NC 86 AND 17 SECONDARY ROADS	CAROLINA SUNROCK	Kirkman, PE, Christopher D	\$3,764,001.64	05/14/2018	11/01/2019	05/14/2018	11/01/2019	40.00	23.45
DG00427		REPLACE BRIDGE #51 ON SR 1534 (MCKEE ROAD) OVER BUFFALO CK.	NATIONAL BRIDGE BUILDERS LLC	Kirkman, PE, Christopher D	\$521,443.82	05/07/2018	03/04/2019	07/30/2018	04/29/2019	100.00	98.48
DG00435		AST RETREATMENT ON 22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Kirkman, PE, Christopher D	\$846,340.66	04/01/2019	10/11/2019				
DG00444	R-5821B	INTERSECTION IMPORVEMENTS AT THE INTERSECTION OF NC 54 AND SR 1006 (ORANGE GROVE ROAD)	FSC II LLC DBA FRED SMITH COMPANY	Kirkman, PE, Christopher D	\$1,039,900.00	07/16/2018	05/16/2019	08/13/2018	05/16/2019	100.00	90.11
DG00445	R-5787BB	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Kirkman, PE, Christopher D	\$319,319.80	06/25/2018	02/15/2020	08/06/2018	02/15/2020	70.00	61.61
	W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Kirkman, PE, Christopher D	\$319,319.80	06/25/2018	02/15/2020	08/06/2018	02/15/2020	70.00	61.61
DG00451	U-5854	SR 1008 (MT. CARMEL CHURCH ROAD) AND SR 1913 (BENNETT ROAD) ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,833,468.84	08/15/2018	04/30/2020				
DG00461		BRIDGE REHAB. FOR BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL		Robinson, Stephen J	\$2,456,272.12	11/12/2018	07/15/2019				
DG00462		REHAB BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 03' IN ORANGE COUNTY		Snell, PE, William H	\$967,383.15	08/01/2019	01/01/2020				

#### MPO Board 2/27/2019 Item 14

	Chatham County - DCHC MPO - Upcoming Projects - Division 8February 2019											
Contract # or Route Description Let Date Completion Contractor							Project Cost	Notes				
WBS # or TIP #	Noute	Description	Let Date	Date	Contractor	Project Admin.	Project Cost	Notes				
R-5825	NC 751 at SR 1731	Upgrade and Realign Intersection	4/9/2019	TBD	TBD	Greg Davis	TBD	Right of Way in progress				
	(O'Kelly Chapel Road)					(910) 773-8022						

# U.S. 1 freeway in Wake and a dozen other Triangle highway projects may be delayed

The Herald-Sun By Richard Stradling February 18, 2019

RALEIGH — The conversion of U.S. 1 into a freeway in northern Wake County, the widening of Wade Avenue near PNC Arena and the overhaul of U.S. 64 in Cary and Apex are among more than a dozen planned highway projects in the Triangle that will get started later than expected under the state's proposed 10-year transportation plan.

Every two years, the N.C. Department of Transportation produces a new schedule for hundreds of projects statewide, making changes that reflect shifting costs and priorities and the availability of money. The latest version of the State Transportation Improvement Program or STIP will be approved by the state Board of Transportation this summer and covers the decade beginning in 2020.

The proposed plan calls for some new projects in the Triangle. They include the widening of U.S. 64 to six lanes between Wendell and Zebulon, scheduled to begin in 2028, and the addition of ramp meters to moderate traffic getting on Interstate 40 between Wade Avenue and N.C. 54 in Chapel Hill, now set for 2025.

But the number and extent of the delays, some as long as three years, are "brutal," said Joe Milazzo, executive director of the Regional Transportation Alliance, a business group associated with the Greater Raleigh Chamber of Commerce. He cited in particular the construction of a freeway on U.S. 1 from Interstate 540 north through Wake Forest, which is being pushed back three years to 2024.

"The removal of traffic signals from Capital Blvd. is something that many people from North Raleigh, Wake Forest, Rolesville, and Franklin County have been waiting on for a very long time," Milazzo wrote in an email. "Given the growth in that area, the commute isn't getting any easier, and we need that project sooner rather than later."

Another project that was a high priority for the transportation alliance — the addition of express lanes on the shoulders of I-540 across northern Wake County — has been pushed back from 2025 to sometime after 2029.

Several factors have resulted in the delays, according to NCDOT officials. In some cases, the expected costs have gone up because of inflation or as the true scope and details of the work comes into view. In other cases, NCDOT has determined that the tools it used to estimate costs had fallen short.

For example, the department has traditionally calculated the expected cost of buying right of way by simply adding on a percentage of the construction costs, said spokesman Sean Williams. In places like the Triangle, where the cost of land is relatively high, that approach under-estimated right-of-way costs, and NCDOT has begun basing its estimates on actual land values, Williams said.

"The cost estimation tool needed refinement to account for those right-of-way changes," he said.

Williams said NCDOT has taken other steps to improve its cost estimates, including hiring more outside contractors to review the scope and designs of projects in advance.

There are 1,833 projects statewide in the proposed STIP, which will cost an estimated \$27.8 billion over the decade. Highways and bridges account for about 94 percent of that spending, while the rest will go to non-highway projects such as bike paths, ferries and mass transit.

Statewide, 130 projects would be delayed from the timetable set out in the current 10-year plan. In the Triangle they include:

- The conversion of U.S. 70 into a freeway from T.W. Alexander Drive west into Durham County would be delayed 3 years, to 2025, between South Miami Boulevard and Lynn Road in Durham and indefinitely between South Miami and T.W. Alexander.
- The widening of Wade Avenue between the Beltline and I-40 near the arena would be delayed two years, to 2025.

- The widening of U.S. 1 between U.S. 64 in Cary and N.C. 55 in Apex would be delayed two years, to 2028.
- The widening of U.S. 64 in Cary and Apex, including the conversion of intersections into interchanges, would be delayed two years, to 2024.
- Construction on a new segment of McCrimmon Parkway from Morrisville west toward N.C. 540 would be delayed four years, to 2027.
- The widening of N.C. 55 from U.S. 1 to Olive Chapel Road in Apex would be delayed three years, to 2024.
- Several projects would be delayed one year, including the addition of lanes to the Durham Freeway near Research Triangle Park and to I-40 between Lake Wheeler Road in Raleigh and U.S. 1.

NCDOT is taking feedback on the proposed 2020-2029 STIP through April 15. You can see the plan at www.ncdot.gov/initiatives-policies/Transportation/stip/ and submit comments at publicinput.com/2020-2029-STIP. Residents of NCDOT's Division 5, which includes Wake, Durham, Franklin, Granville, Person, Vance and Warren counties, can review maps and ask questions about the STIP at the division office at 2612 North Duke St. in Durham between 8 a.m. and 5 p.m. any day this week.

#### DOT officials: This rural road is one of North Carolina's most dangerous

WRAL.com By Rick Armstrong and Gerald Owens February 18, 2019

JOHNSTON COUNTY, N.C. — State transportation leaders have their eyes not just on highway safety but also on rural roads.

According to the North Carolina Department of Transportation, one of the highest risk country corridors is within the greater Triangle area.

After commuters escape the busy highways of Wake County, many find their way home along rural routes like Old Fairground Road, which stretches through Johnston County and into Harnett County.

#### Crash data and maps

The road twists, dips and rises, and narrow shoulders leave very little room for error.

"Some of these rural roads don't have the safety features built into them because they are very old roads," explained state traffic engineer Kevin Lacy.

For that reason, a National Governors Association conference recently challenged states to pursue a Rural Route Safety Initiative. North Carolina is focused on a total of eight corridors with high crash rates and highway deaths.

ld Fairground Road is one of them.

"People do not obey the speed limit in this area," said Joshua Fincannon, who uses Old Fairground Road for his commute to work. "I mean, the speed limit is like 55 and I've seen them coming and flying like 70, 75."

Fincannon lives and works on the Harnett County side of the road, and he told WRAL News he'd like to see more law enforcement presence to slow down traffic.

According to Lacy, that's one part of what traffic engineers call "the big E's."

"Enforcement, engineering and emergency response," said Lacy. "Those E's are very critical, but the most important E here is "everyone" who uses the road."

Lacy said locals tend to think the problems are caused by those who aren't familiar with these roads, but studies on the problem corridor, show the majority of crashes involved people who live nearby.

"They're not from somewhere else. It's us," said Lacy. "Neighbors running into neighbors or neighbors wrecking on their local roads."

The study also revealed that Robeson County ranks worst in the state for overall crashes.

Lacy said raising awareness about the the dangers of distracted driving will be a big part of the DOT's safety efforts.

Crash Data <a href="https://connect.ncdot.gov/resources/safety/pages/crash-data.aspx">https://connect.ncdot.gov/resources/safety/pages/crash-data.aspx</a>

## Apartments next to proposed light rail stop sell for \$42M

Triangle Business Journal By Ben Graham February 8, 2019

An apartment complex next to a stop on the future Durham-Orange Light Rail Transit project has sold to an out-of-state investor, generating a \$10 million gain in sales price in less than three years.

Massachusetts-based Chartwell Management Inc. bought the Lenox at Patterson Place complex from the Connor Group for \$42 million.

The Connor Group, based in Dayton, Ohio, previously acquired the property in 2016 for \$32.7 million.

Built in 1998, the garden-style complex sits just off SW Durham Drive, east of I-40 and next to the Patterson Place shopping center, which is slated to be one of the stops on the planned light rail line.

Rents at the complex range from \$899 for a 500-square-foot one-bedroom apartment up to \$1,499 for a three-bedroom, 1,160-square-foot unit.

Chartwell Management Inc owns another complex in the Triangle — the Concord Apartments in northwest Raleigh, according to its website.

## Groups say Duke University impasse threatens to kill Durham-Orange light rail project

The Herald-Sun By Tammy Grubb February 7, 2019

DURHAM – John Lee has been a Durham resident for almost 14 years and "religiously" rides the bus to work, appointments and leisurely trips across Durham, and to Orange and Wake counties.

The city needs the proposed Durham-Orange light-rail project to provide its less-wealthy residents with more opportunities, Lee said. The only thing holding up the project, he and over 100 others said Thursday is Duke University's willingness to be a community partner.

The 17.7-mile line would connect UNC Hospitals in Chapel Hill with Duke and N.C. Central universities in Durham, and points in between.

"Light rail would mean for me an opportunity for better housing and employment," Lee said. "I expect Duke as a great corporate citizen of Durham to support the light rail."

Right now, Duke is putting the project — and the housing, jobs and economic development it could bring — in danger of failing, local coalitions and transit supporters said at Thursday's rally outside the downtown Durham Station.

They called on Duke President Vincent Price to resolve the university's and medical center's concerns about the \$3.3 billion project by the end of February. The project cost includes an estimated \$852 million to \$947 million in interest on short- and long-term debt, according to GoTriangle documents.

The rally was sponsored in part by Durham CAN (Congregations, Associations and Neighborhoods), the Coalition for Affordable Housing and Transit, Durham Congregations in Action and the People's Alliance, and included more than a dozen current and former leaders from Durham and Orange counties.

Supporters also were encouraged to email Price and express their concerns. The project is at a crossroads, said Wib Gulley, a former Durham mayor and state senator. He and Nick Tennyson, a former mayor and former secretary of the N.C. Department of Transportation, have advocated for light rail as an investment in the city's future and regional transportation.

Gulley, who spoke Thursday, said those who came to the rally represent the "rich diversity" that is Durham. He also acknowledged Duke's concerns about the safety of its hospital, research buildings and patients, but said the community is "strong together and can do great things together."

"This is not the only rail system in this country," Gulley said. "It's not the only rail system whose station is aligned or adjacent to hospitals in this country, and those communities, they have found a way to get the job done and work it out."

Michael Schoenfeld, Duke's vice president for public affairs and government relations, responded to the planned rally in an email Thursday afternoon.

"We are working with Go Triangle to address the university's continuing concerns about aspects of the construction and operations of the light rail system that could compromise community health, research and patient safety at Duke," he said.

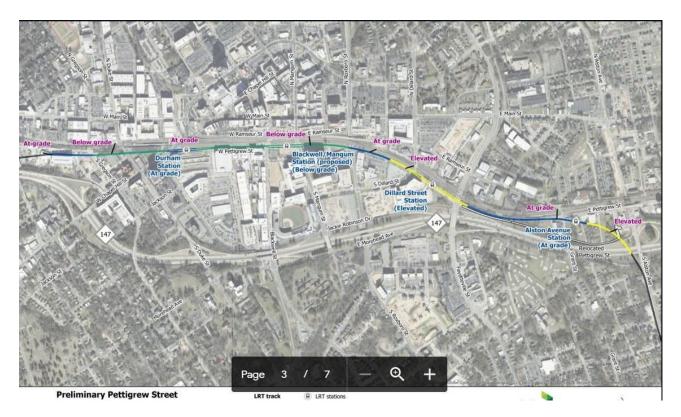
#### **AGREEMENTS DEADLINE**

GoTriangle officials have until April 30 to get 11 critical agreements signed, including the one with Duke, and submit an application for \$1.23 billion to the Federal Transit Administration. The deadline must be met in order to get federal funding by Nov. 30 — a deadline set by the state for receiving \$190 million in state money for the project.

Durham and Orange counties would pay the rest — and any interest on debt — through a dedicated half-cent sales tax and car rental and registration fees.

The project has gone through many changes since first being proposed more than 25 years ago. The latest version has undergone even more changes since engineering work started in 2017.

Some of the biggest changes, including a \$90 million elevation of the light-rail tracks along Erwin Road by the Duke and VA medical centers and an \$81 million plan to add a tunnel and two bridges to Pettigrew Street in downtown Durham, have arisen in the last six months.



This map released by GoTriangle on Friday shows where the Durham-Orange Light Rail Transit line would run underground though downtown Durham and then run on elevated tracks on two proposed bridges.

GoTriangle

FTA officials are still reviewing the tunnel and bridge system, which was designed as a way to avoid closing the Blackwell Street railroad crossing to cars and pedestrians between downtown Durham and the American Tobacco campus.

The proposed closure of the crossing prompted Michael Goodmon, senior vice president of Capitol Broadcasting Co., and Brad Brinegar, chairman of the advertising agency McKinney, to resign from the nonprofit GoTransit Partners fundraising board in November.

Although neither man has returned to the board, Capitol Broadcasting agreed in January to donate the required right-of-way for the light rail project, a spokesman said. He did not elaborate on the value of that donation, but said it would require the Blackwell Street crossing to be maintained for cars and pedestrians, as well as "other critical infrastructure issues related to the most recent proposal."

GoTriangle must raise \$102.5 million in private cash and land donations the project needs. Aside from the Blackwell Street right-of-way, the only other donations so far are \$15 million in land from UNC and N.C. Central universities. A separate donation of federal land from the Durham VA Medical Center does not count toward the local donations needed.

#### **DUKE LETTER**

Duke President Price cited the downtown crossing, before the tunnel was proposed, in a November letter to GoTriangle as a reason that Duke could not support the project's design. Duke is also concerned about how the project will affects its medical and research facilities on Erwin Road.

Among the concerns, Price noted the concrete barriers and piers for the elevated track might "create difficult and perhaps dangerous conditions" for ambulances. The light-rail route also would pass just steps from Duke Hospital — the city's only Level 1 trauma center — raising issues of how noise, vibrations and construction could affect those facilities, patients and a vital hospital utility line, Price said. A required 100-foot buffer around the Global Health Research Building also is critical, he said.

GoTriangle has made many adjustments to the plan to meet Duke's concerns, said Carrboro Alderman Damon Seils, chairman of the Durham-Chapel Hill-Carrboro MPO, a regional transportation planning board.

They shifted the light-rail track alignment, and then elevated it, he said. They moved a Duke station on Erwin Road, studied alternate routes, promised a safe pedestrian connection to the Durham VA and better access to Duke Hospital. Engineers are studying more changes right now, he said.

"We've made these changes at great expense," Seils said. "Tens of millions of dollars of expense, not because these changes are necessary to operate an excellent light-rail system in the city, but because Duke asked for it."

Price has appointed Duke Executive Vice President Tallman Trask III as the principal liaison for the project, with "sole authority to provide information and make decisions on all operational issues."

However, neither side appears to have resolved Duke's concerns. GoTriangle officials have referred questions to Schoenfeld, who responded in a Feb. 4 email to questions about the negotiations: "We'll decline to comment."

Duke also has declined requests since November for interviews with Price, Trask and other university officials.

#### **MORE THAN A TRAIN**

Light-rail supporters said the issue is about more than a train connecting three major employers in Durham and Orange counties. It's also about affordable housing, jobs and economic development at the 19 planned stations, most of which will be in Durham.

The light-rail line will be different from another major transportation project — the Durham Freeway — that divided and devastated Durham's affluent black community in the 1960s and '70s, said Christina Robinson, with Durham CAN.

"We are yet still trying to recover," Robinson said. "This plan for light rail has a chance to reverse some of that negative impact by connecting people of color with opportunity. Opportunities like living wage jobs, connections to housing, jobs, entertainment, education and health care — that is, if Duke cooperates with the rest of Durham."

Anthony Scott, chief executive officer with the Durham Housing Authority, noted that Durham's public housing residents earn an average of \$13,000 a year and pay an average rent of \$238 a month. The unemployment rate among residents is 60 percent, he said.

Meanwhile, the authority is rebuilding its housing to be five times more dense, with a greater mix of incomes and commercial opportunities, Scott said. At least half of the households will be a 15-minute walk from a proposed light rail station, he said.

Project critics have said those things can be achieved without light rail, and that better bus routes and bus-rapid transit, which is a large part of Wake County's transportation plan, would serve more people for less money. Others note the rapidly changing field of transportation, which could include more driverless cars and ride-sharing services,

and the falling rates of ridership for existing transit.

A group of southwest Durham residents also has filed a lawsuit to stop the proposed light-rail maintenance yard planned for their neighborhood. The lawsuit claims the city council's rezoning of land for the Farrington Road facility is illegal spot zoning, because it differs from the zoning of the mostly residential land around it.

Staff writer Dawn Baumgartner Vaughan contributed to this story.

## Neighbors take fight against Durham-Orange light-rail yard to court

The Herald-Sun By Dawn Baumgartner Vaughan February 1, 2019

DURHAM – Southwest Durham residents have filed a lawsuit to keep a proposed light-rail maintenance yard out of their neighborhood.

The complaint against the city of Durham and GoTriangle seeks to overturn the City Council's rezoning for the rail yard site off Farrington Road near Interstate 40.

Brown & Bunch law firm in Chapel Hill filed the complaint on behalf of six neighbors: John Gunter, Patricia Gunter, Virginia Meihaus, Betty Ray Hoffman, Jon Hoffman and Joan Hart.

The lawsuit claims the council's rezoning was illegal spot zoning, because the 25-acre site's new light industrial zoning is different from the suburban area around it.

David W. Owens, a professor at the UNC School of Government, said the plaintiffs have a better chance of the court overturning the council decision if it is deemed spot zoning.

"The burden is on the city to show that what they've done is reasonable," Owens said.

Durham City Attorney Patrick Baker said the city has not reviewed the complaint yet.

"At some point in time in the near future we will brief Council on the matter," he said in a statement. "We will respond on behalf of the City at some point likely through our legal filings."

Owens said a judge will determine if the council acted reasonably, looking at the size of the site, consistency of the plan, and the benefits and detriments to the landowners.

"It's like a landfill or something else — nobody wants to live next to trash — but if you have a light-rail system you need a maintenance yard," Owens said.

#### 19-stop rail line

The Durham-Orange Light Rail Transit project would connect UNC Hospitals in Chapel Hill to Duke and N.C. Central universities in Durham, with stops in between.

The council voted to rezone the land for the rail yard for the planned 19-stop, 17.7-mile project in December. Homeowners in nearby Culp Arbor and Prescott Place, as well as parents of Creekside Elementary School students, opposed the rezoning, concerned about potential noise, lights and property values.

Hoffman, one of the plaintiffs, visited Charlotte with council members to see the Charlotte light-rail yard and building.

"We were hoping we'd like the ROMF [rail operations and maintenance facility], but instead we left Charlotte more concerned than when we went." Hoffman told council members in December.

The Durham Planning Commission did not recommend the rezoning, splitting 4-4. The facility would be open all the time and have space for light-rail administration offices, rail car maintenance and storage.

"This is the best location, even with its problems," Mayor Pro Tem Jillian Johnson said before voting Dec. 3 for the rezoning. "I think this project is really important for our community."

#### What's next

Owens said the the lawsuit could take nine months to a year to wind through the court, longer if there is an appeal.

"The rezoning is presumed valid until the court says otherwise," Owens said. "It doesn't put the city's zoning on hold. The city has rezoned it; it will stay in the zone until the judge says otherwise."

Meanwhile, GoTriangle's final application to the Federal Transit Administration for the federal share of light-rail funding is due at the end of April.

## Durham getting 8 more miles of bike lanes and 1st 'buffered' bike lane downtown

The Herald-Sun By Dawn Baumgartner Vaughan January 29, 2019

DURHAM - If you ride a bike in Durham and have been frustrated by the lack of bike lanes, more are on the way.

And if you drive a car, prepare to share the road some more.

The city's first buffered bike lane is also coming downtown, with flexible plastic posts to remind motorists the bike lane is there.

"I think it's a great place to start," said Jessalee Landfried, a bicycle and pedestrian advocate. "I say the more the better."

Landfried lives in Old North Durham and rides her bike downtown, to Northgate Park and to the Durham Co-op, among other places.

Many cities already use vertical delineators, she noted.

"They're a visual reminder, and for a sober driver in the daytime, that's probably going to be enough to keep them out of a bike lane — but as we all know that's not every driver," Landfried said.

"We also have a problem in Durham of people parking in a bike lane, and vertical delineators can help because it makes it much more clear you're not supposed to park there," she said.

Interim Transportation Director Bill Judge said they chose East Main to test the delineators because the city-owned street already has painted buffer lines.

The posts will be placed every 35 feet, with 50 to 60 posts in each direction on the roughly half a mile of East Main Street between Roxboro and Elizabeth/Fayetteville streets.

"We have had many requests for separated bike lanes in Durham," said Dale McKeel, the city's bicycle and pedestrian coordinator. "Separated bike lanes with flexible posts provide an increased sense of comfort for bicyclists and can encourage more people to ride."

That section of East Main Street also has several large, green rectangles on the road at intersections called "bike boxes," where cyclists can safely move ahead of cars. Smaller green rectangles show where the bike lane continues across the intersection.

#### 8 miles of new bike lane

The eight miles of new bike lanes will cost \$829,170, mostly from federal money. The lanes grew out of the 2017 Durham Bike + Walk Implementation Plan, which called for more bicycle lanes and better connections between lanes and trails.

"The more bike routes that we have and the more connections that we have between those routes, the easier it will be for people to use bikes for transportation," McKeel said.

One of the complaints from bicyclists is inconsistent bike lanes on their routes to work, trails and shopping, he said. "We're just trying to build out our network," he said.

#### Here is where the bike lanes are going:

- American Drive between Constitution Drive and Morreene Road
- Stadium Drive/Olympic Avenue between Horton Road and North Roxboro Street
- Meriwether Drive between East Carver Street and Old Oxford Road
- North Miami Boulevard between East Geer and Raynor streets
- Raynor Street between North Miami Boulevard and Liberty Street
- Liberty Street between Oakwood Avenue and South Miami Boulevard
- Fayetteville Street between Umstead Street and East Main Street
- East Lakewood Avenue between Duke Street and Fayetteville Street
- East Cornwallis Road between Roxboro Street and Fayetteville Street

#### What's next

"I think Durham is making good progress. We're getting better," said Landfried, who serves on the city-county Environmental Affairs Board. "[But] even compared to our peer mid-size cities, we're pretty far behind."

The posts for the buffered bike lane downtown will be installed this spring.

For the new bike lanes, Judge said the design work is nearly finished, and the project will be put out to bid this summer. The lanes will be under construction by Sept. 30.

## 5 scooter companies want to come to Durham. When you'll start seeing them.

The Herald-Sun By Dawn Baumgartner Vaughan January 25, 2019

DURHAM – Hundreds of electric scooters will arrive on Durham streets this spring. All that's left is paperwork before the city grant permits to five companies who have applied: Lime, Bird, Spin, Lyft and Gotcha.

At least 600 scooters will be allowed, likely starting in March.

Bird and Lime are already in Raleigh. Spin already lists Durham and Duke University on its website as a city and campus where they have scooters, as well as Charlotte and other cities.

Lyft scooters are in the Washington, D.C. area, in California, Nashville and Atlanta, among other large cities. Gotcha scooters are mostly found on college campuses.

Lime and Spin bikes are already in Durham.

Interim Transportation Director Bill Judge said the goal for granting the permits is March 1, but it could be later. The city will grant permits to all companies at the same time.

While the Raleigh City Council passed its scooter rules months after the electric scooters arrived there, the Durham City Council asked Bird and Lime to wait while the council figured them out.

"We were happy, I guess, that we didn't encounter what other cities did, where they just brought [scooters] before they were ready," Judge said.

The Durham City Council passed its ordinance in October. While Raleigh is charging a \$300 per scooter fee, in Durham it is only \$100. Durham also requires a \$1,000 initial application fee.

Servando Esparza of Bird said in October that the company wants to deploy at least 100 scooters in Durham. "We tend to start with a number, and grow with demand," he said. "In a larger city like Durham, it will be more than [100]."

#### When the scooters will arrive

Durham's transportation department had two big departures recently: director Terry Bellamy, who left for a job in Prince George's County, Maryland, and Bryan Poole, who left for a job in Portland, Oregon. Dale McKeel, who is now handling scooters, said the permitting is taking a little longer as a result. Poole had said in October that he expected scooter permits to be granted in January.

McKeel said that details left to work out include making sure the companies can follow all the regulations, like reducing barriers to low-income residents. The companies will need to include payment options for riders who don't have a smartphone or credit card, as well as deploy at least 20 percent of their scooter fleets in low-income areas.

"We believe all five can comply with the ordinance and meet our requirements," Judge said. "Market forces will determine whether all five choose to launch [here]."

#### Fewer bikes now

The scooter ordinance passed in October also dealt with bicycles.

Judge said they set the scooter cap at 600 because they capped bike shares at 1,200. But with no applications for bike permits and few bike share bikes on the street, that could mean more scooters. There are about 200 bike share bikes in Durham today, Judge said, down from 500. But that's also because it is winter, he said.

Durham scooter rules require riders to:

- Be at least 16 years old and wear a helmet.
- · Follow traffic laws.
- Not ride on sidewalks.
- Not ride on greenway trails.

# Federal support for RDU's new runway for China flights may fall short, airport president says

The News and Observer By Richard Stradling January 16, 2019

MORRISVILLE – Raleigh-Durham International Airport plans to replace its aging main runway in the coming years with a new parallel one that will be long enough to launch flights to the far side of the Earth.

RDU President and CEO Michael Landguth says he has expected that half or more of the runway's estimated \$350 million cost would be covered by the federal government, with the rest divided between the state and the airport.

But last fall, during a meeting at the Federal Aviation Administration's regional office in Memphis, Landguth says FAA officials told him RDU should expect only about \$35 million in federal money for the project, or about 10 percent.

If that prediction holds true, Landguth said, it would mean the airport and its customers likely would have to make up the difference. Because the FAA's grant money largely comes from taxes on jet fuel and passenger tickets, Landguth reasons RDU travelers are entitled to get more of it back in support for their airport.

"We've already paid the taxes," he said. "If we don't get our fair share, then we have to pay again."

The FAA helps rehab or build runways, terminals and other facilities through a program that makes hundreds of grants each year to airports of all sizes across the country. Among the 11 grants to North Carolina airports last year was one for nearly \$12.6 million to help RDU rebuild a taxiway.

But Congress has kept funding for the grant program steady at \$3.35 billion in recent years, and has authorized the same spending over the next five years, Landguth said. He said FAA officials told him not to expect more than \$35 million for the runway because the demand for those grants far exceeds the available money.

"They point back to the fact that they've had only so much and that Congress has kept that spending flat," he said.

The FAA could not respond to requests for comment because of the federal government shutdown.

RDU has been talking to the FAA about its plans for a new runway for several years. It's a big part of the airport's 25-year master plan that the federal agency approved in December 2017.

The 10,000-foot runway, on the west side of the airport in front of Terminal 2, is nearing the end of its useful life. In late 2016, the airport said its pavement engineers had recommended the runway be rebuilt within 3 to 5 years and that it had already replaced several concrete slabs that had deteriorated.

The airport chose to build a parallel replacement runway so it could keep its main one open during construction. And it plans to make it 1,500 feet longer so a large jet full of passengers, luggage and the extra fuel and provisions needed for a flight to Asia can take off in all weather conditions. The longer runway is key to RDU's ambitions to persuade an airline to establish nonstop service from the Triangle to China by 2025. (The airport's other runway is 7,500 feet long, too short for even trans-Atlantic flights.)

The FAA won't commit to providing any money for the runway until the airport makes a formal request, and that won't happen for another two or more years while environmental studies are being done, Landguth said. In the meantime, RDU officials plan to enlist the help of North Carolina politicians and business groups to make a case for more federal funding.

"The public has time to weigh in on this conversation," he said.

The Regional Transportation Alliance, a program of the Greater Raleigh Chamber of Commerce, will be happy to "articulate the importance" of RDU and the new runway to any level of government, said Joe Milazzo, its executive director. The airport's main runway is crucial to the continued success of the region's business community, Milazzo said, and extending it will ensure RDU can handle longer distance flights in the future.

"This is, in essence, the most important two miles of pavement in the region," he said. "And we'd like it to be just a hair longer than two miles."

Landguth shared his concerns about federal funding for the runway with the Raleigh-Durham Airport Authority in December. He said the airport will begin trying to build support for more federal money later this year.

It will have the support of U.S. Rep. David Price, a Democrat whose district includes RDU and who will lead the House Transportation, Housing and Urban Development Appropriations Subcommittee.

"RDU provides tremendous economic benefits for the Triangle and remains a key asset for our region," Price said in a statement Wednesday. "Replacement of their runway is a top priority, and I will continue working with RDU officials, the FAA, and my colleagues in Congress to provide robust funding for airport infrastructure improvements."

## Raleigh mayor to scooter company: Bird's new \$2 fee 'is not a tax'

The News and Observer By Anna Johnson January 9, 2019

Raleigh – Electric scooter company Bird is only trying to increase profits and unfairly blaming the city for a new fee the company is charging riders, says Raleigh Mayor Nancy McFarlane.

Raleigh – Electric scooter company Bird is only trying to increase profits and unfairly blaming the city for a new fee the company is charging riders, says Raleigh Mayor Nancy McFarlane.

She expressed her frustration during a City Council meeting Tuesday. Bird announced on Monday it was adding a \$2 transportation fee — on top of the \$1 needed to unlock the scooter plus 15 cents per minute to ride — because of increased city fees and regulations.

The company encouraged riders to email and tweet council members to "repeal this unreasonable fee."

Lime, the scooter company that arrived after Bird, has not raised its prices but is also encouraging riders to contact city leaders about the rules.

"Since my computer is pinging consistently with emails, I do want to say something about the many emails that I have received about what Bird is putting out as Raleigh's 'transportation tax,'" McFarlane said.

"This is not a tax," she said. "This is a rate increase for Bird that they are blaming on our requirement of \$300 per scooter. To be clear, that fee was added to help defer cost of increased enforcement around safety and other issues."

Raleigh's rules outline when and where scooters can be parked and ridden. The city also added the \$300 per scooter fee and limited each company to 500 scooters. Before the cap, Bird had more than 1,000 scooters throughout the city. The fee will generate up to \$150,000 each from Bird and Lime, the other company with scooters in the city.

"If they [Bird] choose to add a \$2 per ride to their rate, that is a business profit-making decision and has nothing to do with our requirements and certainly it is not a tax imposed by the city," McFarlane said.

Bird and Lime have both called Raleigh's fees one of the highest in the country. But McFarlane cited Nashville, Indianapolis and Portland as cities with higher fees.

• Between five companies, Nashville has more than 2,000 scooters on the ground although two companies have not launched yet, said Bill Fields, Nashville's transportation licensing director. McFarlane initially said companies in

Nashville pay \$500 per scooter per day, but later corrected herself to say Nashville has a \$500 permit fee and a \$35 per scooter annual fee. Raleigh's application fee is \$290.

- Indianapolis has a \$15,000 license fee for companies and charges \$1 per scooter per day, according to the city's website. Indianapolis has no cap on the number of scooters but that may change, said Sonya Seeder, in that city's bureau of license and permit services.
- While McFarlane said Portland charges \$1 per scooter per day, the city actually charges 25 cents per ride, said Dylan Rivera, in Portland's Bureau of Transportation. The city also had a \$250 application fee and \$5,000 permit feet. During the city's 120-day pilot, three companies had more than 2,000 scooters that resulted in about 700,000 trips, he said. That would generate about \$175,000 in revenue to the city of Portland.

"The whole point is our \$300 scooter charge comes out to 16 cents per ride," McFarlane said.

"They say their average ride is five rides per day," the mayor explained. "So if you divide that out to 500 scooters that comes out to 16 cents per ride. So how are the justifying adding \$2 per ride? Not to mention they are misleading everyone by calling it a transportation tax."

The scooter companies arrived this summer without notice or coordination with the city of Raleigh.

## Electric scooters 'taxed to death' by Raleigh's rules, Bird says

The News and Observer By Anna Johnson January 10, 2019

Raleigh – Electric scooter company Bird will drop its new \$2 fee on riders if Raleigh leaders agree to lift the city's "burdensome regulations."

The company made the statement in a letter to City Council member Stef Mendell after she criticized Bird for blaming the city for its fee.

"Bird is taking scooter users for a ride," Mendell wrote on Facebook. "By charging an extra \$2 per ride, not per day, Bird is clearly taking advantage of its customers."

Bird added a \$2 fee per ride — on top the \$1 needed to unlock a scooter and the 15 cents per minute to ride — this week. The California-based company said it had to add the fee because of the city's rules that outline when and where scooters can be used, cap the number of scooters to 500 per company and charge an annual fee of \$300 per scooter.

Mendell and Mayor Nancy McFarlane have both criticized Bird for increasing the fee for riders. Bird said it sent the letter, in part, to refute "the fast math" used by city leaders.

"It is true that we asked supporters of affordable mobility options in Raleigh to reach out to their city council representatives regarding these fees — something that is their right and privilege as constituents, and something that is your duty as an elected official to receive," said Servando Esparza, senior manager of Bird's government partnerships, in the letter. "Residents throughout Raleigh support Bird and do not want to see our service taxed to death."

Bird and electric scooter company Lime both arrived last year without communication or collaboration with the city. Both signed agreements with the city to follow its rules in December. Yet both companies also made adjustments to the insurance portion the agreement and must resubmit the agreements.

"Further, we want to make clear once again that the \$300 fee per vehicle, as well as the exorbitant insurance requirements, are the highest and most burdensome in the nation," Esparza said. "The average fee other cities are imposing per e-scooters is one tenth of what Raleigh is enforcing."

McFarlane and others have pointed to Indianapolis as a city with higher fees than Raleigh. That city charges companies a \$15,000 license fee and\$1 per scooter per day, but has no no cap on the number of scooters in the city. Some other cities have banned the small vehicles entirely.

Mendell said she's responded to all of the emails she's received about the scooters.

"For Bird to say that the city has imposed a tax requiring them to charge \$2 extra per ride is disingenuous," she said Thursday. "I have very little tolerance for people who are trying to shade the truth and pull something over on people. I think it is absolutely reprehensible that they are trying to use their customers in this way."

The letter from Bird states more than 600 people have sent emails to city leaders.

"Residents throughout Raleigh support Bird and do not want to see our service taxed to death," Esparza said. "We hope you and the City Council will not ignore their pleas and work with us to establish a framework that is suitable for your community."

Bird and Lime both arrived last year without communication or coordination with the city.

## Raleigh to Charlotte in 22 minutes? NCDOT transportation summit looks to the future.

The News and Observer By Richard Stradling January 9, 2018

RALEIGH – Among the speakers at the N.C. Transportation Summit on Wednesday was the representative of a company that has developed technology that he said could whisk a pod full of people or cargo through a tube from Raleigh to Charlotte in about 22 minutes.

The two-day summit at the Raleigh Convention Center was organized by the N.C. Department of Transportation to look at how people might get from place to place in the future and what governments at all levels should do to get ready. There were sessions on population growth, changing demographics and the need to find new kinds of revenue to replace the gas tax in the face of more fuel-efficient and electric vehicles.

But much of the focus on the first day was on new and emerging technologies, such as drones, self-driving cars and the use of digital and data analytics. Secretary of Transportation Jim Trogdon led a panel discussion on "disruptive technologies" that included representatives of GM and 3M and two local companies: TransLoc, which develops ways to make it easier to use mass transit, and drone company PrecisionHawk.

Trogdon opened with photos of Lime bikes and electric scooters and asked people to remember the day they simply showed up on the streets of Raleigh, Charlotte and other cities.

"These are examples of new and disruptive technologies and how these disruptions will change the very nature of our entire industry," he said. "How do we prepare for this change even though we cannot predict what is coming? How do we plan the transportation systems of the future when we don't really have a good idea of what the future holds?"

No form of transportation seemed more futuristic than the Virgin Hyperloop One, the tube that its inventors say can move people at speeds of up to 670 mph. NCDOT invited Ryan Kelly, head of marketing and communications for Virgin Hyperloop One, to come from Los Angeles to explain how it works.

In simple terms, an electric current moves magnetically-levitated pods through a long tube from which nearly all of the air has been removed, greatly reducing drag. Kelly described it as the first new form of mass transportation since the Wright brothers developed powered flight more than a century ago.

Hyperloop One built a 550-yard-long test tube in the Nevada desert, where pods moved at up to 240 mph in December 2017, according to the company; engineers said they could go much faster with a longer tube, where they wouldn't need to brake as soon. Kelly likened those tests to what the Wright brothers did on the Outer Banks.

"There's a huge difference between a Kitty Hawk moment and actually commercializing a system where passengers and cargo will ride," he said.

Kelly said industry, government and university groups are studying the possible use of Hyperloop One in Texas, Colorado and Ohio. In Missouri, officials are looking at the feasibility of building a tube down the median of Interstate 70 between St. Louis and Kansas City.

But the first hyperloop will probably be built in India, Kelly said, connecting Mumbai on the coast with the city of Pune, about 2.5 hours inland by car. Construction should begin this year, he said, with a system up and operating by 2028.

Kelly said the pods could run every few seconds and would operate without a conductor or operator on board. Construction costs would vary from place to place, he said, but the estimate in Missouri is about \$33 million a mile. At that cost, a hyperloop between Raleigh and Charlotte would cost more than \$5.5 billion to build, not including the cost of land.

Even so, the company estimates the system could operate in Missouri by charging about \$30 for a one-way ticket to cross the state in less than half an hour, a trip that takes more than six times that by car.

If the idea of going 670 mph through a tube sounds scary, Kelly says it shouldn't. He said starting a hyperloop trip will feel a bit like taking off in an airplane.

"We all fly in planes, and we've kind of gotten over that," he said. "Actually being in this closed environment, unlike a plane, you won't have turbulence, because we are a closed system. So when you take off using our propulsion system, you will glide and actually be levitating."

Deputy Secretary of Transportation David Howard, who visited the hyperloop test tube with students from N.C. A&T University last summer, said he'd like to see NCDOT explore the feasibility of using the technology in North Carolina. Nina Szlosberg-Landis, the vice chairwoman of the state Board of Transportation, said while Hyperloop One may seem "really out there," it's hard to predict the future.

"When you see how fast all these technologies are advancing, you really have to keep an open mind," Szlosberg-Landis said after hearing Kelly speak. "Obviously, this is very well-financed, people are investing in it. They've got projects that they are getting ready to put on the ground. I think we've really got to give it serious consideration, just like all the other stuff that's happening."