



DCHC MPO Board Meeting Agenda

Wednesday, May 8, 2019

9:00 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.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[19-100](#)

Attachments: [2019-05-08 \(19-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. April 10, 2019 Board Meeting Minutes**[19-147](#)

A copy of the April 10, 2019 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the April 10, 2019 Board Meeting

Attachments: [2019-05-08 \(19-147\) 4.10.19 MPO Board Meeting Minutes_LPA2.pdf](#)

7. FFY19 Section 5307/5340 FULL Apportionment Split Letter[19-138](#)**Meg Scully, LPA Staff**

Section 5307/5340 funds are allocated to urbanized areas for transit capital and operating assistance, and for transportation-related planning. The DCHC MPO full apportionment for FFY1 for each program was released by the Federal Transit Administration (FTA) and the LPA staff, in consultation with the four fixed-route transit operators and MPO policy, developed a recommended distribution of this funding. A 'split letter' to FTA regarding the allocation of these funds among transit operators must be approved by the Board to authorize the transit operators to seek applications for funding. Attached is the split letter to FTA and a memorandum with additional information on the 5307/5340 program.

TC Action: Recommended that the Board approve the distribution and endorse the attached FFY19 FULL apportionment split letter.

Board Action: Approve the distribution and endorse the attached FFY19 FULL apportionment split letter.

Attachments:[2019-05-08 \(19-138\) FFY19 5307 FULL split letter.pdf](#)[2019-05-08 \(19-138\) FTA Section 5307-5340 FFY19 full apportionment memo.r](#)**ACTION ITEMS**

8. US 15-501 Corridor Study (15 minutes)[19-144](#)**Andy Henry, LPA staff****Leta Huntsinger, WSP (consultant)**

This agenda item is to present the options for moving the US 15-501 Corridor Study forward given the recent suspension of the Durham-Orange Light Rail Transit project (D-O LRT). The consultant's work on the Corridor Study is currently on hold because of the D-O LRT project suspension and will proceed forward again when they receive instructions from the DCHC MPO on how to address the impact of the D-O LRT suspension. The requested action is to choose an option for advancing the study.

The attached document provides a status of the US 15-501 Corridor Study and some important points to consider on this topic. The document does not yet present the options for continuing the study because a Technical Committee (TC) subcommittee will meet on Monday, May 6, to create a set of draft options. Staff will present those options at the MPO Board meeting.

The project Web site has all of the products and documents for the Study:
<http://www.reimagining15501.com/>

TC Action: Recommend that the MPO Board discuss a set of options produced by the TC subcommittee for proceeding with the US 15-501 Corridor Study, and that the Board choose an option.

Board Action: Discuss options for proceeding with the US 15-501 Corridor Study and choose an option.

Attachments: [2019-05-08 \(19-144\) US 15-501.pdf](#)

9. East Durham Railroad Safety Project Update (30 minutes)[19-145](#)**Matthew Simmons, NCDOT Rail Division**

At its February 27, 2019, meeting, the DCHC MPO Board requested an update of the East Durham Railroad Safety Project (P-5706, also called the East Durham Siding Project). Matthew Simmons will provide an update on the project and answer questions.

Board Action: No action is necessary at this time, this item is for informational purposes only.

10. Triangle Regional Freight Plan (10 minutes)[19-128](#)**Andy Henry, LPA Staff**

The MPO Board released the Triangle Regional Freight Plan in September 2018 and conducted a public hearing in October 2018. The Board received a presentation at their April meeting on two changes to the Plan: added text to indicate how freight and passenger rail will share the North Carolina Railroad (NCRR) corridor; and, several changes to the Strategic Freight Corridor (SFC). The Board asked for an additional change -- a stronger message in the Freight Plan on resiliency. Staff proposes adding resiliency text to the Policy and Program section. The attached document, Resiliency in Freight Plan, presents the proposed resiliency text. The Freight Plan presentation from the April MPO Board meeting is also attached in case members want background information. The full Freight Plan, executive summary and appendices can be found on the following Web page: http://www.dchcmpo.org/programs/freight_urban_goods_movement/default.asp

Approval of the Freight Plan means that the MPO will consider including the Plan's recommendations in the MPO's long-range transportation plans and policies. Local government might want to consider some of the recommendations for their plans, programs and policies. Also, the Strategic Freight Corridor (SFC) section of the Plan is important for NCDOT to define and position projects suitable for freight specific funding.

TC Action: Recommended addition of NCRR corridor language and recommended that the Board approve the Triangle Regional Freight Plan.

Board Action: Provide any desired changes to the Triangle Regional Freight Plan, and approve the Triangle Regional Freight Plan.

Attachments: [2019-05-08 \(19-128\) FreightPlanPresentation.pdf](#)
 [2019-05-08 \(19-128\) ResiliencyInFreightPlan.pdf](#)

11. Resolution for Programming of D-O LRT Funds (10 minutes)[19-146](#)**Aaron Cain, LPA Staff**

Upon discontinuation of the Durham-Orange Light Rail Transit (D-O LRT) project, the funds that were previously programmed to D-O LRT in the FY2020-2029 Draft STIP became available to other projects. Due to cost overruns on other projects, according to NCDOT staff only approximately \$60M of the original funding programmed to D-O LRT is available to be programmed to new projects.

In SPOT 5, the highest scoring non-highway project in Division 5, where the \$60M is available, is the Morrisville to Clayton Bus Rapid Transit (BRT) project. The North Carolina Department of Transportation (NCDOT) has requested that the Boards of both DCHC MPO and CAMPO adopt a resolution approving the funds be programmed to Morrisville to Clayton BRT, which has a requested cost to NCDOT of \$100M. A draft resolution is attached.

Staff recommends adopting the resolution. The DCHC MPO has stated its support for regional non-highway projects in the past, and has a policy of directing funds to non-highway projects over highway projects regarding other funding sources such as STBGDA. During discussions with NCDOT staff, it was noted by NCDOT that if all former D-O LRT funds were reprogrammed for highway projects, the state would still be able to meet its four percent requirement for non-highway across the state. The programming of \$60M towards a regional non-highway project will further the goal of having an integrated transit system throughout the Triangle.

TC Action: Recommended that the Board adopt the resolution in support of the programming of funds to Morrisville to Clayton BRT.

Board Action: Adopt the resolution in support of the programming of funds to Morrisville to Clayton BRT.

Attachments: [2019-05-08 \(19-146\) Resolution Supporting Reprogramming of Funds to CAMP](#)

12. Update of the Coordinated Public Transit-Human Services[19-139](#)**Transportation Plan (10 mins)****Meg Scully, LPA Staff****Robert Jahn, LPA Intern**

DCHC MPO is the Designated Recipient for federal funding through the Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, and receives under \$250,000 per year to be distributed among eligible sub-recipients. Federal transit law requires that projects funded through this program be derived from a locally developed, coordinated public transit-human services transportation plan (CTP) which must be updated every five years. The current CTP for the DCHC MPO region was approved by the Board in January, 2014. LPA staff prepared the attached updated plan through a process that involved seniors, individuals with disabilities, representatives of transportation and human services providers, and other members of the public. The CTP elements include: an assessment of available services; an assessment of transportation needs; strategies or projects to address the gaps in service; and priorities for implementation based on resources available. The CTP approval schedule is as follows: April 24, 2019 - TC receives report and recommends Board release it for public comment; May 8, 2019 - Board receives report and releases it for public comment; May 22, 2019 - TC recommends Board hold public hearing and approve plan; June 12, 2019 - Board hold public hearing and approve plan.

TC Action: Received the report, and recommended the Board receive the report and release it for 21-day public comment period.

Board Action: Receive the report and release it for a 21-day public comment period.

Attachments:[2019-05-08 \(19-139\) Coordinated Plan Presentation.pdf](#)[2019-05-08 \(19-139\) Coordinated Plan Final.pdf](#)

13. Revision to Approved FY2020 Unified Planning Work Program (UPWP) (5 mins) [19-143](#)

Meg Scully, LPA Staff

The DCHC MPO is required by federal regulations to prepare an annual UPWP that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. On February 27, 2019, the Board approved the FY2020 UPWP. Since that time, the LPA received notice from the N.C. Department of Transportation that additional federal funds were available for programming. The revised FY2020 UPWP and a memorandum describing the document revisions are attached. Also attached are resolutions supporting the proposed revision to the FY2020 UPWP.

TC Action: Recommended the Board approve the revision and sign the resolutions.

Board Action: Approve the revision and sign the resolutions.

Attachments: [2019-05-08 \(19-143\) FY20 UPWP revisions Memo 5.8.19.pdf](#)
[2019-05-08 \(19-143\) DCHC MPO FY20 UPWP Revised 5.8.19.pdf](#)
[2019-05-08 \(19-143\) FY20 UPWP Resolutions 5.8.19.pdf](#)

14. Amendment #12 to the FY2018-2027 TIP (5 minutes) [19-141](#)

Aaron Cain, LPA Staff

TIP Amendment #12 includes additional funding to one bike/ped project in the Town of Chapel Hill and one in the City of Durham receiving STBGDA funds:

- C-5179, North Estes Drive
- C-5183B, Alston Avenue Sidewalks

Also included in this amendment are two requests from NCDOT for changes to P-5717, Cornwallis Road Grade Separation, and U-5518, US 70 Upgrades. More information is given in the full report. The summary sheet and resolution are also attached.

TC Action: Recommend that the MPO Board approve Amendment #12 to the FY2018-2027 TIP.

Board Action: Approve Amendment #12 to the FT2018-2027 TIP.

Attachments: [2019-05-08 \(19-141\) TIP Amendment #12 Summary Sheet.pdf](#)
[2019-05-08 \(19-141\) TIP Amendment #12 Full Report.pdf](#)
[2019-05-08 \(19-141\) TIP Amendment #12 Resolution.pdf](#)

15. Amendment #13 to the FY2018-2027 TIP (5 minutes)[19-142](#)**Aaron Cain, LPA Staff**

Amendment #13 to the FY2018-2027 TIP consists of a request from the City of Durham to add funding to four bike-ped projects:

U-4724, Cornwallis Road Bike-Ped

U-4726HN, Hillandale Road Bike-Ped

U-4726HO, Carpenter-Fletcher Bike-Ped

C-4928, Morreene Road Bike-Ped

The first two projects will add STBG-Any Area funds resultant from an additional \$1.4M in federal highway infrastructure funding that was granted through NCDOT. The distribution of these funds was received positively on a unanimous vote at the April 24, 2019 TC meeting.

The last two projects will add STBGDA funds from the City of Durham's local discretionary allocation. This will exhaust the City of Durham's allocation through FY24. MPO staff has determined that there is significant fund balance to cover the programming of these funds.

Three of these projects will add more than \$1M in funding. Therefore, per MPO policy these amendments must undergo a 21-day public comment period prior to approval.

In addition, there is one statewide project from NCDOT for inclusion in the TIP.

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

TC Action: Recommended that the MPO Board release Amendment #13 to the FY2018-2027 TIP for a 21-day public comment period.

Board Action: Release Amendment #13 to the FY2018-2027 TIP for a 21-day public comment period.

Attachments: [2019-05-08 \(19-142\) TIP Amendment #13 Summary Sheet.pdf](#)
 [2019-05-08 \(19-142\) TIP Amendment #13 Full Report.pdf](#)
 [2019-05-08 \(19-142\) TIP Amendment #13 Resolution.pdf](#)

REPORTS:**16. Report from the Board Chair**[19-101](#)**Damon Seils, Board Chair**

Board Action: Receive the report from the Board Chair

17. **Report from the Technical Committee Chair** [19-102](#)
Nishith Trivedi, TC Chair
Board Action: Receive the report from the TC Chair.
18. **Report from LPA Staff** [19-103](#)
Felix Nwoko, LPA Manager
Board Action: Receive the report from LPA Staff.
Attachments: [2019-05-08 \(19-103\) LPA staff report.pdf](#)
19. **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: [2019-05-08 \(19-104\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS

20. **Recent News Articles and Updates** [19-105](#)
Attachments: [2019-05-08 \(19-105\) news_articles.pdf](#)

Adjourn

Next meeting: June 12, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

01/11/17 – Present (Complete/Pending/In Progress)

Meeting Date	Directive	Status
1-11-17	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.	<u>Complete.</u> Draft completed January 29, 2017.
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.	<u>Complete.</u> 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.	<u>Complete.</u> 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.	<u>Complete.</u> 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.	<u>Complete.</u> 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.	<u>Complete.</u> Chapel Hill Transit staff provided an update in February 2019. LPA staff will participate in ongoing discussions led by Chapel Hill Transit.
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.	<u>Complete.</u> Will Letchworth from WSP made a presentation on Managed Motorways at the May 9, 2018 MPO Board meeting.

Meeting Date	Directive	Status
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.	<u>Complete.</u> The MPO Board 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.	<u>Complete.</u> Elmo Vance of NCDOT, Drew Joyner of AECOM, and Mark Pierce of RKK will present at the December Board meeting.
11-14-18	Delay adoption of the NC 54 West Corridor Study in order to address concerns raised by the Board.	<u>Complete.</u> An update on Phase 2 of the NC 54 West Corridor study will be presented to the Board in April 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. Staff will present its findings in April 2019.
1-16-19	Present a resolution to the MPO Board regarding community concerns of proposed redesign of the I-40/NC 86 interchange.	<u>Complete.</u> LPA staff will bring a resolution to the Board for its consideration in February 2019.
2-27-19	Provide an update on the East Durham Siding and Grade Separation Project.	<u>Underway.</u> NCDOT Rail Division staff will provide an update in May 2019.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**10 April 2019****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on April 10, 2019, at 9:00 a.m. in the Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Damon Seils (MPO Board Chair)	Town of Carrboro
Wendy Jacobs (MPO Board Vice Chair)	Durham County
Ellen Reckhow (Member)	GoTriangle
Michael Parker (Member)	Town of Chapel Hill
Renee Price (Member)	Orange County
Jenn Weaver (Member)	Town of Hillsborough
Vernetta Alston (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Heidi Carter (Alternate)	Durham County
Lydia Lavelle (Alternate)	Town of Carrboro
Pam Hemminger (Alternate)	Town of Chapel Hill
Penny Rich (Alternate)	Orange County
Mark Bell (Alternate)	Town of Hillsborough
Joe Geigle (Non-Voting Member)	Federal Highway
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Scott Whiteman	Durham County
Nishith Trivedi	Orange County
Craig Benedict	Orange County
Tina Moon	Town of Carrboro
Zach Hallock	Town of Carrboro
John Hodges-Copple	Triangle J Council of Government
Patrick McDonough	GoTriangle
Geoff Green	GoTriangle
Meg Scully	DCHC MPO
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Brian Rhodes	DCHC MPO
Mo Devlin	DCHC MPO
Robert Jahn	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO
Evan Tenenbaum	City of Durham

Don Bryson	VHB
Cheri Hardmall	Affordable Transit
Phil Post	Oaks 3
Kathryn Vollert	NCDOT
Caitlyn Meyer	Gannett Fleming
Kerry Morrow	NCDOT - TPD

Quorum Count: 8 of 10 Voting Members

Chair Damon Seils called the meeting to order at 9:00 a.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 stated that Nina Szlosberg-Landis requested an excused absence from the DCHC MPO Board.

Vernetta Alston made a motion to excuse the absence of Nina Szlosberg-Landis from the MPO Board Meeting. Vice Chair Wendy Jacobs seconded the motion. The motion passed unanimously.

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, 2019, each MPO Board Member and Alternate must submit the completed Statement of Economic Interest and Real Estate Disclosure for 2019.

3. Adjustments to the Agenda

Aaron Cain stated that Dale McKeel will present Item #12, Safe Routes to School Resolution, earlier in the Action Item Agenda and Kerry Morrow will present Item #8, NC Moves 2050, later in the agenda due to scheduling conflicts.

4. Public Comments

There were no comments from the public on any subject that was not on the agenda.

5. Directives to Staff

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

CONSENT AGENDA:

6. March 13, 2019 MPO Board Meeting Minutes

Chair Damon Seils stated that there was a spelling error on line 15 of the meeting minutes.

Michael Parker made a motion to approve the consent agenda. Renee Price seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. Resolution to Discontinue Durham-Orange Light Rail Transit (D-OLRT)

Aaron Cain, LPA Staff

Aaron Cain stated that the GoTriangle Board of Directors recommended to the partners of Durham-Orange Light Rail Transit (D-O LRT), which include Durham and Orange counties, as well as the DCHC MPO, to discontinue planning and engineering for the D-O LRT. Aaron Cain continued that, on April 2, 2019, the Orange County Board of Commissioners agreed with that recommendation, and that on April 8, 2019, the Durham County Board of Commissioners concurred as well. Aaron Cain stated that MPO staff drafted a resolution that concurs with discontinuing work on D-O LRT.

Chair Damon Seils highlighted the clause of the resolution that thanked various stakeholders and cooperative partners. Ellen Reckhow proposed adding language that included that the General Assembly reduced the state contribution, placed a cap on state funding, and set two deadlines; all of which led to a precarious situation. Chair Damon Seils stated that he will send language to Aaron Cain about the issues involving the General Assembly as addressed above. Penny Rich and Chair Damon Seils discussed that future transportation planning will need to include an improved strategy involving elected representation at the State level.

Michael Parker made a motion to adopt an amended resolution discontinuing work on D-O LRT. Ellen Reckhow seconded the motion. The motion passed unanimously.

There were then members of the public who requested to speak on matters including the D-O LRT, but not pertaining to the resolution. Phil Post requested, on behalf of his neighborhood residents, that the right-of-way on Farrington Road and other design issues that were predicated upon the D-O LRT project be reexamined, in light of its discontinuation. Andy Henry and Chair Damon Seils discussed notifying Phil Post on further updates.

Cheri Hardman requested, on behalf of the Affordable Transit for All Network, that there be further oversight of current and prior spending on the D-O LRT project by GoTriangle as well as more transparency and public information as the D-O LRT comes to an end. Ellen Reckhow stated that GoTriangle is committed to performing their due diligence in reviewing the D-O LRT project.

Ellen Reckhow requested an update on the 15-501 study at a future MPO Board Meeting.

8. NC Moves 2050

Kerry Morrow, NCDOT

Kerry Morrow stated that the North Carolina Department of Transportation (NCDOT) is conducting an update to its long-range transportation plan to guide North Carolina's future transportation policies and investments. Kerry Morrow added that NC Moves 2050 is a plan that will provide a 30-year transportation blueprint for North Carolina. Kerry Morrow stated that NC Moves 2050 began in August 2018, and it will continue until August 2020.

Kerry Morrow stated that NCDOT is conducting a two-year study that involves examining all aspects of North Carolina's transportation system, and collecting information about its performance and anticipated challenges in the future. Kerry Morrow added that the second of three surveys available for public feedback. Vice Chair Wendy Jacobs and Kerry Morrow discussed the need for outreach and public involvement. Kerry Morrow stated that outreach will include an effort to include; minorities, younger individuals, individuals of lower income, and people in rural areas. Kerry

Morrow added that there will be table topics in an effort to have a more equitable engagement, and NCDOT will continue to receive responses until May 31.

Kerry Morrow stated that the drivers and opportunities, derived from studying the modal plans for North Carolina, include; demographics, economy, tourism, partnerships, funding, technology, security, and resiliency. Kerry Morrow explained each category and then asked MPO Board members to prioritize the list. Chair Damon Seils discussed the importance of having lawmakers at the state level allocate sufficient funding to necessary projects. Andy Henry stated that there are regulations within the Strategic Planning Office of Transportation (SPOT) system that could be altered to allocate funding more effectively for MPOs. Ellen Reckhow underscored that expenditures for bicycle and pedestrian facilities can have lasting benefits to their communities, such as increased tourism. Pam Hemminger noted that there is not a separate category for environmental impacts. There was discussion about how transportation relates to climate change. There was discussion about if the concept of environmental impacts could be considered as part of another category, such as resiliency. Michael Parker stated that it is important to clarify that transit has benefits for rural communities and to educate people about how transportation modalities relate to the urban/rural divide. Jenn Weaver stated that she prioritized the demographics category because it related closely to land use and affordability. Ellen Reckhow and Renee Price discussed how generations of residents use transportation differently. Michael Parker asked how the concepts of equity and social justice fit into the categories. Ellen Beckmann and Kerry Morrow discussed that, in North Carolina, bicycle and pedestrian crashes are not being effectively mitigated.

Aaron Cain stated that Brian Rhodes already provided information about the survey to the MPO Board via email. This was an informational item, and a vote was not required by the MPO Board.

9. Upgrades to DCHC MPO TIP Database
Caitlyn Meyer, Gannett Fleming/Geodecisions

Durmus Cesur, LPA Staff

Aaron Cain, LPA Staff

Caitlyn Meyer stated that the first step to upgrade the DCHC MPO Transportation Improvement Plan (TIP) database was to perform an initial assessment of the then current database and to note areas for improvement. Caitlyn Meyer stated that upgrades include: streamlining performance, developing a TIP tracking system, and creating an advanced search tool. Caitlyn Meyer explained that the visual map would be able to be searched by location. Caitlyn Meyer stated that the TIP, Metropolitan Transportation Plan (MTP), and Comprehensive Transportation Plan (CTP) information are all now in one database. Ellen Reckhow and Caitlyn Meyer discussed that the map legend changes depending on search parameters. Caitlyn Meyer stated that there are now project descriptions. Caitlyn Meyer explained that the administrator can toggle information between GIS and Excel data sheets. Caitlyn Meyer added that a future phase of the TIP database would also include advanced search functionality not currently available in Phase One.

Renee Price and Caitlyn Meyer discussed options for the timelines and schedules of ongoing projects. Caitlyn Meyer and Aaron Cain discussed the relationship between the DCHC MPO TIP Database update and the NCDOT update to project management. Ellen Reckhow and Caitlyn Meyer discussed public access to the TIP Database via the DCHC MPO website. Vice Chair Wendy Jacobs requested that a link be added from the Durham County website as well. Caitlyn Meyer discussed feedback from a previous presentation included adding information that could be added as different map layers.

10. NC 54 West Corridor Study - Phase Two Update

Don Bryson, VHB

Aaron Cain, LPA Staff

Don Bryson stated that the initial phase of the NC 54 West Corridor Study was a thorough review of the 20+ mile stretch of NC 54 between Old Fayetteville Road in Carrboro and I-85 in Graham. Don Bryson added that Phase One of the study recommended a phased widening and

intersection improvements of NC 54 between Graham and Carrboro to improve safety and address current and future congestion. Don Bryson stated that the MPO Board requested that the study further incorporate multimodal options, account for the use of alternate commuting routes, and address the impact of a widening of NC 54 on local roads outside the corridor. Don Bryson stated that Phase Two of the NC 54 Study will address these concerns.

Chair Damon Seils and Don Bryson discussed that public outreach will be similar to Phase One, but will be concentrated more in Orange County and with further engagement from local government officials from the Town of Chapel Hill. Chair Damon Seils and Don Bryson discussed that origin and destination data would come from Streetlight data analysis, which is based off of cell phone tracking, in order to determine traffic patterns. Chair Damon Seils and Don Bryson also discussed the importance of studying impacts of the widening of NC 54 to areas outside of the corridor, specifically to the east, such as Carrboro and Chapel Hill. Chair Damon Seils and Don Bryson discussed incorporating information from the ongoing NC 54 Safety Study into Phase Two. Pam Hemminger requested that the University of North Carolina (UNC) University and UNC Hospital have particular consideration in the study due to a critical lack of parking at both locations. Pam Hemminger added that reducing congestion along the corridor is also an important area of focus. Don Bryson responded that Phase Two of the study is already begun to address congestion.

Aaron Cain and Don Bryson discussed that the finalized data would be completed in the summer of 2019. Don Bryson added that he would return to the DCHC MPO Board with a presentation in the fall, and then in November 2019 he would return to present additional information. This was an informational item, and a vote was not required by the MPO Board.

11. Triangle Regional Freight Plan
Andy Henry, LPA Staff

Andy Henry stated that The MPO Board released the Triangle Regional Freight Plan in September 2018 and conducted a public hearing in October 2018. Andy Henry added that the MPO

Board requested additional information. Andy Henry stated that Strategic Freight Corridors show the roadways in the MPO where there are significant levels of freight traffic. Andy Henry stated that the Freight Plan recommended improvements on 24 roadways, some of which are already in the MTP and the TIP. Andy Henry listed the roadways that were removed from the Freight Plan. Ellen Reckhow and Andy Henry discussed the addition of Junction Road as a strategic freight corridor.

Andy Henry stated that the Freight Plan has added recommendations of a stronger relationship with North Carolina Railroad (NCRR) that would facilitate future transportation projects in the region. There was discussion about how the freight rail corridor runs through the City of Durham and it is necessary to have further consideration by NCRR to allow for any regional transit planning in that corridor.

Andy Henry stated that the concept of resiliency is in the goal section of the Freight Plan. Vice Chair Wendy Jacobs responded that further language in the Freight Plan is necessary to address regional planning in the response to natural disasters and other emergencies. Michael Parker added that it would also be helpful if there was language concerning accident and disaster prevention. Andy Henry responded that he will consider recommendations from the MPO Board, and present an update to the freight plan at the MPO Board meeting on May 8. Ellen Reckhow requested that a link to the Freight Plan be sent to the Board via email.

12. Safe Routes to School Resolution

Dale McKeel, MPO Staff

Dale McKeel stated that the North Carolina Department of Transportation (NCDOT) has reserved \$1.5 million of Transportation Alternative Program (TAP) funds for Safe Routes to School programming for non-infrastructure projects. Chair Damon Seils and Dale McKeel discussed that the application deadline closed in March 2019. Dale McKeel stated that the City of Durham and the Triangle J Council of Governments have already submitted Safe Routes to School funding applications, and requested that the MPO Board adopt the Safe Routes to School Resolution.

Michael Parker made a motion to adopt the resolution endorsing the Safe Routes to School applications submitted by the City of Durham and the Triangle J Council of Governments. Charlie Reece seconded the motion. The motion passed unanimously.

13. Landscaping and Lighting of Roundabouts
Aaron Cain, LPA Staff

Aaron Cain stated that, at a previous meeting, the MPO Board directed staff to investigate policies and procedures regarding the maintenance of landscaping and lighting for roundabouts. Aaron Cain stated that each Division could allocate 1% of the project budget for landscaping if requested. Aaron Cain stated that it would be responsibility of the local government to maintain the landscaping once it was installed by contractors. Aaron Cain reported that NCDOT stated that it is not responsible for lighting for roads not located on interstate, highway, or expressways; therefore, it would be the local government's responsibility for lighting roundabouts.

Ellen Reckhow stated lighting the roundabouts was an important part of public safety, and she suggested that reflective paint could be used to increase visibility of the roundabouts. Ellen Reckhow, Vice Chair Wendy Jacobs, and Aaron Cain discussed that MPO staff will research various local jurisdiction policy around best landscaping practices to maintain consistency should the DCHC MPO decide to provide its own policy. Vice Chair Wendy Jacobs raised the issue of solar lighting. Pam Hemminger asked that height restrictions be included in the updated staff report, due to interest in public art being used in the center of roundabouts.

It was noted that there was an explosion in downtown Durham. This was an informational item, and a vote was not required by the MPO Board.

14. Amendment #11 to the FY2018-2027 TIP
Aaron Cain, LPA Staff

Aaron Cain stated that amendment #11 to the FY2018-2027 Transportation Improvement Program (TIP) consists of two projects in Durham that were released for a 21-day public comment

period due to the addition of more than \$1M in each project: EB-5703, LaSalle Street Sidewalks, and EB-5715, Duke Street Sidewalks. Aaron Cain added that public comment period closed on March 27, 2019, and the MPO did not receive any public comment.

Aaron Cain stated that there were also several projects from NCDOT, including a number of new statewide projects from the Public Transit Division, as well as to move FY2019 Congestion Mitigation/Air Quality grant program (CMAQ) funding for C-5183B, Alston Avenue Sidewalks, to FY2020. Aaron Cain added that staff recommended to not include C-5183B in Amendment #11 pending further discussions with NCDOT and City of Durham staff regarding funding. Aaron Cain also noted that it was recommended that U-5848, Orange Grove Road Extension, be included in Amendment #11.

Michael Parker made a motion to approve amendment #11 to the FY2018-2027 TIP. Ellen Reckhow seconded the motion. The motion was passed unanimously.

REPORTS:

15. Report from the MPO Board Chair

Damon Seils, Board Chair

Chair Damon Seils suggested that, due to the events surrounding the explosion in downtown Durham, the DCHC MPO Board meeting adjourn, unless there is any other urgent issue from any representative who has not yet spoken. It was agreed that the DCHC MPO Board meeting would adjourn at present.

16. Report from the Technical Committee Chair

Nish Trivedi, TC Chair

There was no further report from the Technical Committee.

17. Report from LPA Staff

Felix Nwoko, Andy Henry, LPA Staff

There was no further report from LPA Staff.

18. NCDOT Report

278 There were no additional reports from NCDOT.

279 INFORMATIONAL ITEMS:280 **19. Recent News, Articles, and Updates**

281 Recent News, Articles and Updates are located in the agenda packet.

283 ADJOURNMENT:

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

286 11:21 a.m.


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

May 8, 2019

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2019 Section 5307/5340 FULL Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2019 FULL apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$7,915,932. Distribution of the FFY 2019 Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to the four fixed-route transit operators within the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO). The safety and security apportionments are also calculated in the table below. Chapel Hill Transit, GoDurham and GoTriangle will not be applying for safety and security projects with this funding as other sources of funding are used by each agency to meet their safety and security needs. Orange Public Transit will be using the minimum 1% for safety and security for the purchase of cameras for facilities.

	FFY2019 FULL Apportionment	Safety and Security (Minimum 1%)	Net Available for other Transit Expenditures
Chapel Hill Transit	\$ 1,978,052	\$ 0	\$ 1,978,052
GoDurham (formerly Durham Area Transit Authority)	\$ 4,307,424	\$ 0	\$ 4,307,424
GoTriangle (formerly Triangle Transit)	\$ 1,470,444	\$ 0	\$ 1,470,444
NCDOT/PTD Orange Public Transit	\$ 160,012	\$ 1,600	\$ 158,412
Totals	\$ 7,915,932	\$ 1,600	\$7,914,332

As identified in this Split Letter, the Designated Recipient authorizes the assignment/allocation of Section 5307 to the Direct Recipient according to the table above. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes the responsibilities associated with any award for these funds. The transit agencies will consider low-income tier activities as part of their apportionment.



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

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at Felix.Nwoko@Durhamnc.gov or Margaret Scully at Margaret.Scully@Durhamnc.gov.

Sincerely,

Damon Seils, Chair
MPO Board

cc:

Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, City of Durham Transportation
Brian Litchfield, Chapel Hill Transit Administrator
Tim Schwarzauser, Chapel Hill Transit
Tom Altieri, Orange County Planning
Nishith Trivedi, Orange County Planning
Travis Myren, Orange County
Pierre Osei-Owusu, GoDurham
Theo Letman, Orange Public Transit
Deirdre Walker, GoTriangle
Geoff Green, GoTriangle
Ryan Mayers, Mobility Development Specialist, NCDOT PTD

MEMORANDUM

TO: DCHC MPO Board

FROM: Meg Scully
DCHC MPO Lead Planning Agency

DATE: May 8, 2019

SUBJECT: FFY 2019 Section 5307/5340 Full Apportionment for Durham NC UZA

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The Growing States and High Density States Formula Distribution program (49 U.S.C. 5340) provides additional funds to states meeting criteria as a growing state or a high density state. North Carolina meets definition of a growing state and is apportioned additional funds.

Funding is made available to designated recipients (DR) that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (TMA) is an urbanized area with a population of 200,000 or more. The Governor or Governor's designee is the designated recipient for urbanized areas with population between 50,000 and 200,000.

For urbanized areas with 200,000 or more in population, funds are apportioned and flow directly to a DR selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; job access and reverse commute projects; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary para-transit service costs are considered capital costs.

The DCHC MPO, as the DR for the Durham UZA, has received the full FFY2019 Apportionment and has prepared a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

US 15-501 Corridor Study On-Hold

(Version 05/01/19)

This agenda item is to present the options for moving the US 15-501 Corridor Study forward given the recent suspension of the Durham-Orange Light Rail Transit project (D-O LRT). The requested action is to choose an option for advancing the study. The GoTriangle Board and affected jurisdictions and counties recently voted to suspend the D-O LRT project. The MPO is currently conducting the US 15-501 Corridor Study (with the help of consultant WSP) and the future D-O LRT was to run along a significant portion of the Corridor and is an integral part of the Study's recommendations. The consultant's work on the Corridor Study is currently on hold because of the D-O LRT project suspension. The Study will proceed forward again when they receive instructions from the DCHC MPO on how to address the impact of the D-O LRT suspension.

It should be noted that although the DCHC MPO has taken the D-O LRT out of the Transportation Improvement Plan (TIP), the D-O LRT is still in the 2045 Metropolitan Transportation Plan (MTP). MPO staff recommends leaving this fixed-guideway corridor in the 2045 MTP to protect right-of-way that might be needed for any high-capacity transit system that would replace the D-O LRT.

Status of US 15-501 Corridor Study

The US 15-501 Corridor Study began in early 2018 to develop a new vision and blueprint for the corridor from Eastgate Plaza in Chapel Hill to University Drive in Durham. The effort has hosted an online public comment map, a corridor tour, two public workshops, pop-up events, and several other meetings to produce a community and travel profile, vision and goals, and a set of strategies (e.g., conceptual designs) to address the needs of the four corridor segments. The third and final public workshop was scheduled for May 16th to present the final analysis and functional designs of the final two strategies for the corridor. Feedback from this workshop, along with input from the Project Steering Committee, Technical Committee, and the MPO Board would inform the final recommendations for the corridor and implementation plan. Staff cancelled the May 16th workshop because of the uncertainties given the D-O LRT suspension. Approximately 80% of the project is completed in terms of budget and expected effort. The project Web site has all of the products and documents for the Study:

<http://www.reimagining15501.com/>

Some Important Points About the Study

Before presenting the possible ways to finish the Study, it is important to understand a few important points of the Study. Throughout the public input process for the Corridor Study, it has been clear that the respondents want a multimodal transportation system that supports not only through traffic but also access to existing and anticipated commercial, retail and residential development throughout the corridor. The Study has already produced a lot of good, thoughtful analysis and conceptual design work to support a transportation system that includes bicycle, pedestrian and transit transportation options.

Staff does not want to lose this important work that was based on the public input process and technical analysis, and that is relevant whether or not light rail transit ultimately serves the corridor.

At this time, it is unknown what type of transit technology, coverage or density might replace the D-O LRT in the US 15-501 corridor. However, staff believe that the corridor will need some type of high capacity transit to serve the expected higher, mixed use development densities in the corridor and the continued high number of vehicle trips that pass through the corridor. In that respect, much of the analysis and conceptual design work that has already been completed for development nodes such as Eastgate, Gateway, Patterson Place, New Hope Commons and South Square are still relevant because those nodes are expected to be high density, mixed use development even though the D-O LRT project has been terminated.

Finally, the segments on the two ends of the corridor would not have been directly affected by the D-O LRT. The planning that has been completed thus far for these end segments, which are approximately one-half of the entire corridor length, is still very much relevant. The MPO will want to ensure that this planning is completed.

Some Important Points About SPOT Prioritization

The SPOT 6.0 prioritization process for the FY2022-FY2031 Transportation Improvement Program (TIP) is in the beginning stages. The MPO must submit projects for scoring and prioritization consideration by September 2019 to be considered for funding in the FY2022-FY2031 TIP. Given the lag time between prioritization, initial funding and project construction, the MPO will unlikely be able to construct any new high capacity transit project (not including the Chapel Hill North-South BRT project) for about ten years if it misses the SPOT 6.0 deadline. The MPO could choose to submit a few BRT projects, for example, to SPOT 6.0 based on little or no market analysis. On the other hand, the MPO could try to get at least high level transit market and demand data from the US 15-501 Corridor Study to submit a few high capacity transit projects for that corridor. The latter projects would likely be more competitive in that they are based on solid data.

Other Related Projects

This section summarizes other transportation projects in the TIP that could be affected in the mid-term by the US 15-501 Corridor Study:

- US 15-501/Garrett Road interchange (U-5717); convert at-grade intersection to interchange; construction in FY 2020 through FY 2022 in draft FY2020-FY2029 STIP.
- US 15-501, from Ephesus Ch Rd to I-40; capacity improvements; construction in FY 2028 through post year in draft FY2020-FY2029 STIP.
- I-40, Mt Moriah and Southwest Durham Dr (U-6067); improve interchange and intersection area; construction in FY 2028 through post year in draft FY2020-FY2029 STIP.
- US 15-501/Ephesus Ch Rd (U-5550); intersection improvements; to be constructed by the Town of Chapel Hill.
- Bicycle, pedestrian and transit improvements on Old Durham-Chapel Hill Rd; under construction

Options to Complete the Study

A Technical Committee (TC) subcommittee will meet on Monday, May 6 to identify the options. Staff will present those options to the MPO Board at the May 8th Board meeting.

Note that this presentation is unchanged from the 4/10/19 MPO Board meeting. It is included to offer background information.



Regional Freight Plan

MPO Board – April 10, 2019

www.dchcmpo.org

Today's Objective

Note that this presentation is unchanged from the 4/10/19 MPO Board meeting. It is included to offer background information.

- ▶ Review
- ▶ Address identified issues
- ▶ Approve final Triangle Regional Freight Plan

A quick review

- ▶ First multimodal freight plan for Triangle Region
- ▶ Joint effort by DCHC MPO, CAMPO and NCDOT
- ▶ Use of Freight Plan
Freight Plan recommendations considered for inclusions in long-range transportation plans and local land use plans.

A quick review

(continued)

- ▶ FAST Act requires Regional Freight Stakeholders Advisory Council (RFSAC)
- ▶ Strategic Freight Corridor (SFC) important for NCDOT to define and position projects suitable for freight specific funding
- ▶ MPO released draft Freight Plan for public comment in September 2019 and conducted a public hearing in October 2019

Staff availability and changes to MPO Board meeting in early 2019 delayed bringing this plan back to the Board.

A quick review

(continued)

Principal Components of Freight Plan

- ▶ Identifies Strategic Freight Corridor (SFC)
- ▶ Recommends 24 roadway projects, and shows if the project is in the MTP or TIP
- ▶ Recommends development policy and programs

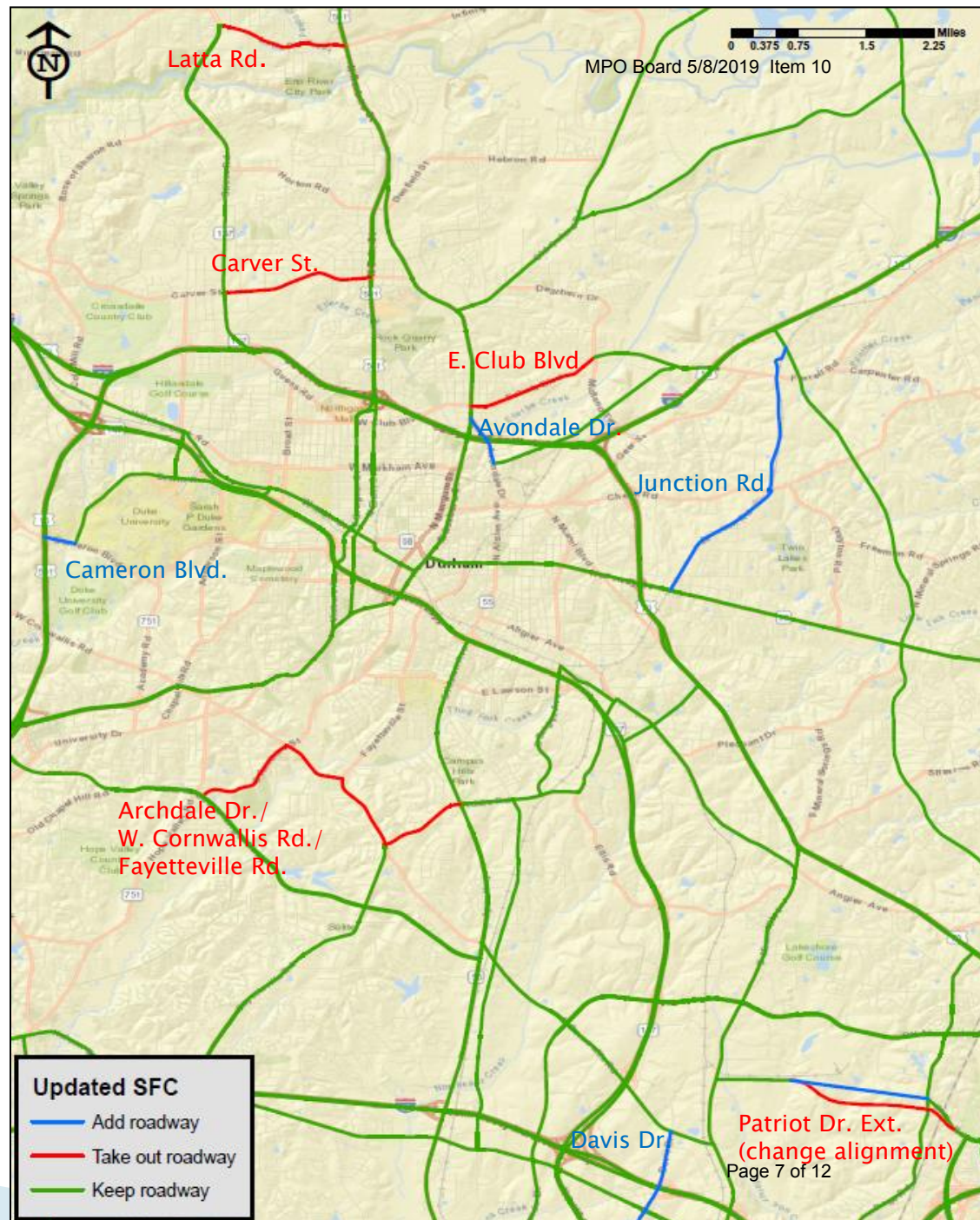
Strategic Freight Corridor

- ▶ SFC has recommended design elements to serve freight traffic
- ▶ City of Durham identified several changes
- ▶ Requested deletion of a few roads from SFC that they believe are inappropriate for freight traffic design (mostly because of dominant residential design)
- ▶ Requested addition of a few roads to logically complete a network.

Strategic Freight Corridor

(continued)

Deletions to SFC in **red**
Additions to SFC in **blue**



NCRR Rail Corridor

- ▶ Board member believed Freight Plan lacked specificity on how to plan for non-freight uses in NCRR rail corridor
- ▶ Completely addressing multimodal issues in mainline rail corridor was not in scope of freight plan

NCRR Rail Corridor

(continued)

Addressed in the Freight Plan...

Added to Recommendations section of Report (page 273)

Freight investments along the NCRR should clearly demonstrate how they accommodate the NCRR's 4-track footprint, that the investments are the most cost-effective use of taxpayer money for freight and passenger rail service in adopted NCDOT and MPO Plans, and briefly address future investments that would likely need to be made for adopted NCDOT and MPO plans to be implemented.

Added to Recommendations in Executive Summary (page ES-8)

... freight improvements accommodate NCRR 4-track footprint and be most cost-effective investment for freight and passenger rail service in adopted NCDOT and MPO plans.

NCRR Rail Corridor

(continued)

Addressed outside of Freight Plan

- ▶ 2008 Capacity Study
(Greensboro–Goldsboro)
- ▶ 2010 Ridership Study
(Greensboro–Goldsboro)
- ▶ 2015 Capacity Study with GoTriangle
(Infrastructure and costs to add commuter rail from Mebane to Selma)
- ▶ 2016 NCRR Future Tracks Infrastructure Planning Study
(Determined the number and probable location of future tracks in NCRR corridor from Charlotte to Morehead City)
- ▶ Current effort to refine details of the multimodal use of the corridor
- ▶ Durham–Wake Commuter Rail Major Investment Study (underway)

Resiliency

- ▶ Board member concerned that the issue of resiliency (e.g., weather events, catastrophic spills) not addressed.
- ▶ Focus groups did not identify resiliency as an issue and not specified in scope of freight plan

However...

Identified in Goals

- ▶ Goal – “Manage congestion and system reliability”
Summary – reduce freight system vulnerability to service disruptions due to natural events
- ▶ Goal – “Promote multimodal and affordable travel choices” – Summary – promote system redundancy to support resiliency

**** Discussion ****

This policy on resiliency will be added to the Policy and Program Recommendations section of the Freight Plan

Resiliency

This plan will have a broad policy to build resiliency into the freight system. Resiliency can generally be defined as the ability to prepare and plan for, absorb, respond to, recover from, adapt to, and prevent adverse events. The greatest risks are related to weather events such as extreme storms, flooding, landslides and wildfires that cause roads to wash out, crack or cave, signal systems to fail, and vehicles to crash. However, non-weather events such as hazardous chemical spills and catastrophic crashes can be just as impactful. These disruptions can have significant economic impacts on freight services, producer industries and communities. This plan recommends that resiliency be built into all freight investments, policies and coordination.

Institutional coordination and awareness are very important. In general, resiliency should be a recurring issue for the newly formed Regional Freight Stakeholders Advisory Council (RFSAC). The Council and state, regional and local agencies, and the private sector should consider resiliency in all of their policy approaches, planning, and investments, and in their relationship and coordination with one another. There are three specific recommendations:

- Plan for disruptions – The region needs to plan and practice the activities that need to take place to close, reroute and repair roads and adjacent infrastructure. Agencies can take advantage of small scale disturbances to prepare for larger disruptions and to assess what changes need to occur to avoid future disturbances.
- Develop tools to assess the dynamic performance of the transportation system – The regional travel demand model could build the capability to show the impacts of incidents and the subsequent mitigation of those impacts through infrastructure and operational improvements.
- Support prevention programs and policies – The MPO should support programs that reduce crashes, freight mishaps and chemical spills, and policies that encourage the construction of an infrastructure that is resilient to the increasingly frequent and violent weather events.

RESOLUTION FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TO SUPPORT THE REPROGRAMMING OF REGIONAL TRANSIT FUNDS TO BUS RAPID TRANSIT (BRT) IN WAKE COUNTY

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

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board is the duly recognized transportation decision-making body for the DCHC MPO, as required by 23 CFR Part 134; and

WHEREAS, the DCHC MPO 2045 Metropolitan Transportation Plan (MTP) and the FY 2018-2027 Transportation Improvement Program (TIP) meet the planning requirements of 23 CFR Part 134; and

WHEREAS, the DCHC MPO is responsible for programming and coordination with the North Carolina Department of Transportation (NCDOT) on prioritization of transportation projects for the region; and

WHEREAS, the Durham-Orange Light Rail Transit (D-O LRT) project was to be the backbone of a major, regional transit system throughout the DCHC MPO jurisdiction; and

WHEREAS, there were many partners that supported the D-O LRT project, including the Capital Area Metropolitan Planning Organization (CAMPO), which removed projects from SPOT consideration in order to help D-O LRT; and

WHEREAS, due to the emergence of a number of obstacles, the Board of Trustees of the Research Triangle Regional Public Transportation Authority ("GoTriangle"), which is the project sponsor for the D-O LRT project, voted unanimously to recommend on March 27, 2019, that the cost-share partners discontinue planning and design of the D-O LRT project; and

WHEREAS, the Orange County Board of Commissioners resolved to discontinue funding for the D-O LRT project on April 2, 2019; and

WHEREAS, the Durham County Board of Commissioners resolved to discontinue funding for the D-O LRT project on April 8, 2019; and

WHEREAS, the DCHC MPO Board resolved to discontinue funding for the D-O LRT project and remove it from consideration in the FY2020-2029 State Transportation Improvement Program (STIP) on April 10, 2019.

WHEREAS, notwithstanding these decisions, the DCHC MPO remains committed to supporting safe, reliable, and affordable multimodal transportation options, which includes regional transit, that support the community goals of appropriate land use, affordable housing, job creation, and environmental stewardship throughout the Triangle.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board supports the programming of funds in the FY2020-2029 STIP to the transit project that is the highest scoring unfunded non-highway project in the region, T171930, Morrisville to Clayton BRT Service.

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: May 8, 2019

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

2019 Update of the Coordinated Public Transit-Human Services Transportation Plan



Background

- DCHC MPO is the **Designated Recipient** for federal funding through the Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program
 - Under \$250,000 received per year & distributed among eligible sub-recipients
 - Federal transit law requires that projects funded through this program be derived from a locally developed, coordinated public transit - human services transportation plan (CTP)

Requirements

- Updated every five years.
 - The current CTP for the DCHC MPO region was approved by the MPO Board in January 2014
- Must involve:
 - Seniors
 - Individuals with disabilities
 - Representatives of transportation and human services providers
 - Other members of the public
- The CTP elements must include:
 - Assessment of available services
 - Assessment of transportation needs
 - Strategies or projects to address the gaps in service
 - Priorities for implementation based on available resources

Planning

- TC & MPO Board presentations
- Emails
 - Wide variety of participants
- Newspaper Ad
- Networking/Personal Outreach
- Social Media
- Workshops
 - ~~September 18, 2018~~
 - September 20, 2018

Summary of Findings

- Coordination/Mobility Hub for Human Services and Public Transportation
- Expanded Transportation Services
- Expanded Education Services
- Application Process Improvements
- Bus Stop Access Improvements

Continuing Action

- MPO Board releases for public comment in May, holds public hearing, and approves at June meeting
- 5310 projects selected will be determined from updated plan (2020 and 2022 calls)
- Next update will be 2024

DCHC MPO

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Coordinated Public Transit- Human Services Transportation Plan



Approved by the DCHC MPO Board on June 12, 2019

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Appendix

Email Invitation

Invitees to the Coordinated Plan Workshop

Workshop Flier

Workshop Flier (Update)

Newspaper Announcement

Workshop Agenda

Prioritization Activity Result Sheets

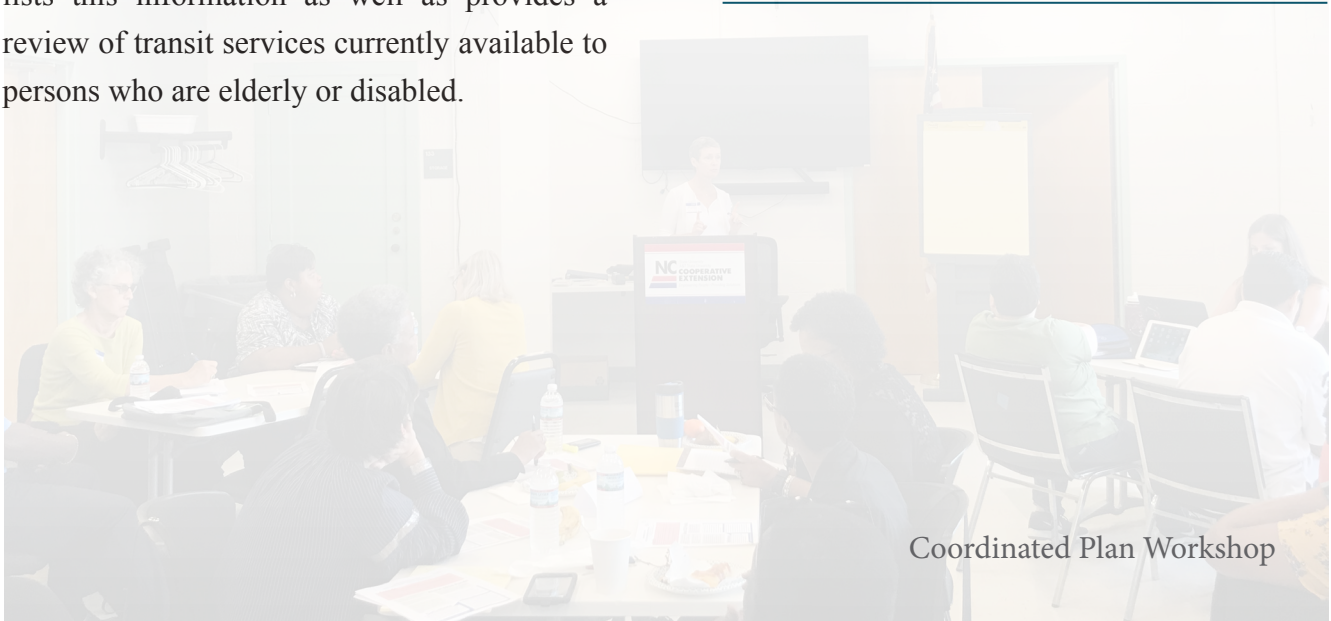
Executive Summary

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina.

Every five years, the DCHC MPO is tasked with developing a Coordinated Public Transit Human Services Transportation Plan to better serve local seniors and persons with disabilities. In order to develop the Coordinated Plan, stakeholders from the area must identify needs as well as produce plans or strategies to meet and prioritize those needs. This document lists this information as well as provides a review of transit services currently available to persons who are elderly or disabled.

A wide array of transportation partners, passengers, advocates, human services partners, and other members of the community were invited to participate in workshops that were designed to determine needs, produce strategies to meet the needs, and prioritize those strategies. The five main areas for improvement as determined at the Coordinated Plan workshop and through additional public comment are:

- Coordination/Mobility Hub for Human Services and Public Transportation
- Expanded Transportation Services
- Expanded Education Services
- Application Process Improvements
- Bus Stop Access Improvements



Coordinated Plan Workshop

Introduction

FAST ACT

The DCHC MPO Coordinated Public Transportation Human Services Transportation Plan Update of 2014 was developed under the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was passed by Congress on October 2, 2012. MAP-21 was replaced by the Fixing America's Surface Transportation (FAST) Act and was signed into law on December 4, 2015. The FAST Act provides long-term funding for surface transportation infrastructure planning and investment. It continues the MAP-21 requirement that local communities have a coordinated public transit-human services transportation plan in order to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options.

SECTION 5310 FUNDING

Section 3006 of the FAST Act allows for grant authorization of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) funding administered by the Federal Transit Administration (FTA). This program provides formula funding for the

purpose of meeting the transportation needs of older adults and people with disabilities when the transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs.

The DCHC MPO is the designated recipient for Section 5310 funds for the Durham urbanized area (UZA). The designated recipient has the responsibility for administering the Section 5310 program in its area. A subrecipient for funding could be a State or local governmental authority, a private nonprofit organization, or an operator of public transportation. The DCHC MPO distributes funds to subrecipients in the Durham UZA through a competitive call process according to the approved Section 5310 DCHC MPO program management plan.

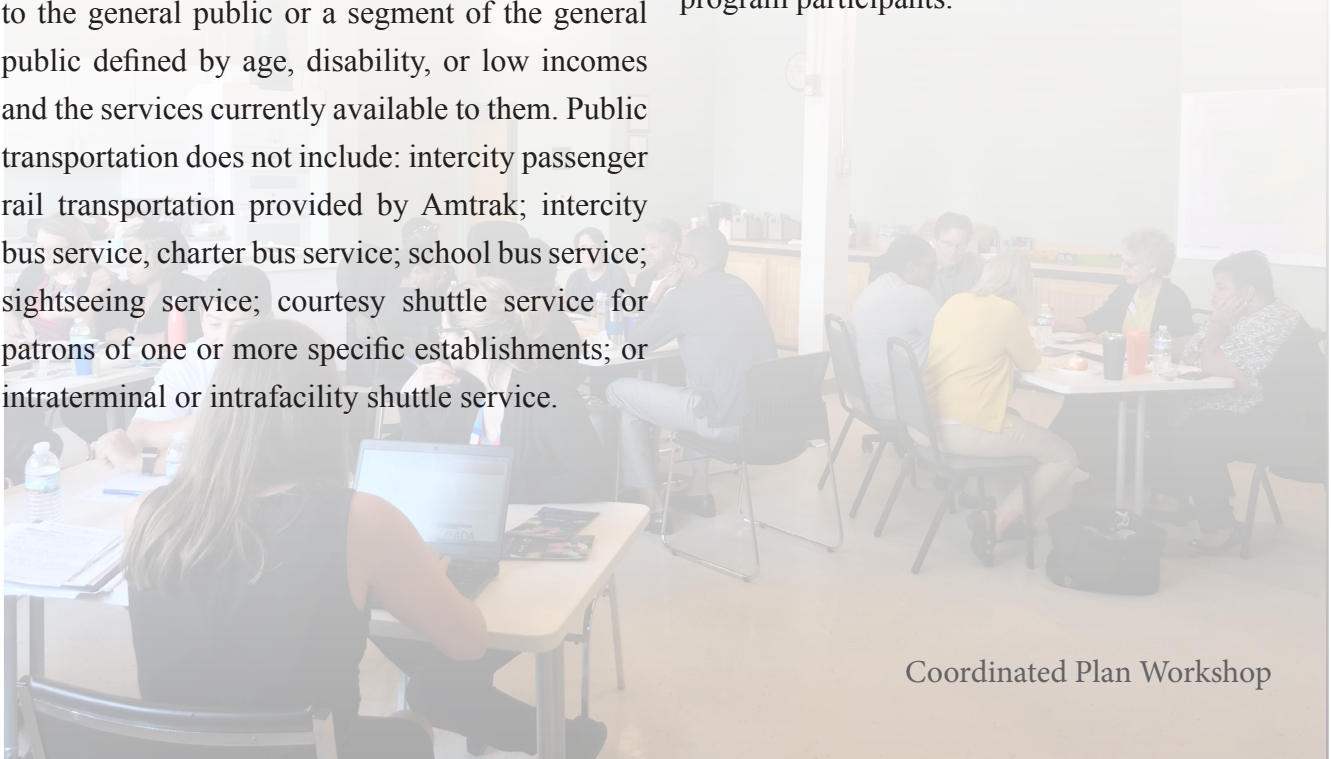
COORDINATED PLAN

Federal transit law requires that projects selected for funding under the Section 5310 program be "included in a locally developed, coordinated public transit-human services transportation plan," according to FTA C 9070.1G (page V-I).

According to the same guidance, a locally developed, coordinated public transit-human services transportation plan, or coordinated plan, identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation based on available resources.

As defined in the federal guidance, public transportation is regular, continuing shared-ride surface transportation services, which are open to the general public or a segment of the general public defined by age, disability, or low incomes and the services currently available to them. Public transportation does not include: intercity passenger rail transportation provided by Amtrak; intercity bus service, charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intraterminal or intrafacility shuttle service.

Human services transportation, as defined in the federal guidance, includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons, and those with lower income. Individuals have different needs and may require a set of different services depending on their abilities, their environment, and the options available in their communities. Examples of human services transportation may include: dial-a-ride (responding to individual door-to-door transportation requests); the use of bus tokens and/or transit passes for fixed route scheduled services; and accessing taxi vouchers and/or mileage reimbursement to volunteers or program participants.



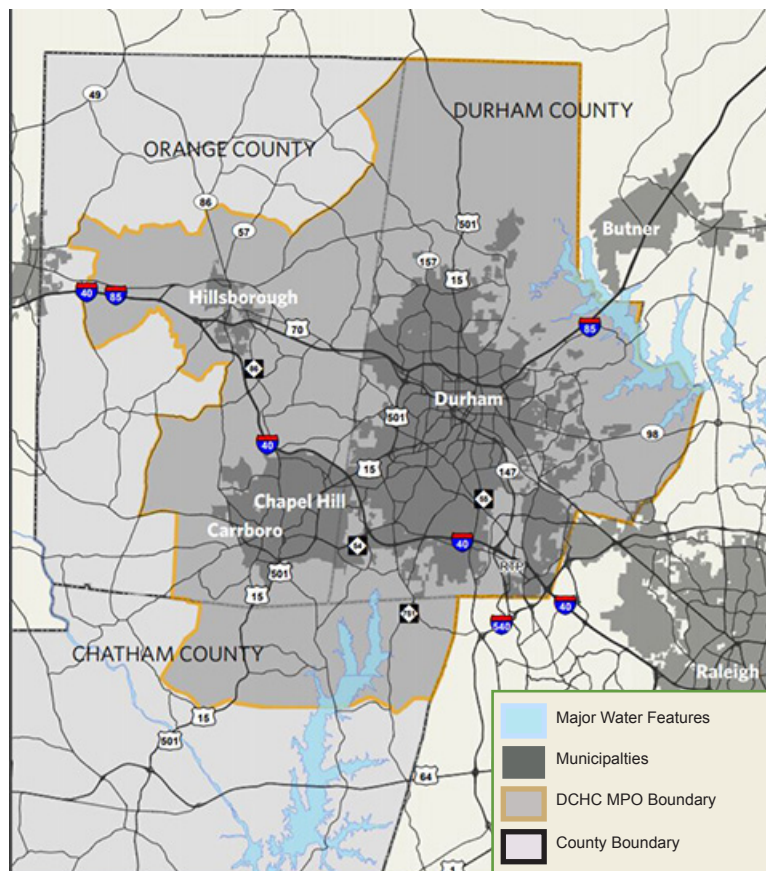
Coordinated Plan Workshop

Demographics

DCHC MPO

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is a policy body that coordinates and makes decisions on transportation planning issues for the DCHC urbanized area, which includes: Durham County in its entirety; a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough; and northeast Chatham County (see map below).

The DCHC MPO is comprised of the MPO Board, the Technical Committee (TC), local governments, and the state of North Carolina. The DCHC MPO is also one of the ten urban areas in North Carolina designated as a Transportation Management Area (TMA). A TMA is an urban area with a population of over 200,000 people. Additional information about the DCHC MPO can be found at www.dchcmpo.org.



POPULATION

Population across all three counties in the DCHC MPO region is aging slightly, but overall is dominated by working-age adults (35 - 64 years old) that make up roughly 40% of the population.

Proportional trends across Durham, Orange, and Chatham counties are similar, with a few notable differences. Chatham has a higher proportion of seniors (65+), but this percent is shrinking along with the region overall. Durham and Orange Counties show very similar trends: the proportion of seniors declined slightly since 2010, while the proportion of younger age groups increased slightly. (DCHC MPO State of the Region 2018, p.54)

All population data provided above was gathered using 2015 American Community Survey (ACS) data found through the United States Census Bureau.

PERSONS WITH DISABILITIES

Recent data on the population of persons with disabilities who reside within the DCHC MPO boundary can best be explored through the ACS at the block group level using the 5-year estimate function from 2011-2016,

which is the most recent data available. The total number of people within the block groups will exceed the total number within the MPO boundary due to the boundaries of the block groups slightly exceeding the MPO boundary, and there is no current data for residents strictly within the DCHC MPO boundary.

	Persons with Disabilities	Total Population	% of Pop. with Disabilities
Chatham	3,025	24,469	12.36%
Orange	11,449	134,246	8.53%
Durham	28,725	289,003	9.94%
Total	43,199	447,718	9.65%

SENIOR POPULATION

Data for the senior population within the DCHC MPO was also determined through ACS data. The same process for the population for persons with disabilities was used for senior populations. Seniors are defined in this data set as persons aged 65 years and older.

	Seniors	Total Population	% of Population 65 or older
Chatham	7,791	24,469	31.84%
Orange	14,827	134,246	11.04%
Durham	32,765	289,003	11.34%
Total	55,383	447,718	12.37%

Current Transportation Services

The Durham urbanized area (UZA) is currently served by a number of public transportation, human service, and private transportation providers. Available transportation services in the Durham UZA are described in this section.

CHAPEL HILL TRANSIT/EZ RIDER

Chapel Hill Transit (CHT) provides public transportation services to the communities of Chapel Hill, Carrboro, and the University of North Carolina (UNC) at Chapel Hill. Offered in connection with CHT fixed route service, EZ Rider is a complementary paratransit service which uses lift-equipped vehicles to transport individuals with physical and cognitive disabilities that prevent them from using Chapel Hill Transit's regular bus service. Passengers must be certified through an application process.

Contacts: Travis Parker, Demand Response (EZ Rider) Assistant Operations Manager, 919.969.4949.

Service Area: EZ Rider travels within 3/4 mile from the nearest fixed-route services provided by CHT in Chapel Hill and Carrboro.

Service Type: Trips run for eligible individuals with disabilities.

Customers: Ridership includes Americans with Disabilities Act (ADA)-eligible individuals that are certified due to a physical or cognitive disability that prevents them from using the fixed-route service.

Hours of Operation: Operation runs complementary to the fixed-route service.

Fares/Price: Fare free.

Publicity/Marketing: Chapel Hill Transit distributes an EZ Rider brochure that highlights the eligibility process, service parameters, and scheduling. Public forums, newspapers, and the Chapel Hill Transit website (www.chtransit.org) promote further awareness of this demand-response transit service.

Chapel Hill Transit also runs the Senior Shuttle as a fare free service along a fixed route that provides transportation for Chapel Hill and Carrboro seniors. The shuttle has a set weekly schedule that includes stops at senior housing, local grocery stores, shopping centers, Chapel Hill Public Library, and the Seymour Center.

Contacts: Maribeth Lewis-Baker, Fixed Route Operations Manager, 919.969.4932.

Service Area: The shuttle makes scheduled stops at the following assisted living locations, the Stratford, Manley Estates, and Carolina Spring.

Service Type: The shuttle vehicles are wheelchair accessible and provide curb-to-curb service. Trips on the Senior Shuttle are provided on a space-available basis.

Customers: The Senior Shuttle is open to all seniors.

Hours of Operation: This service operates Monday through Friday, from 8:11 am to 4:45 pm. The shuttle does not operate on Chapel Hill Transit holidays and weekends.

Fares/Price: Fare free.

Publicity/Marketing: Chapel Hill Transit distributes a Senior Shuttle brochure and the schedule is posted on the website at www.chtransit.org.

GoDURHAM

The City of Durham assumed the operation of the local bus system in 1991 from Duke Power, naming it the Durham Area Transit Authority (DATA). In October 2010, the City of Durham entered into an agreement with Triangle Transit to oversee the management of Durham's fixed-route and demand-response (GoDurham ACCESS) services. As part of a regional rebranding effort in March 2015, DATA became GoDurham, and Triangle Transit became GoTriangle.

Contact: Brian Fahey, Transit Administrator, 919.485.7501.

Service Area: The City of Durham and urbanized areas of Durham County.

Service Type: GoDurham operates as a fixed-route service.

Customers: Ridership is open to the general public.

Hours of Operation: GoDurham operates a fixed-route service from Monday through Saturday, 5:30 am - 12:30 am, and on Sunday, 6:30 am - 9:30 pm.

Fares/Price: The cost is \$1.00 for individuals.

Publicity/Marketing: Information can be found on the GoDurham website at godurhamtransit.org.

GoDurham ACCESS is the name of the ADA paratransit service for the City of Durham. GoDurham ACCESS provides service during the same hours and on the same days as the regular fixed-route service.

Contact: Tara Caldwell, General Manager: 919.560.1555, ext. 36306.

Service Area: GoDurham ACCESS operates service to all locations within the City of Durham and

to any location outside the City of Durham that is 3/4 mile of any fixed-route service operated by GoDurham.

Service Type: GoDurham ACCESS provides curb-to-curb (or door-to-door upon request) transportation service for eligible riders.

Customers: An application is required and only riders who meet the criteria specified in the ADA and who have been certified as eligible, can use GoDurham ACCESS. Eligibility is based on a person's functional limitations. Persons do not qualify automatically just because they have a disability or on the basis of age.

Hours of Operation: Monday-Saturday: 5:30 am - 12:30 am, and Sundays and holidays: 6:30 am - 9:30 pm.

Fares/Price: The cost is \$2 in cash for a one-way trip, or one may purchase a 10 ticket booklet at a reduced rate. GoDurham also provides taxi cab coupons for purchase.

Publicity/Marketing: Ticket sales locations are found at GoDurham ACCESS office, located at 1911 Fay Street, Durham, NC, 27704 from 8:00 am-5:00 pm (Monday-Friday). Tickets are also sold at Durham Station Transportation Center, located at 515 W Pettigrew Street, Durham, NC, 27704. GoDurham ACCESS Paratransit Management is operated by First Transit.

ORANGE COUNTY PUBLIC TRANSPORTATION

The Orange County Public Transportation (OCPT) program, is an Orange County agency that provides both fixed-route and demand-response service within Orange County. Services include: demand-response and senior transportation shared-ride services; non-emergency medical transportation (Medicaid) for Department of Social Services (DSS) clients; and fixed-route, as well as complementary ADA services. OCPT operates fixed-route service such as the Hillsborough Circulator, the Hillsborough – Chapel Hill Midday Connector, and the Hillsborough-Alamance Midday Connector. OCPT also has bus service expansions that are planned for the next 10 years and beyond as part of the Orange County Transit Plan. The Orange County Transportation Advisory Board is the Orange Unified Transportation (OUT) Board, which advises OCPT on its operations and recommends policy to the Board of Commissioners. Transit services provided by OCPT connect with Chapel Hill Transit and GoTriangle.

Contacts: Theo Letman, Transit Director, 919.245.2007.

Service Area: Fixed-route and demand-response trips can be located within Orange County. Demand-response trips must begin outside of Chapel Hill and Carrboro, but may terminate anywhere in Orange County. Fixed-route services operate within the DCHC MPO urbanized area (UZA), Burlington-Graham MPO UZA, and the Triangle Area Rural Planning Organization (TARPO) jurisdictions.

Service Type: Fixed-route, complementary ADA, non-emergency medical transportation (Medicaid), demand-response trips, and senior transportation services.

Customers: Orange County residents and clients of contract agencies.

Hours of Operation: Monday - Friday, 7:00am - 5:00pm and Saturday, 8:00am - 5:00 pm.

Fares/Cost: Cost varies depending upon the route and service provided. The fixed public route is \$2.00 per trip (\$1.00 if elderly or disabled). The fixed-route circulator service within the town of Hillsborough is fare free. DSS medical trips are charged back to the department (the client does not pay). General public fares (demand-response) are \$12.75 per trip. Senior center trips are cost sharing only. Contract agency subscription cost is \$19.00 per hour and/or \$.45 per mile.

Publicity/Marketing: This includes functions supported by the Transit Demand Management (TDM) Coordinator, public forums, outreach, newspaper, website, logos on vehicles, brochures, and other marketing.

GoTRIANGLE

Triangle Transit was created to plan, finance, organize, and operate a public transportation system for the Triangle area, which includes Orange, Durham, and Wake counties. As part of a regional rebranding effort in March 2015, Triangle Transit became GoTriangle. GoTriangle serves the general public with fixed-route and express bus services, paratransit services (GoTriangle ACCESS), as well as ride sharing and Transportation Demand Management (TDM) services.

Contact: Patrick Stephens, Director of Transit Operations, 919.485.7456.

Service Area: This includes the urbanized areas of Durham, Orange, and Wake counties.

Service Type: Fixed-route bus, vanpool, carpool matching, and paratransit services (complementary ADA).

Customers: The general public, primarily Triangle area commuters.

Hours of Operation: The service runs from Monday through Friday, 6:00 am – 11:00 pm; on Saturday, 7:30 am – 11:00 pm; and on Sundays and major holidays, 7:30 am – 7:00 pm.

Fares/Price: The cost is \$2.25 per trip for regional bus service and \$3.00 per trip for express bus service. Vanpool fares are subscription-based and determined by trip length and number of van riders.

Publicity/Marketing: Information can be found at the GoTriangle website at gotriangle.org.

CHATHAM TRANSIT NETWORK (CTN)

Chatham Transit Network (CTN) is the countywide transportation provider for rural and urban areas of Chatham County. CTN is a 501(c)(3) private non-profit transportation system that is governed by a Transportation Advisory Board (TAB). It offers fixed-route services, as well as subscription route and demand-response transportation by contractual agreement with human services organizations. CTN operates a demand-response service called In-County Service, and two fixed routes; Pittsboro to Chapel Hill, and Pittsboro to Siler City. Project Health Rides provides medical transportation within the county and is also operated by CTN.

Contact: Anna Testerman, CTN Executive Director, 919.542.5136.

Service Area: CTN offers service in Chatham County, in addition to portions of Orange County for fixed-route services.

Service Type: This is a fixed-route, subscription-route, and demand-response service.

Customers: CTN ridership includes contract agency clients and general public. The general public transportation service is primarily provided for the elderly, disabled, transportation-disadvantaged, and economically disadvantaged riders. Fixed-route services are open to the general public.

Hours of Operation: CTN operates demand response services on weekdays, 5:00 am - 5:30 pm. Fixed-route service hours vary, but generally operate from approximately 6:00 am - 6:00 pm.

Fares/Price: General public fares vary per mile. Project Health Rides trips are paid through a voucher program with local agencies and non-profits. Fixed-route services have a \$3.00 one-way fare.

Publicity/Marketing: CTN distributes and stocks brochures at various human service agencies. Additionally ads are placed in local newspapers, and CTN participates in community events. CTN also operates its own webpage at chathamtransit.org.

DURHAM COUNTY ACCESS

Durham County ACCESS (DCA) provides demand-response and subscription transportation to residents of Durham County. DCA is governed by a Transportation Advisory Board (TAB), which includes representatives from human services agencies, civic organizations, consumer groups, transportation providers, and citizen volunteers. The TAB is appointed by the Durham County Board of Commissioners. DCA operates as a division of the Durham County Cooperative Extension. Vehicle operations are contracted and provided by First Transit.

Contact: Linda Thomas, DCA Transportation Program Manager, 919.560.8757.

Service Area: Rural and urbanized areas within Durham County.

Service Type: Subscription and demand-response services.

Customers: Contract service agency clients and the rural general public.

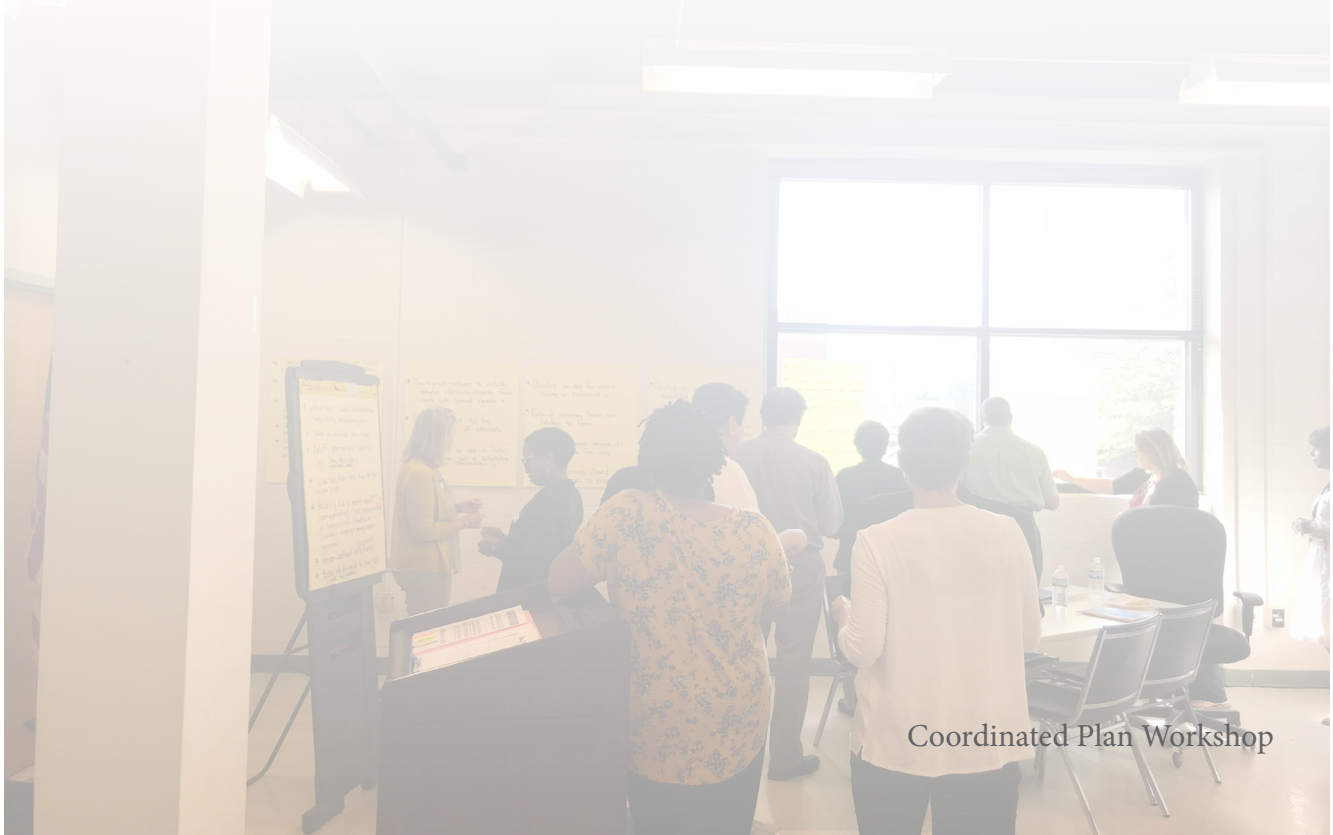
Hours of Service: Monday through Saturday, 5:30 am - 12:30 am, and on Sunday from 7:00 am – 8:00 pm. There is no service on December 25th.

Price/Fares: It is a fare free system except for individual rural public trips, which are \$2.00 each way.

Publicity/Marketing: Information can be found at durham.ces.ncsu.edu/durham-county-access/

OTHER TRANSPORTATION SERVICES

Private transportation providers also contribute to service within the DCHC MPO. These include vehicle for hire operations such as taxicabs or limousines, and on-demand transportation providers such as Uber and Lyft. Lincoln Community Health Center supplies its clients with paratransit transportation services to allow access to clinics. Lincoln has a small fleet of lift-equipped vehicles.



Methodology for Developing the Coordinated Plan

COORDINATED PLAN

Federal transit law requires that projects selected for funding under the Section 5310 program be included in a locally developed, coordinated public transit-human services transportation plan. As the recipient for Section 5310 in the region, the DCHC MPO has taken the responsibility of developing the coordinated plan for the Durham urbanized area (UZA).

The DCHC MPO's strategy to develop a coordinated plan was to include ample outreach for participation among; transportation partners, passengers and advocates, human services partners, and other stakeholders as required by FTA C 9070.1G (page V-3).

TC AND MPO BOARD PRESENTATIONS

On August 22, 2018, DCHC MPO staff presented information to the DCHC MPO Technical Committee (TC) on the planned update of the Coordinated Public Transit-Human Service Transportation Plan. On September 12, 2018, DCHC MPO staff presented an informational item, *Update of the Coordinated Public Transit-Human Services*

Transportation Plan (CTP), to the DCHC MPO Board. Staff reported the status of the planned update of the Coordinated Plan and the dates of the two community workshops to develop the plan.

WORKSHOPS

Two workshops were planned to better involve stakeholders in identifying the needs based on personal and professional experiences; identify strategies to address the needs; and set priorities based on time, resources, and feasibility for implementation. The two dates for the workshops were:

September 18, 2018

9-11:30AM
Orange County Seymour Center
2551 Homestead Road
Chapel Hill, NC
27516

September 20, 2018

9-11:30AM
Durham Cooperative Extension
721 Foster Street
Durham, NC
27701

The workshop option was chosen as an outreach strategy because it would bring different stakeholders of the community together to facilitate a conversation in a collaborative environment. The locations were chosen to provide sufficient accessibility, including transit, for residents throughout the region. Due to the impact of Hurricane Florence in the autumn of 2018, the meeting scheduled in Chapel Hill was canceled. Those planning to attend the Chapel Hill workshop were encouraged to attend the Durham workshop or send comments via email to MPO staff. Further outreach was made by staff to ensure that diverse and broad representation was attained from across the DCHC MPO region.

STAKEHOLDER LIST DEVELOPMENT

The federal guidance on the development of a coordinated plan (FTA C 9070.1G) requires that the process includes participation by seniors; persons with disabilities; public, private, and nonprofit transportation and human services providers, and other members of the public. To ensure a variety of participants in the development of the coordinated plan, an expansive mailing list was created using an updated list of stakeholders contacted during the development of the 2014 DCHC MPO

Coordinated Plan. The current DCHC MPO Board and Technical Committee mailing lists were added to the base list. Contact information for additional participants was found through an internet search of human services organizations and by requesting contact information from stakeholders.

OUTREACH STRATEGIES

Outreach strategies to invite and engage local stakeholders was broad and diverse. An invitation letter for participation in plan development was sent via email to the aforementioned list along with a flier of the event, which contained the Workshop Agenda (Appendix). The list of invitees consisted of government agencies, transportation providers, human services providers, and advocacy groups. Persons to whom invitations were sent were encouraged to further distribute the information to other interested members of the community.

Social media was used for advertising, including the DCHC MPO and the City of Durham Department of Transportation's (DOT) Facebook and Twitter accounts, and the workshop flier was also placed on the DCHC MPO's and Durham's DOT website. To reach those without internet, there was an advertisement with a brief description placed

in *The Herald Sun* and *The News & Observer* (Appendix).

Prior to the Coordinated Plan workshop, personalized emails and telephone calls were made to stakeholders, including;

transportation providers, human service agency representatives, and others in the community. All correspondence encouraged persons to attend the workshops or submit comments directly to MPO staff.



Coordinated Plan Workshop

Transportation Needs, Strategies, and Prioritization

The assessment of transportation needs for individuals with disabilities and seniors was developed through workshop participation and input provided directly to MPO staff by persons unable to attend. Based on the local stakeholder experiences and insights, planning partners were asked to identify gaps between current services and needs, strategies to meet those needs, and then prioritize those strategies based on resources.

WORKSHOP SPECIFICS

The workshop participants included a broad and diverse representation of transportation partners, passengers, advocates, human service partners, and the general public. Participants were provided with a copy of the workshop agenda (Appendix). Attendees were seated in several small groups with diverse representation of the groups listed above.

TRANSPORTATION NEEDS AND STRATEGIES

An introduction was given to the attendees, and descriptions of current transportation services were provided by transit agencies to inform all participants of current services being

offered. Transportation needs and strategies were discussed by the small groups amongst themselves. After the small groups concluded their discussion, the lists of needs and strategies were reported aloud by a representative of each table and written on large Prioritization Activity Result Sheets (Appendix). Comments received by email were included on the sheets before the workshop began and presented to the group at large.

PRIORITIZATION OF NEEDS

Prioritization of the needs and strategies identified by the group of local stakeholder participants was completed with an informal vote. Attendees were given stickers in the shape of dots and asked to place a dot on the needs and strategies that were most important to them. Attendees could place all or part of their allocated stickers for any specific need and strategy, depending on their choice.

After the workshop concluded, similar concepts and ideas were grouped together by DCHC MPO staff to create a summary list of public transit-human services transportation needs and strategies, including the following:

- Coordination/Mobility Hub for Human Services and Public Transportation
- Expanded Transportation Services
- Expanded Education Services
- Application Process Improvements
- Bus Stop Access Improvements

Each category of needs and strategies includes several related items as described below. The number in parentheses after each statement indicates the number of votes received from participants during the workshop.

COORDINATION/MOBILITY HUB FOR HUMAN SERVICES AND PUBLIC TRANSPORTATION

The centralization of information and services across public transit was a common theme among participants throughout the Coordinated Plan workshop. Participants advocated for a more centralized system for services, whether it be a new agency or coordination among existing agencies. Such a system could improve the sharing and use of knowledge across agencies and with riders, which would lead to streamlined service; providing the best means to travel from the starting point to their preferred destination. The specific strategies recommended by participants included the following items:

- Create a mobility hub for the entire region, which would include a healthcare element. (18)
- Paratransit service providers to develop a centralized computer system for scheduling. (14)
- Coordinate funding and share resources among agencies. (9)
- Create a website or an app to better access services, such as scheduling and updating information. (8)
- Develop an app for vehicle tracking for paratransit ridership. (4)
- Coordination of overall funding. (3)
- Create a process for the reduction or the elimination in the rate of “no show” ridership, which negatively impacts efficiency. (3)
- Use paratransit software to include detailed information and requests from clients with special needs. (1)

EXPANDED TRANSPORTATION SERVICES

Another important need expressed by stakeholders at the workshop was the expansion of services; both geographically, and of the types of trips that seniors and persons with disabilities were allowed to take. The expansion of service for routine errands and social purposes was most noted and passionately expressed by workshop participants. Travel to social engagements was cited by participants as a method to improve overall health and quality of life of seniors and persons with disabilities. Specific strategies recommended by participants included the following:

- Provide more opportunities for underutilized vehicles to offer non-healthcare related transit (e.g. grocery store routes) that would improve the quality of life of seniors and persons with disabilities. (14)
- Increase senior social trips, which leads to better mental health of the recipient. (10)
- Coordinate ADA applications and provide gap funding while individuals wait for approval to use service. (6)
- Allow for home pick-up and return trips for services in different areas, including crossing over county lines. (6)
- Set a paratransit cost that is equal among all transit services in the region. (4)
- Extend holiday operating hours to 10pm. (3)
- Include paratransit services in GoDurham's fare free day. (3)
- Expand paratransit service to neighboring cities and towns. (2)
- Provide additional door-to-door service (e.g. Uber, taxi, current public transit, etc.). (1)
- Provide additional work trips for low-income people in rural areas. (1)
- Streamline and shorten the process for schools requesting trips for incoming disabled students. (1)

EXPANDED EDUCATION SERVICES

Workshop participants and other stakeholders suggested that there was a strong need for overall education for riders and transit services providers. Comments from stakeholders concerned a lack of accurate information provided by transit agency staff and the need for more accessible information from transit providers. Recommendations by the workshop participants included the following:

- Expand travel training for all transit agency staff. (11)
- Encourage hospitals to screen patients for transportation needs. (5)
- Create a higher level of comfort among seniors while using public transportation. (5)

- Improve the transit service providers understanding of clients' needs. (3)
- Present better information for trip planning to riders(e.g.. sheltered stations, stop location, etc.). (2)
- Conduct policy workshops more frequently. (2)
- Provide better information to clients. (1)

APPLICATION PROCESS IMPROVEMENTS

Persons who utilize the regions demand response or complementary paratransit service typically complete an application to receive service. Burdensome and often confusing application processes were cited in the workshop among stakeholders who advocated for a more streamlined approach. Below are specific strategies recommended by workshop participants:

- Transit service to expand assistance to persons who are in need, but are not eligible for ADA paratransit service and are not covered by other services. (7)
- Provide gap funding to passengers while waiting for ADA qualification results. (6)
- Develop receiving of ADA applications in the region. (6)
- Establish person-centered eligibility and certification rather than rigid criteria. (4)
- Shorten the interview and application process for ADA approval. (3)

BUS STOP ACCESS IMPROVEMENTS

Bus stop improvements were discussed as a way to better support seniors and persons with disabilities who are able to use fixed-route services for at least some of their transportation needs. Specific comments included the following:

- Bus stops are too far apart and often without ADA improvements, and riders are unaware of transit alternatives. (3)
- Increase the number of accessible bus stops. (2)

Appendix



Invitation to Participate!

The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is updating its coordinated human services – public transit transportation plan (CTP) and would like your input.

Workshops are scheduled for **September 18th** in Chapel Hill and **September 20th** in Durham. Please join us at one of the workshops to identify community needs and provide recommendations for transit services for seniors and persons with disabilities. DCHC-MPO will use information gathered at the workshop to shape the CTP Update. Light refreshments will be served.

Workshop Details:

Date: September 18, 2018

Time: 9-11:30 am

Location:

Orange County Seymour Center
2551 Homestead Rd
Chapel Hill, NC 27516

Parking: Free

Public Transit: Chapel Hill Transit bus route
A (or HS/NS/ possibly)

Date: September 20, 2018

Time: 9-11:30 am

Location:

Durham County Cooperative Extension
721 Foster St
Durham, NC 27701

Parking: Free

Public Transit: GoDurham bus route 4

If you would like to attend, please respond by Tuesday, September 4th to Robert Jahn, at Robert.jahn@durhamnc.gov, or 571-212-3453. If you are unable to attend, or know others who may be interested, please share this information.

For a closer look at the current CTP, reference the hyperlink below:

[Coordinated Public Transportation Human Service Transportation Plan 2014](#)

Thank you

Invitees to the Coordinated Plan Workshop

Invitations were sent out via email for the Coordinated Plan Workshop to representatives of the following transportation partners:

Local Elected Boards

Carrboro Board of Aldermen
Chapel Hill Town Council
Durham City Council
Hillsboro City Council
Durham County Commission
Chatham County Commission
Orange County Commission

Local Managers

Carrboro Town Manager
Chapel Hill Town Manager
Durham City Manager
Hillsborough Planning Manager
Chatham County Manager
Orange County Manager
Durham County Manager

Local Advisory Boards

Carrboro Transportation
Chapel Hill Transportation Board
Chatham Transportation Advisory Board
Orange County Transportation Advisory Board
GoTriangle Board of Trustees

Local Public Transportation Providers

Chapel Hill Transit
Chapel Hill Planning Department
Chatham Transit Network
First Transit
GoDurham
GoDurham ACCESS
GoTriangle
Durham County Access
Orange Public Transportation

Local Social Services Agencies

Durham Department of Social Services for the Blind
Durham Department of Social Services
Orange Department of Social Services / Non-Emergency Medicaid Services
Orange County Department on Aging

Regional / Local Transportation Agencies

NCDOT
DCHC MPO
City of Durham Parks and Recreation
Chapel Hill Park and Recreation

City of Durham General Services
Durham Mayor's Committee for Persons with Disabilities
Department of Public Health, Durham
Department of Public Health, Orange County
City of Durham Equal Opportunity & Equity Assurance
NC DHHS Disability Services

Non-Profit Organizations

El Centro Hispano
Alliance Behavioral Healthcare
Cardinal Innovations
Senior PharmAssist
Project Access
Triangle Senior Services
Arc of the Triangle
Durham Chamber of Commerce
El Futuro, Inc.
Club Nova
Interfaith Council for Social Services
Extraordinary Ventures in Chapel Hill
LC Industries for the Blind

Private Providers of Human Services Transportation

Senior Care Management Associates
North State Medical Transportation
A Helping Hand
Helping Hands Mission

Samaritan Health Center
Academy Bus

Medical Facilities

Duke University Medical Center
UNC Memorial Hospital
Department of Veterans Affairs

Chambers of Commerce

Chapel Hill - Carrboro Chamber of Commerce
Durham Chamber of Commerce

Other

Duke University
University of North Carolina – Chapel Hill
North Carolina State University
Raleigh-Durham Airport Authority
Downtown Durham, Inc.
Community Reinvestment Association
Durham Center for Senior Life
Triangle Disability Awareness Council
Durham Exchange Club Industries
TJCOG Agency on Aging
Golden Leaf Historic District
VHB Engineering
Environmental Protection Agency
Federal Highway Administration
All contacts on DCHC MPO Board and the Technical Committee mailing lists

Would you like to help improve transportation services for seniors and persons with disabilities in the urban area of Durham and Orange counties, and northeastern Chatham County?



The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is updating the five-year plan for coordinated human services and public transportation in the region. The perspective of your organization is needed to update the 2014 Coordinated Public Transportation Plan (CPT) and provide better services throughout our region.

A planning workshop is scheduled for non-profits, human service agencies, transit providers, and the public. Please join us in identifying community needs and providing recommendations for transit services. This workshop is being hosted by the DCHC-MPO, which is the area's regional transportation planning organization.

Please choose one (or both) to attend and RSVP by September 4, 2018 to robert.jahn@durhamnc.gov

Las partes críticas de los planes pueden ser traducida en español sobre petición.

Chapel Hill

Orange County Seymour Center
2551 Homestead Rd
Chapel Hill, NC 27516

Tuesday, September 18, 2018
9-11:30am

Durham

Durham County Cooperative Extension
721 Foster St
Durham, NC 27701

Thursday, September 20, 2018
9-11:30am

Would you like to help improve transportation services for seniors and persons with disabilities in the urban area of Durham and Orange counties, and northeastern Chatham County?



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Tuesday, September 18, 2018
9-11:30am

Durham

Durham County Cooperative Extension
721 Foster St
Durham, NC 27701

Thursday, September 20, 2018
9-11:30am

**DCHC Metropolitan Planning Organization
ANNOUNCING
Coordinated Human Services Public Transit
Transportation Plan (CTP) Workshops**

The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is updating the region's five-year plan for coordinated human services and public transportation. This plan identifies gaps in transportation services for seniors and persons with disabilities and proposes strategies to fill those gaps. The perspective of human service agencies, transit providers, and the public is needed to update the plan and provide better services throughout our region.

There are two opportunities to participate:

**September 18, 2018
9-11:30AM
Orange County
Seymour Center**

**September 20, 2018
9-11:30AM
Durham County
Cooperative Extension**

Further details can be found on the DCHC MPO website at www.dchcmpo.org. Contact Robert Jahn at 571-212-3453 or robert.jahn@durhamnc.gov to RSVP or for more information.

Las partes críticas de los planes pueden ser traducida en español sobre petición.

Public Transit Transportation Plan (CTP) Workshops

September 18, 2018 // Orange County Seymour Center

September 20, 2018 // Durham County Cooperative Extension Office

Agenda

- Welcome (MPO staff and host staff) and Introductions (All) – 30 mins
- Background and Overview of Plan (MPO staff) – 10 mins
- Overview of transit services (Public transportation providers, volunteer driver programs, others) – 20 mins
- Identify transportation needs and gaps in service for individuals with disabilities and seniors (All - Small groups) – 20 mins
- Identify strategies, activities and projects to address gaps between current service and needs (All – Small groups) – 20 mins
- Prioritize strategies, activities and projects based on available resources (All) – 15 mins
- Wrap Up and Next Steps (MPO staff) – 10 mins

Section 5310 – Enhanced Mobility of **Seniors** and **Individuals with Disabilities** Program is a program of the U.S. Department of Transportation, Federal Transit Administration.

Projects selected for Section 5310 funding must be derived from a locally developed, coordinated public transit-human services transportation plan.

Section 5310 projects funded to date include: **Orange County Department on Aging** mobility management, **Durham County Access** purchase of trips, **GoDurham** purchase of trips beyond the area required by ADA, **GoDurham** improved communication system and mobility management services, **Chapel Hill Transit EZ Rider Senior Shuttle**. CHT will also receive funding this year for ADA bus stop review and design.

About 5310 Funds

The DCHC MPO receives **less than \$250,000 per year** of 5310 funds for the region including all of Durham County, the southern portion of Orange County, and a small northeastern corner of Chatham County.

Coordinated public transit-human service transportation plan is a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, seniors and people with low incomes, provides strategies for meeting those needs and prioritizes transportation services for funding and implementation.

Definitions

Human service transportation is transportation services provided by or on behalf of a human service agency to provide access to agency services and/or meet the basic, day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, seniors, and people with low incomes.

Public transportation is regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income, *and does not include: intercity passenger rail transportation provided by Amtrak, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of one or more specific establishments, or intraterminal or intrafacility shuttle services.*

Name	Organization	Email	Phone Number
Meg Scully	DCHC-MPO	margaret.scully@durhamnc.gov	919-560-4366
Marcella Jones	MCPWD	Marcellajones553@yahoo.com	919-452-0094
Andry Henry	DCHC-MPO	Andrew.Henry@durhamnc.gov	919-560-4366 ext 36419
Calvin J. Bonaparte	DC TAB	cjbonaparte@earthlink.net	919-493-0558
Anita Hagans	DurhamDSS WF	ahagans@dconc.gov	919-560-8135
Etta Brim	DSB	etta.c.brim@dhhs.nc.gov	919-560-8639
Alrik Lunsford	KTCOG	alunsford@kerrtarcog.org	252-436-2040
Julian Ali	NCDOT	julian@gmail.com	919-225-9218
Tammy Romain	GoTriangle	tomain@gotriangle.org	919-485-7464
Vinson Hines	GoTriangle	vhines@gotriangle.org	919-485-7460
Juan Alencastro	GoTriangle	jalencastro@gotriangle.org	919-314-8712
Theresa Eaton	DSS	teaton@dconc.gov	919-560-8605
Eleanor Wertman	UNC Health Alliance	eleanor.wertman@unchealth.unc.edu	919-614-1863
Sally Wilson	PADC	swilson@projectaccessdurham.org	919-470-7261
Shaundrelle Todd	GoDurham	shaundrelle.todd@durhamnc.gov	919-561-0322
Laurie Barrett	GoDurham/GoTriangle	lbarrett@gotriangle.org	919-485-7451
Allyson Coltrane	Orange County Public Transit	acoltrane@orangecountync.gov	919-245-2102
Gina Upchurch	Senior PharmAssist	gina@seniorpharmassist.org	919-688-4772
Lisa Berley	OC Dept on Aging	lberley@orangecountync.gov	919-717-1853
Steffi Tornow	A Helping Hand	Steffi.tornow@ahelpinghandnc.org	919-403-5555
Maggie Perez	DCSL	mperez@dcsinc.org	919-688-8247 ext 104
Pierre Owusu	GoDurham	pierre.osei-owusu@durhamnc.gov	919-560-1535ext36514
Robert Jahn	DCHC-MPO	robert.jahn@durhamnc.gov	571-212-3453

- * Wheelchair clients need affordable transportation to variety of places
- * Need accessible bus stops ●
- * Add'l door-to-door service (e.g., Uber, taxi, etc.) ●
current public transit
- * Work trips from rural area for low-income people. ●
- * Mobility Hub for entire region (does grant writing) (2019 Medicaid to pay for transportation) (Healthcare increasingly recognizes transportation importance) (eligibility) ●●●●●●●●
- * Person-centered certification. ●●●●●
- * Better info for people to plan trips (shade, stop location) ●●●●●

- * Service to fill gap if not ADA eligible and not covered by other service. ●●●●●●●●
- * Central receiving of ADA application in region. ●●●●●●●●
- * Bus stop too far and no ADA service. Don't know other services. ●●●●●
- * Seniors to feel comfortable using public transportation. ●●●●●●●●
- * Balance priorities, e.g. senior medical vs senior social trips. Need more senior social trips \$. ●●●●●●●●

- * Paratransit software to include detailed information/requests from clients with special needs. ●
- * Paratransit cost to be equal among all services ●●●●●
- * Create website or app to better access services such as scheduling and update information ●●●●●●●●

- * Develop an app for vehicle tracking for paratransit. ●●●●●●●●
- * Extend operating hours on holidays to 10pm ●●●●●●●●
- * Include paratransit services in GoDurham's fare free day ●●●●●●●●
- * Only service animals allowed on paratransit vehicles; no personal pets

* Paratransit services to develop centralized computer system for scheduling.

* Allow for home pickup & returns for services in different areas.

• Streamline/comprehensive
• Cross county lines

* Expand paratransit service to neighboring cities & towns.

* Conduct policy workshops more frequently.

* Paratransit services to develop centralized computer system for scheduling.

* Allow for home pickup & returns for services in different areas.

• Streamline/comprehensive
• Cross county lines

* Expand paratransit service to neighboring cities & towns.

* Conduct policy workshops more frequently.

* Hospitals screen patients for transportation needs

* Better system of conveying travel information/notes to service drivers.

* Lower cost for some clients

* Some clients can't understand services (Dementia, socially isolated)

* Process (interview + application) for ADA is too lengthy.

* Provide gap funding while wait for ADA qualification.

* Coordinate ADA application & gap funding

* Empty Access vans can

• p/u other trips - need better efficiency. ^{eg} create grocery routes (route planning).

* Public school requesting trips for new disabled students (takes 3 months to setup in schools)

* High no show rate hurts efficiency. Need to reduce rate.

* Better info to customers/clients.

* Coordination of overall funding

* Maximize ride services (uber, Lyft, etc)

* Coordinate & share resources

* Expand travel training. Universal (all agencies)

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- * Coordinate & share resources
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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: DCHC MPO Board
 From: Meg Scully, LPA Staff
 Re: Revision to FY20 UPWP as approved on 2.27.19
 Date: May 8, 2019

The DCHC MPO Board approved the FY20 Unified Planning Work Program (UPWP) on February 27, 2019. Since then, the LPA received a letter from NCDOT dated April 1, 2019, indicating that the DCHC MPO will receive an additional \$189,182 in federal PL funds in FY20.

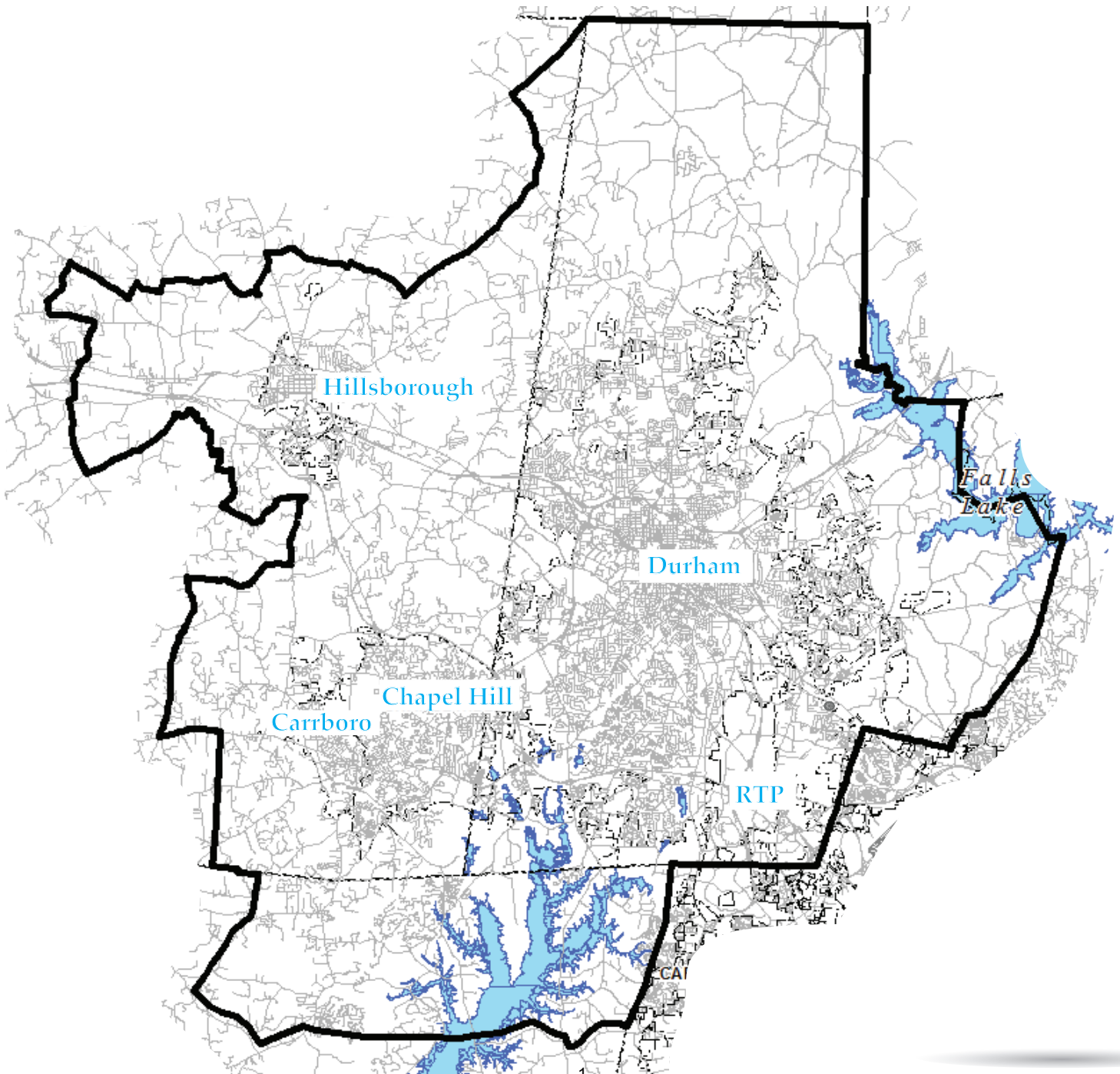
This revision of the FY20 UPWP increases the LPA budget by the \$189,182 in federal PL funds for the task titled Travel Surveys in order to purchase Streetlight data for the region and conduct supporting data management tasks. Specific changes to the FY20 UPWP document since the February 27, 2019 version are listed below by page.

- Cover page was updated to include revised date.
- Resolutions on pages 3 and 4 will be signed with May 8, 2019, revision date
- A description of additional work was included on page 14 under Data Collection and Data Management.
- Tables on pages 15 and 16 including (1) Planning (PL) Section 104(f), (2) Summary of All Funding Sources, and (3) Summary of Federal Funding by Agency Tables were updated to include additional LPA funding in Travel Surveys task code using FHWA/PL funds.
- Tables on page 26 – MPO Funding Table – Distribution by Agency, page 27 – MPO Wide-Detail Funding Table, page 28 – LPA Funding Table, and page 29 – Summary of LPA Tasks and Funding by Broad Categories have been updated to include the additional funding described above.
- Page 36 – a description of the work to be performed was added to the Travel Surveys task code.

Durham Chapel-Hill Carrboro Metropolitan Planning Organization

FY2020 Unified Planning Work Program

Approved 2.27.19 Revised 5.8.19



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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 MICHAEL PARKER and seconded by MPO Board Member CHARLIE REECE for the adoption of the following resolution, and upon being put to a vote was duly adopted.

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

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

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

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2020.

Now therefore, be it resolved that the MPO Board hereby endorses the FY2020 Unified Planning Work Program for the DCHC MPO Urban Area.

I, Damon Seils, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the 27th day of FEBRUARY, 2019.

Damon Seils
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
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);

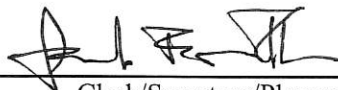
Whereas, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming Metropolitan Transportation Plan (MTP);

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

Now therefore, be it resolved that the DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the 27th day of Feb, 2019.



Damon Seils,
Board Chair



Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]. Response: Yes
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)]
Response: Yes, the policy board includes elected 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 used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, 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.

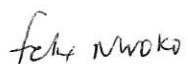
THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, 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

02/27/2019

Date



Felix Nwoko, Ph.D.
DCHC MPO Manager

2/27/2019

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
- Monitor 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 85th percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians;
- INRIX and HERE data, and Streetlight data and supporting tasks
- 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 maintain the 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 are funds for urbanized areas, 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%)	\$ 706,293
Local match (20%)	\$ 176,573
Total PL Funds	\$ 882,866

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
Total STBG-DA Funds	\$ 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	CHT	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)	\$ 2,555,388		\$ 638,848	\$ 3,194,236
FTA 5303	\$280,000	\$35,000	\$35,000	\$350,000
FTA 5307	\$ 247,856		\$ 61,964	\$ 309,820
Total	\$ 3,083,244	\$ 35,000	\$ 735,812	\$ 3,854,056

Summary of Federal Funding (80%) by Agency

	FHWA	FTA Transit Planning		
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$2,106,293			\$2,106,293
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	\$2,555,388	\$280,000	\$247,856	3,083,244

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. DCHC MPO has developed a number of Metropolitan Transportation Plans since ISTEA. In the summer of 2018, the MPO approved 2045 MTP, the region's current MTP which is built around the vision of a sustainable metropolitan area, and promotes the

identification of and investment in nodes and corridors of activity as well as fostering of active transportation and public transportation. Also, 2045 MTP articulates a broad set of region-wide transportation goals, policies and strategies that address transportation's role in areas such as place-making, public health, and energy use. The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2045. The plan also was assessed for and meets environmental justice requirements to ensure equitable investments are planned for the region. In addition, DCHC MPO determined that the plan conformed to the applicable state implementation plan (SIP) for air quality through a voluntary conformity process. The MTP must be completely updated at least every four years, but may be revised more frequently if necessary. 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.
2. Data management activity included collecting, analyzing, maintaining and reporting activities necessary to support the transportation planning process and work program. Various data is captured, processed and subsequently used to identify transportation issues, propose solutions, and monitor activity.
3. Trends and Big Data. All data maintained by the MPO is accessible to member agencies and the public. Certain tasks are associated with technical tools and functions necessary to support analytical work and forecasting, including computer hardware and software and licenses for travel demand modeling and traffic operations microsimulation, and for electronic hardware used in various types of traffic counting.
4. Development of the DCHC-MPO Comprehensive Transportation Plan (CTP): The LPA and NCDOT Transportation Planning Branch worked cooperatively in the 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 web servers, 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

Receiving Agency	STBGP			Section 104(f)			Section 5303				Section 5307				Funding Summary			
	Sec. 133(b)(3)(7)			PL			Highway/Transit				Transit							
	Local	FHWA	80%	Local	FHWA	80%	Local	NCDOT	FTA	80%	Local	NCDOT	FTA	80%	Local	NCDOT	Federal	Total
LPA	\$350,000	\$1,400,000	\$176,573	\$176,573	\$706,293	\$706,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$526,573	\$0	\$2,106,293	\$2,632,866
Carboro	\$6,420	\$25,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,420	\$0	\$25,680	\$32,100
Chapel Hill/CHT	\$23,983	\$95,929	\$0	\$0	\$0	\$0	\$17,150	\$17,150	\$137,200	\$137,200	\$0	\$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	\$0	\$0	\$0	\$0	\$0
Durham/DATA	\$53,964	\$215,856	\$0	\$0	\$0	\$0	\$17,850	\$17,850	\$142,800	\$142,800	\$61,964	\$0	\$247,856	\$0	\$133,778	\$17,850	\$606,512	\$758,140
Durham County	\$11,658	\$46,630	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
Orange County	\$0	\$0	\$0	\$0	\$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	\$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	\$0	\$0	\$0	\$0
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$462,275	\$1,849,095	\$176,573	\$176,573	\$706,293	\$706,293	\$35,000	\$35,000	\$280,000	\$280,000	\$61,964	\$0	\$247,856	\$0	\$735,812	\$35,000	\$3,083,244	\$3,854,055

MPO Wide - Detail Funding Tables - All Funding Sources

Task Description	STBGP 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit				Section 5307 Transit				Task Funding Summary			
	Local 20%	FHWA 80%		Local 20%	FHWA 80%		Local 10%	NCDOT 10%	FTA 80%		Local 20%	NCDOT 0	FTA 80%		Local	NCDOT	Federal	Total
II-A Surveillance of Change																		
1 Traffic Volume Counts	20,813	83,251		1,000	4,000		0	0	0		0	0	0		21,813	-	87,251	109,064
2 Vehicle Miles of Travel	800	3,200		400	1,600		0	0	0		0	0	0		1,200	-	4,800	6,000
3 Street System Changes	1,100	4,400		1,120	4,480		0	0	0		0	0	0		2,220	-	8,880	11,100
4 Traffic Crashes	4,776	19,104		1,080	4,320		0	0	0		0	0	0		5,856	-	23,424	29,280
5 Transit System Data	2,600	10,400		1,200	4,800		8,946	8,946	71,568		11,084	0	44,336		23,830	8,946	131,104	165,880
6 Dwelling Unit, Pop. & Emp. Change	8,020	32,080		5,000	20,000		0	0	0		0	0	0		13,020	-	52,080	65,100
7 Air Travel	6,000	24,000		100	400		0	0	0		0	0	0		6,100	-	24,400	30,500
8 Vehicle Occupancy Rates	0	0		0	0		0	0	0		0	0	0		-	-	-	-
9 Travel Time Studies	14,260	57,040		1,800	7,200		0	0	0		0	0	0		16,060	-	64,240	80,300
10 Mapping	18,219	72,874		4,800	19,200		3,410	3,410	27,280		0	0	0		26,429	3,410	119,354	149,193
11 Central Area Parking Inventory	2,649	10,597		400	1,600		0	0	0		0	0	0		3,049	-	12,197	15,246
12 Bike & Ped. Facilities Inventory	2,124	8,495		1,000	4,000		1,052	1,052	8,416		0	0	0		4,176	1,052	20,911	26,139
13 Bike & Ped. Counts	13,053	52,211		1,000	4,000		856	856	6,848		0	0	0		14,909	856	63,059	78,824
II-B Long Range Transp. Plan (MTP)																		
1 Collection of Base Year Data	6,540	26,160		0	0		0	0	0		0	0	0		6,540	-	26,160	32,700
2 Collection of Network Data	3,900	15,600		800	3,200		0	0	0		0	0	0		4,700	-	18,800	23,500
3 Travel Model Updates	72,080	288,320		4,072	16,288		0	0	0		0	0	0		76,152	-	304,608	380,760
4 Travel Surveys	8,800	35,200		50,355	201,422		0	0	0		0	0	0		59,155	-	236,622	295,777
5 Forecast of Data to Horizon year	2,526	10,104		240	960		0	0	0		0	0	0		2,766	-	11,064	13,830
6 Community Goals & Objectives	200	800		1,330	5,320		0	0	0		0	0	0		6,120	-	7,120	7,650
7 Forecast of Future Travel Patterns	1,920	7,680		1,100	4,400		0	0	0		0	0	0		3,020	-	12,080	15,100
8 Capacity Deficiency Analysis	5,360	21,440		2,400	9,600		0	0	0		0	0	0		7,760	-	31,040	38,800
9 Highway Element of the MTP	8,029	32,116		3,800	15,200		0	0	0		0	0	0		11,829	-	47,316	59,145
10 Transit Element of the MTP	15,091	60,365		3,800	15,200		1,278	1,278	10,224		1,016	0	4,064		21,185	1,278	89,853	112,316
11 Bicycle & Ped. Element of the MTP	39,198	156,793		2,878	11,512		0	0	0		0	0	0		42,076	-	168,305	210,381
12 Airport/Air Travel Element of MTP	1,120	4,480		200	800		0	0	0		0	0	0		1,320	-	5,280	6,600
13 Collector Street Element of MTP	1,914	7,656		600	2,400		0	0	0		0	0	0		2,514	-	10,056	12,570
14 Rail, Water or other mode of MTP	7,420	29,680		0	0		0	0	0		0	0	0		7,420	-	29,680	37,100
15 Freight Movement/Mobility Planning	3,540	14,160		200	800		0	0	0		0	0	0		3,740	-	14,960	18,700
16 Financial Planning	2,206	8,822		480	1,920		979	979	7,832		19,668	0	78,672		23,333	979	97,246	121,558
17 Congestion Management Strategies	19,411	77,643		1,139	4,555		820	820	6,560		0	0	0		21,370	820	88,758	110,948
18 Air Qual. Planning/Conformity Anal.	1,360	5,440		1,600	6,400		0	0	0		0	0	0		2,960	-	11,840	14,800
II-C Short Range Transit Planning																		
1 Short Range Transit Planning	660	2,640		0	0		3,490	3,490	27,920		21,124	0	84,496		25,274	3,490	115,056	143,820
II-A Planning Work Program																		
1 Planning Work Program	8,784	35,134		4,006	16,024		760	760	6,080		0	0	0		13,550	760	57,238	71,548
II-B Transp. Improvement Plan																		
1 TIP	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
II-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	2,654	10,616		1,000	4,000		326	326	2,608		736	0	2,944		4,716	326	20,168	25,210
2 Environmental Justice	5,980	23,920		1,640	6,560		0	0	0		0	0	0		7,620	-	30,480	38,100
3 Minority Business Enterprise	2,380	9,520		400	1,600		0	0	0		0	0	0		2,780	-	11,120	13,900
4 Planning for the Elderly & Disabled	1,840	7,360		400	1,600		240	240	1,920		0	0	0		2,480	240	10,880	13,600
5 Safety/Drug Control Planning	5,340	21,360		1,600	6,400		0	0	0		0	0	0		6,940	-	27,760	34,700
6 Public Involvement	29,506	118,025		3,765	15,077		814	814	6,512		1,972	0	7,888		36,061	814	147,502	184,377
7 Private Sector Participation	0	0		0	0		0	0	0		0	0	0		-	-	-	-
II-D Incidental Png./Project Dev.																		
1 Transportation Enhancement Png.	0	0		0	0		0	0	0		0	0	0		-	-	-	-
2 Enviro. Analysis & Pre-TIP Png.	10,361	41,444		2,600	10,400		236	236	1,888		0	0	0		13,197	236	53,732	67,165
3 Special Studies	12,313	49,254		45,603	182,410		820	820	6,560		0	0	0		58,736	820	238,224	297,780
4 Regional or Statewide Planning	24,332	97,329		3,600	14,400		1,040	1,040	8,320		0	0	0		28,972	1,040	120,049	150,061
II-E Management & Operations																		
1 Management & Operations	42,917	171,669		12,400	49,600		6,831	6,831	54,648		4,328	0	17,312		66,476	6,831	293,229	366,536
Totals	\$462,274	\$1,849,095		\$176,573	\$706,293		\$35,000	\$35,000	\$280,000		\$61,964	\$0	\$247,856		\$735,811	\$35,000	\$3,083,244	\$3,854,055

LPA

	Task Description	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$19,200	\$76,800	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$80,800	\$101,000
	2 Vehicle Miles of Travel	\$800	\$3,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
	3 Street System Changes	\$1,000	\$4,000	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120	\$0	\$8,480	\$10,600
	4 Traffic Crashes	\$4,776	\$19,104	\$1,080	\$4,320	\$0	\$0	\$0	\$0	\$0	\$0	\$5,856	\$0	\$23,424	\$29,280
	5 Transit System Data	\$2,600	\$10,400	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$15,200	\$19,000
	6 Dwelling Unit, Pop. & Emp. Change	\$7,700	\$30,800	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,700	\$0	\$50,800	\$63,500
	7 Air Travel	\$6,000	\$24,000	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,100	\$0	\$24,400	\$30,500
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$14,260	\$57,040	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$16,060	\$0	\$64,240	\$80,300
	10 Mapping	\$15,000	\$60,000	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$19,800	\$0	\$79,200	\$99,000
	11 Central Area Parking Inventory	\$1,800	\$7,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200	\$0	\$8,800	\$11,000
	12 Bike & Ped. Facilities Inventory	\$400	\$1,600	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
	13 Bike & Ped. Counts	\$11,640	\$46,560	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,640	\$0	\$50,560	\$63,200
		\$0	\$0	\$0	\$0										
II B	Long Range Transp. Plan (MTP)	\$0	\$0	\$0	\$0										
	1 Collection of Base Year Data	\$6,540	\$26,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,540	\$0	\$26,160	\$32,700
	2 Collection of Network Data	\$3,900	\$15,600	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,700	\$0	\$18,800	\$23,500
	3 Travel Model Updates	\$72,080	\$288,320	\$4,072	\$16,288	\$0	\$0	\$0	\$0	\$0	\$0	\$76,152	\$0	\$304,608	\$380,760
	4 Travel Surveys	\$8,800	\$35,200	\$50,355	\$201,422	\$0	\$0	\$0	\$0	\$0	\$0	\$59,155	\$0	\$236,622	\$295,777
	5 Forecast of Data to Horizon year	\$526	\$2,104	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$766	\$0	\$3,064	\$3,830
	6 Community Goals & Objectives	\$200	\$800	\$1,330	\$5,320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,530	\$0	\$6,120	\$7,650
	7 Forecast of Future Travel Patterns	\$1,920	\$7,680	\$1,100	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,020	\$0	\$12,080	\$15,100
	8 Capacity Deficiency Analysis	\$5,360	\$21,440	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,760	\$0	\$31,040	\$38,800
	9 Highway Element of th MTP	\$3,112	\$12,448	\$3,800	\$15,200	\$0	\$0	\$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	\$0	\$13,934	\$0	\$55,736	\$69,670
	11 Bicycle & Ped. Element of the MTP	\$7,200	\$28,800	\$2,878	\$11,512	\$0	\$0	\$0	\$0	\$0	\$0	\$10,078	\$0	\$40,312	\$50,390
	12 Airport/Air Travel Element of MTP	\$1,120	\$4,480	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600
	13 Collector Street Element of MTP	\$1,794	\$7,176	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,394	\$0	\$9,576	\$11,970
	14 Rail, Water or other mode of MTP	\$7,320	\$29,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,320	\$0	\$29,280	\$36,600
	15 Freight Movement/Mobility Planning	\$3,540	\$14,160	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,740	\$0	\$14,960	\$18,700
	16 Financial Planning	\$1,000	\$4,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480	\$0	\$5,920	\$7,400
	17 Congestion Management Strategies	\$17,336	\$69,344	\$1,139	\$4,555	\$0	\$0	\$0	\$0	\$0	\$0	\$18,475	\$0	\$73,899	\$92,374
	18 Air Qual. Planning/Conformity Anal.	\$1,360	\$5,440	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960	\$0	\$11,840	\$14,800
		\$0	\$0	\$0	\$0										
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										
III-A	Planning Work Program	\$0	\$0	\$0	\$0										
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
		\$0	\$0	\$0	\$0										
III-B	Transp. Improvement Plan	\$0	\$0	\$0	\$0										
	TIP	\$9,712	\$38,848	\$5,661	\$22,645	\$0	\$0	\$0	\$0	\$0	\$0	\$15,373	\$0	\$61,493	\$76,866
		\$0	\$0	\$0	\$0										
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0	\$0	\$0										
	1 Title VI	\$2,654	\$10,616	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,654	\$0	\$14,616	\$18,270
	2 Environmental Justice	\$5,900	\$23,600	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$7,540	\$0	\$30,160	\$37,700
	3 Minority Business Enterprise	\$2,380	\$9,520	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,780	\$0	\$11,120	\$13,900
	4 Planning for the Elderly & Disabled	\$1,760	\$7,040	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,160	\$0	\$8,640	\$10,800
	5 Safety/Drug Control Planning	\$5,340	\$21,360	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,940	\$0	\$27,760	\$34,700
	6 Public Involvement	\$27,408	\$109,632	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$31,177	\$0	\$124,709	\$155,886
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0										
III-D	Incidental Plng./Project Dev.	\$0	\$0	\$0	\$0										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$3,470	\$13,880	\$2,600	\$10,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,070	\$0	\$24,280	\$30,350
	3 Special Studies	\$2,800	\$11,200	\$45,603	\$182,410	\$0	\$0	\$0	\$0	\$0	\$0	\$48,403	\$0	\$193,610	\$242,013
	4 Regional or Statewide Planning	\$4,400	\$17,600	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
		\$0	\$0	\$0	\$0										
III-E	Management & Operations	\$0	\$0	\$0	\$0										
	1 Management & Operations	\$39,800	\$159,200	\$12,400	\$49,600	\$0	\$0	\$0	\$0	\$0	\$0	\$52,200	\$0	\$208,800	\$261,000
	Totals	\$350,000	\$1,400,000	\$176,573	\$706,293	\$0	\$0	\$0	\$0	\$0	\$0	\$526,573	\$0	\$2,106,293	\$2,632,866

Summary of LPA Tasks and Funding by Broad Categories

Summary of LPA Tasks and Funding by Broad Categories		
Broad Aggregated Tasks	FY Funding	Percent
Data-Planning Support	\$421,380	16
GIS/Mapping/WEB	\$254,886	10
TIP/SPOT	\$107,216	4
CTP/MTP/Metropolitan Transportation Planning	\$316,070	12
Modeling/Technical/Survey	\$732,737	28
CMP/MRC	\$127,074	5
Management-Grants	\$310,820	12
Other/Regulatory	\$362,683	14
Total	\$2,632,866	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 Lead

Modeling
Technical
Special Projects
Land use modeling
Air Quality Analysis
Performance Measures

Andy Henry - MTP/CTP

MTP/CTP & Collector Street planning
Implementation of planning factors
Land Use/SE data
Air Quality Conformity & Public Involvement

Dale McKeel – Bicycle & Pedestrian Planning & Programming

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

KoSok Chae, CMP

CMP
Data monitoring
Surveillance of change
ITS
Traffic analysis
Planning/Operations
Coordination (DynSmart)

Vacant-uff – Modeling/Technical

Modeling
Technical support
Demographic/behavioral data
Staff support to the TRM Service Bureau

Brian Rhodes – Technician, Graphic & GIS Support

MTP/CTP
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

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

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

Aaron Cain – MPO Board/TC

MPO Board/TC liaison
3-C Process & TIP/SPOT
Mobility Funds & Public Involvement
Project Prioritization

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 bi-annual 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), socio-economic 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 geographically-based 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 CommunityViz. 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. The MPO will purchase Streetlight data for the region and conduct supporting tasks.

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

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

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4.6	Develop TRMv7: investigate/specify tour/activity scheduler/router	Develop TRMv7: begin model estimation and calibration for usual work and school location, activity scheduler, and router			
	Develop TRMv7: begin preparing data for estimation				
	Develop TRMv7: available data will be entered in selected data structure				
4.7					
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans
5.3	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues
6.3	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion	
7.4		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

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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
	Review SPOT 6 (2022-2031) project submissions and prepare comparative analysis	One-on-one discussion between the MPO and NCDOT	Review SPOT 7 (2024-2033) project submissions and prepare comparative analysis	One-on-one discussion between the MPO and NCDOT	Review SPOT 8 (2026-2035) project submissions and prepare comparative analysis
	Develop & submit TIP Project Priority List for SPOT 6 (2022-2031 TIP)	Adopt 2022-2031 STIP	Develop & submit TIP Project Priority List for SPOT 7 (2024-2033 TIP)	Adopt 2024-2033 STIP	Develop & submit TIP Project Priority List for SPOT 8 (2024-2033 TIP)
	Update TIP ranking & project prioritization methodology as necessary		Update TIP ranking & project prioritization methodology as necessary		Update TIP ranking & project prioritization methodology as necessary
	Submit SPOT 6 Regional Impact points assignment		Submit SPOT 7 Regional Impact points assignment		Submit SPOT 8 Regional 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
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update	Community Viz and UrbanSim implementaion, maintenance and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2019 to June 30, 2024**

DCHC MPO Board 5/8/2019 Item 13

	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, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
14.1	Development of the MPO Safety plan to reflect State Highway Safety initiatives	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	Board directives	Board directives	Board directives	Board directives	Board directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
		NC 751 Corridor Study	NC 751 Corridor Study		

Town of Carrboro

	Task Description	STBGP		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$120	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$0	\$480	\$600
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
	11 Central Area Parking Inventory	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
	12 Bike & Ped. Facilities Inventory	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240	\$0	\$960	\$1,200
	13 Bike & Ped. Counts	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
		\$0	\$0												
II-B	Long Range Transp. Plan (MTP)	\$0	\$0												
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the MTP	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
	11 Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$220	\$880	\$0	\$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												
	1 Short Range Transit Planning	\$660	\$2,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660	\$0	\$2,640	\$3,300
		\$0	\$0									\$0	\$0	\$0	\$0
III-A	Planning Work Program	\$0	\$0												
	Planning Work Program	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
		\$0	\$0									\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0												
	TIP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
		\$0	\$0									\$0	\$0		
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.	\$0	\$0												
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$80	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$0	\$320	\$400
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$80	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$0	\$320	\$400
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-D	Incidental Plng./Project Dev.	\$0	\$0												
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-E	Management & Operations	\$0	\$0												
	1 Management & Operations	\$320	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$1,280	\$1,600
Totals		\$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 4th 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

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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 will 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

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

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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

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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.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

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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

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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

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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

	Task Description	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$1,113	\$4,451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,113	\$0	\$4,451	\$5,564
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$870	\$870	\$6,960	\$0	\$0	\$0	\$870	\$870	\$6,960	\$8,700
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$2,319	\$9,274	\$0	\$0	\$3,410	\$3,410	\$27,280	\$0	\$0	\$0	\$5,729	\$3,410	\$36,554	\$45,693
	11 Central Area Parking Inventory	\$649	\$2,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$649	\$0	\$2,597	\$3,246
	12 Bike & Ped. Facilities Inventory	\$1,484	\$5,935	\$0	\$0	\$1,052	\$1,052	\$8,416	\$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	\$0	\$1,969	\$856	\$11,299	\$14,124
		\$0	\$0			\$0	\$0	\$0							
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0	\$0	\$0							
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$2,040	\$8,161	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,040	\$0	\$8,161	\$10,201
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$952	\$952	\$7,616	\$0	\$0	\$0	\$952	\$952	\$7,616	\$9,520
	11 Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$1,206	\$4,822	\$0	\$0	\$653	\$653	\$5,224	\$0	\$0	\$0	\$1,859	\$653	\$10,046	\$12,558
	17 Congestion Management Strategies	\$1,855	\$7,419	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$2,675	\$820	\$13,979	\$17,474
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$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							
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$880	\$880	\$7,040	\$0	\$0	\$0	\$880	\$880	\$7,040	\$8,800
		\$0	\$0			\$0	\$0	\$0							
III-A	Planning Work Program	\$0	\$0			\$0	\$0	\$0							
	Planning Work Program	\$927	\$3,710	\$0	\$0	\$760	\$760	\$6,080	\$0	\$0	\$0	\$1,687	\$760	\$9,790	\$12,237
		\$0	\$0			\$0	\$0	\$0							
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0							
	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			\$0	\$0	\$0							
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$240	\$240	\$1,920	\$0	\$0	\$0	\$240	\$240	\$1,920	\$2,400
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0							
III-D	Incidental Plng./Project Dev.	\$0	\$0			\$0	\$0	\$0							
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$236	\$236	\$1,888	\$0	\$0	\$0	\$236	\$236	\$1,888	\$2,360
	3 Special Studies	\$3,122	\$12,490	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$3,942	\$820	\$19,050	\$23,812
	4 Regional or Statewide Planning	\$2,782	\$11,129	\$0	\$0	\$1,040	\$1,040	\$8,320	\$0	\$0	\$0	\$3,822	\$1,040	\$19,449	\$24,311
		\$0	\$0			\$0	\$0	\$0							
III-E	Management & Operations	\$0	\$0			\$0	\$0	\$0							
	1 Management & Operations	\$1,199	\$4,796	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$2,823	\$1,624	\$17,788	\$22,235
	Totals	\$23,983	\$95,929	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$41,133	\$17,150	\$233,129	\$291,411

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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

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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

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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

**TOWN OF CHAPEL HILL
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- 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

**TOWN OF CHAPEL HILL
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FY 2020 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

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- 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

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
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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

	Task Description	STBGP		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local		FTA				
		20%	80%	20%	80%	10%	10%	80%	20%		80%				
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8,076	\$8,076	\$64,608	\$11,084		\$44,336	\$19,160	\$8,076	\$108,944	\$136,180
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
	10 Transit Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,016		\$4,064	\$2,540	\$326	\$11,465	\$14,331
	11 Bicycle & Ped. Element of the MTP	\$31,198	\$124,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,198	\$0	\$124,793	\$155,991
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$19,668		\$78,672	\$19,994	\$326	\$81,280	\$101,600
	17 Congestion Management Strategies	\$0	\$0	\$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	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
II-C	Short Range Transit Planning	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610	\$20,880	\$21,124		\$84,496	\$23,734	\$2,610	\$105,376	\$131,720
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
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	\$0	\$1,198	\$0	\$4,793	\$5,991
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	TIP	\$4,793	\$19,171	\$0	\$0	\$653	\$653	\$5,224	\$2,036		\$8,144	\$7,482	\$653	\$32,539	\$40,674
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$736		\$2,944	\$1,062	\$326	\$5,552	\$6,940
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,972		\$7,888	\$3,496	\$326	\$15,289	\$19,111
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-D	Incidental Plng./Project Dev.	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Transportation Enhancement Plng.	\$0	\$0	\$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		\$0	\$5,991	\$0	\$23,964	\$29,955
	3 Special Studies	\$5,991	\$23,964	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$5,991	\$0	\$23,964	\$29,955
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-E	Management & Operations	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Management & Operations	\$1,198	\$4,793	\$0	\$0	\$5,207	\$5,207	\$41,656	\$4,328		\$17,312	\$10,733	\$5,207	\$63,761	\$79,701
Totals		\$53,964	\$215,856	\$0	\$0	\$17,850	\$17,850	\$142,800	\$61,964		\$247,856	#####	\$17,850	\$606,512	\$758,140

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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,

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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

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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;
2. 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

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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.
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the MPO Board.

Expected Work Products:

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

City of Durham
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

City of Durham
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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.

City of Durham
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP

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

	Task Description	STBGP		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$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	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
II-B	Long Range Transp. Plan (MTP)	\$0	\$0												
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th MTP	\$1,679	\$6,714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,679	\$0	\$6,714	\$8,393
	10 Transit Element of the MTP	\$3,459	\$13,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,459	\$0	\$13,836	\$17,295
	11 Bicycle & Ped. Element of the MTP	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$120	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120	\$0	\$480	\$600
	14 Rail, Water or other mode of MTP	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$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	\$0	\$0
		\$0	\$0												
II-C	Short Range Transit Planning	\$0	\$0												
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0									\$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	\$300	\$0	\$1,200	\$1,500
		\$0	\$0									\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan	\$0	\$0												
	TIP	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
		\$0	\$0									\$0	\$0		
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.	\$0	\$0												
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-D	Incidental Plng./Project Dev.	\$0	\$0												
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500
	3 Special Studies	\$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												
	1 Management & Operations	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
Totals		\$11,658	\$46,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,658	\$0	\$46,630	\$58,288

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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)

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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)

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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)

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2020 UPWP**

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 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

		Task Description	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II	A	Surveillance of Change														
	1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
II	B	Long Range Transp. Plan (MTP)	\$0	\$0												
	1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Highway Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Transit Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14	Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17	Congestion Management Strategies	\$0	\$0	\$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	\$0	\$0
			\$0	\$0												
II	C	Short Range Transit Planning	\$0	\$0												
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-A		Planning Work Program	\$0	\$0												
	1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-B		Transp. Improvement Plan	\$0	\$0												
	1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-C		Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0												
	1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
III-D		Incidental Plng./Project Dev.	\$0	\$0												
	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Regional or Statewide Planning	\$16,250	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,250	\$0	\$65,000	\$81,250
			\$0	\$0												
III-E		Management & Operations	\$0	\$0												
	1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals			\$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 preparation, TRM executive committee support, facilitate joint MPO technical team meetings, Joint MPO Executive Committee coordination, assist with preparation and conduct of Joint MPO Policy Boards meetings, GoTriangle and county transit plan participation, MPO area plan and project participation. 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

	Task Description	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$1,113	\$4,451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,113	\$0	\$4,451	\$5,564
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$870	\$870	\$6,960	\$0	\$0	\$0	\$870	\$870	\$6,960	\$8,700
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$2,319	\$9,274	\$0	\$0	\$3,410	\$3,410	\$27,280	\$0	\$0	\$0	\$5,729	\$3,410	\$36,554	\$45,693
	11 Central Area Parking Inventory	\$649	\$2,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$649	\$0	\$2,597	\$3,246
	12 Bike & Ped. Facilities Inventory	\$1,484	\$5,935	\$0	\$0	\$1,052	\$1,052	\$8,416	\$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	\$0	\$1,969	\$856	\$11,299	\$14,124
		\$0	\$0			\$0	\$0	\$0							
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0	\$0	\$0							
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$2,040	\$8,161	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,040	\$0	\$8,161	\$10,201
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$952	\$952	\$7,616	\$0	\$0	\$0	\$952	\$952	\$7,616	\$9,520
	11 Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$1,206	\$4,822	\$0	\$0	\$653	\$653	\$5,224	\$0	\$0	\$0	\$1,859	\$653	\$10,046	\$12,558
	17 Congestion Management Strategies	\$1,855	\$7,419	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$2,675	\$820	\$13,979	\$17,474
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$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							
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$880	\$880	\$7,040	\$0	\$0	\$0	\$880	\$880	\$7,040	\$8,800
		\$0	\$0			\$0	\$0	\$0							
III-A	Planning Work Program	\$0	\$0			\$0	\$0	\$0							
	Planning Work Program	\$927	\$3,710	\$0	\$0	\$760	\$760	\$6,080	\$0	\$0	\$0	\$1,687	\$760	\$9,790	\$12,237
		\$0	\$0			\$0	\$0	\$0							
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0							
	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			\$0	\$0	\$0							
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$240	\$240	\$1,920	\$0	\$0	\$0	\$240	\$240	\$1,920	\$2,400
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0							
III-D	Incidental Plng./Project Dev.	\$0	\$0			\$0	\$0	\$0							
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$236	\$236	\$1,888	\$0	\$0	\$0	\$236	\$236	\$1,888	\$2,360
	3 Special Studies	\$3,122	\$12,490	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$3,942	\$820	\$19,050	\$23,812
	4 Regional or Statewide Planning	\$2,782	\$11,129	\$0	\$0	\$1,040	\$1,040	\$8,320	\$0	\$0	\$0	\$3,822	\$1,040	\$19,449	\$24,311
		\$0	\$0			\$0	\$0	\$0							
III-E	Management & Operations	\$0	\$0			\$0	\$0	\$0							
	1 Management & Operations	\$1,199	\$4,796	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$2,823	\$1,624	\$17,788	\$22,235
	Totals	\$23,983	\$95,929	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$41,133	\$17,150	\$233,129	\$291,411

Anticipated DBE Contracting Opportunities for 2020

Name of MPO: Durham-Chapel Hill-Carrboro MPO: Town of Chapel Hill x Check here if no anticipated DBE opportunities

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

Sample Entry:

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

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DCHC MPO Board 5/8/2019 Item 13

TOWN OF CHAPEL HILL
FTA TASK NARRATIVE TABLE
FY2020 UPWP

1-	MPO	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	
2-	FTA Code	442700	442200	442100	
3-	Task Code	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Special Studies	Regional or Statewide Planning	Management and Operations	TOTALS
5-	Task Objective	Prepare special studies to support ongoing transit operations. Conduct station area infrastructure inventory evaluation.	Support regional and statewide planning projects, including DOT Study, 15-501 Feasibility Study, NC 54 corridor design/NEPA, and NC 54 Pedestrian Safety Study	Support various transit planning activities	
6-	Tangible Product Expected	Participation in design/NEPA for BRT station area infrastructure inventory, work on other special studies as needed	LRT station area plans; participation in NCDOT activities and reporting requirements	Ongoing transit requirements	
7-	Expected Completion Date of Products	6/30/2020	6/30/2020	6/30/2020	
8-	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	
9-	Prior FTA Funds				
10-	Relationship To Other Activities	Supports implementation of adopted MTP, TIP and other state/federally funded projects	Supports the implementation of the adopted 2045 MTP, TIP, and the Chapel Hill Short Range Transit Plan.	Supports all other transit planning activities MPO-wide.	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	TPR - Highway - NCDOT 20%				
13-	TPR - Highway - FHWA 80%				
14-	Section 104 (f) PL Local 20%				
15-	Section 104 (f) PL FHWA 80%				
16-	Section 5303 Local 10%	\$820	\$1,040	\$1,624	\$17,150
17-	Section 5303 NCDOT 10%	\$820	\$1,040	\$1,624	\$17,150
18-	Section 5303 FTA 80%	\$6,560	\$8,320	\$12,992	\$137,200
19-	Section 5307 Transit - Local 10%				\$0
20-	Section 5307 Transit - NCDOT 10%				\$0
21-	Section 5307 Transit - FTA 80%				\$0
22-	Section 5309 Transit - Local 10%				\$0
23-	Section 5309 Transit - NCDOT 10%				\$0
24-	Section 5309 Transit - FTA 80%				\$0
		\$8,200	\$10,400	\$16,240	\$171,500
		\$8,200	\$10,400	\$16,240	\$0

City of Durham & GoDurham

	Task Description	STBGP		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local		FTA				
		20%	80%	20%	80%	10%	10%	80%	20%		80%				
II-A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8,076	\$8,076	\$64,608	\$11,084		\$44,336	\$19,160	\$8,076	\$108,944	\$136,180
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
II-B	Long Range Transp. Plan (MTP)	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,198	\$0	\$4,793	\$5,991
	10 Transit Element of the MTP	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,016		\$4,064	\$2,540	\$326	\$11,465	\$14,331
	11 Bicycle & Ped. Element of the MTP	\$31,198	\$124,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,198	\$0	\$124,793	\$155,991
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$19,668		\$78,672	\$19,994	\$326	\$81,280	\$101,600
	17 Congestion Management Strategies	\$0	\$0	\$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	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
II-C	Short Range Transit Planning	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610	\$20,880	\$21,124		\$84,496	\$23,734	\$2,610	\$105,376	\$131,720
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
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	\$0	\$1,198	\$0	\$4,793	\$5,991
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-B	Transp. Improvement Plan	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	TIP	\$4,793	\$19,171	\$0	\$0	\$653	\$653	\$5,224	\$2,036		\$8,144	\$7,482	\$653	\$32,539	\$40,674
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$736		\$2,944	\$1,062	\$326	\$5,552	\$6,940
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,198	\$4,793	\$0	\$0	\$326	\$326	\$2,608	\$1,972		\$7,888	\$3,496	\$326	\$15,289	\$19,111
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-D	Incidental Png./Project Dev.	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$5,991	\$23,964	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$5,991	\$0	\$23,964	\$29,955
	3 Special Studies	\$5,991	\$23,964	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$5,991	\$0	\$23,964	\$29,955
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		\$0	\$0			\$0	\$0	\$0	\$0		\$0				
III-E	Management & Operations	\$0	\$0			\$0	\$0	\$0	\$0		\$0				
	1 Management & Operations	\$1,198	\$4,793	\$0	\$0	\$5,207	\$5,207	\$41,656	\$4,328		\$17,312	\$10,733	\$5,207	\$63,761	\$79,701
	Totals	\$53,964	\$215,856	\$0	\$0	\$17,850	\$17,850	\$142,800	\$61,964		\$247,856	#####	\$17,850	\$606,512	\$758,140

Anticipated DBE Contracting Opportunities for 2020

Name of MPO: ___Durham Chapel Hill Carrboro MPO_(GoDurham)___ ☐X___ Check here if no anticipated DBE opportunities

Person Completing Form: _Neeton Nichols_			Telephone Number: 919 560-4366		
Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out

Sample Entry:

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

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
(DCHC MPO)
RESOLUTION (FTA and FHWA)
Approving the FY2020 Unified Planning Work
Program of the DCHC MPO

May 8, 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.

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

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

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

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2020.

Now therefore, be it resolved that the MPO Board hereby endorses the *FY2020 Unified Planning Work Program for the DCHC MPO Urban Area*.

I, Damon Seils, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the ____ day of _____, 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: _____, 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,

Now therefore, be it resolved that the DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the ____ day of ____, 2019.

Damon Seils,
Board Chair

Clerk/Secretary/Planner

Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Board
May 8, 2019

FY 2018-2027 TIP Amendment #12 Summary Sheet

See full report for additional information on each project.

- **C-5179 North Estes Drive:** Add STBGDA funding for PE and Construction in FY19.
- **C-5183B Alston Avenue Sidewalks:** Add STBGDA funding for Construction in FY19.
- **P-5717 Cornwallis Road Grade Crossing:** Delay ROW from FY19 to FY20.
- **U-5518 US 70 Conversion to Expressway:** Add funding and utilize Garvee Bonds.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



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



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



There are previous
amendments to
this project.

Date: 4-16-19

Amendment Requested By: [Town of Chapel Hill](#)

Existing Project Details

Project Name: [North Estes Drive](#)

STIP/TIP #: [C-5179](#)

Jurisdiction/Agency: [Chapel Hill](#)

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 Year	PE/Design	STP-DA	\$204,800	\$0	\$51,200	\$256,000
Prior Year	ROW	CMAQ	\$240,000	\$0	\$60,000	\$300,000
2019	Construction	CMAQ	\$2,646,618	\$0	\$661,655	\$3,308,273
			\$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:			\$3,091,418	\$0	\$772,855	\$3,864,273

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STP-DA	\$204,800	\$0	\$51,200	\$256,000
Prior Year	ROW	CMAQ	\$240,000	\$0	\$60,000	\$300,000
2019	Construction	CMAQ	\$2,646,618	\$0	\$661,655	\$3,308,273
2019	PE/Design	STBGDA	\$100,000	\$0	\$25,000	\$125,000
			\$0	\$0	\$0	\$0
2019	Construction	STBGDA	\$400,000	\$0	\$100,000	\$500,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$3,591,418	\$0	\$897,855	\$4,489,273

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 STBG-Any Area funds to Construction 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.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



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



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



There are previous
amendments to
this project.

Date: 4-16-19

Amendment Requested By: City of Durham

Existing Project Details

Project Name: Alston Avenue Sidewalks

STIP/TIP #: C-5183B

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	Construction	CMAQ	\$644,360	\$0	\$161,090	\$805,450
			\$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:			\$644,360	\$0	\$161,090	\$805,450

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Construction	CMAQ	\$644,360	\$0	\$161,090	\$805,450
2019	Construction	STBGDA	\$433,217	\$0	\$108,304	\$541,521
			\$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:			\$1,077,577	\$0	\$269,394	\$1,346,971

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 funds to Construction 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.

REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

P-5717 DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN H LINE, CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION. <u>TO ALLOW ADDITIONAL TIME TO EVALUATE DESIGN ALTERNATIVES. DELAY RIGHT-OF-WAY FROM FY 19 TO FY 20.</u>	RIGHT-OF-WAY	FY 2020 -	\$125,000	(T)
				FY 2021 -	\$2,375,000	(T)
			UTILITIES	FY 2020 -	\$94,000	(T)
				FY 2021 -	\$1,784,000	(T)
			CONSTRUCTION	FY 2020 -	\$5,200,000	(T)
				FY 2020 -	\$500,000	(O)
				FY 2021 -	\$5,200,000	(T)
				FY 2022 -	\$5,200,000	(T)
					\$20,478,000	
* U-5518 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	US 70 (GLENWOOD AVENUE), WEST OF SR 3067 (T.W. ALEXANDER DRIVE) TO I-540 IN RALEIGH. UPGRADE ROADWAY TO IMPROVE CAPACITY, SAFETY AND TRAFFIC OPERATIONS INCLUDING INTERCHANGES AT VARIOUS LOCATIONS. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS. PROJECT TO UTILIZE GARVEE BOND FUNDING. ADD DURHAM COUNTY TO STIP LOCATION TO REFLECT COVERAGE OF PREFERRED ALTERNATIVE.</u>	RIGHT-OF-WAY	FY 2019 -	\$14,500,000	(NHP)
			UTILITIES	FY 2019 -	\$12,715,000	(NHP)
			GARVEE CONSTR	FY 2019 -	\$8,580,000	(NHP)
				FY 2020 -	\$8,580,000	(NHP)
				FY 2021 -	\$8,580,000	(NHP)
				FY 2022 -	\$8,580,000	(NHP)
				FY 2023 -	\$8,580,000	(NHP)
				FY 2024 -	\$8,580,000	(NHP)
				FY 2025 -	\$8,580,000	(NHP)
				FY 2026 -	\$8,580,000	(NHP)
				FY 2027 -	\$8,580,000	(NHP)
				FY 2028 -	\$8,580,000	(NHP)
				FY 2029 -	\$8,580,000	(NHP)
				POST YR-	\$34,320,000	(NHP)
			CONSTRUCTION	FY 2019 -	\$8,589,000	(NHP)
				FY 2019 -	\$11,111,111	(S(M))
				FY 2020 -	\$8,589,000	(NHP)
				FY 2020 -	\$11,111,111	(S(M))
				FY 2021 -	\$8,589,000	(NHP)
				FY 2021 -	\$11,111,111	(S(M))
					\$215,015,333	

* INDICATES FEDERAL AMENDMENT

Thursday, April 4, 2019

**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #12
May 8, 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.

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 #12 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on May 8, 2019, and as described in the “FY 2018-2027 TIP Amendment #12 Summary Sheet” on this, the 8th day of May, 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: May 8, 2019

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

Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Board
May 8, 2019

FY 2018-2027 TIP Amendment #13 Summary Sheet

See full report for additional information on each project.

- **C-4928 Morreene Road Bike-Ped:** Add STBGDA funding in FY21.
- **EB-6033 Safe Routes to School Education:** Add funding in FY19 for SRTS education statewide.
- **U-4724 Cornwallis Road Bike-Ped:** Add STBG funding in FY21.
- **U-4726HN Hillandale Road Bike-Ped:** Add STBG funding in FY21.
- **U-4726HO Carpenter-Fletcher Bike-Ped:** Add STBGDA funding in FY21.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



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



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



There are previous
amendments to
this project.

Date: 4-16-19

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
Prior Year	PE/Design	STBGDA	\$422,000	\$0	\$105,000	\$527,000
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
Funding Totals:			\$4,898,600	\$0	\$1,418,400	\$6,317,000

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$422,000	\$0	\$105,000	\$527,000
2019	ROW	STBGDA	\$5,600	\$0	\$1,400	\$7,000
2021	Construction	CMAQ	\$2,331,000	\$0	\$583,000	\$2,914,000
2021	Construction	STBGDA	\$3,408,006	\$0	\$852,002	\$4,260,008
			\$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:			\$6,166,606	\$0	\$1,541,402	\$7,708,008

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 funds for Construction and move all Construction funding to FY21.

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



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



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



There are previous
amendments to
this project.

Date: 4-16-19

Amendment Requested By: City of Durham

Existing Project Details

Project Name: Cornwallis Road Bike-Ped

STIP/TIP #: U-4724

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 Year	PE/Design	STBGDA	\$685,000	\$0	\$171,000	\$856,000
2019	ROW	STBGDA	\$1,785,295	\$0	\$446,324	\$2,231,619
2020	Construction	STBGDA	\$2,674,315	\$0	\$668,579	\$3,342,894
			\$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:			\$5,144,610	\$0	\$1,285,903	\$6,430,513

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$685,000	\$0	\$171,000	\$856,000
2019	ROW	STBGDA	\$1,785,295	\$0	\$446,324	\$2,231,619
2021	Construction	STBGDA	\$2,674,315	\$0	\$668,579	\$3,342,894
2021	Construction	STBG	\$1,338,150	\$0	\$334,538	\$1,672,688
			\$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:			\$6,482,760	\$0	\$1,620,441	\$8,103,201

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 STBG-Any Area funds for Construction and move all Construction funding to FY21.

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



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



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



There are previous
amendments to
this project.

Date: 4-16-19

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
Prior Year	PE/Design	STBGDA	\$197,371	\$0	\$49,342	\$246,713
2019	ROW	STBGDA	\$26,225	\$0	\$6,556	\$32,781
2020	Construction	STBGDA	\$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
Funding Totals:			\$2,290,499	\$0	\$817,441	\$3,107,940

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$197,371	\$0	\$49,342	\$246,713
2019	ROW	STBGDA	\$26,225	\$0	\$6,556	\$32,781
2021	Construction	STBGDA	\$2,066,903	\$0	\$761,543	\$2,828,446
2021	Construction	STBG	\$88,551	\$0	\$22,138	\$110,689
			\$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:			\$2,379,050	\$0	\$839,579	\$3,218,629

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 funds for Construction and move all Construction funding to FY21.

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



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



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



There are previous
amendments to
this project.

Date: 4-16-19

Amendment Requested By: City of Durham

Existing Project Details

Project Name: Carpenter-Fletcher Bike-Ped

STIP/TIP #: U-4726HO

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 Year	PE/Design	STBGDA	\$304,222	\$0	\$76,055	\$380,277
2019	ROW	STBGDA	\$21,855	\$0	\$5,464	\$27,319
2020	Construction	STBGDA	\$3,204,976	\$0	\$1,076,411	\$4,281,387
			\$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:			\$3,531,053	\$0	\$1,157,930	\$4,688,983

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.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	PE/Design	STBGDA	\$304,222	\$0	\$76,055	\$380,277
2019	ROW	STBGDA	\$21,855	\$0	\$5,464	\$27,319
2021	Construction	STBGDA	\$6,304,744	\$0	\$1,576,194	\$7,880,938
			\$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:			\$6,630,821	\$0	\$1,657,713	\$8,288,534

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

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 funds for Construction and move all Construction funding to FY21.

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

**REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* EB-6033 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
DIVISION

VARIOUS, SAFE ROUTES TO SCHOOL EDUCATION.
**PROJECT ADDED AT REQUEST OF BICYCLE AND
PEDESTRIAN DIVISION.**

ENGINEERING	FY 2019 -	\$1,500,000	(TAANY)
	FY 2019 -	\$375,000	(O)
		\$1,875,000	

* INDICATES FEDERAL AMENDMENT

Thursday, May 2, 2019

**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #13
June 12, 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.

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 #13 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on June 12, 2019, and as described in the “FY 2018-2027 TIP Amendment #13 Summary Sheet” on this, the 12th day of June, 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: June 12, 2019

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: May 8, 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.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Completed
- ✓ Farrington Road Amendment adopted

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

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
- Rolling Household Survey – nearing completion

Prioritization 6.0 - FY 2022-2031 TIP Development

- ✓ LPA Staff develops initial project list – March-April 2019
- TC reviews initial project list – May 2019

- Board reviews initial project list (including deletions of previously submitted projects) and authorizes release for public comment – June 2019
- SPOT On!ine opens for entering/amending projects – July 2019
- Board holds public hearing for project submittals – August 2019
- Board approves new projects to be submitted for SPOT-5 – September 2019
- MPO submits projects to NCDOT – September 2019
- LPA updates local ranking methodology – December 2019
- TCC makes recommendation on local ranking methodology – January 2020
- Board approves local ranking methodology – March 2020
- MPO applies local ranking methodology for Regional projects – April 2020
- Board releases MPO initial Regional points list for local input/public comments – May 2020
- LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2020
- Approval of Regional Impact points – June-August 2020
- Submission of Regional Impact points to NCDOT – July-August 2020
- MPO applies local ranking methodology for Division projects – August 2020
- Board releases MPO initial Division points list for local input/public comments – September 2020
- LPA addresses public comments and makes draft recommendation on local points for Division category – October 2020
- Approval of Division Needs points – November 2020
- Submission of Division Needs points to NCDOT – November 2020
- Draft STIP Released – January 2021

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
- ✓ Forecasts of future demands (2035 and 2045)
- ✓ Evaluation of future conditions
- ✓ Strategic freight corridors and zones
- ✓ Recommendation & implementation strategies
- ✓ Final report and presentation – September 2018
- ✓ Release formal report for public comment – September 2018
- Approve final report – May 2019

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-May 2019

- Public input – August-September 2019
- Final draft – October 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
- ✓ Project on hold until decision on how to move forward with transit
- 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
- ✓ Screening and presentation to MPO Boards at joint MPO Board Meeting – October 2018
- Complete Tier 2 corridor screening and present to MPO Board – June 2019
- Public input
- Final report

Project Development/NEPA

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction

- I-85
- I-40

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

Upcoming Projects

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

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: 9.1%	
Work Began: 02/26/2015		Letting Date: 11/18/2014	
Original Completion Date: 05/10/2020		Revised Completion Date: 06/24/2020	
Latest Payment Thru: 04/22/2019		Scheduled Progress: 82.76%	
Latest Payment Date: 04/30/2019		Actual Progress: 79.24%	

Contract Number: C203492		Route: SR-2220	
Division: 5		County: Durham	
TIP Number: EB-4707B			
Length: 1.756 miles		Federal Aid Number: STPDA-0505(64)	
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: 9.71%	
Work Began: 06/26/2017		Letting Date: 05/16/2017	
Original Completion Date: 05/14/2019		Revised Completion Date:	
Latest Payment Thru: 03/31/2019		Scheduled Progress: 100%	
Latest Payment Date: 04/09/2019		Actual Progress: 89.63%	

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: 21.87%	
Work Began: 10/05/2016		Letting Date: 07/19/2016	
Original Completion Date: 03/30/2020		Revised Completion Date: 02/11/2021	
Latest Payment Thru: 04/15/2019		Scheduled Progress: 53%	
Latest Payment Date: 04/25/2019		Actual Progress: 53.09%	

Contract Number: C204167		Route: SR-1118, SR-1407, SR-1648 SR-1794, SR-1811, SR-1906 SR-1966, SR-1973, SR-2095	
Division: 5		County: Durham	
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			
Contract Amount: \$4,355,108.47		Cost Overrun/Underrun: 0.38%	
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: 5.43%	
Work Began: 07/02/2018		Letting Date: 05/15/2018	
Original Completion Date: 11/30/2019		Revised Completion Date:	

Latest Payment Thru: 03/31/2019 Latest Payment Date: 04/09/2019		Scheduled Progress: 21% Actual Progress: 23.12%
Contract Number: C204256 Division: 5 TIP Number: Length: 15.89 miles 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 Work Began: 03/15/2019 Original Completion Date: 11/30/2019 Latest Payment Thru: Latest Payment Date:		Route: -, NC-98, SR-1811 US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 10/16/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: C204270 Division: 5 TIP Number: U-5745 Length: 0.142 miles NCDOT Contact: James M. Nordan, PE Location Description: INTERSECTION IMPROVEMENTS (ROUNDAABOUT) AT NC-751 HOPE VALLEY ROAD AND SR-1183 UNIVERSITY DRIVE IN DURHAM. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$2,271,302.32 Work Began: 02/28/2019 Original Completion Date: 05/01/2020 Latest Payment Thru: 04/07/2019 Latest Payment Date: 04/12/2019		Route: NC-751, SR-1183 County: Durham Federal Aid Number: NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0.71% Letting Date: 01/15/2019 Revised Completion Date: Scheduled Progress: 7% Actual Progress: 10.32%
Contract Number: C204294 Division: 5 TIP Number: R-5785C, R-5785D Length: 1 miles NCDOT Contact: James M. Nordan, PE Location Description: VARIOUS LOCATIONS. Contractor Name: BROWE CONSTRUCTION COMPANY Contract Amount: \$0.00 Work Began: 04/01/2019 Original Completion Date: 11/01/2019 Latest Payment Thru: Latest Payment Date:		Route: SR-1926 County: Durham Federal Aid Number: TAP-0505(051) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 02/19/2019 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: C204321 Division: 5 TIP Number: W-5601HZ, W-5705Z Length: 1.7 miles NCDOT Contact: Cameron D. Richards Location Description: I-85, I-440, I-495, I-540, US-1, US-15/501, US-501, US-64, AND NC-147. Contractor Name: BULLINGTON CONSTRUCTION INC Contract Amount: \$0.00 Work Began: 05/05/2019 Original Completion Date: 11/01/2019 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: HSIP-000S(855) NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 0% Letting Date: 03/19/2019 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00228 Division: 5 TIP Number: I-5729 Length: 5.61 miles NCDOT Contact: James M. Nordan, PE 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 Work Began: 03/13/2018 Original Completion Date: 11/01/2018 Latest Payment Thru: 02/22/2019		Route: I-85 County: Durham Federal Aid Number: NHPP-0085(013) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 61.17% Letting Date: 10/11/2017 Revised Completion Date: Scheduled Progress: 100%

Latest Payment Date: 03/01/2019		Actual Progress: 86.36%	
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: 7.85%	
Work Began: 09/01/2018		Letting Date: 07/25/2018	
Original Completion Date: 02/28/2019		Revised Completion Date:	
Latest Payment Thru: 02/28/2019		Scheduled Progress: 100%	
Latest Payment Date: 03/07/2019		Actual Progress: 51.79%	
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%	

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17BP.5.R.116			Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
17BP.5.R.117			Division POC Let (DPOC)	2/22/2023	Lisa Gilchrist			
17BP.5.R.83	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		Division POC Let (DPOC)	4/22/2020	Lisa Gilchrist			
17BP.5.R.84			Division POC Let (DPOC)	1/26/2022	Lisa Gilchrist			
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902		Division POC Let (DPOC)	10/15/2019	Lisa Gilchrist			
47451.3.1	NC 98 (Holloway Street) - Traffic Signal at Adams Street and channelization at S. Woodcrest Street		On Call Contract (OCC)	7/15/2019	Stephen Davidson			Under construction
47709.3.1			Division POC Let (DPOC)	5/10/2019	Stephen Davidson			
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	9/16/2019	Raleigh Letting (LET)	12/15/2020	KEVIN FISCHER	\$110,000.00	\$2,209,000.00	
C-4928	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	2/26/2019	NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES	\$7,000.00	\$5,783,000.00	
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		NON - DOT LET (LAP)	12/2/2019	RAYMOND JOSEPH HAYES	\$99,000.00	\$706,000.00	
C-5605E	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	DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.	6/28/2019	NON - DOT LET (LAP)	12/31/2019	RAYMOND JOSEPH HAYES		\$605,000.00	

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C-5605I	DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.		NON - DOT LET (LAP)	9/27/2019	RAYMOND JOSEPH HAYES		\$540,883.00	
EB-4707A	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	Division Design Raleigh Let (DDRL)	4/16/2019	BENJAMIN J. UPSHAW		\$4,900,000.00	Construction contract scheduled to advertise in April
EB-5703	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)	9/30/2020	RAYMOND JOSEPH HAYES		\$578,000.00	
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET		NON - DOT LET (LAP)	9/29/2019	RAYMOND JOSEPH HAYES			
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE		NON - DOT LET (LAP)	4/15/2020	RAYMOND JOSEPH HAYES		\$275,000.00	
EB-5715	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	

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EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW- GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	9/30/2020	NON - DOT LET (LAP)	9/30/2021	RAYMOND JOSEPH HAYES	\$14,000.00	\$4,432,000.00	
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVE TO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES.	6/30/2021	NON - DOT LET (LAP)	9/20/2022	RAYMOND JOSEPH HAYES	\$204,000.00	\$589,000.00	
EB-5835	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	
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, 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	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	9/4/2018	NON - DOT LET (LAP)	9/1/2020	RAYMOND JOSEPH HAYES	\$7,100,000.00	\$3,750,000.00	
I-5702B	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	

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I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	6/18/2019	Raleigh Letting (LET)	6/16/2020	PAM R. WILLIAMS	\$323,000.00	\$3,550,000.00	
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/19/2023	DOUGLAS R. MCNEAL		\$2,973,000.00	
I-5942	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/19/2023	DOUGLAS R. MCNEAL		\$8,357,000.00	
I-5982	I-540 DURHAM & WAKE 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	
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. COORDINATE WITH I-5994.		Division Design Raleigh Let (DDRL)	1/21/2020	DOUGLAS R. MCNEAL		\$17,700,000.00	
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147. BRIDGE REHABILITATION. MULTIPLE STRUCTURES. COORDINATE WITH I-5993.		Division Design Raleigh Let (DDRL)	1/21/2020	DOUGLAS R. MCNEAL		\$6,652,000.00	
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		Division Design Raleigh Let (DDRL)	1/19/2021	DOUGLAS R. MCNEAL		\$5,272,000.00	
I-5998	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 & I-6000.		Division POC Let (DPOC)	1/25/2023	DOUGLAS R. MCNEAL		\$3,800,000.00	

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I-6000	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		Division POC Let (DPOC)	1/26/2022	DOUGLAS R. MCNEAL		\$4,541,000.00	
I-6006	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 COMPONENTS.	1/21/2025	Design Build Let (DBL)	1/21/2025	PAM R. WILLIAMS	\$20,000.00	\$54,530,000.00	
I-6010	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	Raleigh Letting (LET)	1/16/2029	PAM R. WILLIAMS	\$8,400,000.00	\$94,400,000.00	
P-5706	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 CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736)	2/1/2023	NON - DOT LET (Rail)	1/31/2025	MATTHEW SIMMONS	\$9,000,000.00	\$42,400,000.00	
P-5716	NORFOLK SOUTHERN H LINE CROSSING 735236Y AT SR 1171 (ELLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/16/2023	Raleigh Letting (LET)	6/16/2026	MATTHEW SIMMONS	\$1,000,000.00	\$3,700,000.00	

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P-5717	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	6/30/2019	Raleigh Letting (LET)	6/23/2020	KUMAR TRIVEDI	\$4,377,600.00	\$16,100,000.00	
P-5728	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	Raleigh Letting (LET)	12/15/2026	MATTHEW SIMMONS	\$1,500,000.00	\$4,000,000.00	
U-4724	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	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLDALE ROAD	9/2/2019	NON - DOT LET (LAP)	1/1/2021	RAYMOND JOSEPH HAYES			
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).	9/2/2019	NON - DOT LET (LAP)	1/29/2021	RAYMOND JOSEPH HAYES			
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	5/17/2019	Division Design Raleigh Let (DDRDL)	5/20/2020	BENJAMIN J. UPSHAW	\$6,501,430.00	\$5,500,000.00	Hydraulic design underway
U-5717	US 15/US 501 @ SR 1116 (GARRETT ROAD) IN DURHAM CONVERT AT-GRADE INTERSECTION TO INTERCHANGE	4/21/2019	Division Design Raleigh Let (DDRDL)	4/21/2020	BENJAMIN J. UPSHAW	\$53,500,000.00	\$27,700,000.00	Field inspection scheduled in April

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U-5720A	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	
U-5720B	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	US 70 (MIAMI BLVD) FROM SR 1959 (SOUTH MIAMI BLVD)/SR 1811 (SHERRON ROAD) TO SR 2095 (PAGE ROAD EXTENSIONS). UPGRADE TO CONTROLLED-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	\$110,800,000.00	
U-5774A	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	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEE CHAPEL ROAD) IN DURHAM COUNTY	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$11,000,000.00	\$30,900,000.00	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	6/16/2022	Raleigh Letting (LET)	6/18/2024	PAM R. WILLIAMS	\$3,000,000.00	\$23,700,000.00	
U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	1/1/2027	Division POC Let (DPOC)	1/1/2028	PAM R. WILLIAMS	\$54,800,000.00	\$39,300,000.00	
U-5774H	NC 54 FROM NC 751 TO SR 1118 (FAYETTEVILLE ROAD)	7/15/2022	Raleigh Letting (LET)	10/15/2024	PAM R. WILLIAMS	\$8,400,000.00	\$13,200,000.00	
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	1/27/2020	NON - DOT LET (LAP)	8/30/2021	RAYMOND JOSEPH HAYES	\$421,000.00	\$1,798,000.00	
U-5934	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	

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U-5937	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	Raleigh Letting (LET)	3/21/2023	PAM R. WILLIAMS	\$10,202,000.00	\$47,001,000.00	
U-5968	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM	1/3/2019	Raleigh Letting (LET)	4/16/2019	JASON P. GALLOWAY	\$750,000.00	\$21,865,000.00	
U-6021	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/19/2021	Division Design Raleigh Let (DDRL)	2/21/2023	BENJAMIN J. UPSHAW	\$5,769,000.00	\$13,770,000.00	Design revisions to address City and public comments.
U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	2/21/2025	Raleigh Letting (LET)	2/16/2027	PAM R. WILLIAMS	\$55,000,000.00	\$140,300,000.00	
U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	1/1/2026	Division POC Let (DPOC)	1/1/2028	BENJAMIN J. UPSHAW	\$2,000,000.00	\$10,000,000.00	New P5.0 project
W-5601EM	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	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		Division POC Let (DPOC)	1/23/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in February, 2019
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP		Division POC Let (DPOC)	9/23/2020	STEPHEN REID DAVIDSON		\$460,000.00	
W-5705T	SR 1815/1917 (MINERAL SPRINGS ROAD) AT PLEASANT DRIVE CONSTRUCT ROUNDABOUT	4/1/2020	Division POC Let (DPOC)	4/21/2021	STEPHEN REID DAVIDSON	\$85,000.00	\$800,000.00	

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W-5705U	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	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	RAILWAY-HIGHWAY SAFETY PROJECT AT SR 1632 (RED MILL ROAD) AND NS CROSSING 734 914C NEAR DURHAM		NON - DOT LET (Rail)	10/19/2019	MATTHEW SIMMONS			

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

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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 Mebane .	5/31/2017	Jul. 2019	\$40,500 R/W \$43,200 CON	Utility relocations complete, R/W completed 4/3/19, scheduled work in progress	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 Hillsborough	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 Carrboro .	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	Project let and contract award pending	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 Chapel Hill and Carrboro	5/31/2019	Sept. 2019	\$350,000	Construction May 2019	Chris Smitherman Derek Dixon

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 5/8/2019 Item 19

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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
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	Chad Reimakoski
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 Hillsborough	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 Hillsborough.	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/I-3306A	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 5/8/2019 Item 19

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/21/2023	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 Hillsborough	1/16/2024	FY 2027	\$20,700,000	Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	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 Carrboro	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



North Carolina Department of Transportation

Active Projects Under Construction - Orange Co.

<u>Contract Number</u>	<u>TIP Number</u>	<u>Location Description</u>	<u>Contractor Name</u>	<u>Resident Engineer</u>	<u>Contract Bid Amount</u>	<u>Availability Date</u>	<u>Completion Date</u>	<u>Work Start Date</u>	<u>Estimated Completion</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
C203640		REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.	HAYMES BROTHERS, INC.	Lorenz, PE, Kris	\$3,124,500.00	06/01/2015	11/01/2017	09/02/2015	03/31/2019	100.00	93.24
C203946	B-5348	REPLACE BRIDGE #85 OVER PHILS CRK ON SR-1005(OLD G'BORO RD)	DANE CONSTRUCTION INC	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	99.10
DG00393		RESURFACE 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 LLC	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 CRK	NATIONAL BRIDGE BUILDERS LLC	Kirkman, PE, Christopher D	\$521,443.82	05/07/2018	03/04/2019	07/30/2018	05/21/2019	100.00	99.49
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	98.10
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	80.00	80.14
	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	80.00	80.14
DG00451	U-5854	SR 1008 (MT. CARMEL CHURCH ROAD) AND SR 1913 (BENNETT ROAD) ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS	CAROLINA SUNROCK LLC	Robinson, Stephen J	\$1,833,468.84	08/15/2018	04/30/2020	02/13/2019			
DG00461		REHAB. BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION & CO OF PINELLAS COUNTY INC	Robinson, Stephen J	\$2,456,272.12	11/12/2018	07/15/2019	03/15/2019			
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	08/01/2019	01/01/2020				

Chatham County - DCHC MPO - Upcoming Projects - Division 8--April 2019

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	Project Cost	Notes
U-6192 DSTIP	US 15-501	Convert non-synchronized sections to synchronized street (superstreet)	DSTIP FY 2027	TBD	TBD	Greg Davis (910) 773-8022	TBD	DSTIP Right of Way FY 2025
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	5/28/2019	TBD	TBD	Greg Davis (910) 773-8022	TBD	Utilities being relocated

Light rail failed when common purpose derailed

BY N AND O EDITORIAL BOARD

MARCH 29, 2019 08:22 PM, UPDATED MARCH 30, 2019 02:51 PM

In the end, there was nothing light about the Durham-Orange light rail project. At an estimated cost of \$2.76 billion, it was a heavy lift. And this week its frustrated and weary supporters finally had to let it drop after years of effort and \$130 million in spending.

There's no shame in the project's failure. It was a sincere and inspired effort. But there is cause for concern about what its demise says about the strength of the state's and region's commitment to mass transit and how a lack of transit options might shape and constrain the Triangle's future.

What may be most notable about the project and its fate is that it tried to overcome — and eventually fell to — a fractured political landscape. This wasn't the regional commuter rail system that was first considered for the Triangle. Wake County didn't join in. So Orange and Durham counties went ahead with a light rail system. Their voters approved a 1/2 cent sales tax to support the project and engineering and design work got underway for an 18-mile line that would connect Chapel Hill and Durham.

The project, already narrowly based in the Triangle's two smaller counties, then got rocked by the General Assembly. Funding was supposed to be 25 percent local, 25 percent state and 50 percent federal, but Republican lawmakers balked. They cut the state's commitment to no more than 10 percent and then no more than \$190 million, about 7.7 percent. The state also made its funding contingent on local and federal funding being in place and imposed a deadline of this November.

Durham and Orange counties gamely tried to make up the lost funds, but the project's balance was lost and its time frame narrowed. With the project wobbling, Duke University knocked it over by refusing to give up land for a light rail corridor near its medical center. The North Carolina Railroad also balked at sharing key parts of its right of way.

The board of trustees of GoTriangle, the regional agency overseeing the project, voted on Wednesday to end the project. And the dream, or the boondoggle, depending on your perspective, died.

U.S. Rep. David Price, as chairman of the Transportation, Housing, and Urban Development Appropriations Subcommittee, was well positioned to give secure federal funding for the light rail project. His statement on its end is worth noting here: "With the Triangle growing and developing rapidly, we cannot afford to sit on our hands and watch as our roads clog with traffic and prospective employers choose to locate elsewhere. Unfortunately, for now we have been stymied by unreasonable conditions imposed by the General Assembly and by the failure of essential participants to reach agreement."

There were reasonable objections to the project's course, its technology and its rising cost. But there will be resistance to any great public undertaking.

If key parties stand separate, the Triangle will choke on its lack of options for getting from here to there. It's not an attractive situation for major employers who might consider the Triangle, and eventually it will be discouraging for people who are here.

That a transportation project failed is one thing. That the legislature and the Triangle failed to cooperate is more worrisome. Without cooperation — much more than without light rail — the Triangle isn't going anywhere.