



DCHC MPO Board Meeting Agenda

Wednesday, February 12, 2020

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.

Per state law, all MPO Board members and alternates are required to file a Statement of Economic Interest and a Real Estate Disclosure form by April 15, 2020. The forms can be found on the web site of the North Carolina State Ethics Commission at this link: <https://ef.ncsbe.gov/>.

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[20-100](#)

Attachments: [2020-02-12 \(20-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. January 15, 2020 Board Meeting Minutes**[20-118](#)

A copy of the January 15, 2020 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the January 15, 2020 Board Meeting

Attachments: [2020-02-12 \(20-118\) 1.15.20 MPO Board Meeting Minutes_LPA2.pdf](#)

7. Change to DCHC MPO Board Meeting Calendar[20-115](#)**Aaron Cain, LPA Staff**

While staff reviewed religious calendars to ensure that there were no conflicts with MPO Board meetings in 2020, staff overlooked the November meeting date, currently scheduled for November 11. November 11 is Veteran's Day, and a holiday for the City of Durham, Durham County, and Chatham County. Staff recommends moving the DCHC MPO Board meeting to November 4 to avoid this conflict.

In addition, staff will be recommending to the TC that it move its April meeting date from April 22 to April 29 in order to avoid conflict with the recently scheduled NCAMPO annual conference.

Board Action: Move the November 2020 DCHC MPO Board meeting from November 11 to November 4.

ACTION ITEMS**8. Draft FY2021 Unified Planning Work Program (5 minutes)**[19-202](#)**Meg Scully, LPA Staff**

The DCHC MPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided by the Federal Highway Administration and the Federal Transit Administration. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. Attached is the draft FY2021 UPWP. The proposed schedule for UPWP development is as follows: draft FY2021 UPWP was reviewed by the Board and released for public comment on January 15, 2020. The MPO Board will be asked to hold a public hearing and approve the plan on February 12, 2020.

TC Action: Recommend the Board hold a public hearing and approve the Draft FY21 Unified Planning Work Program.

Attachments:[2020-02-12 \(19-202\) FY21 UPWP Draft.pdf](#)[2020-02-12 \(19-202\) FY21 UPWP Public Comments.pdf](#)

9. **Durham Transit Plan FY20 Amendment - Bus Stop Construction (10 minutes)**

[20-113](#)

Aaron Cain, LPA Staff

In the FY20 Durham Transit Tax Annual Work Plan, \$500,000 was programmed for design of 50 bus stop improvements for GoDurham. Progress on this work has proceeded at a pace that construction can be scheduled on 10 stops in FY20 rather than FY21 as previously planned. In addition, GoTriangle recommends proceeding with procurement of amenities for all 50 stops in order to access better prices and ensure amenities are in stock for installation as each stop is ready for construction. Therefore, GoTriangle, on behalf of GoDurham, is requesting an additional \$1,029,000 of funding from the Durham Transit Tax Fund to be pulled forward from the future funding pipeline into FY20. This is considered a material change to the plan per the existing Interlocal Agreement (ILA) because the request is for more than \$500,000 towards bus service. Therefore, the request must be approved by the governing boards of three parties to the ILA: GoTriangle, DCHC MPO, and the Durham Board of County Commissioners.

SWG Action: Recommended that the Board approve amending the FY20 Durham Transit Tax Annual Work Plan to add \$1,029,000 for construction of bus stop improvements for GoDurham.

TC Action: Recommended that the Board approve amending the FY20 Durham Transit Tax Annual Work Plan to add \$1,029,000 for construction of bus stop improvements for GoDurham.

Board Action: Adopt the resolution to amend the FY20 Durham Transit Tax Annual Work Plan to add \$1,029,000 for construction of bus stop improvements for GoDurham.

Attachments:

[2020-02-12 \(20-113\) GoDurham Better Bus Stops FY20 Work Plan Amendment](#)

[2020-02-12 \(20-113\) GoDurham Better Bus Stops FY20 Work Plan Amendment](#)

10. Greater Triangle Commuter Rail Update (30 minutes)[19-172](#)**Katharine Eggleston, GoTriangle****Aaron Cain, LPA Staff**

A presentation providing an update of the Greater Triangle Commuter Rail (GTCR) project will be given. The DCHC MPO Board, Durham Board of County Commissioners, and GoTriangle Board of Trustees will have two upcoming decision points:

- Amend the Durham County Transit Plan to fund the next phase of study for the GTCR to address key project risks and prepare the project for a subsequent decision on whether to proceed with project implementation; and
- Authorize a Memorandum of Understanding to govern the roles, responsibilities, and goals of the next phase of study for GTCR

The Durham Staff Working Group met on January 29, 2020, and unanimously recommended adding \$2.25 million in additional funding to fund the next phase of study for the GTCR (for a total funding amount of approximately \$2.7 million, which includes already authorized funding). As a material change to the Plan, a public review period is required per the MPO's Public Involvement Plan, as well as the approval of all three parties to the transit tax - DCHC MPO, GoTriangle, and the Durham Board of County Commissioners.

Staff requests that the Board authorize release of information for public review on the funding for the next phase of study for the GTCR. As part of public outreach, a public meeting will take place on Saturday, February 22, from 9:00-11:00 am at the Durham County Health and Human Services Building (414 East Main Street in Durham). The funding request, as well as a draft Memorandum of Understanding on the next phase of study, will come to the MPO Board in March for a vote.

SWG Recommendation: The Durham Staff Working Group recommended approval of an additional \$2.25 million for early project development activities for the GTCR.

Board Action: Receive the presentation on the GTCR update and release the FY20 Work Plan Amendment adding funds for early project development activities for the GTCR for public comment.

Attachments: [2020-02-12 \(19-172\) Greater Triangle Commuter Rail Update.pdf](#)

11. SPOT 6 Candidate Project List for Public Review (30 minutes)[19-123](#)**Aaron Cain, LPA Staff**

DCHC MPO staff has worked with local government staff to develop a list of candidate projects that will be submitted for scoring in SPOT 6. The calendar for submission is:

- February 12 - MPO Board Review and Release for Public Comment
- March 11 - MPO Board Holds Public Hearing on SPOT 6 List of Projects
- March 25 - TC Recommends Final List for Submittal
- April 8 - MPO Board Approves Final List for Submittal
- May 1 - Deadline for Submittal of Projects into SPOT Online

At its January 22, 2020 meeting, the DCHC MPO TC reviewed the list of candidate projects (see attachments) for submittal for SPOT 6. At this time, DCHC MPO has a list of 24 highway projects, 28 bicycle/pedestrian projects, 23 transit projects, and 19 rail projects to submit for SPOT 6. Though the number of bicycle/pedestrian projects is above the limit of 24, Divisions 5 & 7 have in the past agreed to submit a few projects on behalf of DCHC. However, Division 7 staff has stated recently that there may not be support for bicycle/pedestrian or any other projects in Orange County due to the disagreement over the widening of NC 54 west of Carrboro. DCHC does not plan to submit any ferry or aviation projects in SPOT 6.

Staff welcomes comments from Board members on the proposed list of projects, and can make adjustments to the candidate list prior to release to the public.

TC Action: Recommended that the MPO Board release the proposed candidate lists for SPOT 6 public review.

Board Action: Release the project candidate lists for SPOT 6 for public review and hold a public hearing at the March 2020 DCHC MPO Board meeting.

Attachments: [2020-02-12 \(19-123\) SPOT 6 Highway Candidate List for Public Review.pdf](#)
 [2020-02-12 \(19-123\) SPOT 6 Transit Candidate List for Public Review.pdf](#)
 [2020-02-12 \(19-123\) SPOT 6 Bike-Ped Candidate List for Public Review.pdf](#)
 [2020-02-12 \(19-123\) SPOT 6 Rail Candidate List for Public Review.pdf](#)

12. Letter to NCDOT Secretary Trogdon regarding Prioritization of Removal of Projects from the Suspension List (10 minutes) [20-119](#)

Aaron Cain, LPA Staff

At its January 22, 2020 meeting, the DCHC MPO TC instructed MPO staff to draft a letter for the Board Chair's signature regarding the prioritization of removal of projects from NCDOT's list of projects suspended from funding. In fall 2019, NCDOT notified MPOs and RPOs that, due to cash flow issues, most projects were suspended from further action. Recently, NCDOT has begun to remove projects from that suspension list. However, there has been no explanation as to how or why projects are chosen to be removed from that list. Furthermore, locally managed projects, for which local governments pay the costs and are then reimbursed by NCDOT, have also been suspended, with no date given for reinstatement of reimbursements. The DCHC MPO TC recommends that the MPO Board formally request an explanation on the methodology of removing projects from the suspension list, and to also state formally that reinstatement of reimbursements to local governments for locally managed projects should be the top priority.

A draft letter to this effect is attached for the Board's review.

TC Action: Request a letter be sent from the MPO Board to Secretary Trogdon regarding prioritization of projects to be removed from the suspension list.

Board Action: Authorize the Board Chair to sign the letter to Secretary Trogdon.

Attachments: [2020-02-12 \(20-119\) Project Suspension Memo from Robert Lewis with Update](#)
[2020-02-12 \(20-119\) Draft Letter to Secretary Trogdon - Project Suspension Re](#)

13. Discussion of Joint Board Meeting (15 minutes) [20-117](#)

Wendy Jacobs, Chair

Aaron Cain, LPA Staff

The DCHC MPO and CAMPO Boards met jointly on January 30, 2020 to discuss a range of issues, including investment priorities, regional transit, and partner initiatives. The agenda and slide deck from that meeting are attached. This item is an opportunity for the Board to discuss and reflect on items that were addressed at the joint meeting.

Board Action: No action is necessary for this item; it is for discussion and informational purposes only.

Attachments: [2020-02-12 \(20-117\) January 30, 2020 Joint Board Agenda.pdf](#)
[2020-02-12 \(20-117\) January 30, 2020 Joint Board Presentations.pdf](#)

REPORTS:

14. **Report from the Board Chair** [20-101](#)
Wendy Jacobs, Board Chair
Board Action: Receive the report from the Board Chair
15. **Report from the Technical Committee Chair** [20-102](#)
Nishith Trivedi, TC Chair
Board Action: Receive the report from the TC Chair.
16. **Report from LPA Staff** [20-103](#)
Felix Nwoko, LPA Manager
Board Action: Receive the report from LPA Staff.
Attachments: [2020-02-12 \(20-103\) LPA staff report.pdf](#)
17. **NCDOT Report** [20-104](#)
Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT
Mike Mills (Pat Wilson), 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: [2020-02-12 \(20-104\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS

18. **Recent News Articles and Updates** [20-105](#)
Attachments: [2020-02-12 \(20-105\) news articles.pdf](#)
19. **2020 Ethics Filing** [20-116](#)
Each voting member and alternate on the DCHC MPO Board is required by state statute to file a Statement of Economic Interest (SEI) and a Real Estate Disclosure (RED) with the North Carolina Ethics Commission. These filings are due by April 15, 2020. These filings can be done electronically through the North Carolina State Ethics Commission's web site at this link: <https://ef.ncsbe.gov/>. Attached is additional information on ethics filing.
Attachments: [2020-02-12 \(20-116\) State Ethics Filing Information for MPO Board \(TAC\) Mem](#)

20. Moving Forward[20-120](#)

House Democrats have introduced a framework for infrastructure spending and priorities. They have dubbed this initiative “Moving Forward”, and it is seen as the beginning of congressional discussions to replace the FAST Act, which is the current federal transportation authorizing legislation. The FAST Act is set to expire at the end of federal fiscal year 2020 (September 30, 2020). More information is contained in the attachments.

Attachments:[2020-02-12 \(20-120\) 2020 Moving Forward Framework Press Release \(1\).pdf](#)[2020-02-12 \(20-120\) 2020 Moving Forward Factsheet \(1\).pdf](#)[2020-02-12 \(20-120\) Moving Forward Framework.pdf](#)**Adjourn**

Next meeting: March 11, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings:

NCAMPO 2020 Conference April 22-24, Greenville

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 presented at the December 2018 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 was presented to the Board in September 2019.
12-12-18	Work with NCDOT and MPO Technical Committee to address policies and procedures for maintenance of roundabouts.	<u>Complete.</u> LPA staff presented policy issues in April 2019. LPA staff provided information on three particular roundabouts in September 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>Complete.</u> NCDOT Rail Division staff updated the Board in May 2019.
11-13-19	Chair Seils will set up a committee, including MPO staff, to address MPO resources and governance.	<u>Underway.</u> The committee will report back to the Board by April 2020.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

15 January 2020

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on January 15, 2020, at 9:00 a.m. in the Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Renee Price (Member)	Orange County
Charlie Reece (Member)	City of Durham
Vernetta Alston (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Damon Seils (Member)	Town of Carrboro
Ellen Reckhow (Member)	GoTriangle
Heidi Carter (Alternate)	Durham County
Michael Parker (Alternate)	Town of Chapel Hill
Richard Hancock	NCDOT, Division 5
Pat Wilson	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Kathryn Vollert	NCDOT, Division 8
Julie Bogle	NCDOT, TPD
Nish Trivedi	Orange County
Craig Benedict	Orange County
Sean Egan	City of Durham
Bill Judge	City of Durham
Evan Tenenbaum	City of Durham
Patrick Young	Durham City-County Planning
Bergen Watterson	Town of Chapel Hill
Jomar Pastorelle	Town of Chapel Hill
Tina Moon	Town of Carrboro
Zach Hallock	Town of Carrboro
John Hodges-Copple	Triangle J Council of Governments
Katharine Eggleston	GoTriangle
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Brian Rhodes	DCHC MPO
Robert Jahn	DCHC MPO
Casey Chae	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO

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49 Quorum Count: 8 of 10 Voting Members
50

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52 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call was performed. The
53 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are
54 indicated above. Chair Wendy Jacobs reminded everyone to sign-in using the sign-in sheet that was
55 being circulated. Ellen Reckhow requested an excused absence from the next DCHC MPO Board
56 Meeting on February 12, 2020.

57 Ellen Reckhow made a motion to excuse the absences of Pam Hemminger, Karen Howard,
58 Lydia Lavelle, Penny Rich, and Mark Bell from the January 15, 2020, DCHC MPO Board Meeting. Damon
59 Seils seconded the motion. The motion passed unanimously.

60 **PRELIMINARIES:**

61 **2. Ethics Reminder**

62 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of
63 interest with respect to matters coming before the MPO Board and requested that if there were any
64 identified during the meeting for them to be announced. There were no known conflicts identified by
65 the MPO Board Members.

66 **3. Adjustments to the Agenda**

67 There were no adjustments to the agenda.

68 **4. Public Comments**

69 There were no comments from the public.

70 **5. Directives to Staff**

71 Chair Wendy Jacobs stated that Damon Seils established a committee from the MPO Board to
72 discuss resources and governance with MPO staff.

73 **CONSENT AGENDA:**

74 **6. December 11, 2019 MPO Board Meeting Minutes**

75 Renee Price made a motion to approve the Consent Agenda. Ellen Reckhow seconded the
76 motion. The motion passed unanimously.

77 **ACTION ITEMS:**

78
79 **7. Draft FY2021 Unified Planning Work Program**
80 **Meg Scully, LPA Staff**

81 Meg Scully stated that the DCHC MPO is required by federal regulation to prepare an annual
82 Unified Planning Work Program (UPWP) that details and guides the urban area transportation
83 planning activities. Meg Scully continued that funding for the UPWP is provided by the Federal
84 Highway Administration (FHWA) and the Federal Transit Administration (FTA). Meg Scully added that
85 the UPWP must identify MPO planning tasks to be performed with the use of federal transportation
86 funds.

87 Renee Price and Meg Scully discussed that that Orange County does not use the allocated
88 federal funding for planning purposes, and its activity is not recorded in the UPWP, but it is recorded
89 in other documents such as the Transportation Improvement Program (TIP). Meg Scully stated that
90 the UPWP contains an updated organizational chart for the Lead Planning Agency (LPA), and Aaron
91 Cain is the new Transportation Planning Manager. Ellen Reckhow and Meg Scully discussed that
92 Aaron Cain was transitioning from his former position as Senior Transportation Planner to the
93 Transportation Planning Manager. Meg Scully stated that Aaron Cain is recording billable hours to
94 the transit work that is paid by the transit tax, where appropriate, which is currently about fifty
95 percent of his total time. The Durham County and Orange County transit tax will not fund
96 supervision duties. Damon Seils and Meg Scully discussed that LPA staff has been communicating
97 with local jurisdictions for the distribution of federal funding and the local match that is required.

98 Meg Scully stated that the proposed schedule for UPWP development is as follows: the draft

FY2021 UPWP is reviewed by the MPO Board and released for public comment on January 15, 2020, then the MPO Board will be asked to hold a public hearing and approve the plan at the Board meeting on February 12.

Damon Seils made a motion to release the draft UPWP for public comment. Vernetta Alston seconded the motion. The motion passed unanimously.

8. Durham Transit Plan and Commuter Rail Update

Katharine Eggleston, GoTriangle

Patrick Young, Durham City-County Planning

Sean Egan, City of Durham Transportation

Aaron Cain, LPA Staff

Patrick Young stated that the listening and learning segment of the community outreach portion of the Durham Transit Plan began in November 2019. Patrick Young continued that the next step would be to use the feedback to help determine community transit goals. Patrick Young added that outreach among the Latinx community is ongoing, and efforts are expanding due to relatively low turnout during the listening and learning portion of community outreach. Patrick Young continued that surveys were distributed among GoDurham and GoTriangle buses to engage riders. Patrick Young stated that the Durham Transit Plan will also use information from MoveDurham, which is a multiyear community engagement study from the City of Durham.

Heidi Carter and Patrick Young discussed that the top three identified priorities from the community outreach were improving frequency, geographic coverage, and environmentally friendly transit. Damon Seils and Patrick Young discussed that priorities of different socioeconomic groups have not yet been clarified, but a more detailed report will be given at the March 11 MPO Board Meeting. Chair Wendy Jacobs and Patrick Young discussed that the average socioeconomic status of ridership are different between GoDurham and GoTriangle.

Aaron Cain presented a list of the projects in Durham County for the Fiscal Year (FY) 20 Work Plan, which included capital improvements, transit service improvements, as well as other projects.

Michael Parker, Aaron Cain, and Katharine Eggleston discussed that Durham's share of Commuter Rail Transit (CTR) Major Investment Study (MIS) was approximately \$850,000. Chair Wendy Jacobs requested that each of the projects contain a description and language that residents can understand. Aaron Cain responded that he will send a description of the projects in the FY20 Work Plan to the MPO Board.

Aaron Cain stated that he is in the process of gathering amendments from GoDurham and GoTriangle for the FY20 Work Plan that will pertain to both Durham and Orange counties. Aaron Cain stated that the Staff Working Group (SWG) will meet on January 29 to discuss these amendments, and there are presentations planned for jurisdictional and organizational boards. Aaron Cain described the following projects to the MPO Board: bus stop and access improvements; commuter rail early project development activities; expanding the Fayetteville Street travel emphasis corridor; bus speed and reliability improvements; and mobility and Transportation Demand Management (TDM).

Vernetta Alston highlighted the importance of the Fayetteville Street corridor, and means of improving reliability and efficiency. Aaron Cain stated that LPA staff will bring the planning process for the FY21 Work Plan at the end of January 2020. Aaron Cain continued that the LPA staff will present information and ask for feedback from GoTriangle at the end of April, and will present information in front of the GoTriangle Board on June 24. There was discussion that Bus Rapid Transit (BRT) is not presently in the FY20 Work Plan because projects pertaining to a BRT system would currently require work occurring later than FY20. Aaron Cain added that State Prioritization Office of Transportation (SPOT) 6 projects, which contain BRT projects, are scheduled to be presented to the MPO Board in March. Michael Parker and Aaron Cain discussed that most BRT projects in SPOT 6 cross both Orange and Durham counties. Michael Parker and Aaron Cain discussed that there will be BRT projects located in the 15-501 corridor included in the SPOT 6 submissions. Patrick Young added

that any BRT emphasis corridor projects will also include other travel improvements related to the BRT upgrade.

Michael Parker and Aaron Cain discussed that Aaron Cain will coordinate between the Orange County Transit Plan and the Durham County Transit Plan. Chair Wendy Jacobs and Aaron Cain discussed placeholders for BRT planning work. Damon Seils highlighted the importance of completing the Transit Plans and identifying needs of the region before prioritizing needs.

Renee Price asked how the Durham Transit Plan will relate to Orange and Chatham counties. Aaron Cain identified other local partners in the Transit Plans effort, including GoTriangle and Triangle J Council of Governments (TJCOG), who will also communicate across county lines. There was discussion that Aaron Cain will be working with Orange and Durham County Transit Plans, and the MPO and GoTriangle will have responsibility for the integration of the two plans. There was discussion of the need for further processes to be developed in order to ensure integration of the Durham and Orange Transit plans.

Michael Parker discussed the need to identify other forms of transit besides BRT that will accommodate residents' needs. Ellen Reckhow discussed the need for scheduled evaluation of travel corridors within the MPO boundaries. Chair Wendy Jacobs discussed using funding opportunities as they become available.

Aaron Cain added that the deadline for submitting projects for SPOT 6 is May 1. Aaron Cain discussed that there is uncertainty with funding of highway projects due to cash flow issues at NCDOT. Aaron Cain added that the 2050 Metropolitan Transportation Plan (MTP) is ongoing, and it is scheduled to be presented to the MPO Board in approximately 18 months.

Katharine Eggleston stated that she will present the same information to the Capitol Area Metropolitan Planning Organization (CAMPO) Board before presenting information on the Commuter Transit Rail project to the Joint Board meeting on January 30. Katharine Eggleston stated that the

173 purpose of the presentation is to give information on the high-level, technical study that evaluated
174 whether the Wake-Durham Commuter Rail Transit (CRT) project could score well enough to receive
175 federal funding. Katharine Eggleston stated that the intent of the study was to update the ridership
176 estimate, review infrastructure recommendations, and refresh cost estimates. Katharine Eggleston
177 added that those purposes would drive eligibility criteria for federal funding assistance. Michael
178 Parker discussed the importance of elected officials and residents to determine which transportation
179 issues that the CRT project would address and the CRT's effectiveness at solving those particular
180 issues. Katharine Eggleston stated that the CRT project is currently in the planning stage of its
181 lifecycle.

182 Katharine Eggleston discussed that the freight corridor is currently owned by North Carolina
183 Railroad (NCRR) and is leased by Norfolk Southern, CSX and Amtrak. Katharine Eggleston stated that
184 at least one (1) additional parallel track would be needed to accommodate CRT. Katharine Eggleston
185 continued that infrastructure cost estimates are currently high-level estimates that would be refined
186 as the project continues. Katharine Eggleston presented the estimates for ridership based on the
187 length of the CRT. Katharine Eggleston stated that the anticipated capital cost from Durham to
188 Garner on an 8-2-8-2 schedule would be approximately \$1.4-1.8B. Katharine Eggleston discussed
189 how capital and operating costs as well as ridership are determined and evaluated by the Federal
190 Transit Administration (FTA). Chair Wendy Jacobs and Katharine Eggleston discussed that not all
191 grade separations are included in the current capital cost estimate because engineering work is not
192 yet a part of the planning process; however, contingency costs are included in the capital cost
193 estimate.

194 Chair Wendy Jacobs and Katharine Eggleston discussed that the NCRR has not stated
195 expectations that grade crossings would be necessary for downtown Durham. Chair Wendy Jacobs
196 and Katharine Eggleston discussed that ridership can be influenced by such issues as land-use

197 planning and station locations. Katharine Eggleston stated that funding for expansion of CRT to
198 Johnston and Orange counties would need to come from a source that is not already identified.
199 Katharine Eggleston stated that capital costs in Durham and Wake counties would depend on a cost
200 sharing agreement between those two counties. Katharine Eggleston discussed prioritization of the
201 CRT versus other investments. Ellen Reckhow and Katharine Eggleston discussed that there will be an
202 estimate on the ability to control costs, and the result would be a more detailed scope of upcoming
203 work to be performed.

204 Renee Price requested that Katharine Eggleston send the updated slides to the MPO Board,
205 and requested information regarding ridership in Mebane and Hillsborough. Katharine Eggleston
206 agreed to provide all information requested.

207 Katharine Eggleston discussed the components and evaluation of the New Starts program
208 that include project justification criteria and local financial commitment criteria. Katharine Eggleston
209 discussed how different scenarios in the CRT scored using the New Starts criteria. Katharine
210 Eggleston discussed the vulnerabilities that the CRT would face in each category. Chair Wendy Jacobs
211 and Katharine Eggleston discussed that in order for a project to meet the necessary criteria, the
212 project must score a *Medium* overall. Chair Wendy Jacobs and Katharine Eggleston discussed the
213 time horizon for estimating ridership. There was discussion about land-use planning and
214 infrastructure investments to increase ridership. There was discussion about peer comparison
215 information for the proposed Wake-Durham CRT compared to other CRTs nationwide and other local
216 transit networks.

217 Michael Parker and Katharine Eggleston discussed that optimization of transit connections
218 are not assumed in this assessment, but could be included in later plans. Ellen Reckhow and
219 Katharine Eggleston discussed equity issues. Katharine Eggleston stated that initial risk assessments
220 are planned with the GoTriangle Board, which will include market, design, and construction risks.

Michael Parker and Katharine Eggleston discussed that continued cost for the planning phase could cost between \$8-9M. Damon Seils and Katharine Eggleston discussed the cost of different operating scenarios for the CRT compared to operating costs of the Durham-Orange Light Rail Transit (DOLRT) project. There was discussion about Orange County's continued role in the CRT project and if participation in another phase in the project would be advisable. Vernetta Alston and Katharine Eggleston discussed local staff and stakeholder participation in the CRT plan. Michael Parker discussed the capital costs of the CRT, and the opportunity cost of not choosing other projects.

Sean Egan presented a letter from Mayor Steve Schewel to GoTriangle, which highlighted concerns about the public participation process and municipal involvement. Sean Egan continued that the CRT would have financial impacts and other impacts to the Durham community due to grade separations in downtown Durham. Sean Egan continued that the City of Durham has concerns about the cost share plan between Durham and Wake for capital and operating costs. Ellen Reckhow and Sean Egan discussed that Shelly Blake, General Public Manager for GoTriangle, is scheduled to meet with Mayor Schewel on January 17 to discuss risk. There was discussion that Katharine Eggleston would respond to Mayor Schewel's letter at the February 12 MPO Board Meeting, due to time constraints at the current MPO Board meeting.

This item was for informational purposes only, and no further action was required.

10. Durham and Orange County FY19 Annual and FY20 Q1 Transit Tax Reports

Jennifer Hayden, GoTriangle

Aaron Cain, LPA Staff

Aaron Cain presented the Quarter 1 numbers for the FY2020 Financial Report for the Transit Tax for Durham and Orange counties. Ellen Reckhow stated that the format was not user-friendly, and requested that some of the numbers be color-coded. Chair Wendy Jacobs requested that any further questions be addressed via email.

This item was for informational purposes only, and no further action was required.

REPORTS:**10. Report from the MPO Board Chair****Wendy Jacobs, Board Chair**

Chair Wendy Jacobs relayed information from the 2020 Transportation Summit, including topics concerning transportation as a human need and viable locations for self-driving vehicle projects.

11. Report from the Technical Committee Chair**Nish Trivedi, TC Chair**

Nish Trivedi stated that there would be several committees and subcommittees discussing the SPOT projects and processes.

12. Report from LPA Staff**Felix Nwoko, Andy Henry, LPA Staff**

Aaron Cain requested to be notified about any changes to the MPO Board Members or Alternates, and added that training is available for them. Aaron Cain stated that the list of SPOT 6 submittals may be brought before the MPO Board at the February 12 meeting to be voted on for release for public comment.

13. NCDOT Report

Richard Hancock, Division 5, stated that the recently added roundabouts meet standards for markers and markings, however, Division 5 has planned to add additional items, including paint and thermoplastic raised reflective markers, to address safety concerns. Ellen Reckhow stated that the Carver Street roundabout could also use additional safety material. Richard Hancock stated that the Chapel Hill Bike/Ped project (EB-4707A) is underway, but there are utility issues that are inhibiting progress. Richard Hancock added that it is still unclear if this will impact the timeline for completion. Richard Hancock stated that work continues on the East End Connector (U-0071), and there will be a closure at the Ellis Road ramp onto southbound NC 147, but a schedule for the closure is not yet secured. Richard Hancock added that the completion date has likely been pushed back to a later date

in 2020. Chair Wendy Jacobs stated that there was a damaged sign at the intersection of Mangum Street and Roxboro Street.

Pat Wilson, Division 7, stated that safety improvements along King Street in Hillsborough were delayed due to weather conditions, but work will resume on January 16.

Bryan Kluchar, Division 8, stated that there was no further update.

There was no further report from the Transportation Planning Division.

There was no further report from Traffic Operations.

INFORMATIONAL ITEMS:

14. Recent News, Articles, and Updates

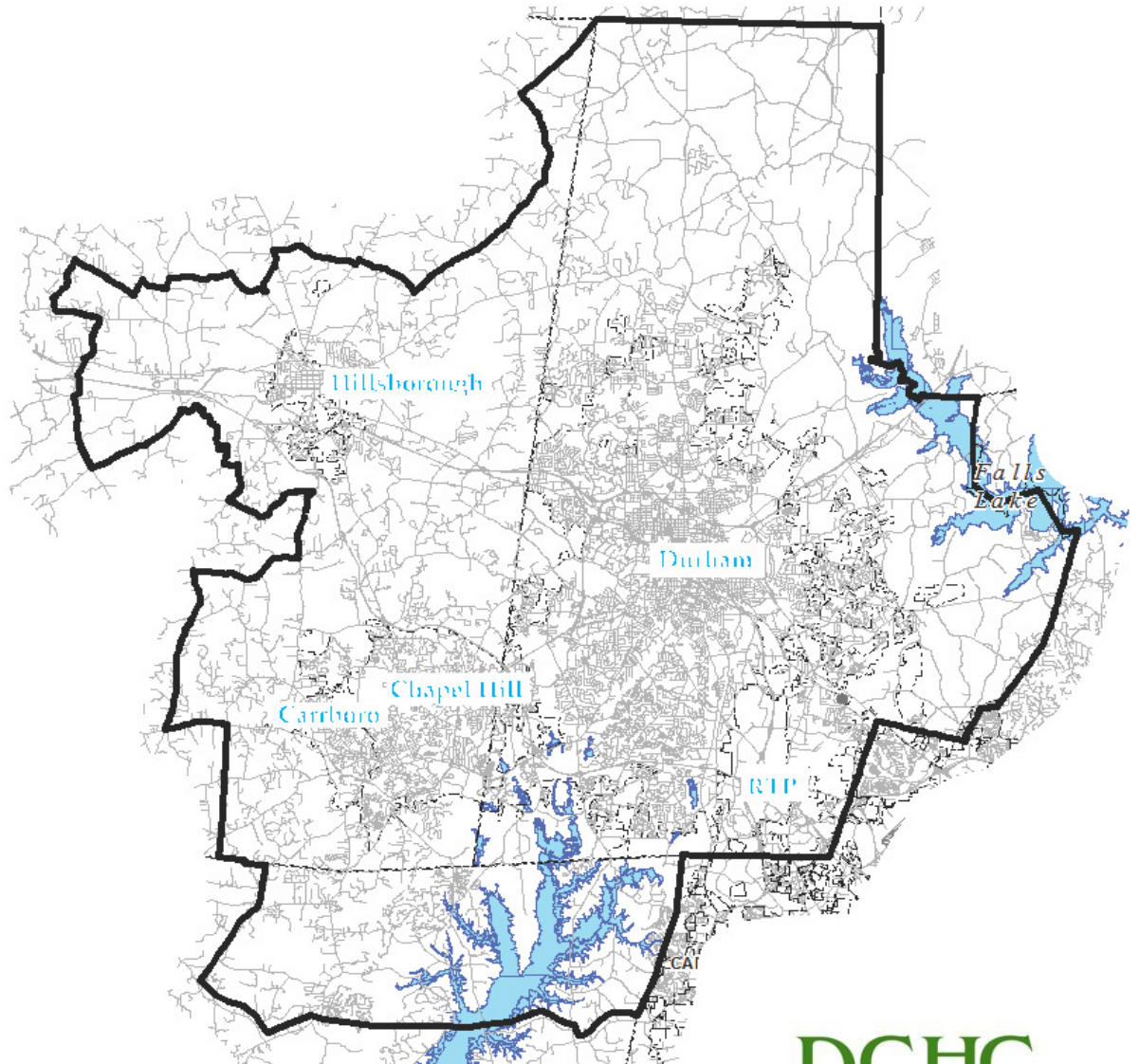
Aaron Cain stated that the Joint DCHC MPO and CAMPO Board Meeting will be at the Apex Town Hall, which is located at 73 Hunter Street in Apex, NC, and will begin at 9 a.m. Renee Price stated that she is unable to attend.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at 11:12 a.m.

Durham Chapel-Hill Carrboro Metropolitan Planning Organization

FY2021 Unified Planning Work Program



APPROVED: XX-XX-XXXX

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**Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) Resolution
Approving the FY2021 Unified Planning Work Program of the DCHC MPO for FTA and FHWA**

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

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

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

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

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2021.

Now therefore, be it resolved that the MPO Board hereby endorses the FY2021 Unified Planning Work Program for the DCHC MPO Urban Area.

I, Wendy Jacobs, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the ____ day of _____, 2020.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: _____

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

**Resolution Certifying the Durham Chapel-Hill Carrboro Metropolitan Planning Organization
Transportation Planning Process for FY2021**

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

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

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

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

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

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

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

Now therefore, be it resolved that the DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the ____ day of _____, 2020.

Wendy Jacobs,
Board Chair

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

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

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

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

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

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

Wendy Jacobs, MPO Board Chair

Date

Felix Nwoko, Ph.D.
DCHC MPO Manager

Date

Introduction

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

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

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

Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham Chapel-Hill Carrboro Metropolitan Planning Organization*, 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 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 identified in the UPWP for MPO planning. The LPA and MPO jurisdictions use these funds to support the MPO planning functions and regional special projects, such as corridor studies, Community 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.

A source of funds for transit planning for Chapel Hill Transit (CHT), GoDurham, and the LPA 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 FY2021 UPWP Activities and Emphasis Areas

DCHC MPO activities and emphasis areas for the FY21 UPWP are summarized as follow:

- Preparatory work on the development of the 2050 Metropolitan Transportation Plan (MTP)
- Development of the 2020-29 MTIP
- Continue work activities associated with SPOT6
- Continue to implement Fast Act Metropolitan Planning requirements
- Monitor ADA Transition Plan and Self-Assessment
- Update and monitoring of Title VI compliance
- Update and monitoring EJ and LEP
- Monitoring of Safety Targets
- Monitoring of State of Good Repair Targets
- Continuation of routine planning- TIP, UPWP, Data monitoring and monitoring system, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects and programs: transportation resilience planning, CTP update, safety/freight, modeling
- Continue to explore 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 2045 MTP 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

Metropolitan Planning Factors & Federal Requirements

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

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

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

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

- 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 discussed below.

Public Involvement and Title VI

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

Metropolitan Transportation Plan (MTP)

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

- Vision, Goals, and Objectives;
- Land use impacts;
- Identification and assessment of needs;
- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system;
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities;
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment and other strategies to preserve existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities

- and needs; and
- Proposed transportation and transit enhancement activities.

Transportation Improvement Program (TIP)

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

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

Transportation Management Area (TMA)

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

Air Quality Conformity Process

Currently, the DCHC MPO is designated as attainment for the National Ambient Air Quality Standards (NAAQS). On February 16, 2018, there was a decision from the D.C. Circuit Court in the South Coast Air Quality Management District v. EPA. Per the Circuit Court decision, The Raleigh-Durham-Chapel Hill area is considered an orphan maintenance area and based on the EPA guidance of November 2018, the area will need to demonstrate transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS. This conformity can be demonstrated without a regional 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.

FY2021 Emphasis Areas and Special Projects Descriptions

Special emphasis projects and new initiatives for the FY2021 UPWP are described below.

Triangle Regional Model (TRM) - Major Model Enhancement

DCHC MPO will continue to review and analyze travel demand and air quality models to determine feasible enhancements to the procedures that are used in the TRM area. DCHC MPO will continue to perform regional travel demand, and micro simulation model runs for existing and future projects. Upon completion of the TRM-V6, the TRM Service Bureau and regional stakeholders will commence revisions and enhancements to respond to the needs and policies of the DCHC MPO and other stakeholders. A first task will be to identify and select enhancements for implementation based on the needs of partners, including local governments, and on the feasibility and costs of desired enhancements. Enhancements within the DCHC MPO include; enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies, network quality checks, improved transit ridership forecasting, incorporating tools for policy analysis and responding to policy questions, improving HOV/HOT tools and parking sensitivity enhancements. Additional technical enhancements have also been proposed relative to trip generation, destination choice and mode choice. Integrated land use and transportation modeling is

addressed in a separate item below. Specific activities to develop model enhancements include; staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NCDOT, GoTriangle, CAMPO), consultant assistance in preparing technical specifications and in developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration. The TRM is a regional project, and it is possible that some enhancements sought by DCHC MPO will not be included in the regional model plan, such as the enhancement of 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 and CAMPO will continue to update and enhance the Community Viz tool. The primary purpose of the project is to implement a partnering strategy and create a spatial data planning model framework and scenario planning tools using Community Viz software that will mimic development patterns and intensities and allocate future year socioeconomic data for the jurisdictions within the Triangle region. The model will be used by DCHC MPO staff to identify regional goals and community values, and explore alternatives for growth, development, and transportation investment. Results from the model will be used in developing the DCHC MPO's next socio-economic forecasts and Metropolitan Transportation Plan.

During FY2017, the DCHC MPO and CAMPO under the leadership of TJCOG joined together to update the first Community 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
- 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 Capital 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 to be used in regional demographic forecasting, transportation planning, land use planning, air quality planning, emergency planning, Title VI and economic development efforts. The MPO will continue to provide input to member jurisdictions in the development of local comprehensive plans, and provide guidance to NCDOT Project Development/ NEPA on land use and zoning issues affecting project development and merger process.

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

Special Studies – The Town of Hillsborough will undertake a feasibility study for potential new public road connecting Eno Mountain Road and NC 86. Chatham County will undertake a bicycle and pedestrian planning study.

FY2021 UPWP Funding Sources

FY2021 UPWP funding levels and descriptions of funding sources are summarized below.

Federal Highway Administration Funds (FHWA)

Planning (PL) Section 104(f) – These urbanized area funds are administered by NCDOT and require a 20% local match. The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. The statewide section 104(f) funds are distributed among all MPOs with a population-based formula. The DCHC MPO PL fund allocation for FY2021 is below.

	MPO Total
Federal PL funds (80%)	\$ 353,101
Local match (20%)	\$ 88,275
Total PL Funds	\$ 441,376

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

	MPO Total
Federal STBG-DA funds (80%)	\$ 1,941,069
Local match (20%)	\$485,267
Total STBG-DA Funds	\$ 2,426,336

Federal Transit Administration (FTA) Funds

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

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

Section 5303	CHT	GoDurham	LPA	MPO Total
Federal (80%)	\$ 137,200	\$ 142,800	\$ 82,440	\$ 362,440
State (10%)	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
Local (10%)	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
Total Section 5303	\$ 171,500	\$ 178,500	\$ 103,050	\$ 453,050

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

Section 5307	GoDurham	GoTriangle	MPO Total
Federal (80%)	\$ 247,856	\$ 290,000	\$ 537,856
Local (20%)	\$ 61,964	\$ 72,500	\$ 134,464
Total Section 5307	\$ 309,820	\$ 362,500	\$ 672,320

Summary of all Funding Sources

	Federal	State	Local	Total
PL/STBG-DA (FHWA)	\$ 2,294,170		\$ 573,543	\$ 2,867,713
FTA 5303 (FTA)	\$ 362,440	\$ 45,305	\$ 45,305	\$ 453,050
FTA 5307 (FTA)	\$ 537,856		\$ 134,464	\$ 672,320
Total	\$ 3,194,466	\$ 45,305	\$ 753,312	\$ 3,993,083

Summary of Federal Funding (80%) by Agency (This table includes only those jurisdictions that programmed funds for planning in this UPWP.)

	FHWA	FTA Transit Planning		
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$ 1,753,101	\$ 82,440		\$ 1,835,541
Town of Carrboro	\$ 24,320			\$ 24,320
Town of Chapel Hill	\$ 90,243	\$ 137,200		\$ 227,443
City of Durham	\$ 69,182			\$ 69,182
Town of Hillsborough	\$ 160,000			\$ 160,000
Chatham County	\$ 87,488			\$ 87,488
Durham County	\$ 44,836			\$ 44,836
GoDurham		\$ 142,800	\$ 247,856	\$ 390,656
GoTriangle			\$ 290,000	\$ 290,000
TJCOG	\$ 65,000			\$ 65,000
Total	\$ 2,294,170	\$ 362,440	\$ 537,856	\$ 3,194,466

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 FY2021. 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 FY2021
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 FY2019 UPWP Accomplishments

The main emphases of the 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, SPOT/STI prioritization, Title VI/EJ/LEP, visualization, administration, management and oversight of grants, etc. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

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 routine 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.

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 ZeroDeaths.

Additional accomplishments for the FY 2019 UPWP are summarized as follows:

1. The MPO Administration program element focuses on all aspects of the MPO's personnel management, governing board support and meeting coordination, budgeting, policy development and review, annual work program development and reporting, and otherwise meeting all state and federal requirements for planning program administration. Most tasks are routine and ongoing in nature including Congestion Management Process (CMP) Comprehensive Transportation plan (CTP), Metropolitan Transportation Plan (MTP), SPOT Prioritization, data collection and analysis, development and maintenance of spatial GIS portals, Incident Management plan, update of ADA Transition Plan, enhancement and update of the regional model, development of County Transit Plans and LRT, etc.
2. Data management activity included collecting, analyzing, maintaining and reporting activities necessary to support the transportation planning process and work program. Various data is captured, processed and subsequently used to identify transportation issues, propose solutions, and monitor activity.
3. Trends and Big Data. All data maintained by the MPO is accessible to member agencies and the public. Certain tasks are associated with technical tools and functions necessary to support analytical work and forecasting, including computer hardware and software and licenses for travel demand modeling and traffic operations microsimulation, and for electronic hardware used in various types of traffic counting.
4. Development of the DCHC-MPO Comprehensive Transportation Plan (CTP): The LPA and NCDOT Transportation Planning Branch worked cooperatively in the update and maintenance of the. CTP is mandated by NC General Statute. It differs from the federally mandated Metropolitan Transportation Plan (MTP) in that it is not fiscally constrained and does not have a horizon year. CTP was mutually adopted by the MPO Board and the Board of Transportation. Staff continued to re-evaluate modal elements of the CTP as well ensure that SPOT projects emanate from MTP and CTP.
5. 2045 Metropolitan Transportation Plan (MTP): MPO continued to re-evaluate of the 2045 as well as initiated MTP amendments. Further, the MPO embarked on the air quality conformity analysis and determination due to court that required them to perform activities under the 1997 1-hour Ozone standard. Other 2045 MTP accomplishments include: reconciling MTP projects with TIP. Processing amendment 1 as required and performing Moves modeling and generating travel demand forecasts. etc.
6. MPO Congestion Management Process (CMP): The MPO continued work on the update, analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, measurement of multi-modal transportation system performance, and implementation of CMP mapping in an interactive GIS.

7. **MPO Mobility Report Card (MRC):** Staff continued to measure and monitor multi-modal transportation system performance. Other accomplishments included a state-of-the-system report that focuses on measures of system performance for which data collected on an annual basis is used to index overall performance of the MPO transportation system from year to year. Data reported included, arterial LOS, intersection LOS, transit services, bicycle facilities, sidewalks, safety, etc.
8. **Regional Freight Plan:** Staff continued to serve as the project manager for the development of the Triangle Regional Freight Plan, addressed comments from the MPO Board and member agencies, and coordinated with CAMPO, NCDOT and freight logistic companies.
9. **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.
10. **Safety Analysis:** The MPO completed analyses related to bike and pedestrian safety, transit safety, and vehicular safety. Other safety related accomplishments included participating in North Carolina safety education initiatives and regional bike and pedestrian safety programs. The MPO reviewed the Safety and Security plans of MPO transit operators.
11. **Environmental Justice/Title VI:** The MPO continued to update and implement EJ and Title VI program, including update of demographic profiles and incorporation of FHWA comments. Draft report is near complete.
12. **Transportation Improvement Program (TIP):** The MPO continued to work on TIP-related activities such as SPOT, review of projects, Local Supplement of the STIP, and the development of the draft Transportation Program (TIP).
13. **Amendments and Administrative Modifications to the TIP:** The MPO processed several amendments and administrative modifications to the 2018-27 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
14. **Triangle Regional Model (TRM) Update and Enhancement:** The MPO continued to participate in the update and enhancement of the TRM at ITRE. Work tasks accomplished included completion of generation, destination choice and mode choice models, calibration and the validation of 2013 Estimation Year TRM-V6. The MPO is a funding partner of the modeling service bureau and continued to provide .5 FTE to ITRE Model Service Bureau.
15. **Bicycle lane restriping.** The MPO continued to work with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT.

16. Other Project Development Planning and NEPA: The MPO continued to participate in project development planning and NEPA for several on-going NCDOT projects within the MPO including; I-40 Managed Lanes Feasibility Study, US 15-501 Corridor Study, US 15-1501 Feasibility Study, Infinity-Latta intersection, NC54 widening project planning, I-40 widening (US15-501 to I-85), several bridge replacement projects, resurfacing projects, etc.
17. Oversight, Monitoring and Administration of Transit Grants: The MPO continued to manage the transit grant program including processing reimbursements for sub-recipients and the LPA, reporting activity to funding agencies, and providing general administration and oversight.
18. Service Requests: Staff performed numerous services requests from the public and member agencies.
19. Management and Operations: Staff continued routine tasks that encompass the administration and support of the 3-C transportation planning process as mandated by federal regulations, Tasks have been divided into the following sub- tasks including, but not limited to:
 - Provided liaisons between DCHC MPO member agencies, transit providers, GoTriangle, CAMPO, NCDOT, NCDEQ, TJCOG, RDU and other organizations at the local, regional, state, and federal levels on transportation-related matters, issues and actions.
 - Provided technical assistance to the MPO Board, member agencies, stakeholders and 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.
20. Assisted with the compliance of federal and state regulations and mandates.
21. Performed various supervisory duties.

Town of Carrboro UPWP Accomplishments

The Town of Carrboro performed substantial planning work on a range of activities under the DCHC-MPO 2019 Unified Planning Work Program. Town staff worked on projects as part of MPO-wide planning efforts, as well as numerous projects specific to the Town of Carrboro. The Town of Carrboro conducted 48-hr vehicle & 2-hr bike/ped counts at a variety of locations in support of local traffic calming

projects, worked with a consultant to update our 2009 Bicycle Plan, coordinated with Chapel Hill Transit on their Short Range Transit Plan, and participated in regional planning studies including the NC 54 West Corridor Study, the NC 54 Bike-Ped Safety Study, and NCDOT managed TIP projects. Greenway projects which receive funding through the MPO are progressing: the Jones Creek Greenway has passed 60% design and the Morgan Creek Greenway has been advertised for construction. The Town of Carrboro also continues to participate in regional transit planning as part of the Orange County Transit Plan update.

City of Durham Accomplishments

The City of Durham conducted and participated in a number of transportation planning activities: passed an ordinance to regulate shared active transportation vehicles (bike share, electric bikes, scooters, etc.), along with beginning operation and administration of this system, advanced design on several federally-funded sidewalk and bicycle lane projects on streets such as Cornwallis Road, Hillandale Road, Carpenter-Fletcher Road, LaSalle Street, and North Duke Street, continued design on several CMAQ-funded projects including Downtown Wayfinding, Durham Bike Lanes, and Neighborhood Bike Routes, and began the process of and conducted extensive public engagement for the Central Durham Transportation Study (also called Move Durham). The City also participated in regional planning efforts, including the 15-501 Corridor Study, the Durham-Wake Commuter Rail Major Investment Study, and various NCDOT managed TIP projects along NC 54, US 15-501, US 70, Fayetteville Road, Cornwallis Road, and the East Durham Railroad Safety Project. The City worked with other departments to purchase the right-of-way necessary to begin development of the Durham Beltline Trail, and is also working with regional partners to update the Durham County Transit Plan and look for high capacity transit alternatives along major corridors.

Durham County Accomplishments

Durham County staff continued development of a station area plan for the Patterson Place Compact Neighborhood for land use, transportation, and critical infrastructure. County staff also participated in the engineering phase of the DO-LRT project until its discontinuation in March, as well as the Wake-Durham Commuter Rail MIS. The County serves as a voting member of the County Transit Plan Staff Working Group.

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), B-5512 (Kemp Road bridge replacement), P-5706 (Railroad Grade Separation at Ellis, Wrenn, and Glover Roads), U-5518 (US 70 improvements in Wake County), and U-5720 (US 70 improvements in Durham County) and the 15-501 Corridor Study.

Town of Chapel Hill Accomplishments

The Town of Chapel Hill conducted a number of transportation planning activities: implemented a semi-annual bike-ped count reporting system, created a quarterly report on bike-ped-transit metrics and associated workplan, advanced design work on current TIP projects, and created a Short Range Transit Plan for Chapel Hill Transit. The Town also participated in regional planning efforts, including the 15-501 Corridor Study, the NC 54 Pedestrian Safety Study, and various NCDOT managed TIP projects – NC 54 and 15-501 Corridor Improvements and the I-40/NC 86 interchange upgrades. The Town is working with regional partners to update the Orange County Transit Plan and look for high capacity transit alternatives along major corridors.

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 2019	Development of draft FY2021 UPWP and coordination with local agencies.
November 1, 2019	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
December 18, 2019	TC reviews draft FY2021 UPWP and recommends Board release for public comment.
January 15, 2020	MPO Board reviews draft of FY2021 UPWP and releases draft for public comment.
January 22, 2020	TC receives draft of FY2021 UPWP and recommends Board hold public hearing and approve draft at February Board meeting.
January 31, 2020	Draft FY2021 UPWP submitted to NCDOT/PTD
February 12, 2020	MPO Board holds public hearing and approves draft FY2021 UPWP including approval of self-certification process and local match.
March 31, 2020	Deadline for final FY2021 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		\$88,275	\$353,101		\$10,305	\$10,305	\$82,440		\$0	\$0	\$0		\$448,580	\$10,305	\$1,835,541	\$2,294,426
Carboro	\$6,080	\$24,320		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$6,080	\$0	\$24,320	\$30,400
Chapel Hill/CHT	\$22,561	\$90,244		\$0	\$0		\$17,150	\$17,150	\$137,200		\$0	\$0	\$0		\$39,711	\$17,150	\$227,444	\$284,304
Chatham County	\$21,872	\$87,488		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$21,872	\$0	\$87,488	\$109,360
Durham/GoDurha	\$17,296	\$69,182		\$0	\$0		\$17,850	\$17,850	\$142,800		\$0	\$0	\$247,856		\$97,110	\$17,850	\$459,838	\$574,798
Durham County	\$11,209	\$44,836		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$11,209	\$0	\$44,836	\$56,045
Hillsborough	\$40,000	\$160,000		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$40,000	\$0	\$160,000	\$200,000
Orange County	\$0	\$0		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0
TJCOG	\$16,250	\$65,000		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$16,250	\$0	\$65,000	\$81,250
GoTriangle	\$0	\$0		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$290,000		\$72,500	\$0	\$290,000	\$362,500
NCDOT	\$0	\$0		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0
Totals	\$485,268	\$1,941,070		\$88,275	\$353,101		\$45,305	\$45,305	\$362,440		\$0	\$0	\$537,856		\$753,312	\$45,305	\$3,194,467	\$3,993,083

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	20,341	81,362	1,000	4,000	0	0	0	0	0	0	21,341	-	85,362	106,703
2 Vehicle Miles of Travel	800	3,200	400	1,600	0	0	0	0	0	0	1,200	-	4,800	6,000
3 Street System Changes	1,000	4,000	1,120	4,480	0	0	0	0	0	0	2,120	-	8,480	10,600
4 Traffic Crashes	4,776	19,104	1,080	4,320	0	0	0	0	0	0	5,856	-	23,424	29,280
5 Transit System Data	3,200	12,800	1,200	4,800	8,946	8,946	71,568	11,084	0	44,336	24,430	8,946	133,504	166,880
6 Dwelling Unit, Pop. & Emp. Change	8,100	32,400	5,000	20,000	0	0	0	0	0	0	13,100	-	52,400	65,500
7 Air Travel	4,000	16,000	100	400	0	0	0	0	0	0	4,100	-	16,400	20,500
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9 Travel Time Studies	14,260	57,040	1,800	7,200	0	0	0	0	0	0	16,060	-	64,240	80,300
10 Mapping	17,555	70,221	4,800	19,200	3,122	3,122	24,976	0	0	0	25,477	3,122	114,397	142,996
11 Central Area Parking Inventory	2,320	9,282	400	1,600	0	0	0	0	0	0	2,720	-	10,882	13,602
12 Bike & Ped. Facilities Inventory	1,708	6,832	1,000	4,000	0	0	0	0	0	0	2,708	-	10,832	13,540
13 Bike & Ped. Counts	11,840	47,360	1,000	4,000	856	856	6,848	0	0	0	13,696	856	58,208	72,760
II-B Long Range Transp. Plan (MTP)														
1 Collection of Base Year Data	7,340	29,360	0	0	288	288	2,304	0	0	0	7,628	288	31,664	39,580
2 Collection of Network Data	4,120	16,480	800	3,200	0	0	0	0	0	0	4,920	-	19,680	24,600
3 Travel Model Updates	72,080	288,320	4,072	16,288	0	0	0	27,500	0	110,000	103,652	-	414,608	518,260
4 Travel Surveys	9,000	36,000	3,060	12,240	0	0	0	0	0	0	12,060	-	48,240	60,300
5 Forecast of Data to Horizon year	526	2,104	240	960	0	0	0	0	0	0	766	-	3,064	3,830
6 Community Goals & Objectives	360	1,440	1,330	5,320	0	0	0	0	0	0	1,690	-	6,760	8,450
7 Forecast of Future Travel Patterns	1,920	7,680	1,100	4,400	0	0	0	0	0	0	3,020	-	12,080	15,100
8 Capacity Deficiency Analysis	5,352	21,408	2,400	9,600	0	0	0	0	0	0	7,752	-	31,008	38,760
9 Highway Element of the MTP	9,561	38,243	3,800	15,200	0	0	0	0	0	0	13,361	-	53,443	66,804
10 Transit Element of the MTP	16,764	67,054	3,800	15,200	979	979	7,832	1,016	0	4,064	22,559	979	94,150	117,688
11 Bicycle & Ped. Element of the MTP	9,065	36,259	2,878	11,512	0	0	0	0	0	0	11,943	-	47,771	59,714
12 Airport/Air Travel Element of MTP	1,120	4,480	200	800	0	0	0	0	0	0	1,320	-	5,280	6,600
13 Collector Street Element of MTP	1,794	7,176	600	2,400	0	0	0	0	0	0	2,394	-	9,576	11,970
14 Rail, Water or other mode of MTP	7,320	29,280	0	0	0	0	0	0	0	0	7,320	-	29,280	36,600
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	2,214	8,858	480	1,920	1,146	1,146	9,168	19,668	0	78,672	23,508	1,146	98,618	123,272
17 Congestion Management Strategies	19,118	76,470	1,139	4,555	952	952	7,616	0	0	0	21,208	952	88,642	110,802
18 Air Qual. Planning/Conformity Anal.	1,960	7,840	1,600	6,400	0	0	0	0	0	0	3,560	-	14,240	17,800
II-C Short Range Transit Planning														
1 Short Range Transit Planning	300	1,200	0	0	13,403	13,403	107,224	21,124	0	84,496	34,827	13,403	192,920	241,150
III-A Planning Work Program														
1 Planning Work Program	8,044	32,178	4,006	16,024	488	488	3,904	0	0	0	12,538	488	52,106	65,132
III-B Transp. Improvement Plan														
1 TIP	18,263	73,052	5,661	22,645	3,492	3,492	27,936	2,036	0	8,144	29,452	3,492	131,777	164,722
III-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	5,800	23,200	1,640	6,560	0	0	0	0	0	0	7,440	-	29,760	37,200
3 Minority Business Enterprise	2,380	9,520	400	1,600	0	0	0	0	0	0	2,780	-	11,120	13,900
4 Planning for the Elderly & Disabled	1,746	6,984	400	1,600	240	240	1,920	0	0	0	2,386	240	10,504	13,130
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	31,135	124,541	3,765	15,077	932	932	7,456	1,972	0	7,888	37,808	932	154,962	193,702
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-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.	7,362	29,446	2,600	10,400	0	0	0	0	0	0	9,962	-	39,846	49,808
3 Special Studies	72,299	289,194	4,600	18,400	1,624	1,624	12,992	45,000	0	180,000	123,523	1,624	500,586	625,733
4 Regional or Statewide Planning	23,985	95,942	3,600	14,400	1,680	1,680	13,440	0	0	0	29,265	1,680	123,782	154,727
III-E Management & Operations														
1 Management & Operations	42,906	171,624	12,400	49,600	6,831	6,831	54,648	4,328	0	17,312	66,465	6,831	293,184	366,480
Totals	\$485,267	\$1,941,070	\$88,275	\$353,101	\$45,305	\$45,305	\$362,440	\$134,464	\$0	\$537,856	\$753,312	\$45,305	\$3,194,466	\$3,993,083

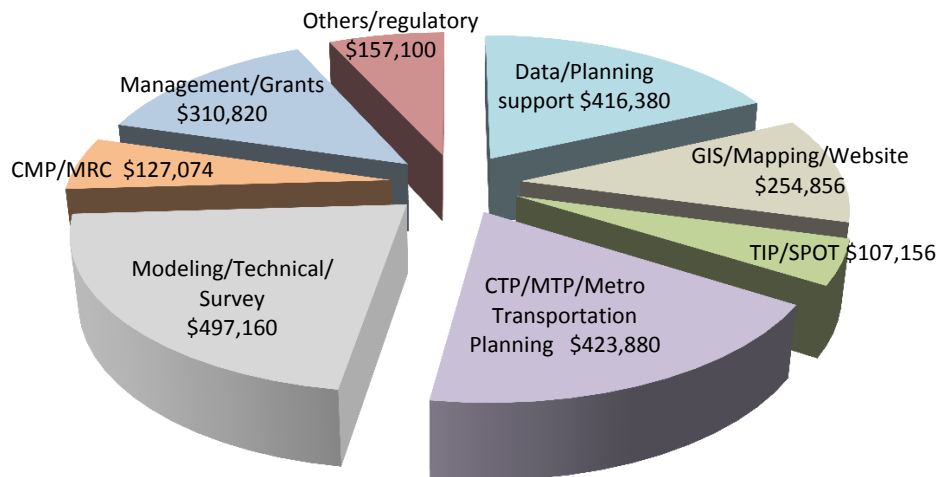
LPA

	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	\$3,200	\$12,800	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
	6 Dwelling Unit, Pop. & Emp. Change	\$8,100	\$32,400	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100	\$0	\$52,400	\$65,500
	7 Air Travel	\$4,000	\$16,000	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$16,400	\$20,500
	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
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	\$0	\$26,160	\$32,700
	2 Collection of Network Data	\$3,880	\$15,520	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,680	\$0	\$18,720	\$23,400
	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	\$9,000	\$36,000	\$3,060	\$12,240	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060	\$0	\$48,240	\$60,300
	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	\$360	\$1,440	\$1,330	\$5,320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690	\$0	\$6,760	\$8,450
	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	\$5,352	\$21,408	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,752	\$0	\$31,008	\$38,760
	9 Highway Element of th MTP	\$3,712	\$14,848	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$7,512	\$0	\$30,048	\$37,560
	10 Transit Element of the MTP	\$9,734	\$38,936	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,534	\$0	\$54,136	\$67,670
	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.	\$1,960	\$7,840	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,560	\$0	\$14,240	\$17,800
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$10,305	\$10,305	\$82,440	\$103,050
III-A	Planning Work Program														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-B	Transp. Improvement Plan														
	TIP	\$9,700	\$38,800	\$5,661	\$22,645	\$0	\$0	\$0	\$0	\$0	\$0	\$15,361	\$0	\$61,445	\$76,806
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	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	\$5,800	\$23,200	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$7,440	\$0	\$29,760	\$37,200
	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	\$1,746	\$6,984	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146	\$0	\$8,584	\$10,730
	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	\$27,402	\$109,608	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$31,171	\$0	\$124,685	\$155,856
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	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	\$4,600	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$29,600	\$37,000
	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
III-E	Management & Operations														
	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	\$88,275	\$353,101	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$448,580	\$10,305	\$1,835,541	\$2,294,426

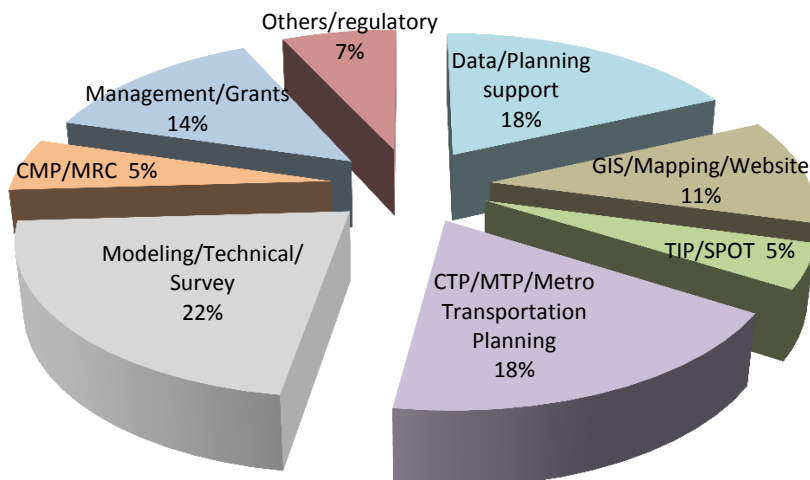
Summary of LPA Tasks and Funding by Broad Categories

Summary of LPA Tasks and Funding by Broad Categories		
Broad Aggregated Tasks	FY funding	Percent
Data/Planning support	\$416,380	18.1%
GIS/Mapping/Website	\$254,856	11.1%
TIP/SPOT	\$107,156	4.7%
CTP/MTP/Metropolitan Transportation Planning	\$423,880	18.5%
Modeling/Technical/Survey	\$497,160	21.7%
CMP/MRC	\$127,074	5.5%
Management/Grants	\$310,820	13.5%
Others/regulatory	\$157,100	6.8%
Total	\$2,294,426	100%

Broad Aggregated Tasks Funding



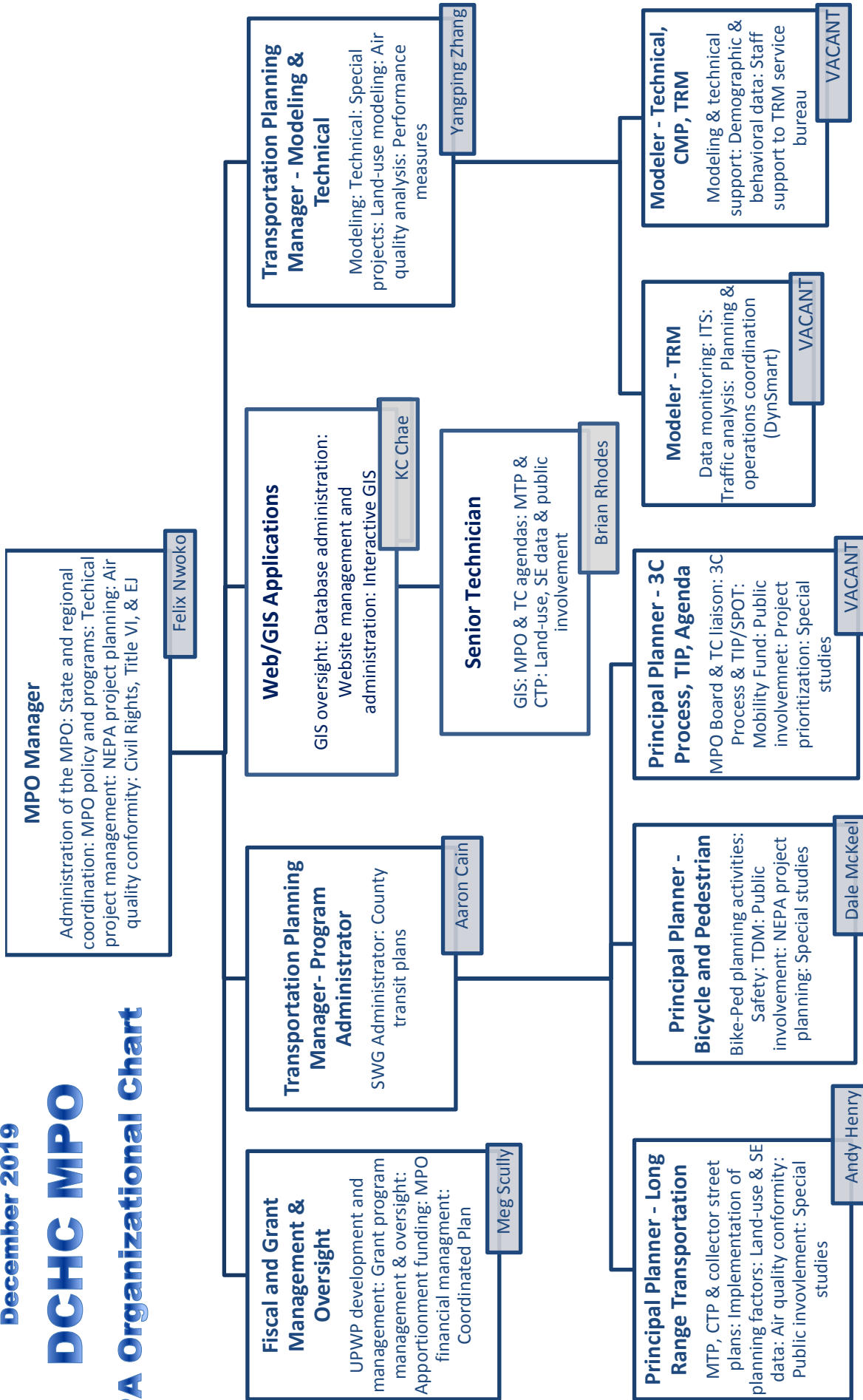
Broad Aggregated Tasks - Percent



December 2019

DCHC MPO

LPA Organizational Chart



Interns; Temporary & Part-time

Support for positions listed above;
Supervised by MPO Manager.

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

DCHC MPO Task Description and Deliverables or 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 and indices; and 5) connectivity.

Task II-B-3: Travel Model Updates

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

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

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

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

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

Task II-B-4: Travel Surveys

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

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

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

Task II-B-6: Community Goals and Objectives

No activity planned during FY2020 UPWP period.

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

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

Task II-B-8: Capacity Deficiency Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MPO will continue to undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks associated with the implementation of the Regional Freight Plan will continue. Other tasks to be undertaken include attending and staffing the Regional Freight Stakeholders meetings, survey of freight carriers, recommendations for improving truck mobility or train/truck

intermodal movements, and identifying acceptable truck routes. The MPO will continue the management role to the update of the Triangle Regional Freight plan.

Task II-B-16: Financial Planning

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

Task II-B-17: Congestion Management Systems Strategies

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

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

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

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

Task II-C: Short Range Transit Planning

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

Task III-A: Planning Work Program

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

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

Under this work element, the LPA will finalize the reimbursement and invoicing process for the FY2020 UPWP, administer the FY2021 UPWP, prepare and process amendments as needed, evaluate transportation planning work needs and emphasis areas and prepare the FY2022 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 year. 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 FY2022 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:1 Civil Rights Compliance/Other Regulations and Requirements

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. Hillsborough will undertake a feasibility study on a potential new road connecting Eno Mtn Rd and NC86, and Chatham County will undertake a bicycle and pedestrian study. LPA work will be conducted by staff. Other work will be conducted by consultants.

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 and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning process in conformance with applicable federal and state requirements as described in the 3C Memorandum of Understanding. This work encompasses the administration and support of transportation planning process as mandated by federal regulations. The 3C planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes of these meetings, training, preparing quarterly progress reports, documenting expenditures for planning work items, and filing for reimbursement of expenditures from the PL and STBG-DA funds account and other Federal funds. In addition, this work includes consultation with other agencies involved within 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of, and reporting on, the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include, but are not limited to:

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

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

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3.1	2050 MTP development process and schedule	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	Amendment of the 2045 MTP for AQ analysis and conformity as necessary	Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	2050 MTP environmental analysis and considertaion
3.2	Refinement of SE forecast to Horizon and intermediate years.	Integration of resiliency planning.	Framework for incorporating technolog and autonomus / connecte vehiclles into the 2050 MTP	Work associated with Goals, Objectives and targets for 2050 MTP commences.	Model and technical analyses for the 2050 MTP
3.3	Model Update and improvements for 2050 MTP development commences	CTP continual update and consistency and integration with CMP and SPOT	Update of base year networks and their attributes	Deficiency analysis and needs assessment for 2050 MTP continue	Continue work on GIS and mapping for MTP base maps
3.4	Inter-Agency Consultation process	Base year SE data collection, tabulation and analysis underway; and networks and attributes development continues	Update of modeling and technical tools for 2050 MTP analyses.	Public outreach for deficiency analysis, existing conditiond snd need assessment	Selection of Preferred MTP Option.
3.5	CTP continual update and amendemnt as necessary.	Update methodology for analyzing and assessing equity and health impacts on 2050 MTP	Continue work on GIS and mapping for MTP base maps	Generation of alternatives for 2050 MTP	AQ analysis and conformity determination process
3.6	2050 MTP Visioning process and coordination kick-off	Adoption of the 2050 MTP development process and schedule	Continue work on GIS and mapping for MTP base maps	Evaluation and analysis of alternatives	Inter-Agency Consultation process
3.7	Goals, Objectives and targets for 2050 MTP	Develop 2050 MTP Public Outreach and input process, including involvement and input from MPO member agencies.	Base year SE data collection and analysis for 2050 MTP	Public outreach and input on the draft preferred plans (options).	Public outreach and involvement of the 2050 MTP.
	Work commences on MPO wide Community visioning. Product to lead into Goals and Objectives development	Update Title 6, EJ and LEP for 2050 MTP	Comm Viz Scenario planning and selction of the preferred scenario	CTP continual update and amendemnt as necessary.	Adoption of 2050 MTP and AQ comformity report
	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 continues	Initiate Community Viz 3.0 model update and land-us scenario building.	Existing conditions and deficiency analyses continue	Amendment of the 2045 MTP as necessary	Amendment of the 2045 MTP as necessary
	Deficiency analysis commences	Public outreach and involvement for thr 2050 MTP	Assessment of Need for the 2050 MTP		
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of annual continuous household and transit on board survey. Coordination of estimation year data collection	Support MPO 2045 MTP and air quality conformity model applications	Develop TRMv7: continue estimating models for tour mode choice	Develop TRMv7: incorporate existing model components for commercial vehicles & external models	Develop TRMv7: complete model calibration and validation
4.3	Survey tabulation and analyses winter/spring 2020. Analysis and tabulation of estimation year data (traffic counts, SE data, PASA parking)	Collection of network data and development of networks	Develop TRMv7: model applications completed	Develop TRMv7: initial model calibration and validation begins	Develop TRMv7: develop application tools for plan evaluation & air quality analysis
4.4	Support MPO 2045 MTP model application and demand forecasts.	Maintain/enhance TRMv6: develop addional 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	Transportation Performance Measures (TPM)	Update of area of influence and congestion networks. Application & reevaluation of definition of congestion		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion	
7.4	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update
7.5		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Identification and evaluation of strategies continues
7.9		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
	Review and confirm data to be used in SPOT 6 (2023-2032 STIP)	Submit SPOT 6 Division Needs points assignment	Develop 2023-2032 MTIP including public input and comment process	Update TIP ranking & project prioritization methodology as necessary	Develop 2025-2034 MTIP including public input and comment process
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Adopt 2023-2032 MTIP	Submit SPOT 7 Regional Impact points assignment	Adopt 2025-2034 MTIP
	Submit SPOT 6 Regional Impact points assignment	Adopt 2023-2032 STIP	Review SPOT 7 (2025-2034) project submissions and prepare comparative analysis	Submit SPOT 7 Division Needs points assignment	Review SPOT 8 (2027-2036) project submissions and prepare comparative analysis

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

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	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
	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	Board directives	Board directives	Board directives	Board directives	Board directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
		NC 751 Corridor Study	NC 751 Corridor Study		

Appendix

Commonly Used Acronyms

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

FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
FY	Fiscal Year
GIS	Geographic Information Systems
HOT	High-Occupancy Toll (Lane)
HOV	High-Occupancy Vehicle (Lane)
HPMS	Highway Performance Monitoring System
IDAS	ITS Deployment Analysis System
INFOUSA	Info USA
ITRE	Institute for Transportation Research and Education
ITS	Intelligent Transportation System
KML	Keyhole Markup Language
LEP	Limited English Proficiency
LOS	Level of Service
LPA	Lead Planning Agency
MAP-21	Moving Ahead for Progress in the 21st Century Act
MBE	Minority Business Enterprise
MLI	Minority and Low Income
MOVES	Motor Vehicle Emission Simulator
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MRC	Mobility Report Card
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
NEPA	National Environmental Policy Act (1969)

Commonly Used Acronyms

NHS	National Highway System
NPRM	Notice of Proposed Rule Making
N-S BRT	North-South Bus Rapid Transit
NTD	National Transportation Database
OC	Orange County
OPT	Orange Public Transportation
PIP	Public Involvement Policy
PL	Metropolitan Planning (Funds)
PMT	Person Miles of Travel
PTD	Public Transportation Division
PUMS	Public Use Microdata Sample
QC	Quality Control
RDU	Raleigh-Durham International Airport
REA	Regional Emissions Analysis
RFP	Request for Proposal
SE	Socio-Economic
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SPOT	Strategic Planning Office of Transportation
S RTP	Secure Real-time Transportation Protocol
STBG-DA	Surface Transportation Block Grant-Direct Attributable
STBGP	Surface Transportation Block Grant Program
STI	Strategic Transportation Initiative
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STP-DA	Surface Transportation Program - Direct Attributable
SWG	Staff Working Group
TA	Transportation Alternatives
TAC	Transportation Advisory Committee (MPO)
TAP	Transportation Assistance Program
TAZ	Transportation Analysis Zone

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

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	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
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	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
11	Central Area Parking Inventory	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$800	\$1,000
II-B	Long Range Transp. Plan (MTP)														
1	Collection of Base Year Data	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
2	Collection of Network Data	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240	\$0	\$960	\$1,200
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	\$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	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning														
1	Short Range Transit Planning	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
III-A	Planning Work Program														
	Planning Work Program	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
III-B	Transp. Improvement Plan														
	TIP	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$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	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
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	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
1	Management & Operations	\$340	\$1,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340	\$0	\$1,360	\$1,700
Totals		\$6,080	\$24,320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,080	\$0	\$24,320	\$30,400

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 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, the Town's residential traffic management plan, or other studies.

Previous Work

In FY 2020, the Town submitted traffic count data as had been collected in support of local studies.

Proposed Activities

1. Continue to collect traffic data relating to local traffic calming requests
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

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), the Town's conceptual Slow Zone plan, and responding to citizen inquiries for safety improvements on NCDOT maintained facilities.

Proposed budget and level of effort

All work to be completed by the Transportation Planner; Local Staff Hours: 30 Hours

II-A-10 Mapping.

Town staff will update geo-spatial mapping for the roadway network, bike-ped network, SE data, development proposals/permits/COs, bike-pedestrian networks and facilities, and elements of the 2050 MTP.

Objectives

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

Previous Work

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

Proposed Activities

1. Review results of Community Viz and edit data as necessary
2. Review maps made for the MTP, CTP, and other MPO-related activities

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

3. Provide any data or maps as requested by the LPA
4. Maintain current GIS data for all transportation planning activities in Carrboro
5. Track changes to Carrboro's Street System and update associated GIS files

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. Up to date GIS shapefile of Carrboro streets
3. Up to date GIS shapefile of Carrboro Bicycle and Pedestrian Networks

Relationship to other plans and MPO activities

2050 MTP, Carrboro Parking Plan, CHT NS-BRT Project, 2019 Bicycle Plan Update, Town Comprehensive Plan

Proposed budget and level of effort

40 percent of work to be completed by the Transportation Planner; 60 percent of work to be completed by GIS Analyst; Local Staff hours: 70 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 that 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
2. GIS shape files containing parking data
3. Use recommendations from parking study to inform Town parking policies

Products

1. Shapefile with parking space count data and attributes
2. Spreadsheet with parking space count data and attributes

Relationship to other plans and MPO activities

Carrboro Downtown Parking Study, 2050 MTP, Bicycle Plan Update, Town Comprehensive Plan

Proposed budget and level of effort

100 percent of work to be completed by Transportation Planner; Local staff hours: 10 hours

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

II-A-13 Bike & Ped 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 network changes 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, 2019 Bicycle Plan Update, 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 late 2016.

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. Continue to monitor and update the bicycle and pedestrian network
4. Work with LPA staff to coordinate additional data collection efforts

Products

1. Spreadsheets or tally sheets with bicycle and pedestrian counts

Relationship to other plans and MPO activities

2050 MTP, Mobility Report Card, and 2019 Bicycle Plan Update.

Proposed budget and level of effort

100 percent of work to be completed by Transportation Planner; Local Staff hours: 20 hours

II-B-1 Collection of Base Year Data.

The Town will assist the MPO with collection and development of base year model data using Community Viz and Employment Analyst and QA/QC the resulting data.

Objectives

Develop base year socioeconomic data in support of the TRM update

Previous Work

The Town has assisted the MPO in the past to develop updated to the TRM.

Proposed Activities

1. Develop control totals for residential and employment data
2. Participate in meetings discussing and reviewing base year data collection

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Products

1. Tabulation of development review proposals, building permits, and Certificate of Occupancies (since they were last submitted) summarized and submitted to the LPA
2. Review base year data and shapefiles, provide comments as needed.

Relationship to other plans and MPO activities

2050 MTP and TRM update

Proposed budget and level of effort

50 percent of work to be completed by Transportation Planner; 30 percent of work to be completed by GIS Analyst; 20 percent of work to be completed by Planning Administrator; Local Staff hours: 80 hours

II-B-2 Collection of Network Data.

The Town will continue to coordinate with the MPO in the collection and creation of network data in support of the TRM update and 2050 MTP.

Objectives

To provide local data needed to create an accurate network for the TRM update.

Previous Work

The Town has contributed to network review and data collection for development of both the 2040 and 2045 MTP.

Proposed Activities

1. Contribute local network data as needed
2. Review network data and provide comments as needed

Products

1. Network data and review for the 2050 MTP & TRM update

Relationship to other plans and MPO activities

2050 MTP, TRM update, CMP

Proposed budget and level of effort

100 percent of work to be completed by Transportation Planner; Local Staff hours: 24 hours

II-B-10 Transit Element of the MTP.

Support evaluation of transit projects as part of the 2050 MTP including BRT, Commuter Rail, and other activities.

Objectives

Provide input and evaluation for proposed transit projects and participate in regional transit planning efforts to facilitate development of the 2050 MTP.

Previous Work

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

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Proposed Activities

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

Products

1. Participation in regional planning meetings
2. Evaluation and feedback on preferred options

Relationship to other plans and MPO activities

2050 MTP, Orange County Transit Plan, CHT NSBRT, CHT SRTP

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: 30 hours

II-B-17 Congestion Management Strategies.

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

Objectives

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

Previous Work

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

Proposed Activities

Evaluation of CMP and MRC networks, review of products and analyses

Products

1. GIS shapefile of sub-areas as requested

Relationship to other plans and MPO activities

CMP, 2050 MTP, Mobility Report Card, TDM and Town Parking Feasibility Study

Proposed budget and level of effort

100 percent of work to be completed by Transportation Planner; Local staff hours: 10 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 and the completion of the short range transit plan. The Town will coordinate with Orange County, GoTriangle, and the MPO on the update and implementation of the revised Orange County Transit Plan.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

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 new initiatives, short range planning, public involvement, and troubleshooting. The Town will also assist as needed in implementation of the Orange County Transit Plan.

Previous Work

Town of Carrboro elected officials, advisory board members, and staff regularly attend Chapel Hill Transit Partners Committee meetings and N-S Corridor Study meetings and the short range transit plan meetings.

Proposed Activities

1. Continue to participate in Transit Partners Committee, and staff working groups
2. Attend staff working group meetings to implement the Orange County Transit Plan, including the development of service improvements and capital projects as part of adopted transit plans, including providing information on transit access and service priorities
3. 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
4. Work with LPA staff on the 5-year plan

Products

1. Provide feedback and comments on local short range transit planning activities
2. Implementation and construction of small capital infrastructure projects for the Town of Carrboro using Orange County Transit Plan funds as identified in the adopted plan.

Relationship to other plans and MPO activities

OC Transit Plan, 2050 MTP, Chapel Hill Transit NSBRT, and short range transit 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; Local staff hours: 30 hours

III-A-1 Planning Work Program.

Development of the FY23UPWP, process amendment of the FY21 UPWP as necessary, prepares quarterly invoice and reimbursement requests. The Town will administer the FY 2021 UPWP, and prepare and process amendments as needed. 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 FY2021 UPWP activities, and process amendments to the UPWP if necessary. The Town will submit Carrboro's portion of the FY2021 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.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Proposed Activities

1. Complete quarterly reports for the 2021 UPWP
2. Complete amendment spreadsheets as needed
3. Prepare Carrboro's 2023 UPWP documents and budget
4. Attend LPA oversight meetings and review documents.

Products

1. Development of draft and final FY22 UPWP
2. Quarterly invoices and reports
3. Amendment of UPWP as necessary
4. Transmittal of documentation, work products/deliverable highlighted elsewhere to the LPA

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

80 percent of work to be completed by Transportation Planner; 20 percent of work to be completed by Planning Administrator; Local staff hours: 50 hours

III-B-1 Transportation Improvement Plan.

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 Homestead- Chapel Hill High School Multi-Use Path (U-4726-DE) was completed in 2019. The installation of Bicycle Loop Detectors (U-4726-DF) in the downtown and the Rogers Road Sidewalk (U-4726-DD) should also be completed in 2020. Other projects currently underway include Morgan Creek Greenway Phases 1 and 2 (EL-4828) and Jones Creek Greenway (C-5181). Design work on the South Greensboro Street sidewalk (C-5650) should also be nearing completion.

Proposed Activities

1. Continue implementation of projects currently underway
2. Process MTIP amendments as necessary
3. Assist in SPOT 7.0 process
4. NEPA documentation for TIP projects and other pre-TIP planning activities

Products

1. 2021-2030 MTIP local agencies' supplement
2. MTIP amendments
3. Summary of public involvement activities
4. STP-DA/TAP project delivery status
5. SPOT 7 local prioritization and points assignments
6. STP-DA obligated projects

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

7. Approved NEPA documents as related to TIP projects

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

50 percent of work to be completed by Transportation Planner; 50 percent of work to be completed by Planning Administrator; Local staff hours: 80 hours

III-C-6 Public Involvement.

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

Objectives

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

Previous Work

The Town will continue its public activities in FY 2021, similar to proposed activities described below, and will include increasing use of social media for notice of local matters on transportation matters and of MPO meetings and input opportunities. Public involvement occurs for most development review processes, already.

Proposed Activities

1. Participation in MPO development of public outreach planning, databases, and evaluation
2. Assistance in MPO public input opportunities for the 2050 MTP, MRC, and Orange County Transit Plan.
3. Various public input opportunities as they arise including greenway design, NSBRT, traffic calming requests, and lane reallocations.
4. Work to engage traditionally underrepresented groups (minorities, non-English speakers, elderly, and disabled) in the planning process.

Products

1. Staff reports for Board of Aldermen and advisory board meetings
2. Update public involvement mailing list (and email address).
3. Summary of public involvement activities, including means of advertisement, attendance, and response to comments.

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

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

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Proposed budget and level of effort

50 percent of work to be completed by Transportation Planner ; 50 percent of work to be completed by Planning Administrator ; Local staff hours: 100 hours

III-D-3 Special Studies.

Town staff will continue to conduct special studies related to local transportation issues.

Objectives

To participate in and use the recommendations from the Estes Road corridor study toward the preliminary design for bike-ped improvements on Estes Drive. To develop a Town-wide comprehensive plan, including a local transportation element which can be used to inform local priorities to be included in the 2050 MTP.

Previous Work

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

Proposed Activities

1. Other transportation planning activities related to the Town's Comprehensive Plan.
2. Participation in corridor study of Estes Drive (funded by the Orange County Transit Plan)
3. Review other Town plans and studies as necessary

Products

1. Estes Drive Corridor Study
2. Related data for use by MPO
3. Transportation Element of local Comprehensive Plan

Relationship to other plans and MPO activities

2050 MTP, CMP, 2019 Comprehensive Bicycle Plan Update, Downtown Parking Study

Proposed budget and level of effort

50 percent of work to be completed by Transportation Planner; 50 percent of work to be completed by Planning Administrator; Local Staff hours: 50 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.

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Previous Work

Similar to proposed activities described below.

Proposed Activities

1. Attend and participate in MPO Board, TC meetings, and subcommittee meetings
2. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
3. Facilitate Transportation Advisory Board meetings by creating agendas, minutes, and staff reports

Products

Staff reports for Board of Aldermen and advisory board meetings

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

Proposed budget and level of effort

60 percent of work to be completed by Transportation Planner; 40 percent of work to be completed by Planning Administrator; Local staff hours: 30

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	\$841	\$3,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$841	\$0	\$3,362	\$4,203
	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	\$2,055	\$8,221	\$0	\$0	\$3,122	\$3,122	\$24,976	\$0	\$0	\$0	\$5,177	\$3,122	\$33,197	\$41,496
	11 Central Area Parking Inventory	\$420	\$1,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420	\$0	\$1,682	\$2,102
	12 Bike & Ped. Facilities Inventory	\$1,308	\$5,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,308	\$0	\$5,232	\$6,540
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$856	\$856	\$6,848	\$0	\$0	\$0	\$856	\$856	\$6,848	\$8,560
II-B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$288	\$288	\$2,304	\$0	\$0	\$0	\$288	\$288	\$2,304	\$2,880
	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	\$1,775	\$7,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,775	\$0	\$7,100	\$8,875
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$653	\$653	\$5,224	\$0	\$0	\$0	\$653	\$653	\$5,224	\$6,530
	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	\$1,214	\$4,858	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$2,034	\$820	\$11,418	\$14,272
	17 Congestion Management Strategies	\$1,682	\$6,726	\$0	\$0	\$952	\$952	\$7,616	\$0	\$0	\$0	\$2,634	\$952	\$14,342	\$17,928
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning														
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
		\$0	\$0			\$0	\$0	\$0							
III-A	Planning Work Program														
	Planning Work Program	\$654	\$2,616	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$1,142	\$488	\$6,520	\$8,150
III-B	Transp. Improvement Plan														
	TIP	\$4,204	\$16,816	\$0	\$0	\$2,839	\$2,839	\$22,712	\$0	\$0	\$0	\$7,043	\$2,839	\$39,528	\$49,410
III-C	Civil Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$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	\$1,868	\$7,474	\$0	\$0	\$606	\$606	\$4,848	\$0	\$0	\$0	\$2,474	\$606	\$12,322	\$15,402
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	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	\$2,803	\$11,210	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$4,427	\$1,624	\$24,202	\$30,253
	4 Regional or Statewide Planning	\$2,335	\$9,342	\$0	\$0	\$1,680	\$1,680	\$13,440	\$0	\$0	\$0	\$4,015	\$1,680	\$22,782	\$28,477
III-E	Management & Operations														
	1 Management & Operations	\$1,401	\$5,605	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$3,025	\$1,624	\$18,597	\$23,246
	Totals	\$22,561	\$90,244	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$39,711	\$17,150	\$227,444	\$284,304

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 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, Blue Hill District, and other sites where development occurs. The data 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 will build and utilize a Town-wide model for more in depth traffic analysis.

Objectives

- Collect local traffic counts
- Build Town-wide traffic model
- Gather traffic counts as components of development TIAs

Previous Work

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

Proposed Activities

- Collect traffic data
- Build Town-wide model
- 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 Planner and Division Manager. **90 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, 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.

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

- Maintain GIS-Online

Previous Work:

- Mapping for 2040 & 2045 MTP, SPOT processes, and STIP projects
- Traffic/bike-ped count locations
- Special projects

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
- ArcGIS Online

Relationship to Other Plans and MPO Activities:

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

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

Task will be undertaken by Transportation Planners. **220 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
- Analyze demand for parking as related to competition for right-of-way

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
- Study existing and future parking need in Downtown

Products:

- Shapefile and spreadsheet with parking space count data and attributes

Relationship to other plans and MPO activities:

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

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Proposed budget and level of effort:

Task will be undertaken by the Transportation Planners and Division Manager. **45 hours**

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

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

Objectives:

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

Previous Work:

- 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

Products:

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

Relationship to Other Plans and MPO Activities:

2045 MTP, CTP, Mobility Report Card, Mobility and Connectivity Plan

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

Task will be undertaken by Transportation Planners and Division Manager. **140 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 and the 2050 MTP. 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 and SPOT
- Assist in development of US 15-501 Corridor Study and others

Previous Work:

- 2040 and 2045 MTP
- Travel demand forecast
- Capacity deficiency analysis

Proposed Activities:

- Finalize design of Elliott Road Extension and begin construction

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

- 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:

- 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. **190 hours**

Task II-B-16: Financial Planning

The Town of Chapel Hill will participate and assist the MPO and GoTriangle in developing revenue and expenditure assumptions and data related to the Orange County Transit Plan 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 update and 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 Orange County Transit Plan Staff Working Group meetings
- Budget work for Town and regional TIP projects

Products:

- Updated 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, Orange County Transit Plan

Proposed Budget and Level of Effort (Staff):

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

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Task II-B-17: Congestion Management Strategies

The Town of Chapel Hill will continue to work with the MPO to refine the collection and analysis of data related to the congestion management system for the MPO. Town staff will prepare information and analysis specific to congestion in Chapel Hill and develop strategies to address these issues. Town staff will 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:

- Identify areas of congestion within the Town based on count information and community survey responses
- Develop strategies to address congested corridors and key intersections
- Prepare biannual report for Town Council highlighting key issues and proposed recommendations
- Coordinate with MPO staff to develop regional CMS
- Promote TDM to Chapel Hill businesses, including Town Hall

Previous Work:

- Coordination with MPO for collection of 2016 data
- Ongoing TDM efforts
- Previous biennial traffic signal timing studies

Proposed Activities:

- Coordinate with MPO on data collection
- Support MPO development of MPO CMS
- Continue local traffic analysis
- 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. **180 hours**

Task III-A: Planning Work Program

Administer the Chapel Hill element of the FY21 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 22 UPWP.

Objective:

- Administer the FY21 UPWP
- Develop, maintain, and complete the UPWP quarterly reports and invoices

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

- Prepare UPWP amendments as necessary
- Prepare the FY22 UPWP

Previous Work:

- Previous UPWPs

Proposed Activities:

- Review and amend relevant portions of the FY21 UPWP
- Prepare and submit quarterly reports
- Develop the FY22 UPWP
- Attend MPO Oversight Committee meetings as required

Products:

- Amendments to the current UPWP as necessary
- Quarterly reports for current UPWP
- FY22 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. **70 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 STIP/TIP. Staff will participate in finalizing SPOT 6.0 priorities and developing the STIP. 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, as well as NCDOT STIP projects.

Objectives:

- Finalize SPOT 6.0 process and develop 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:

- Finalize SPOT 6.0 and develop STIP
- 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

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

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-C-6 Public Involvement

The Town of Chapel Hill will ensure that public input and participation is part of the transportation planning process. This will be done through public meetings, workshops, pop-up meetings, social media outreach, and community surveys.

Objectives:

- Obtain input from all Chapel Hill populations

Previous Work:

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

Proposed activities:

- Hold public meetings/workshops/pop-up events in the community
- Conduct 2020 Community Survey

Products:

- Record of public input opportunities

Relationship to Other Plans and MPO Activities

STIP/TIP, Mobility and Connectivity Plan, 15-501 Corridor Study, NC 54 Ped Safety Study

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

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

Task III-D-3 Special Studies

Participate in ongoing special studies, including multiple US 15-501 Feasibility & Corridor Studies, NC 54 NEPA/Design and transit feasibility, Downtown loading zone task force, Chapel Hill traffic analytics, N-S BRT, 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
- Draft Blue Hill TIA
- N-S BRT alternatives analysis

Proposed activities:

- Attend coordination meetings

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

- 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. **300 hours**

Task III-D-4: Regional or Statewide Planning

The Town will continue to work with GoTriangle to implement specific elements of regional transit and the Orange County Transit Plan. The Town will continue to collaborate on projects with NCDOT, the Town of Carrboro, Durham, UNC and Orange County.

Objectives:

- Coordinate with regional partners to study high capacity transit options
- 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:

- Attend meetings with regional partners related to transit options
- Prepare small area plans and other related land use changes along BRT corridor
- Work with regional partners on plans and projects as needed

Products:

- High capacity transit plans for major regional corridors
- Updated land use plans, particularly related to BRT corridor
- Other regional studies and plans

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. **250 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, attending trainings/conferences, and performing other administrative duties related to being a MPO member jurisdiction. Town staff also manages meetings for the Transportation and Connectivity

Town of Chapel Hill
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Advisory Board and frequently presents MPO-related information and plans to the Town Council.

Objectives:

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

Previous Work:

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

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. **150 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
II-B	Long Range Transp. Plan (MTP)														
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	\$865	\$3,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865	\$0	\$3,459	\$4,324	
10	Transit Element of the MTP	\$1,730	\$6,918	\$0	\$0	\$326	\$326	\$2,608	\$1,016	\$4,064	\$3,072	\$326	\$13,590	\$16,988	
11	Bicycle & Ped. Element of the MTP	\$865	\$3,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865	\$0	\$3,459	\$4,324	
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
II-C	Short Range Transit Planning														
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	
III-A	Planning Work Program														
	Planning Work Program	\$432	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432	\$0	\$1,730	\$2,162	
III-B	Transp. Improvement Plan														
	TIP	\$3,459	\$13,836	\$0	\$0	\$653	\$653	\$5,224	\$2,036	\$8,144	\$6,148	\$653	\$27,204	\$34,006	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
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	\$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	\$865	\$3,459	\$0	\$0	\$326	\$326	\$2,608	\$1,972	\$7,888	\$3,163	\$326	\$13,955	\$17,444	
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$3,892	\$15,566	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,892	\$0	\$15,566	\$19,458	
3	Special Studies	\$4,324	\$17,296	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,324	\$0	\$17,296	\$21,620	
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
1	Management & Operations	\$865	\$3,459	\$0	\$0	\$5,207	\$5,207	\$41,656	\$4,328	\$17,312	\$10,400	\$5,207	\$62,427	\$78,034	
Totals		\$17,296	\$69,182	\$0	\$0	\$17,850	\$17,850	\$142,800	\$61,964	\$247,856	\$97,110	\$17,850	\$459,838	\$574,798	

City of Durham
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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

Transportation Planner II, 90 hours

II-B-10: Transit Element of the MTP

The City of Durham will continue maintenance of transit elements of the Comprehensive Transportation Plan and the 2045 MTP. Transit evaluation will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives. An extensive roster of transit routes, projects and services will be identified based on the current routes, 2013 base year, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the CTP/MTP Goals and Objectives and targets, and

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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. Update 2050 transit tables and attributes.
4. Update of geodatabase of transit preferred option and final 2050 projects.

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

Transportation Planner II, 180 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.

Objectives:

1. Update the MTP/CTP bicycle and pedestrian elements, project descriptions and cost information;

City of Durham

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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

Relationship to Other Plans and MPO Activities:

Planning activities for the CTP/MTP Bicycle and Pedestrian Element will be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans to capture all proposed projects within the MPO.

Proposed Budget and Level of Effort

Transportation Planner II, 90 hours

Task III-A: Planning Work Program

Administer the FY 2021 Unified Planning Work Program (UPWP) and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2022 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 2020-2021 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

City of Durham
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Proposed Activities:

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

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2022 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

Transportation Planner, 45 hours

III-B-1: Transportation Improvement Plan

Amend TIP/ STIP as needed. Finalize development of the FY 2020-2029 TIP and begin development of the FY 2022-2031 TIP. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STPBG, CMAQ, TAP, and other federal/state funds.

Objectives:

As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the TIP for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects that is consistent with the 2045 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Previous Work:

DCHC MPO Transportation Improvement Programs.

Proposed Activities:

1. Develop transportation improvement projects for consideration by the City Council.
2. Develop FY 2020-2029 TIP and FY 2022-2031 TIP
3. Refine project ranking methodology and priority system.
4. Conduct appropriate public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.
6. Produce and distribute TIP documents for local officials.
7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

1. Work with the MPO in the development of STI.

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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

Transportation Planner II, 360 hours

III-C-6: Public Involvement

The City of Durham will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers.

Objectives:

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

Previous Work:

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

Proposed activities:

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

Expected Work Products:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

Transportation Planner II and 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,

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2. To ensure the needs of the citizens in the City portion of the DCHC MPO planning area are considered in the project planning process.

Previous Work:

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

Proposed Activities:

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

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Proposed Budget and Level of Effort

Transportation Planner II, 405 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
3. Final study
4. 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

Transportation Planner II, 450 hours

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III-E-1: Management and Operations

The City will assist and support the DCHC MPO efforts in complying with the federal 3-C process. The City of Durham staff will attend both DCHC MPO and regional meetings. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, and attending training.

Objective:

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

Previous Work:

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

Proposed Activities:

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

Work Product Expected:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

Transportation Planner II, 90 hours

Town of Hillsborough

	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	\$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
II-B	Long Range Transp. Plan (MTP)														
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	\$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 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
II-C	Short Range Transit Planning														
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$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
III-D	Incidental Plng./Project Dev.														
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	\$40,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$40,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000

Hillsborough
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

III-D-3. Special Studies

Engineering feasibility study for potential new public road connecting Eno Mountain Road and NC 86 in Hillsborough.

Objectives

1. Collect sufficient field data (survey of right of way and topography) to determine whether the previously identified alternatives are feasible
2. Identify constraints or alternatives
3. Prioritization of projects based on feasibility
4. Develop a locally preferred alternative for future funding requests
5. Ballpark construction cost estimates

Previous Work

In FY20, a process was undertaken to develop a number of alternatives at a conceptual level.

Proposed Activities

Develop RFP to detail the exact project limits for the corridors of study.

Identify a scope of work that provides a reasonable project.

Complete the work consistent with the objectives listed above.

Products

Maps (or data layers) and written documents addressing the project objectives.

Relationship to other plans and MPO activities

This project will inform future TIP and possibly STP-DA funding requests along with the continuing review of development projects in the project corridor.

Proposed budget and level of effort

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

Local staff time will be approximately 100 hours with 50% of the hours by the Public Space Manager and 50% by the Planning Director.

Chatham 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	\$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
II-B	Long Range Transp. Plan (MTP)														
	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	\$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 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
II-C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$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
III-D	Incidental Plng./Project Dev.														
	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	\$21,872	\$87,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,872	\$0	\$87,488	\$109,360
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$21,872	\$87,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,872	\$0	\$87,488	\$109,360

Chatham County
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

III-D-3. Special Studies.

Planning studies such as identifying a small network for bike and pedestrian transportation that will improve safety, mobility, and feasibility.

Objectives

The objectives for this study are to identify bicycle and pedestrian improvements to be made in a small network area of Chatham west of Jordan Lake within the MPO boundary.

Previous Work

Chatham County has adopted a Comprehensive Plan that includes a transportation section that outlines certain areas of improvement in Chatham within the MPO boundary. This plan provides short and long term strategies to improve the transportation in the county.

Proposed Activities

Over the past decade, Chatham's population and interest of bike and pedestrian transportation in the county increased vastly. Given this information, the county will undertake an effort to incorporate a bicycle and pedestrian study that will improve the safety, mobility, and feasibility for bike and pedestrian transportation. The rise of the people utilizing biking and pedestrian facilities in the study area have motivated Chatham County to study the demands and needs for more safe bicycle and pedestrian transportation in the area. The purpose of the study is to identify a small scale network in Chatham County, which will focus on safety improvements to the targeted area, and create a list of sound strategies to enhance active mobility and feasibility in the study area. The consultant will be responsible for providing a pre and post analysis of current conditions, existing plans, programs, and develop a list of recommendations to consider for the future bicycle and pedestrian transportation in the study area.

Products

A special study that will include a report that outlines the proposed sound strategies to utilize moving forward in bicycle and pedestrian transportation planning in the study area to be used by County staff in the future to improve the multimodal mobility network.

Relationship to other plans and MPO activities

The county will be implementing many of the MPO's multimodal initiatives and increasing bicycle and pedestrian awareness and safety along roadways while improving future mobility and feasibility.

Proposed budget and level of effort

The budget of the project is \$109,360.00 dollars of funds. The 80% of federal reimbursable amount would be 87,488.00. This study will be completed by a consultant and will require a 1-2 year time frame.

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	\$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
II-B	Long Range Transp. Plan (MTP)														
	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	\$3,209	\$12,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,209	\$0	\$12,836	\$16,045
	10 Transit Element of the MTP	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
	11 Bicycle & Ped. Element of the MTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	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	\$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	\$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
II-C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$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
III-D	Incidental Plng./Project Dev.														
	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	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
III-E	Management & Operations														
	1 Management & Operations	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
Totals		\$11,209	\$44,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,209	\$0	\$44,836	\$56,045

Durham County
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

II-B-9. Highway Element of the MTP

County staff will participate and assist the MPO in preparing the highway elements of the 2050 MTP. The County will be preparing roadway cross sections for the Comprehensive Plan.

Objectives

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

Previous Work

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

Proposed Activities

1. Provide data to the LPA on highway facilities as needed
2. Participate in corridor studies
3. Development of 2050 MTP
4. Develop new street cross sections for the Comprehensive Plan

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 the work to be performed by a Planner (400 hours)

II-B-10. Transit Element of the MTP.

Support the evaluation of the transit element of the 2050 MTP, including County Transit Plans, commuter rail and BRT activities.

Objectives

Continue development and implementation of the Durham County Transit Plan

Previous Work

The County has been developing a new Transit Plan and participating in the Staff Working Group.

Proposed Activities

1. Continue development of the new County Transit Plan
2. Participation in the Staff Working Group
3. Begin implementation of the County Transit Plan

Products

1. Public engagement activities for the County Transit Plan
2. Completed Durham County Transit Plan.
3. Evaluation of transit preferred options.
4. Update 2050 transit tables and attributes.

Durham County
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

Relationship to other plans and MPO activities

MTP, CTP, TIP

Proposed budget and level of effort

Majority of work to be completed by a Planning Manager and Planner (550 hours)

II-B-11. Bicycle & Pedestrian Element of the MTP.

County staff will participate and assist the MPO in evaluating the bicycle and pedestrian elements of the 2050 MTP.

Objectives

Update the MTP bicycle and pedestrian elements.

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 bike and pedestrian elements of the 2050 MTP

Products

1. Data on bike and pedestrian facilities

Relationship to other plans and MPO activities

MTP, CTP

Proposed budget and level of effort

Majority of work to be completed by a Planner (130 hours)

III-A-1. Planning Work Program.

Development of the FY22 UPWP, process amendment of the FY21 UPWP as necessary, prepare quarterly invoice and reimbursement requests.

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 2022 UPWP documents and budget

Products

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

Durham County
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

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 Manager (20 Hours)

III-D-4. Regional and 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

MTP

Proposed budget and level of effort

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

III-E-1. Management and Operations.

Administrative tasks necessary 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 2021 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 2021 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 anchor institution partners.

Objectives

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

Previous work

Facilitation and preparation of Joint 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. Development of 3rd version of CommunityViz growth allocation model. Participation on TCRP transit prioritization panel.

Proposed activities

Major activities will include inputs and scenario creation with CommunityViz 3.0 for use with the 2050 MTP, 2045 MTP follow-up and amendments, including AQ conformity work; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables. Other activity would include: 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, travel market and housing related performance metrics for the Metropolitan Transportation Plan, county transit plans, MPO small area plans, and major transit capital projects; depending on the scale and scope of expanded activities, a budget amendment may be needed. TJCOG will continue to participate in local and regional projects and conversations related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz 3.0 data and scenario deliverables.
- 2050 work tasks
- 2045 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support
- Triangle Regional Model Executive Committee tasks
- Transportation-land use-affordable housing and travel market 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 (e.g. in transit station areas or along transit investment corridors or alignments)
- improved 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.
- Databases, GIS files and summary reports related to expanded data analysis and warehouse roles.

Relationship to other plans and MPO activities

This work is most closely tied to the joint MPO Metropolitan Transportation Plan and data and methods related to both version 6 of the Triangle Regional Model and its inputs, including the

Triangle J Council of Governments
TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP

CommunityViz growth allocation model. Work enables the two MPOs to ensure consistent and seamless coordination with each other and other regional transportation partners and local community planning efforts.

Proposed budget and level of effort (DCHC MPO portion)

Budget largely supports staff work by Planning Director, Principal Planner, Senior Planner, Planner II, and GIS Analyst, with some direct costs associated with travel and meeting expenses, and allocated indirect. Depending on expanded data responsibilities, a budget amendment may be needed to support the expanded work.

Funding Commitments from other Entities:

20% local match to be provided by TJCOG and member communities; 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	\$841	\$3,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$841	\$0	\$3,362	\$4,203
	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	\$2,055	\$8,221	\$0	\$0	\$3,122	\$3,122	\$24,976	\$0	\$0	\$0	\$5,177	\$3,122	\$33,197	\$41,496
	11 Central Area Parking Inventory	\$420	\$1,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420	\$0	\$1,682	\$2,102
	12 Bike & Ped. Facilities Inventory	\$1,308	\$5,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,308	\$0	\$5,232	\$6,540
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$856	\$856	\$6,848	\$0	\$0	\$0	\$856	\$856	\$6,848	\$8,560
II-B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$288	\$288	\$2,304	\$0	\$0	\$0	\$288	\$288	\$2,304	\$2,880
	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	\$1,775	\$7,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,775	\$0	\$7,100	\$8,875
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$653	\$653	\$5,224	\$0	\$0	\$0	\$653	\$653	\$5,224	\$6,530
	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	\$1,214	\$4,858	\$0	\$0	\$820	\$820	\$6,560	\$0	\$0	\$0	\$2,034	\$820	\$11,418	\$14,272
	17 Congestion Management Strategies	\$1,682	\$6,726	\$0	\$0	\$952	\$952	\$7,616	\$0	\$0	\$0	\$2,634	\$952	\$14,342	\$17,928
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning														
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
		\$0	\$0			\$0	\$0	\$0							
III-A	Planning Work Program														
	Planning Work Program	\$654	\$2,616	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$1,142	\$488	\$6,520	\$8,150
III-B	Transp. Improvement Plan														
	TIP	\$4,204	\$16,816	\$0	\$0	\$2,839	\$2,839	\$22,712	\$0	\$0	\$0	\$7,043	\$2,839	\$39,528	\$49,410
III-C	Civil Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$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	\$1,868	\$7,474	\$0	\$0	\$606	\$606	\$4,848	\$0	\$0	\$0	\$2,474	\$606	\$12,322	\$15,402
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	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	\$2,803	\$11,210	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$4,427	\$1,624	\$24,202	\$30,253
	4 Regional or Statewide Planning	\$2,335	\$9,342	\$0	\$0	\$1,680	\$1,680	\$13,440	\$0	\$0	\$0	\$4,015	\$1,680	\$22,782	\$28,477
III-E	Management & Operations														
	1 Management & Operations	\$1,401	\$5,605	\$0	\$0	\$1,624	\$1,624	\$12,992	\$0	\$0	\$0	\$3,025	\$1,624	\$18,597	\$23,246
	Totals	\$22,561	\$90,244	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$39,711	\$17,150	\$227,444	\$284,304

Anticipated DBE Contracting Opportunities for 2020-2021

Name of MPO/Subrecipient: DCHC MPO / Town of Chapel Hill

X Check here if no anticipated DBE opportunities

Person Completing Form: <u>Bergen Watterson</u>			Telephone Number: _____		
Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
No Contracting Opportunities					

Sample Entry:

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

[illegible]

TOWN OF CHAPEL HILL
FTA TASK NARRATIVE TABLE
FY21 UPWP

1- MPO	DCM-MPO (Chapel Hill)	DCM-MPO (Chapel Hill)	
2- FTA Code	442200	442200	
3- Task Code	01-D-4	01-E	
4- Title of Planning Task	Regional or Statewide Planning	Management and Operations	TOTALS
5- Task Objective	Support regional and statewide planning projects, including 15-501 Corridor 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	Participant in NCDOT US 15-501/roadham Blvd corridor study, 15-501 Feasibility Study, NC 54 design/NEPA, NC 54 Pedestrian Safety Study, other regional activities as needed	Ongoing transit activities and reporting requirements	
7- Expected Completion Date of Previous Work	6/30/2021	6/30/2021	
8- Relationship To Other Activities	US 15-501 South Corridor Study, NC 54 Corridor Study	Management of transit planning activities	
9- 2019 FTA Funds			
10- Relationship To Other Activities	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	
12- FTA - Highway - NCDOT 20%			
13- FTA - Highway - FHWA 80%			
14- Section 104 (f)(1) Local 20%			
15- Section 104 (f)(1) FHWA 80%			
16- Section 5303 Local 10%			
17- Section 5303 NCDOT 10%			
18- Section 5303 FHWA 80%			
19- Section 5303 Transit - Local 10%			
20- Section 5303 Transit - NCDOT 10%			
21- Section 5303 Transit - FTA 80%			
22- Section 5309 Transit - Local 10%			
23- Section 5309 Transit - NCDOT 10%			
24- Section 5309 Transit - FTA 80%			
	\$16,800	\$16,240	\$171,500
	\$16,800	\$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
II-B	Long Range Transp. Plan (MTP)														
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	\$865	\$3,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865	\$0	\$3,459	\$4,324
10	Transit Element of the MTP	\$1,730	\$6,918	\$0	\$0	\$326	\$326	\$2,608	\$1,016	\$4,064	\$3,072	\$326	\$13,590	\$16,988	\$16,988
11	Bicycle & Ped. Element of the MTP	\$865	\$3,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865	\$0	\$3,459	\$4,324
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	\$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
II-C	Short Range Transit Planning														
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	\$131,720
III-A	Planning Work Program														
	Planning Work Program	\$432	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432	\$0	\$1,730	\$2,162
III-B	Transp. Improvement Plan														
	TIP	\$3,459	\$13,836	\$0	\$0	\$653	\$653	\$5,224	\$2,036	\$8,144	\$6,148	\$653	\$27,204	\$34,006	\$34,006
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1	Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$736	\$2,944	\$1,062	\$326	\$5,552	\$6,940	\$6,940
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	\$865	\$3,459	\$0	\$0	\$326	\$326	\$2,608	\$1,972	\$7,888	\$3,163	\$326	\$13,955	\$17,444	\$17,444
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$3,892	\$15,566	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,892	\$0	\$15,566	\$19,458
3	Special Studies	\$4,324	\$17,296	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,324	\$0	\$17,296	\$21,620
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
1	Management & Operations	\$865	\$3,459	\$0	\$0	\$5,207	\$5,207	\$41,656	\$4,328	\$17,312	\$10,400	\$5,207	\$62,427	\$78,034	\$78,034
Totals		\$17,296	\$69,182	\$0	\$0	\$17,850	\$17,850	\$142,800	\$61,964	\$247,856	\$97,110	\$17,850	\$459,838	\$574,798	\$574,798

Anticipated DBE Contracting Opportunities for 2020-2021

Name of MPO/Subrecipient: DCHC MPO/GoDurham X Check here if no anticipated DBE opportunities

Telephone Number: 919 560 4366

Person Completing Form: Neeton Nichols

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

Sample Entry:

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

GoTriangle

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		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	\$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
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$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
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$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
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan (MTP)										
	1 Collection of Base Year Data	\$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
	3 Travel Model Updates	\$0	\$0	\$0	\$27,500	\$0	\$110,000	\$27,500	\$0	\$110,000	\$137,500
	4 Travel Surveys	\$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
	6 Community Goals & Objectives	\$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
	8 Capacity Deficiency Analysis	\$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
	10 Transit Element of the MTP	\$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
	12 Airport/Air Travel Element of MTP	\$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
	14 Rail, Water or other mode of MTP	\$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
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$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
III C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program										
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan										
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$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
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$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
	3 Special Studies	\$0	\$0	\$0	\$45,000	\$0	\$180,000	\$45,000	\$0	\$180,000	\$225,000
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations										
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$72,500	\$0	\$290,000	\$72,500	\$0	\$290,000	\$362,500

Anticipated DBE Contracting Opportunities for 2020-2021

Name of MPO/Subrecipient: GoTriangle X Check here if no anticipated DBE opportunities

Person Completing Form: Jay Heikes Telephone Number: 919-314-8741

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

Sample Entry:

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

GoTriangle

TASK DESCRIPTIONS & NARRATIVES FY 2021 UPWP

III-D-3, Special Studies.

More detailed studies may include evaluations of alternative modes or alignments for cost, feasibility, environmental impact, and design. In a similar manner, special problems may arise in relation to major land use changes when large-scale traffic generators (hospitals, regional malls, etc.) will either be developed or closed. These land use changes could significantly affect the regional distribution and/or amount of traffic generated, which could require changes to the MTP to accommodate the newly forecasted growth. The extent, responsibility, and cost for a corridor or sub-area study, which should be conducted within the work plan of the TCC, would be determined prior to its initiation.

Objectives

Support corridor planning functions including alternatives analysis activities, capital cost estimation, financial planning, operating cost estimations, transit expert studies, and bus service plans.

Previous Work

Consultant reports, model runs, financial analysis, value capture reports

Proposed Activities

We are requesting funding for two items in the special studies grouping. These figures are the amount we are requesting through DCHC MPO, we are making a reciprocal request to CAMPO as any projects produced by these studies would benefit the operations of GoTriangle services in both MPOs.

- Bus on shoulders: \$125,000
- Regional Transit Center Study Phase 2: \$100,000. The idea is that this would be additional planning, conceptual design, and possibly environmental work for the station and potential bus-only infrastructure to and from I-40.

Products

Technical reports on specific topics regarding BOSS corridors and routes. Technical reports and conceptual designs for a relocation of the Regional Transit Center.

Relationship to other plans and MPO activities

Advances planning for bus services in major existing and emerging corridors.

Proposed budget and level of effort

Staff will work with contracted consultants in creating documents related to ongoing long range planning activities.

II-B-3, Travel Model Updates.

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

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

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

**TASK DESCRIPTIONS & NARRATIVES
FY 2021 UPWP**

Objectives

Support for Triangle Regional Model (TRM) Service Bureau.

Previous Work

Ongoing support of TRM service bureau.

Proposed Activities

Ongoing support of TRM service bureau.

Products

Updated Triangle Regional Model.

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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	\$3,200	\$12,800	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
	6 Dwelling Unit, Pop. & Emp. Change	\$8,100	\$32,400	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100	\$0	\$52,400	\$65,500
	7 Air Travel	\$4,000	\$16,000	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100	\$0	\$16,400	\$20,500
	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
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	\$0	\$26,160	\$32,700
	2 Collection of Network Data	\$3,880	\$15,520	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,680	\$0	\$18,720	\$23,400
	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	\$9,000	\$36,000	\$3,060	\$12,240	\$0	\$0	\$0	\$0	\$0	\$0	\$12,060	\$0	\$48,240	\$60,300
	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	\$360	\$1,440	\$1,330	\$5,320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690	\$0	\$6,760	\$8,450
	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	\$5,352	\$21,408	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,752	\$0	\$31,008	\$38,760
	9 Highway Element of the MTP	\$3,712	\$14,848	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$7,512	\$0	\$30,048	\$37,560
	10 Transit Element of the MTP	\$9,734	\$38,936	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,534	\$0	\$54,136	\$67,670
	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.	\$1,960	\$7,840	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,560	\$0	\$14,240	\$17,800
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$10,305	\$10,305	\$82,440	\$103,050
III-A	Planning Work Program														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-B	Transp. Improvement Plan														
	TIP	\$9,700	\$38,800	\$5,661	\$22,645	\$0	\$0	\$0	\$0	\$0	\$0	\$15,361	\$0	\$61,445	\$76,806
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.														
	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	\$5,800	\$23,200	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$7,440	\$0	\$29,760	\$37,200
	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	\$1,746	\$6,984	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146	\$0	\$8,584	\$10,730
	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	\$27,402	\$109,608	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$31,171	\$0	\$124,685	\$155,856
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	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	\$4,600	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$29,600	\$37,000
	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
III-E	Management & Operations														
	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	\$88,275	\$353,101	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$448,580	\$10,305	\$1,835,541	\$2,294,426

Anticipated DBE Contracting Opportunities for 2020-2021

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

X Check here if no anticipated DBE opportunities

Person Completing Form: <u>Margaret Scully</u>			Telephone Number: <u>919 560-4366</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
No Contracting Opportunities					

Sample Entry:

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

Lead Planning Agency
FTA TASK NARRATIVE TABLE
FY2021 UPWP

1- MPO	DOHC-MPO (LPA)	DOHC-MPO (LPA)	DOHC-MPO (LPA)	DOHC-MPO (LPA)	DOHC-MPO (LPA)	DOHC-MPO (LPA)
2- FTA Code	442200					
3- Task Code	11-C-1					TOTALS
4- Title of Planning Task	Short Range Transit Planning					
5- Task Objective	Support development and implementation of regional County Transit plans, BRT/commuter rail initiatives, Implementation of Coordinated Human Services Public Transit Transportation Plan, and coordination with FTA grant projects.					
6- Tangible Product Expected	County transit plans, update or amendment of coordinated plan as needed, BRT and CRT plans, studies and agreements					
7- Expected Completion Date of Product(s)	6/30/2021					
8- Previous Work	County transit plans, coordinated plan, DO- LRT, BRT and CRT planning					
9- Prior FTA Funds Relationship To Other Activities	Supports development and implementation of MTP, county transit plans, coordinated plan, and other MPO-related activities including coordination with FTA grants					
11- Agency Responsible for Task Completion	Lead Planning Agency					
12- HPR - Highway - NCDOT 20%						
13- HPR - Highway - FHWA 80%						
14- Section 104 (f) Local 20%						\$0
15- Section 104 (f) FHWA 80%						\$0
16- Section 5303 Local 10%						\$10,303
17- Section 5303 NCDOT 10%						\$10,303
18- Section 5303 FTA 80%						\$82,400
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
		\$103,050	\$0	\$0	\$0	\$103,050

FY21 UPWP PUBLIC COMMENTS

Dr. Nwoko,

It is always encouraging to see detailed transportation planning efforts in progress for our region. Thank you for your ongoing work on transportation planning and environmental justice. Regarding the draft Unified Planning Work Program, I had the following comments and questions.

1. There is no direct mention of climate change, the climate crisis, global warming or carbon emissions in the 100+ pages of the work program document.

As you know, we face a crisis of global heating due to ongoing emissions of carbon dioxide and other greenhouse gases. In our region, transportation remains the largest source of carbon emissions and any plan that anticipates meeting the stated goals of our local governments, the modest goals of the Paris climate treaty or the more ambitious goals necessary for maintaining a livable world for our children and grandchildren will require urgent and dramatic changes to our transportation system. Those changes will require shifts away from single-occupancy vehicles and air travel. And to the extent that climate change is not mitigated through a worldwide effort to decrease carbon emissions, large temperature increases and more extreme weather events will also have substantial impacts on our transportation systems. As experts in this field, I have no doubt that your team are aware of these factors. Will these factors play a substantial role in the planning activities outlined by this work program for the coming fiscal year?

Could you update the report to state explicitly:

- a) that a top priority for all planning activities will be reducing carbon emissions and increasing climate resilience;
- b) that vehicle miles traveled and air travel flights must be decreased; and,
- c) that the MPO will allocate funds primarily for public and active transportation?

I'm not fully informed about the different steps in your process, so it may be that the direct responses necessary to effect a dramatic change to our transportation system are instead outlined in different reports and documents from the MPO. If so, what are the more directly relevant plans and reports?

2. If the MPO were responding boldly to an urgent crisis that directly affects all of our residents, would this be the same allocation of planning priorities and funds? Does the MPO have the necessary direction from our elected representatives to encourage planning for necessary, transformational changes to our local transportation system? If not, what can the interested public do to help?

Sincerely,
Nick Doty
Durham, NC

Nick,

Thanks for taking the time to review the MPO's draft FY 2021 UPWP and for your observation and comments regarding climate change. The MPO has always recognized the need for climate change adaptation in the transportation sector and consequently has devoted time and resources through various UPWP planning activities, notably, the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), etc. Through the development and implementation of the MTP and TIP, the MPO has sought to reduce emissions by approving multimodal and balanced transportation. This balanced transportation system will provide opportunities for greater use of alternative modes of transportation, including public transit, bicycling, and pedestrian movement. Transportation Demand Management programs (TDM) and land use policies that reduce use of single occupant vehicles and promote transportation choices are also important elements of the MPO transportation policy.

The factors you alluded to in your email have played and will continue to play substantial role in the MPO planning process. However, Key considerations that influence the extent to which the MPO address climate change are the prevailing federal and State regulations and funding. The draft FY 21 UPWP was developed in accordance with federal requirements. Responses to your questions are embedded below:

Could you update the report to state explicitly:

- a) that a top priority for all planning activities will be reducing carbon emissions and increasing climate resilience;

Response: This is implied but can be made more explicit.

- b) that vehicle miles traveled and air travel flights must be decreased; and,

Response: One of the main goals and top priority of the MTP and air quality planning is the reduction of VMT. As mentioned previous, the MPO is doing everything within its purview; investment on bike/ped and transit, encourage local governments to allow more dense and mixed-use developments, etc.

- c) that the MPO will allocate funds primarily for public and active transportation?

Response: MPO is only responsible for the allocation of STBG-DA and allocate those funds consistent with the federal regulations.

I'm not fully informed about the different steps in your process, so it may be that the direct responses necessary to effect a dramatic change to our transportation system are instead outlined in different reports and documents from the MPO. If so, what are the more directly relevant plans and reports?

Response: Yes, MTP and TIP

2. If the MPO were responding boldly to an urgent crisis that directly affects all of our residents, would this be the same allocation of planning priorities and funds? Does the MPO have the

necessary direction from our elected representatives to encourage planning for necessary, transformational changes to our local transportation system? If not, what can the interested public do to help?

Response: This is a loaded question, nonetheless very good question. Perhaps, I'd suggest we talk further for more clarification. But, I would say that the MPO is constrained by the current funding formula and philosophy. Public can help with a push for legislative and regulatory changes to policies and funding that currently inhibit and handcuff the MPO in pursuing and implementing our community supported vision and goals. Other actions that will result to quick gains are but not limited to:

- * Reverse current administration intent to relax mpg goals in CAFÉ standards.
- * More stringent tail pipe emissions standards
- * More funding for non-auto
Funding flexibility

Thank you again for your thoughtful comments

Felix

GODURHAM BETTER BUS STOPS

FY20 Durham County Work Plan Amendment

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

**Durham – Chapel Hill – Carrboro Metropolitan Planning Organization
February 12 Board Meeting**

FY20 DURHAM COUNTY WORK PLAN AMENDMENTS

Durham Staff Work Group: Recommended approval of 15 amendments on Jan 29

Better Bus Stops Amendment: Increase of \$1,029,000 for the following:

- Purchase amenities for 50 bus stop improvements in FY20
- Construct 10 bus stop improvements in FY20

“Material Change”: Increases of more than \$500,000 require the following approvals:

- Durham Board of County Commissioners
- Durham – Chapel Hill – Carrboro Metropolitan Planning Organization Board
- GoTriangle Board

*Remaining 40 bus stop improvements would be constructed in FY21

CURRENT FY20 WORK PLAN PROJECTS

Project	FY20 Budget	Phase
22 GoDurham Bus Stop Improvements	\$ 783,570	Implementation
<u>50 GoDurham Bus Stop Improvements</u>	<u>\$ 500,000</u>	<u>Design</u>
GoDurham Service Improvements	\$ 2,083,895	Implementation
GoTriangle Service Improvements	\$ 1,202,330	Implementation
Northern Durham Vanpool	\$ 66,960	Planning
Village Transit Center	\$ 470,000	Planning
Transit Emphasis Corridors	\$ 1,866,450	Design
GoTriangle Bus Stop Improvements	\$ 257,000	Implementation
Southpoint Transit Center	\$ 426,376	Implementation
Patterson Place P&R Improvements	\$ 183,000	Design
Durham-Wake Commuter Rail Study	\$ 810,000	Planning
Durham County Transit Plan Update	\$ 750,000	Planning

16 BUS STOP
IMPROVEMENTS
COMPLETED;
6 IN PROGRESS:
\$783,500

Amount funded by Durham
County Transit Plan taxes,
including the voter-approved
sales tax. (FY20)

BEFORE

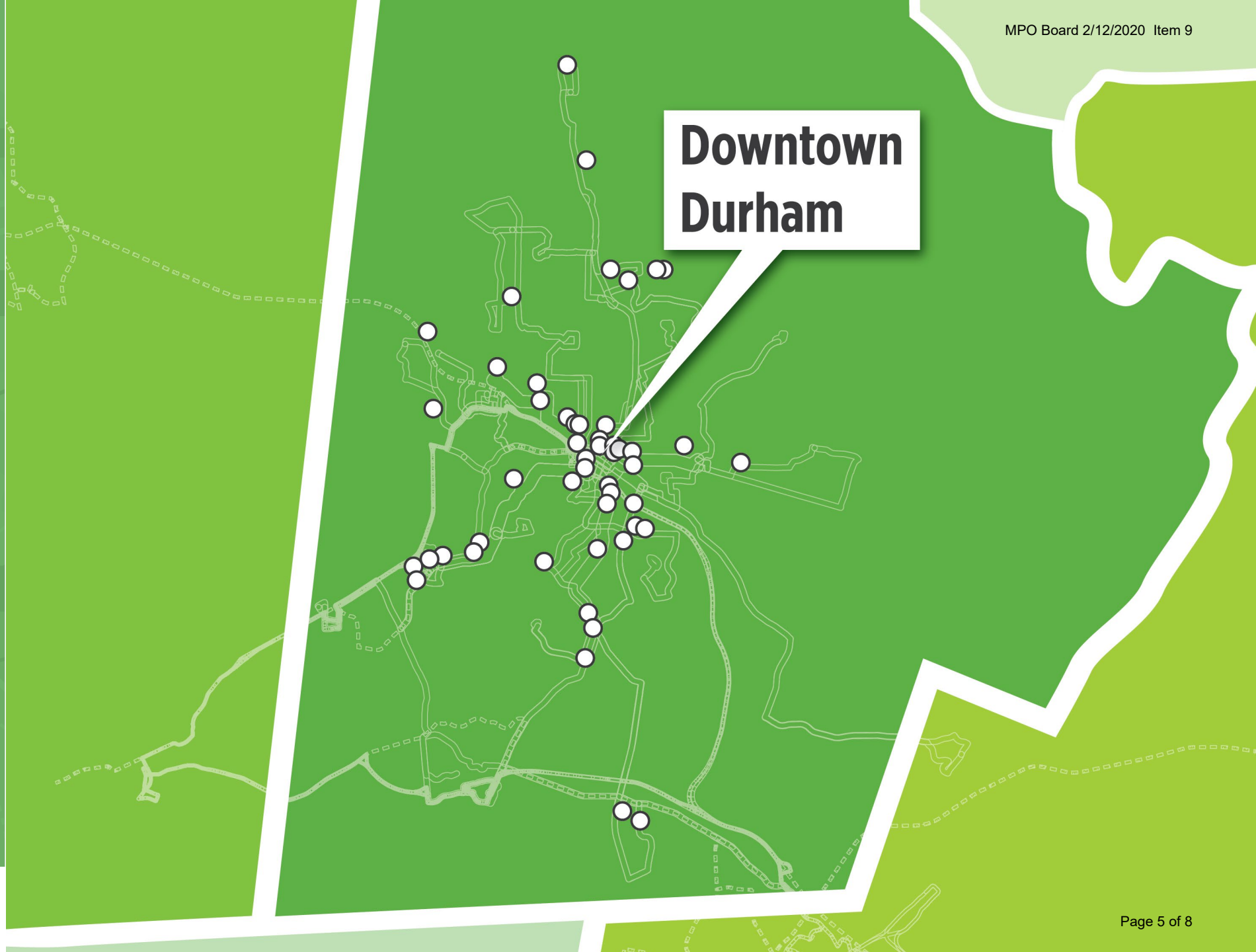


AFTER



THE NEXT 50 BUS STOP IMPROVEMENTS

These stops will be
constructed in
FY20 & FY21



BETTER BUS STOPS WORK PLAN AMENDMENT

Current FY20 Work Plan:

Project	FY20 Budget	Phase
Design 50 GoDurham Bus Stop Improvements	\$ 500,000	Design

Proposed FY20 Work Plan:

Project	FY20 Budget	Phase
Design 50 GoDurham Bus Stop Improvements	\$ 500,000	Design
Purchase Amenities for 50 GoDurham Bus Stops	\$ 710,000	Procurement
Construct 10 GoDurham Bus Stop Improvements	\$ 319,000	Implementation
Total	\$ 1,529,000	

FY20 Durham Work Plan Budget Impact = \$1,029,000

NEXT STEPS

February 10: Durham Board of County Commissioners action

Today: Durham – Chapel Hill – Carrboro MPO Board action

February 26: GoTriangle Board action

Late February / early March: Procure amenities for 50 bus stops

Late spring / summer: Construct 10 bus stops

After July, 1: Construct 40 bus stops (to be funded separately in FY21)



Questions and Comments

**RESOLUTION TO MODIFY THE FY20 DURHAM TRANSIT TAX ANNUAL PLAN TO ADD
\$1,029,000 FOR CONSTRUCTION OF BUS STOPS FOR GODURHAM**

February 12, 2020

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

WHEREAS, the Durham Transit Plan was adopted in April 2017 by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the GoTriangle Board of Trustees, and the Durham County Board of Commissioners; and

WHEREAS, the Durham Transit Plan identifies projects to be funded by the Durham Transit Tax; and

WHEREAS, an interlocal agreement was adopted on March 26, 2013 by the Durham-Chapel Hill Carrboro Metropolitan Planning Organization, the GoTriangle Board of Trustees, and the Durham County Board of Commissioners, and that interlocal agreement identifies the parameters for amendments to be considered material; and

WHEREAS, the interlocal agreement prescribes that all material amendments be adopted by the three signatories to the agreement; and

WHEREAS, the proposed amendment is consistent with goals and objectives of the Durham Transit Plan; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves an amendment to the FY20 Durham Annual Transit Tax Work Plan to add \$1,029,000 for project 20GOT_CD2, GoDurham Better Bus Stops, to construct ten additional bus stop improvements in FY20, and purchase amenities for an additional 40 bus stops to be constructed in FY21, as approved by the Board on this, the 12th day of February, 2020.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: February 20, 2020

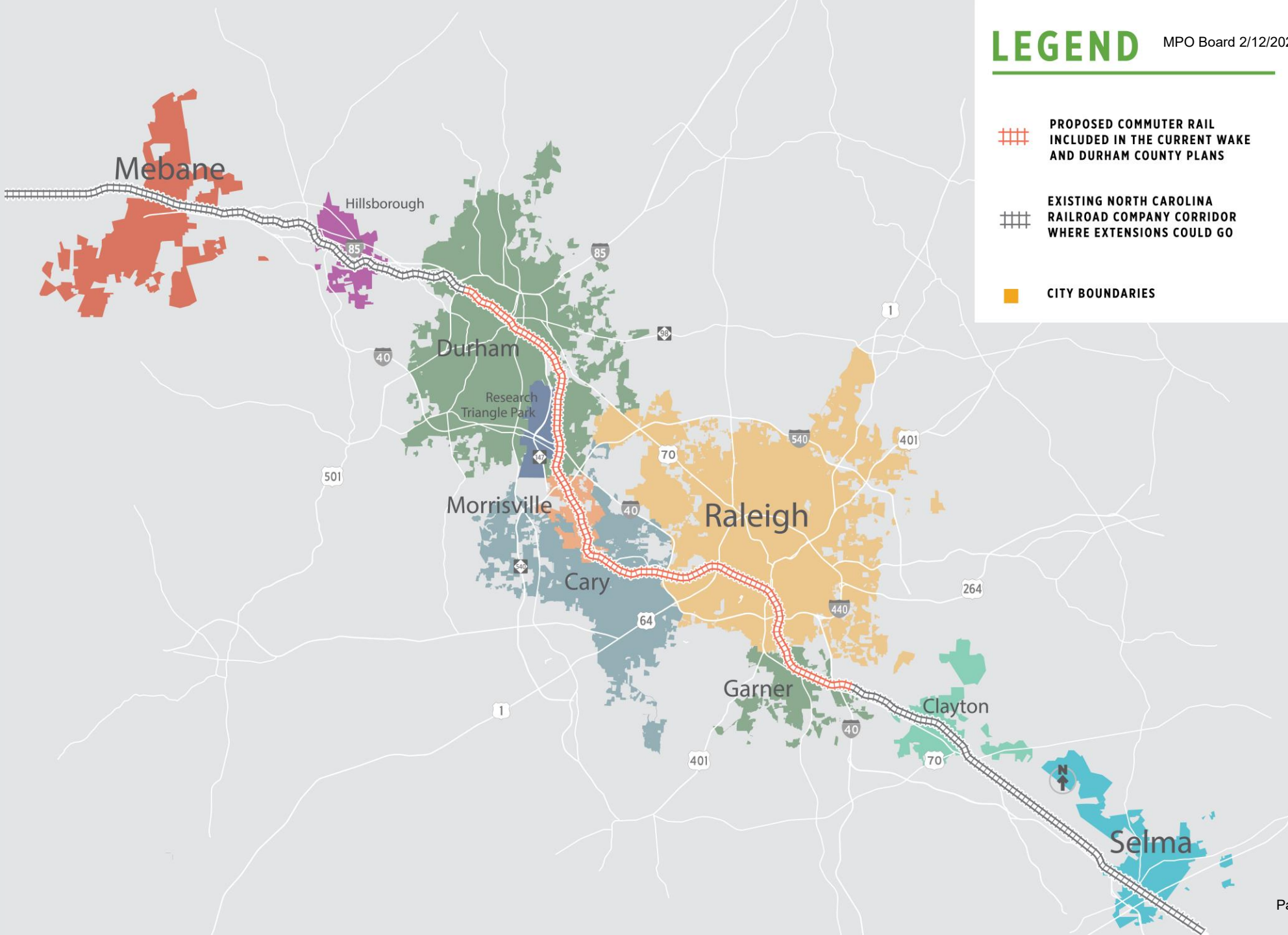
Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

COMMUTER RAIL UPDATE

Durham – Chapel Hill – Carrboro MPO
February 12 Board Meeting

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT





Previous Study: CRT Major Investment Study

This study of the 37-mile corridor completed in May 2019 showed:

- Taking commuter rail in the corridor would be faster and more reliable than driving at rush hour or taking a bus.
- The operating scenario providing service every 30 minutes in peak periods and limited service midday and evenings was the most productive among the scenarios studied.
- 16 potential candidate station zones would be appropriate for further analysis
- Ridership results would be consistent with those from similar commuter rail systems.
- Additional analysis would be needed to refine ridership estimates and to identify infrastructure required to support any commuter rail operating plans.

Current Study: Greater Triangle Commuter Rail Study

What do we hope to take away from this study?

- Provide elected officials the data needed to decide whether to take the project to the next phase of development
- Examine scenarios adding Johnston County/Selma and Orange County/Mebane
- Refresh and update ridership estimates, infrastructure assumptions, and cost estimates that were included in prior high-level planning studies
- Identify additional activities necessary before initiating project design and implementation

Existing Rail Corridor

MPO Board 2/12/2020 Item 10

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks

All Commuter Rail Scenarios Studied Necessitate Another Track

Existing/Planned Traffic

- 27 freight and intercity passenger trains per day

Scenario 1: Three round trips in the peak periods

- +14 commuter trains per day (7 round trips)

Scenario 2: Five round trips in the peak periods

- +24 commuter trains per day (12 round trips)

Scenario 3: Eight round trips in the peak periods

- +40 commuter trains per day (20 round trips)

Evaluated Eight Scenarios

End Points	Weekday Round Trips	Service Pattern	Range of Cap. Cost* [YOE\$]	O&M Cost [2019\$]	Range of Ridership**
Durham-Garner	20	8-2-8-2	\$1.4B – \$1.8B	\$29M	7.5K – 10K
Durham-Garner	12	5-1-5-1	\$1.4B – \$1.8B	\$20M	5K – 7.5K
Durham-Garner	7	3-1-3	\$1.4B – \$1.7B	\$13M	4.5K – 6K
Mebane-Selma	20	8-2-8-2	\$2.5B – \$3.2B	\$57M	8K – 11.5K
Mebane-Selma	12	5-1-5-1	\$2.5B – \$3.2B	\$40M	6K – 9K
Mebane-Selma	7	3-1-3	\$2.3B – \$3.1B	\$26M	5K – 7.5K
Hillsb.-Clayton	20	8-2-8-2	\$1.8B – \$2.4B	\$44M (+\$15M)	8K – 11.5K
Durham-Clayton	20	8-2-8-2	\$1.6B – \$2.1B	\$37M (+\$8M)	7.5K – 10K

- Current Wake Transit Plan assumes \$1.33B capital cost for Durham-Garner 8-2-8-2

*Cost: Year-of-Expenditure Dollars (YOE\$)

**Daily Ridership: Average of Current Year and Horizon Year Forecast

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

FUNDING CAPACITY



Needs federal funding to be affordable

Orange: Incremental cost to include Hillsborough and/or Mebane is large relative to est. ridership

Johnston: Would require significant additional new revenue

Durham and Wake: Affordability will depend on:

- Cost share
- Prioritization versus other investments
- Ability to control costs

To be eligible for federal funding, project must score a Medium rating

End Points	Weekday Round Trips	Service Level	Expected Score	"Upside" Score	"Downside" Score
Mebane-Selma	20	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	12	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	7	3-1-3	Medium-Low	Weak Medium	Medium-Low
Durham-Garner	20	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	12	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	7	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	20	8-2-8-2	Weak Medium	Medium	Medium-Low
Durham-Clayton	20	8-2-8-2	Medium	Medium	Medium-Low

Note: Scenarios rated as "Weak Medium" are projected to score at the low end of the Medium range, meaning that if any single component score is reduced, the overall score would fall below the eligibility requirements

Critical Next Steps

Public meetings with County boards and MPOs

- Local decision-making on next steps

Memorandum of Understanding for next phase of work (early project development activities):

- NCRR, GoTriangle, Counties, MPOs



Focus on Risk Management

- **Requirements Risk:**
 - Difficulty of succinctly and fully developing project requirements
 - Differences in project stakeholder goals
- **Design Risk:**
 - Design-related assumptions change
 - Situations where unknown factors cause designs to change
- **Market Risk:**
 - Open market pricing and/or contract packaging strategies
- **Construction Risk:**
 - Site activities
 - Coordination of contractors

Next Phase of Study: Key Focus Areas

- Local Engagement:** Build a foundation for sustained regional cooperation
- Further Refine Project Concept:** Define infrastructure and frequency of trains
- Metrics:** Provide monetary costs, non-monetary costs, and benefits
- Railroad Buy-in:** Rail network modeling, determine necessary requirements
- Capacity Building:** Develop management plan and procure consultant support
- FTA Funding Eligibility:** Ridership modeling and economic development potential
- Cost Share:** Obtain commitment of 100% of non FTA funds



Questions and Comments

SPOT 6 DCHC Highway Submittal List
Staff/TC Recommendations for Public Comment
February 12, 2020

#	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Project Category	County(s)	Jurisdiction	Submitted in SPOT 5?
1	Eubanks Road	Park and Ride	Millhouse	Widen to four lanes with bike lanes and sidewalks	Division Needs	Orange	Chapel Hill	N
2	NC 751	O'Kelly Chapel Road	Martha's Chapel or US	Modernization w/ Sidepath	Regional Impact	Chatham	Chatham County	N
3	Jack Bennett/Lystra Roads	US 15/501	Farrington Point Road	Modernization	Division Needs	Chatham	Chatham County	N
4	NC 751	Fayetteville Road	O'Kelly Chapel Road	Widen to four lanes with bike lanes or sidepath	Regional Impact	Chatham, Durham	Chatham County/ Durham County	N
5	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	Omega Road	Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements.	Regional Impact	Durham	City of Durham	Y
6	US 501 Business (Roxboro Road)	NC 55 (Avondale Drive)	SR 1004 (Old Oxford Road)	Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities. Improve intersection at Roxboro/Avondale	Regional Impact	Durham	City of Durham	Y
7	Garrett Road	NC 751 (Hope Valley Road)	SR 2220 (Old Chapel Hill Road)	Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements.	Division Needs	Durham	City of Durham	Y
8	NC 751 (Hope Valley Road)	South Roxboro Road	Woodcroft Parkway	Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection.	Regional Impact	Durham	City of Durham	Y
9	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	Regional Impact	Durham	City of Durham	Y
10	Hopson Road	NC 54	Distribution Drive	Widen to a four lane divided roadway with bicycle and pedestrian facilities.	Division Needs	Durham	City of Durham	Y
11	Hillandale Road	Horton Road		Construct roundabout	Division Needs	Durham	City of Durham	Y
12	Riddle Road	South Alston Avenue		Construct roundabout	Division Needs	Durham	City of Durham	Y
13	US 70 Business (Hillsborough)	Neal Road		Improve intersection	Regional Impact	Durham	City of Durham	N
14	Cole Mill Road	NC 147	US 70 Business	Extend Cole Mill Road from its current terminus at Hillsborough Road to NC 147 and create an interchange. Remove the ramp from US 15/501 SB to NC 147 NB.	Statewide Mobility	Durham	City of Durham	N
15	Alston Avenue	Carpenter Fletcher Road		Improve intersection	Division Needs	Durham	City of Durham	N
16	Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct multi-lane roadway on new location.	Division Needs	Durham	Durham City/County	Y

17	Northern Durham Parkway	US 70	SR 1811 (Sherron Road)	Construct roadway on new location.	Division Needs	Durham	Durham City/County	Y
18	NC 98 (Holloway Street)	Lynn Road	Mineral Springs Road	Safety and bike/ped	Regional Impact	Durham	Durham City/County	N
19	I-40	Davis Drive		Widen exit and entrance ramps and construct/lengthen turn lanes on Davis Drive	Statewide Mobility	Durham	Durham County	N
20	NC 86	US 70 Bypass	North of NC 57	Widen to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	Regional Impact	Orange	Hillsborough	Y
21	Eno Mountain Road/Mayo Street	Orange Grove Road		Construct new alignment of Eno Mountain Road to align with Mayo Street and install signal.	Division Needs	Orange	Hillsborough	Y
22	US 70	US 70 Connector		Reconstruct interchange to an at-grade intersection.	Regional Impact	Orange	Orange County	Y
23	Erwin Road	Whitfield Road		Intersection improvements	Division Needs	Orange	Orange County	N
24	Lebanon Road	Mill Creek Road	Efland-Cedar Grove Road	Intersection and safety improvements	Division Needs	Orange	Orange County	N

Number of Submissions by Jurisdiction:*

Carrboro: 0

Chapel Hill: 1

Chatham County: 3

City of Durham: 14

Durham County: 5

Hillsborough: 2

Orange County: 3

*Projects that are in more than one jurisdiction are counted for both

SPOT 6 DCHC Transit Submittal List

Staff/TC Recommendations for Public Comment

February 12, 2020

#	Project Category	Route / Facility Name	Description	County(s)
Holding Tank Projects				
1	Division Needs	Village Neighborhood Transit Center	Design and Construction of NTC: Village Neighborhood Transit Center. Serves GoDurham routes 2B, 3, 3B, 3C	Durham
2	Division Needs	Fayetteville Street TEC	Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805.	Durham
3	Division Needs	Regional Transit Center	An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.	Durham
4	Regional Impact	GoTriangle DRX Route bus service expansion	Purchase 3 additional vehicles to support headway reduction on DRX route.	Wake, Durham
5	Regional Impact	GoTriangle ODX Route bus service expansion	Purchase one additional vehicle to support headway reduction on the ODX route.	Durham, Orange, Alamance
New Projects				
6	Division Needs	Chapel Hill N-S BRT	Eubanks to Southern Village	Orange
7	Division Needs	Chapel Hill N-S BRT	Hillsborough to Southern Village	Orange
8	Regional Impact	Chapel Hill N-S BRT	Eubanks to Chatham Park	Orange, Chatham
9	Regional Impact	CRT West Durham to Auburn		Wake, Durham
10	Regional Impact	CRT West Durham to Clayton		Wake, Durham
11	Regional Impact	CRT Hillsborough to Auburn		Wake, Durham
12	Regional Impact	CRT Hillsborough to Clayton		Wake, Durham
13	Regional Impact	HCT Duke to Downtown Cary		Durham, Wake
14	Regional Impact	HCT NCCU to UNC Hospital		Durham, Orange
15	Regional Impact	HCT Carrboro to Leigh Village		Durham, Orange

16	Regional Impact	HCT UNC Hospital to Southpoint		Durham, Orange
17	Division Needs	HCT East Durham - Holloway and Liberty Streets		Durham
18	Division Needs	Southpoint Transit Center		Durham
19	Division Needs	Chapel Hill Road TEC		Durham
20	Regional Impact	CRX Route Expansion		Orange, Wake
21	Regional Impact	GoTriangle 400 Route Expansion		Durham, Orange
22	Regional Impact	GoTriangle 405 Route Expansion		Durham, Orange
23	Regional Impact	GoTriangle 800/805 Route Expansion		Durham, Orange
24				

Submitted by Others

25	Division Needs	West NC 54 Park and Ride		Orange
26	Division Needs	Five ADA-accessible minivans for demand response in northern Orange County		Orange

SPOT 6 DCHC Bike/Ped Submittal List
Staff/TC Recommendations for Public Comment
February 12, 2020

#	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Jurisdiction	Submitted in SPOT 5?
1	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Construct a sidepath along the entire corridor from Estes Drive to Homestead Road.	Carrboro	Y
2	NC 86 (Martin Luther King, Jr. Parkway)	SR 1770 (Estes Drive)	SR 1777 (Homestead Road)	Construct bicycle lanes and upgrade sidewalks along NC 86.	Chapel Hill	Y
3	US 15-501 (Fordham Boulevard)	Legion Road (future)	Service Road	Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side.	Chapel Hill	Y
4	Tanyard Branch-Carrboro Connector	Broad Street	Village Drive and Tanyard Branch Greenway	Construct an off-road multi-use path providing bicycle and pedestrian safety.	Chapel Hill	Y
5	Bolin Creek Greenway Extension	Umstead Park	Estes Drive	Extend Bolin Creek Greenway from Umstead Park to Estes Drive to connect bike-ped facilities	Chapel Hill	N
6	American Tobacco Trail	US 70 Business (Ramseur Street)	American Tobacco Trail	Construct tunnel underneath NCR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail.	City of Durham	Y
7	Sandy Creek Trail	Pickett Rd	Al Buehler Trail at Cornwallis Rd	Construct a shared use trail.	City of Durham	Y
8	NC 54	RTP Trail	American Tobacco Trail	Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road.	City of Durham	Y
9	NC 55 (Apex Highway)	American Tobacco Trail Spur	Cornwallis Road	Construct shared use path on one side of roadway and make intersection improvements.	City of Durham	Y
10	SR 1183 (University Drive) and Old Chapel Hill Road	SR 1116 (Garrett Road)	Martin Luther King Jr. Parkway	Construct shared use path along one side of the roadway.	City of Durham	Y
11	Horton Road	US 501 Business (Roxboro Road)	NC 157 (Guess Road)	Construct a sidewalk on one side of the road, sidepath on the other side.	City of Durham	Y
12	US 15/501 Business (University Drive)	Woodridge Drive	US 15/501 Business Lakewood Avenue	Construct sidewalks along entire length and bicycle lanes where needed.	City of Durham	Y
13	Cook Rd	American Tobacco Trail	Martin Luther king Jr Parkway	Construct buffered bike lanes and sidewalks on both sides of the road.	City of Durham	Y
14	SR 1669 (Club Boulevard)	SR 1332 (Broad Street)	Washington Street/Elber Creek Trail	Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings.	City of Durham	Y
15	US 501 (Roxboro Road)	SR 1456 (Milton Road)	Fairfield Road	Construct sidewalks on both sides of the road.	City of Durham	Y
16	SR 1959 (Miami Boulevard)	Miami Boulevard	Cornwallis Road	Construct a multi-use pathway along east side of Miami Boulevard.	City of Durham	Y
17	Warren Creek Trail Phase II	Warren Creek Trail/Horton Road	US 501	Construct a shared use trail through and outside the boundary of West Point on the Eno Park.	City of Durham	Y
18	NC 55 (Apex Highway)	Meridian Parkway	Carpenter Fletcher Road	Construct pedestrian facilities on both sides of the road.	City of Durham	Y

19	US 15/501 Business (Durham-Chapel Hill Boulevard)	Nation Avenue	US 15/501 Business (University Drive)	Construct sidewalks, improve bicycle lanes, and install intersection improvements.	City of Durham	Y
20	NC 98 (Holloway Street)	Lynn Road	Ganyard Farm Way	Construct sidewalks on both sides of the road and include intersection improvements.	City of Durham	Y
21	NC 751 (Academy Road), Cornwallis Road	Duke University Rd	Chapel Hill Rd	Construct on road bicycle lanes and sidewalks for the entire length of the route.	City of Durham	Y
22	Old Durham-Chapel Hill Road	SR 1113 (Pope Road)	Mount Moriah Road	Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment.	City of Durham	Y
23	NC 54, Alston Avenue	Cornwallis Road	RTP Trail	Construct bicycle lanes and sidewalks.	City of Durham	Y
24	Hardee St/SR 1800 (Cheek Road)	NC 98 (Holloway St)	SR 1800 (Cheek Rd/Sherwood Park)	Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road.	City of Durham	Y
25	SR 1669 (Club Boulevard)	Ambridge St	SR 1666 (Dearborn Dr)	Construct on road bicycle lanes and sidewalks for the entire length of the route.	City of Durham	Y
26	SR 1008 (Mt. Carmel Church Road)	US 15/501	SR 1913 (Bennett Road)	Construct a multi-use path on one side of Mt. Carmel Church Road.	Chapel Hill	Y
27	East Franklin Street Sidepath	Bolin Creek Greenway	Booker Creek Greenway	Construct sidepath along north side of Franklin Street to connect Bolin and Booker Creek Greenways	Chapel Hill	N
28	Estes Drive	Caswell Road	E Franklin Street	Construct bicycle lanes and sidewalks.	Chapel Hill	N

Projects below the thick line depend on NCDOT Division submission

Number of Submittals by Jurisdiction:

Carrboro: 1
 Chapel Hill: 7
 Chatham County: 0
 City of Durham: 20
 Durham County: 0
 Hillsborough: 0
 Orange County: 0

SPOT 6 DCHC Rail Submittal List
Staff/TC Recommendations for Public Comment
February 12, 2020

#	Project Category	Route / Facility Name	Description	County	Submitted in SPOT 5?
1	Statewide Mobility	NS/NCRR H Line	Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham.	Durham	Y
2	Statewide Mobility	NS/NCRR H Line	Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham.	Durham	Y
3	Statewide Mobility	NS/NCRR H Line	Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	Durham	Y
4	Statewide Mobility	NS/NCRR H Line	Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue.	Orange	Y
5	Statewide Mobility	NS/NCRR H Line	Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham.	Durham	Y
6	Statewide Mobility	NCRR/NS H line	Construction of curve radius improvements from MP H 44.5 to MP H 48 west of Hillsborough.	Orange	Y
7	Statewide Mobility	NCRR/NS H line	Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	Orange	Y
8	Statewide Mobility	NS/NCRR H Line	Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure.	Orange	Y
9	Statewide Mobility	NS/NCRR H Line	Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham.	Durham	Y
10	Statewide Mobility	I-40 Rail Bridge in Durham County	Construct triple track bridge over I-40 in Durham County.	Durham	Y
11	Statewide Mobility	NCRR/NS H line	Construction of curve radius improvements near Hillsborough (Collins Ridge).	Orange	N
12	Regional Impact	US 15 Business (Roxboro Street)	Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at <u>Ramseur and Roxboro</u> .	Durham	Y, as a highway project
13	Statewide Mobility	NCRR/NS H line at Fayetteville Street	Install 3 WCR's, four crosswalks and relocate stop bars for pedestrian access.	Durham	N

14	Statewide Mobility	NCRR/NS H line at Mangum Street	Install 200' of decorative fence, four streetscape lights, six WCRs and sidewalk for pedestrian safety.	Durham	N
15	Statewide Mobility	NCRR/NS H line at Blackwell/ Corcoran Streets	Install 200' of decorative fence and 25' of restricted access fence, four streetscape lights, four WCRs and sidewalk. Improve safety by clustering traffic signal cabinets on north and south side of crossing.	Durham	N
16	Statewide Mobility	NCRR/NS H line at Chapel Hill Street	Repair sidewalks, concrete structures and wing walls. Improve landscaping near wing wall. Sandblast, repair, and repaint bridge structure. Remove 100' sidewalk. Bore 100' 2" conduit for pedestrian signal cable.	Durham	N
17	Statewide Mobility	NCRR/NS H line at Duke Street	Install 3 WCRs and three crosswalks for pedestrian access and safety.	Durham	N
18	Statewide Mobility	NCRR/NS H line at Buchanan Boulevard	Install two WCRs and one crosswalk for pedestrian access and safety.	Durham	N
19	Statewide Mobility	NCRR/NS H line at Swift Avenue	Widen shoulder on Buchanan Boulevard within RR ROW with edgeline for pedestrian access and safety. Install four WCRs and two crosswalks.	Durham	N
*	Regional Impact	Amtrak	Purchase of passenger rail cars - to be submitted by Rocky Mount MPO; requesting 11 points from DCHC (percent of track in DCHC jurisdiction)	Statewide	N

*To be submitted by another agency



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 30, 2019

MEMO TO: Tim Little, PE, Chief Engineer
FROM: R. W. Lewis, PE, Chief Operating Officer
SUBJECT: Preliminary Engineering Project Suspension List

DocuSigned by:

Robert W. Lewis

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NCDOT has implemented additional measures in a continued effort to maintain the minimum cash balance established by law.

Effective immediately, August 30, 2019 NCDOT will temporarily suspend “preliminary engineering” on the majority of projects that do not receive funding from GARVEE bonds, BUILD NC bonds or Federal grants. This action does not impact projects currently awarded for construction, scheduled to be awarded for construction within the next 12 months, or are currently under construction. Work for preliminary engineering on the attached list will suspend approximately 900 transportation projects.

NCDOT is forced to take these steps due to the impact of recovery efforts from Hurricanes Florence and Michael, rockslides, snowstorms and isolated flash floods as well as settlement expenses related to Map Act cases.

NCDOT will strategically resume preliminary engineering on the suspended projects as the Department’s cash balance stabilizes. The Department is still committed to the goal of \$375MM in preliminary engineering for FY 2020.

All work performed through August 30, 2019 should be invoiced with no additional preliminary engineering activities charged to projects unless authorized in writing. Requests should be submitted to the Technical Services Division with a carbon copy to Louis Mitchell or John Rouse. Additionally, for projects which will continue with preliminary engineering, NCDOT Project Managers will be required to closely coordinate with their consulting firms (prime and subs) as well as technical units to maintain preliminary engineering monthly budgets recently established.

These efforts will allow the Department to evaluate when we can perform exercises to restart preliminary engineering activities on more projects when the cash balances stabilize.

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Project removed from Suspension List and can move forward with PE
 Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
4	WAYNE	U-6204	SR 1556 (WAYNE MEMORIAL DRIVE) FROM COUNTRY DAY ROAD TO NEW	TBD - Not Let in Years 1 through 5
4	WAYNE	U-6205	SR 1556 (WAYNE MEMORIAL DRIVE) FROM US 70 BYPASS TO SR 1572	TBD - Not Let in Years 1 through 5
4	WAYNE	U-6206	SR 1713 (MILLER'S CHAPEL ROAD) WAYNE COUNTY FROM US 70 TO SR	TBD - Not Let in Years 1 through 5
4	WAYNE	U-6207	NC 581 (BILL LANE BOULEVARD FROM ARRINGTON BRIDGE ROAD TO NC	TBD - Not Let in Years 1 through 5
4	WILSON	U-5941	US 264 ALTERNATE (RALEIGH ROAD PARKWAY) FROM SR 1320 (AIRPOR	TBD - Not Let in Years 1 through 5
4	WILSON	U-5945	WILSON CITY -SIGNAL SYSTEM	TBD - Not Let in Years 1 through 5
4	WILSON	U-6111	NC 58 (NASH STREET) AT SR 1330 (AIRPORT ROAD)/ SR 1332 (LAKE	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GAR	January
5	PERSON	U-5969	US 501 (Madison Blvd) - convert from 5-lane to 4-lane divided	January
5	VANCE	B-5685	BRIDGE 89 OVER KERR LAKE ON SR 1308	January
5	WAKE	B-5680	REPLACE BRIDGE 449 OVER THE CSX RAILROAD IN CARY ON SR 1633	January
5	WAKE	B-5684	REPLACE BRIDGE 146 OVER CRABTREE CREEK IN RALEIGH ON US 401	January
5	WAKE	I-5943	I-40 FROM SR 1728 (WADE AVENUE) TO I-440/US 1 IN RALEIGH PAV	January
5	WAKE	U-5307A	RALEIGH - US 1 FROM I-540 TO NORTH OF SR 2006 (DURANT ROAD)	January
5	WAKE	U-5747A	SR 1635 - FROM WEST OF SR 1613 (DAVIS DRIVE) TO NORTH OF SR	January
5	WAKE	U-5751	RALEIGH - NC 55/NC 42 IN FUQUAY-VARINA. IMPROVE US 401 INTERSECTION WITH NC 55 / NC 42. PROJECT WILL INCLUDE IMPROVEMENTS TO NC 55 INTERSECTION WITH NC 42. AND	January
5	WARREN	17BP.5.R.78	Bridge 140 over Little Shocco Creek on SR 1647	January
5	DURHAM	U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (Tenative February
5	DURHAM	U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHA	Tenative February
5	DURHAM	U-6021	SR 1118 (Fayetteville Road) from Woodcroft Parkway to Barbee Road	Tenative February
5	WAKE	17BP.5.R.86	Bridge 186 over a Creek on SR 2329 (Lizard Lick Road)	Tenative February
5	WAKE	B-5675	REPLACE BRIDGE 533 OVER SR 1012 IN RALEIGH ON PULLEN ROAD	Tenative February

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Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
5	WAKE	B-5683	REPLACE BRIDGE 302 OVER YATES POND SPILLWAY ON SR 1371	Tenative February
5	WAKE	BR-0050	Bridge 910172 and 910175 on US401 over Atlantic Ave	Tenative February
5	WAKE	I-5701	I-40/US 64; FROM I-440/US 1/US 64 TO SR 1370 (LAKE WHEELER R	Tenative February
5	WAKE	I-5703	I-40 AND I-440/US 1/US 64 INTERSECTION RECONSTRUCT INTERCHAN	Tenative February
5	WAKE	I-5968	I-540 FROM US 70 TO SR 1829(LEESVILLE ROAD)IN RALEIGH CONSTR	Tenative February
5	WAKE	P-5718	CSX CROSSING 643351A AT SR 1415 (NORTHEST MAYNARD ROAD) IN C	Tenative February
5	WAKE	P-5734	NS MAIN LINE GUILFORD COUNTY AT SR 1655 (TRINITY ROAD) IN CA	Tenative February
5	FRANKLIN	17BP.5.R.87	Structure 340066 - Over Little Shocco Creek on NC 58	Tenative March
5	VANCE	U-5890	SR 1162 (DABNEY DRIVE)FROM COBLE BOULEVARD TO US 158 BUSINES	Tenative March
5	WAKE	U-5744	US 70/NC 50 AT SR 2026 (HAMMOND ROAD)/SR 2812 (TIMBER DRIVE)	Tenative March
5	WAKE	U-6022	VARIOUS, TOWN OF FUQUAY-VARINA. CONSTRUCT TOWNWIDE ITS / SIGNAL SYSTEMS.	Tenative March
5	WAKE	U-6026	VARIOUS, TOWN OF KNIGHTDALE. CONSTRUCT TOWNWIDE ITS / SIGNAL SYSTEM.	Tenative March
5	DURHAM	B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHB	Tenative April
5	WAKE	B-5986	NC 231 REPLACE BRIDGES 910034 OVER NORFOLK SOUTHERN RAILROAD	Tenative April
5	WAKE	I-5944	I-495/US64/US264 FROM I-440 IN RALEIGH TO I-540 IN KNIGHTDAL	Tenative April
5	WAKE	I-5945	I-540 FROM TRIANGLE TOWNE CENTER BOULEVARD IN RALEIGH TO I-4	Tenative April
5	WAKE	I-5997	I-440/US 1 - WAKE COUNTY FROM SR 1728 (WADE AVENUE) TO SR 20	Tenative April
5	WAKE	P-5602EA	Wolfpack Lane Feasibility Study	Tenative April
5	DURHAM	I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/	Tentative May
5	WAKE	B-5681	REPLACE BRIDGE 258 OVER US 70 IN GARNER ON SR 2713	Tentative May
5	WAKE	I-5996	I-40 - WAKE COUNTY FROM SR 1002 (AVIATION PARKWAY) IN CARY T	Tentative May
5	WAKE	I-5999	I-540 - WAKE COUNTY FROM US 70 (GLENWOOD AVENUE) TO US 1 IN	Tentative May

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Project removed from Suspension List and can move forward with PE
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Div	County	Project ID	Description	Start Date for PE
5	WAKE	U-5307B	RALEIGH - FROM NORTH OF SR 2006 (DURANT ROAD) TO NORTH OF SR	Tentative May
5	WAKE	U-5307C	RALEIGH - FROM NORTH OF SR 2045 TO SOUTH OF NC 98 BYPASS	Tentative May
5	WAKE	U-5967	TOWN OF MORRISVILLE CONSTRUCT TOWNWIDE ITS / SIGNAL SYSTEM	Tentative May
5	WAKE	U-6023	VARIOUS, TOWN OF WAKE FOREST. CONSTRUCT TOWNWIDE ITS / SIGNAL SYSTEM.	Tentative May
5	WARREN	17BP.5.R.72	Structure 920009 - Over Little Shocco Creek on NC 58	Tentative May
5	DURHAM	I-5994	I-40 from 15-501 to NC 147 - Structure rehab	Previously Reinitiated
5	Durham	P-5706	E. Durham RR Safety Project	Previously Reinitiated
5	Durham	P-5717	NORFOLK SOUTHERN LINE CROSSING 734742W AT SR 1121 (CORNWALL)	Previously Reinitiated
5	VANCE	17BP.5.R.95	Bridge 56 over Sandy Creek on SR 1526	Previously Reinitiated
5	WAKE	B-4654	REPLACE BRIDGE 69 OVER US 70 ON NC 50 (BENSON ROAD)	Previously Reinitiated
5	WAKE	B-5318	REPLACE BRIDGE 910126 OVER SMITHS CREEK SR 2044 (LIGON MILL)	Previously Reinitiated
5	WAKE	P-5602EB	Jones Sausage Road Feasibility Study	Previously Reinitiated
5	WAKE	P-5707	Rogers Road Grade Separation	Previously Reinitiated
5	WAKE	U-5747B	SR 1635 AT NC 54 - CONVERT AT-GRADE INTERSECTION TO-GRADE SE	Previously Reinitiated
5	DURHAM	I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVE	TBD - Not Let in Years 1 through 5
5	DURHAM	I-5942	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM	TBD - Not Let in Years 1 through 5
5	DURHAM	I-6006	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (TBD - Not Let in Years 1 through 5
5	DURHAM	I-6010	I-85/US 15 DURHAM COUNTY FROM EAST OF SR 1827 (MIDLAND TERRA	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5720A	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BO	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5720B	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 181	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5774A	NC 54 FROM US 15/US 501	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5774B	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEE	TBD - Not Let in Years 1 through 5

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Project removed from Suspension List and can move forward with PE
Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
5	DURHAM	U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5774H	NC 54 FROM NC 751 TO SR 1118 (FAYETTEVILLE ROAD)	TBD - Not Let in Years 1 through 5
5	DURHAM	U-5937	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAP	TBD - Not Let in Years 1 through 5
5	DURHAM	U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINES	TBD - Not Let in Years 1 through 5
5	DURHAM	U-6118	NC 55 FROM MERIDIAN PARKWAY TO I-40 INTERCHNAGE IN DURHAM	TBD - Not Let in Years 1 through 5
5	DURHAM	U-6120	NC 98 (HOLLOWAY STREET) FROM SR 1938 (JUNCTION ROAD) TO SR 1	TBD - Not Let in Years 1 through 5
5	FRANKLIN	I-6001	I-87 /FUTURE I-87 /US 64/ US 264 FRANKLIN/WAKE COUNTIES FROM	TBD - Not Let in Years 1 through 5
5	FRANKLIN	R-2814D	US 401 FROM SR 1103 TO SR 1700 AT LOUISBURG	TBD - Not Let in Years 1 through 5
5	FRANKLIN	R-5893	NC 56 FROM SR 1114 (PEACH ORCHARD ROAD) TO US 401 IN LOUISBU	TBD - Not Let in Years 1 through 5
5	PERSON	R-2241B	US 501 FROM SR 1521 TO SR 1329	TBD - Not Let in Years 1 through 5
5	PERSON	R-2241C	US 501 FROM SR 1329 (OLD NC 501) TO NORTH OF VIRGINIA STATE	TBD - Not Let in Years 1 through 5
5	WAKE	I-5870	I-440/ US1; WEST OF RIDGE ROAD TO EAST OF US 70 (GLENWOOD A	TBD - Not Let in Years 1 through 5
5	WAKE	I-5966	I-5966 -PE -I-40/SR1002 AVIATION PARKWAY I-40 FROM SR 1002(A	TBD - Not Let in Years 1 through 5
5	WAKE	I-5970	I-440 / US 1 AT US 401 (CAPITAL BOULEVARD)IN RALEIGH INTERCH	TBD - Not Let in Years 1 through 5
5	WAKE	I-6005	I-87/US 64/US 264 WAKE COUNTY FROM US 64 BUSINESS (WENDELL BOULEVARD) TO US 264. WIDEN TO 6 LANES.	TBD - Not Let in Years 1 through 5
5	WAKE	I-6007	I-87 AT SMITHFIELD ROAD DDI CONVERSION	TBD - Not Let in Years 1 through 5
5	WAKE	P-5708	Harrison Ave. Grade Separation.	TBD - Not Let in Years 1 through 5
5	WAKE	P-5738	NCR/NS H LINE WAKE COUNTY AT SR 2713 (VANDORA SPRINGS ROAD)	TBD - Not Let in Years 1 through 5
5	WAKE	P-5739	CSX S LINE WAKE COUNTY AT SR 1415 (WEST MAYNARD ROAD) IN CAR	TBD - Not Let in Years 1 through 5
5	WAKE	R-2829	EASTERN WAKE FREEWAY FROM I-40 SOUTH OF GARNER TO US 64-264	TBD - Not Let in Years 1 through 5
5	WAKE	R-5705C	NC 55 WAKE COUNTY FROM SR 4809 (JICARILLA LANE) TO NC 42 IN	TBD - Not Let in Years 1 through 5

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Project removed from Suspension List and can move forward with PE
Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
5	WAKE	U-2823	RALEIGH - US 70 (GLENWOOD AVENUE) FROM WEST OF TRIANGLE DRIV	TBD - Not Let in Years 1 through 5
5	WAKE	U-2901B	NC 55 (WILLIAMS STREET) FROM US 1 TO NORTH OF SR 1160 (OLIVE	TBD - Not Let in Years 1 through 5
5	WAKE	U-5301	APEX/CARY - US 64 FROM WEST OF SR 1306 (LAURA DUNCAN ROAD) T	TBD - Not Let in Years 1 through 5
5	WAKE	U-5307D	US 1 FROM SOUTH OF NC 98 TO SR1909 (PURNELL ROAD) / SR 1931	TBD - Not Let in Years 1 through 5
5	WAKE	U-5811	SR 1002 (AVIATION PARKWAY) FROM NC 54 TO I-40 IN MORRISVILLE	TBD - Not Let in Years 1 through 5
5	WAKE	U-5825	SR 1010 (TEN-TEN ROAD) FROM APEX PEAKWAY IN APEX TO KILDAIRE	TBD - Not Let in Years 1 through 5
5	WAKE	U-5891	NC 50 (CREEDMOOR ROAD) FROM I-540 TO NORTH OF NC 98. WIDEN TO MULTILANE DIVIDED ROADWAY	TBD - Not Let in Years 1 through 5
5	WAKE	U-5936	SR 1728 WADE AVE WAKE COUNTYTY FROM I-40 TO I-440 IN RALEIGH,	TBD - Not Let in Years 1 through 5
5	WAKE	U-5966	NEW ROUTE FROM SR 1613 (MCCRIMMON PARKWAY)TO NC 540 IN MORRI	TBD - Not Let in Years 1 through 5
5	WAKE	U-6066	US 1 WAKE COUNTY FROM NC 55 IN APEX TO US 64 IN CARY. WIDEN	TBD - Not Let in Years 1 through 5
5	WAKE	U-6112	US 401 AT SR 1010 (TEN-TEN ROAD)	TBD - Not Let in Years 1 through 5
5	WAKE	U-6116	US 401 FROM SR 1375 (SIMPKINS ROAD) TO SR 2538 (MECHANICAL B	TBD - Not Let in Years 1 through 5
5	WAKE	U-6117	APEX TOWNWIDE SIGNAL SYSTEM	TBD - Not Let in Years 1 through 5
5	WAKE	U-6194	VARIOUS, GARNER CITYWIDE SIGNAL SYSTEM	TBD - Not Let in Years 1 through 5
5	WAKE	U-6217	SR 1152 (HOLLY SPRINGS ROAD) AT SR 1010 (TEN-TEN ROAD) TO SR	TBD - Not Let in Years 1 through 5
6	COLUMBUS	R-2561CA	NC 87 AT NC 11. CONSTRUCT INTERCHANGE.	January
6	COLUMBUS	R-5020A	US 701 BYPASS FROM SR 1166 (PLEASANT PLAINS RD) TO SR 1437	January
6	COLUMBUS	R-5819	US 74/US 76 AT SR 1740 (OLD LAKE ROAD). CONVERT AT-GRADE INT	January
6	COLUMBUS	R-5820	US 74/US 76 AT SR 1735 (CHAUNCEY TOWN ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	January
6	CUMBERLAND	U-3422	ROW FY 21, SR 1003. SR 1003 (CAMDEN ROAD) FROM FAYETTEVILLE OUTER LOOP TO NC 59	January
6	CUMBERLAND	U-4709	SR 1112 (ROCKFISH ROAD) FROM SR 1115 (GOLFVIEW ROAD) TO NC	January
6	CUMBERLAND	U-6001	NC 59(SOUTH MAIN STREET), FROM SR 1243 (SHIPMAN ROAD) TO SR	January

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Project removed from Suspension List and can move forward with PE
Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
6	CUMBERLAND	U-6213	SR 1219 (IRELAND DRIVE) FROM SR 1141 (CUMBERLAND ROAD) TO U	TBD - Not Let in Years 1 through 5
6	HARNETT	R-5953	NC 55 FROM NC 27 IN COATS TO OLD STAGE ROAD (NORTH). WIDEN R	TBD - Not Let in Years 1 through 5
6	ROBESON	R-5888	NC 41 (MARTIN LUTHER KING DRIVE) ROBESON COUNTY FROM SR 2110	TBD - Not Let in Years 1 through 5
6	ROBESON	R-5904	NC 20 ROBESON COUNTY FROM SR 1743 (COVINGTON FARM ROAD) TO I	TBD - Not Let in Years 1 through 5
6	ROBESON	R-5951	NC 41 (MARTIN LUTHER KING DRIVE) FROM US 74 TO MARION ROAD.	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-5844	NC 62 FROM SR 1430 (RAMADA ROAD) TO US 70 (CHURCH STREET) IN	January
7	ALAMANCE	U-6013	NC 119 FROM SR 1981 (TROLLINGWOOD-HAWFIELDS 8700 ROAD) / SR	January
7	CASWELL	BR-0069	Replace Bridge 160001 on US158 over Country Line Creek	January
7	CASWELL	BR-0070	Replace Bridge 160061 on NC86 over Hogan's Creek	January
7	GUILFORD	BR-0077	Replace Bridge 400131 on SR2770 over US70	January
7	GUILFORD	BR-0080	Replace Bridge 400331 on Sullivan St over US29, US70, US220	January
7	GUILFORD	I-5712	I-40/US 421 AT THE INTERSECTION OF SR 1850 (SANDY RIDGE ROAD	January
7	GUILFORD	P-5713	NORTH CAROLINA ROALROAD (NCRR)/NORFOLKSOUTHERNRAILROAD, SR 1	January
7	GUILFORD	R-5725	NC 68 AT SR 2129 (FOGLEMAN ROAD) TO NC 150 INTERSECTION IN O	January
7	GUILFORD	U-4015A	SR 1556 (GALLIMORE DAIRY ROAD) FROM NC 68 TO AIRPARK ROAD	January
7	GUILFORD	U-4758	HIGH POINT - JOHNSON STREET-SANDY RIDGE ROAD FROM SKEET CLUB	January
7	GUILFORD	U-5852	SR 2085 (BENJAMIN PARKWAY/BRYAN BOULEVARD)- FROM SR 2254 (WE	January
7	GUILFORD	U-5892	US 220 (BATTLEGROUND AVENUE) FROM WESTRIDGE ROAD TO COTSWOLD AVENUE IN GREENSBORO ADD LANES	January
7	GUILFORD	U-5974	NC 68 FROM SR 1523 (HICKSWOOD ROAD) TO SR 1556 (GALLIMORE DA	January
7	ORANGE	BR-0092	Replace Bridge 670037 on NC86 over New Hope Creek	January
7	ORANGE	I-3306AC	I-40, AT NC 86 INTERCHANGE IMPROVEMENTS. PLANNING/DESIGN IN	January
7	ROCKINGHAM	BR-0094	Replace Bridge 780069 on NC770 over US220.	January

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Project removed from Suspension List and can move forward with PE
Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
7	ROCKINGHAM	BR-0095	Replace Bridge 780170 on SR1360 over US220	January
7	ROCKINGHAM	BR-0096	Replace Bridge 780176 on SR1700 over NC14, NC87	January
7	ALAMANCE	U-6014	SR 1716 (GRAHAM-HOPEDALE RD.) FROM SR 1720 (WEST HANOVER ROA	Tenative February
7	CASWELL	B-5734	REPLACE BRIDGE 60 OVER MOON CREEK ON NC 86	Tenative February
7	GUILFORD	R-5823	NC 65 / NC 68 FROM NC 65 IN STOKESDALE (SOUTHERNMOST INTERSE	Tenative February
7	GUILFORD	U-5851	SR 1001 (CHURCH STREET) FROM US 220 (WENDOVER AVENUE) TO EAS	Tenative February
7	ROCKINGHAM	BR-0097	Replace Bridge 780178 on SR1929 over US29	Tenative February
7	ROCKINGHAM	I-5898	FUTURE I-73 / US 220 AT US 311 / NC 135 INTERCHANGE. REPLACE	Tenative February
7	ALAMANCE	U-6009	US 70 (SOUTH CHURCH STREET), FROM TARLETON AVENUE TO FIFTH S	Tenative April
7	ALAMANCE	U-6011	US 70 (SOUTH CHURCH STREET) AT SR 1158 (HUFFMAN MILL ROAD) I	Tenative April
7	GUILFORD	BR-0078	Replace Bridge 400292 and 400467 on US220 over US220SBL and	Tenative April
7	GUILFORD	BR-0079	Replace Bridge 400302 on Tuscaloosa St over US29, US 70, US2	Tenative April
7	ROCKINGHAM	BR-0041	Bridge 780001 on SR2817 over US29	Tenative April
7	ROCKINGHAM	BR-0043	Bridge 780151 on US158 over US29	Tenative April
7	ROCKINGHAM	BR-0093	Replace Bridge 780035 on NC770 over Mayo River	Tenative April
7	ROCKINGHAM	BR-0098	Replace Bridge 780183 on US29 BUS over US29 BYP	Tenative April
7	ALAMANCE	BR-0060	Bridge 000014 on NC87 over Cane Creek	Tentative May
7	GUILFORD	B-5713	BRIDGE 352 OVER I-40 / I-85 BUSINESS AND BRIDGE 239 OVER SOU	Tentative May
7	GUILFORD	B-5718	ROW FY 22	Tentative May
7	GUILFORD	BR-0081	Replace Bridges 400283 and 400342 on Phillips Ave over US29,	Tentative May
7	GUILFORD	I-5955	I-40 FROM SR 4121 (HIGH POINT ROAD) TO EAST OF SR 3037/SR 42	Tentative May
7	GUILFORD	U-5850	SR 1007 (RANDLEMAN ROAD) FROM ELMSLEY DRIVE TO GLENDALE DRIV	Tentative May

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Div	County	Project ID	Description	Start Date for PE
7	ORANGE	B-5733	REPLACE BRIDGE 39 OVER BOOKER CREEK IN CHAPEL HILL ON SR 101	Tentative May
7	ORANGE	BR-0091	Replace Bridge 670032 on US70 over Eno River	Tentative May
7	ORANGE	I-5958	I-40/I-85 FROM WEST OF SR 1114(BUCKHORN ROAD)TO WEST OF SR 1	Tentative May
7	ROCKINGHAM	R-5766A, R-5766B, R-5766C	NC 65 / NC 87 FROM WEST OF SR 2371 (OLD COUNTY HOME ROAD) IN WENTWORTH TO FREEWAY DRIVE (US 158/US 29) REIDSVILLE ROCKINGHAM COUNTY	Tentative May
7	ROCKINGHAM	U-5893	US 311 / NC 14 (SOUTH VAN BUREN ROAD) TO SR 2066 (KINGS HIGH	Tentative May
7	ALAMANCE	B-5728	REPLACE BRIDGE 112 OVER REEDY FORK CREEK IN OSSIPEE-ON NC 87	Previously Reinitiated
7	ALAMANCE	U-6010	US 70 (SOUTH CHURCH STREET) AT SR 1226 / SR 1311-(UNIVERSITY	Previously Reinitiated
7	CASWELL	B-5725	BRIDGE 7 (FEDERAL)	Previously Reinitiated
7	GUILFORD	B-5723	BRIDGE 54 (FEDERAL)	Previously Reinitiated
7	Guilford	P-5709	Franklin Blvd. Grade Separation	Previously Reinitiated
7	ROCKINGHAM	B-5716	REPLACE BRIDGE 140 OVER DAN RIVER ON SR 1138	Previously Reinitiated
7	ROCKINGHAM	B-5729	REPLACE BRIDGE 134 OVER THE DAN RIVER IN EDEN ON NC 700	Previously Reinitiated
7	ROCKINGHAM	B-5737	REPLACE BRIDGE 108 OVER NC 14/NC 87/NC 770 IN EDEN ON NC 700	Previously Reinitiated
7	ALAMANCE	B-6052	REPLACE BRIDGE 68 OVER NCRR / NORFOLK SOUTHERN RAILROAD ON S	TBD - Not Let in Years 1 through 5
7	ALAMANCE	I-6059	I-40/I-85 FROM SR 1981 (TROLLINGWOOD-HAWFIELDS ROAD) IN MEBA	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-6115A	NC 54 ALAMANCE COUNTY AT I 40/I-85 INTERCHANGE IN GRAHAM. UP	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-6115B	NC 54 ALAMANCE COUNTY AT SR 2106 (WOODY DRIVE). INTERSECTION	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-6115C	NC 54 ALAMANCE COUNTY AT SR 2106 (WOODY DRIVE) AND SR 2107	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-6115D	NC 54 AT SR 2106 (WOODY DRIVE) AND SR 2107 (WHITEMORE ROAD)	TBD - Not Let in Years 1 through 5
7	ALAMANCE	U-6214	SR 1455 (EAST HAGGARD AVENUE) AT NC 87 (WEST WEBB AVENUE) /N	TBD - Not Let in Years 1 through 5
7	CASWELL	R-5822	NC 86, FROM US 158 TO VIRGINIA STATE LINE. CONSTRUCT PASSIN	TBD - Not Let in Years 1 through 5
7	CASWELL	R-5926	US 158/ NC 86 FROM SR 1572 (COUNTY HOME ROAD) TO SR 1734 (RP	TBD - Not Let in Years 1 through 5

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Project removed from Suspension List and can move forward with PE
 Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
7	GUILFORD	B-5356	REPLACE BRIDGE #299 OVER SOUTH BUFFALO CREEK ON I-40 / I-85	TBD - Not Let in Years 1 through 5
7	GUILFORD	I-5735	I-73 FROM RANDOLPH COUNTY LINE TO I-85 / US 421 IN GREENSBOR	TBD - Not Let in Years 1 through 5
7	GUILFORD	I-5965	I-40/BUSINESS 85/US29/US70 FROM SR 1398(FREEMAN MILL ROAD)TO	TBD - Not Let in Years 1 through 5
7	GUILFORD	I-5980	I-40 AT SR 1860 (MACY GROVE ROAD) CONVERT GRADE SEPARATION T	TBD - Not Let in Years 1 through 5
7	GUILFORD	I-6004	I-40/I-85 GUILFORD COUNTY AT SR 3056 (ROCK CREEK DAIRY ROAD)	TBD - Not Let in Years 1 through 5
7	GUILFORD	P-5735	NS MAIN LINE GUILFORD COUNTY AT SR 1584 (YANCEYVILLE STREET)	TBD - Not Let in Years 1 through 5
7	GUILFORD	P-5747	NCRR NORFOLK SOUTHERN H LINE SOUTH ENGLISH STREET IN GREENSB	TBD - Not Let in Years 1 through 5
7	GUILFORD	P-5752	NCRR/NORFOLK SOUTHERN MAIN LINE FROM HOSKINS STREET IN HIGH	TBD - Not Let in Years 1 through 5
7	GUILFORD	R-5889	US 29 (FUTURE I-785) FROM SR 2565 (HICONE ROAD) IN GREENSBOR	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-2525D	GREENSBORO EASTERN LOOP INTERCHANGE AT PROPOSED CONE BOULEVA	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-2581BB	US 70 FROM SR 3175 (BIRCH CREEK ROAD) TO SR 3051(KNOX ROAD).	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-2581BC	US 70 FROM SR 3051 (KNOX ROAD) TO SR 3056(ROCK CREEK DAIRY R	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-3615A	SR 1820 (SKEET CLUB ROAD), FROM US 311 TO EAST OF SR 1818 (J	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-6045	SR 1850 (SANDY RIDGE ROAD) FROM I-40 TO SR 1008 (WEST MARKET	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-6100	US 29/70/220 GUILFORD COUNTY FROM SR 4240 (GATE CITY BOULEVA	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-6121	SR 1541 (WENDOVER AVENUE) FROM NC 68 (EASTCHESTER DRIVE) IN	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-6122	NC 68 FROM SR 1556 (GALLIMORE DAIRY ROAD) TO TRIAD CENTER DR	TBD - Not Let in Years 1 through 5
7	GUILFORD	U-6127	NC 68 GUILFORD COUNTY FROM SR 2129 (FOGLEMAN ROAD) TO SR 201	TBD - Not Let in Years 1 through 5
7	ORANGE	I-0305	FROM WEST OF SR 1006 (ORANGE GROVE ROAD) IN ORANGE COUNTY TO	TBD - Not Let in Years 1 through 5
7	ORANGE	I-5959	I-85 FROM WEST OF SR 1006(ORANGE GROVE ROAD)TO DURHAM COUNTY	TBD - Not Let in Years 1 through 5
7	ORANGE	I-5967	I-85 FROM SR 1009(SOUTH CHURTON STREET) IN HILLSBOROUGH INTE	TBD - Not Let in Years 1 through 5
7	ORANGE	I-5984	I-85 - ORANGE COUNTY AT NC 86 IN HILLSBOROUGH. UPGRADE INTER	TBD - Not Let in Years 1 through 5

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Div	County	Project ID	Description	Start Date for PE
7	ORANGE	U-5304A	US 15/501 FROM NC 86 (S. COLUMBIA STREET) TO SR 1742 (EPHES	TBD - Not Let in Years 1 through 5
7	ORANGE	U-5304B	US 15/501 FROM SAFE ROAD TO EAST LAKEVIEW DRIVE IN CHAPEL HI	TBD - Not Let in Years 1 through 5
7	ORANGE	U-5304D	US 15/501 FROM NC 54 (RALEIGH ROAD)	TBD - Not Let in Years 1 through 5
7	ORANGE	U-5304E	US 15/501 FROM NC 54/NC 86 INTERCHANGE	TBD - Not Let in Years 1 through 5
7	ORANGE	U-5304F	U-5304F - PE - US 15/501 FROM SR 1742 (EPHESUS CHURCH ROAD)	TBD - Not Let in Years 1 through 5
7	ORANGE	U-5845	SR 1009 (S. CHURTON ST) FROM I-40 TO ENO RIVER IN HILLSBOROU	TBD - Not Let in Years 1 through 5
8	GUILFORD	I-5949	I-74/US311 FROM US29/US70/BUSINESS 85 IN GUILFORD COUNTY TO	January
8	HOKE	U-5707	SR 1420 (GILLIS HILL ROAD/ GILLIS HILL ROAD EXTENSION) FROM	January
8	MONTGOMERY	I-5947A	I-73/ I-74/ US220 FROM RICHMOND COUNTY LINE TO NC 211.	January
8	MONTGOMERY	I-5947C	I-73 /I-74 / US 220 FROM NC 24/27 TO RANDOLPH COUNTY LINE.	January
8	MOORE	R-5824	NC 690 (LOBELIA ROAD) FROM US 1 IN VASS TO CUMBERLAND COUNTY LINE. UPGRADE ROADWAY	January
8	MOORE	U-3628	NC 24 / NC 27 COURTHOUSE WEST OF NC 22 (MCNEILL STREET) TO U	January
8	MOORE	U-5756	FROM US 1 IN ABERDEEN TO THE INTERSECTION OF TROTTER DRIVE /	January
8	MOORE	U-5814	US 15/US 501 FROM US 1 NORTH (SANDHILLS BOULEVARD) IN ABERDE	January
8	MOORE	U-5815B	US 1 NORTH (SANDHILLS BOULEVARD) FROM KNIGHT STREET IN ABERD	January
8	RANDOLPH	I-5948	I-73/I-74/US 220 FROM MONTGOMERY COUNTY LINE TO NORTH OF SR	January
8	RANDOLPH	U-5864	SR 1595 (SURRETT DRIVE)/SR 4053 FROM I-85 IN TRINITY TO SR 1	January
8	RICHMOND	I-5946B	I-73 /I-74 FROM SR 1455 (FIRE TOWER ROAD) TO MONTGOMERY COUT	January
8	RICHMOND	I-5979	US 74 / FUTURE I-74 AT US 1 (EXIT 311) INTERCHANGE IMPROVEME	January
8	CHATHAM	U-5737	US 64 (EAST 11TH STREET) FROM NORTH GLENN AVENUE TO US 421 I	Tenative February
8	CHATHAM	R-5724B	US 15/US 501 FROM NORTH OF US 64 BUSINESS TO POWELL PLACE LA	Tentative May

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Div	County	Project ID	Description	Start Date for PE
8	HOKE	U-5753/U-5858	SR 1305 (WAYSIDE ROAD) FROM PLANK ROAD TO US 401 WIDEN TO MULTILANES; PLANNING DOCUMENT FOR U-5753 INCLUDED UNDER U-5798	Tentative May
8	LEE	R-5959	SR 1521 (KELLY DRIVE) FROM SR 1519 (NASH STREET) TO NORTHEAST OF CENTRAL CAROLINA COMMUNITY COLLEGE. CONSTRUCT 3-LANE REALIGNMENT OF KELLY DRIVE.	Tentative May
8	LEE	U-5722	US 421 BUSINESS/NC 87 FROM US 1/US 15/US 501 TO NORTH OF SR	Tentative May
8	MONTGOMERY	R-5826B	NC 109 FROM SR 1127 (HEARNE FARM ROAD) TO SR 1174 (PEE DEE R	Tentative May
8	MOORE	R-5726	NC 211 FROM NC 73 IN WEST END TO WEST OF SR 1241 (HOLLY GROVE SCHOOL ROAD) WIDEN TO MULTILANES	Tentative May
8	RANDOLPH	R-2220DA	US 64 FROM SR 1409 (LAKE PARK RD) TO ASHEBORO BYPASS	Tentative May
8	RANDOLPH	U-3400	SR 1577-SR 1004 (ARCHDALE ROAD) FROM US 311 (MAIN STREET) TO	Tentative May
8	RANDOLPH	U-5711	SR 1712 (PINEVIEW STREET) FROM WEST OF SYLVAN STREET TO US 2	Tentative May
8	RANDOLPH	U-6006	US 220 BUSINESS, FROM SR 2123 (CAUDLE ROAD) TO SR 2270 (US 3	Tentative May
8	RICHMOND	U-5706	RICHMOND COUNTY - VARIOUS, US 74 BUSINESS TO SR 1426 (ABERDE	Tentative May
8	RICHMOND	U-6027	US 1 (PROPOSED) / SR 1516 (GREENE STREET) FROM US 220 TO US	Tentative May
8	CHATHAM	R-5930	NEW ROUTE FROM COUNTRY ROUTT BROWN ROAD TO US 15/ US 501. CO	Previously Reinitiated
8	HOKE	R-5709	NC 211 FROM US 15/501 IN ABERDEEN TO SR 1244 (WEST PALMER STREET)/SR 1311(MOCKINGBIRD HILL ROAD) IN-RAEFORD WIDEN TO MULTILANES	Previously Reinitiated
8	HOKE	U-5857	SR 1406 (ROCKFISH ROAD) FROM SR 1418 (LINDSAY ROAD) TO SR 10	Previously Reinitiated
8	LEE	U-5709	SR 1237 (CARTHAGE STREET) FROM SR 1152 (FIRE TOWER ROAD) TO	Previously Reinitiated
8	RANDOLPH	U-5743	NC 42 / SR 2194 (DUBLIN SQUARE ROAD) FROM SR 2237 (EAST SALI	Previously Reinitiated
8	RANDOLPH	U-5770	I-85 AT SR 1993 (SOUTH MAIN STREET) IN ARCHDALE. INTERCHANGE	Previously Reinitiated
8	CHATHAM	R-5887	US 64 CHATHAM & WAKE COUNTIES AT NC 751. CONVERT AT-GRADE IN	TBD - Not Let in Years 1 through 5
8	CHATHAM	R-5961	NC 87 FROM NC 902 UB OUTTSBIRI TI YS 64 BYPASS. WIDEN TO 12	TBD - Not Let in Years 1 through 5
8	CHATHAM	R-5963	NEW ROUTE FROM US 15 / US 501 / NC 87 TO US 64 BUSINESS. CON	TBD - Not Let in Years 1 through 5
8	CHATHAM	U-6192	US 15/ US 501 FROMUS 64 BYPASS TO SR 1919 (SMITH LEVEL ROAD)	TBD - Not Let in Years 1 through 5

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Project removed from Suspension List and can move forward with PE
Added to the Suspension List for PE

Div	County	Project ID	Description	Start Date for PE
8	LEE	B-5976	SR 1400 (CUMNOCK RD.) REPLACE BRIDGE #69 AND BRIDGE #70 OVER	TBD - Not Let in Years 1 through 5
8	LEE	R-5960	NEW ROUTE FROM SR 1133 (LEE AVENUE) TO EXISTING COMMERCE DRI	TBD - Not Let in Years 1 through 5
8	LEE	U-5727/U-5975	US 1/US 15/US 501 FROM SOUTH OF NC 78 (TRAMWAY ROAD)/SR 1303	TBD - Not Let in Years 1 through 5
8	MONTGOMERY	R-5826A	NC 109 FROM NC 73 (NORTH MAIN STREET) IN MT. GILEAD TO SR 11	TBD - Not Let in Years 1 through 5
8	MONTGOMERY	R-5826C	NC 109 FROM SR 1174 (PEE DEE ROAD) TO NC 24 / NC 27 UPGRADE	TBD - Not Let in Years 1 through 5
8	MONTGOMERY	R-5932	NC 24 / NC 27 FROM I-73 / I-74 / US 220 TO SR 1644 (OLD GLEN	TBD - Not Let in Years 1 through 5
8	MOORE	R-5891	US 15 /US 501/NC 211 MOORE COUNTY AT SR 1205/SR 1309 (MORGAN	TBD - Not Let in Years 1 through 5
8	MOORE	R-5892	NC 5 (BEULAH HILL ROAD) MOORE COUNTY FROM INTERSECTION OF TR	TBD - Not Let in Years 1 through 5
8	MOORE	R-5927	US 15/ US 501 FROM NC 2 AND NC 211 TRAFFIC CIRCLE IN PINEHUR	TBD - Not Let in Years 1 through 5
8	RANDOLPH	R-5931	NC 49 FROM SR 1174(WAYNICK MEADOW ROAD)TO SOUTH OF SR 1193(O	TBD - Not Let in Years 1 through 5
8	RANDOLPH	R-5956A	US 220 BUSINESS (NORTH FAYETTEVILLE STREET) FROM SR 2269 (VI	TBD - Not Let in Years 1 through 5
8	RANDOLPH	R-5956B	US 220 BUSINESS (NORTH FAYETTEVILLE STREET) FROM SR 2149 (HU	TBD - Not Let in Years 1 through 5
8	RANDOLPH	R-5957	NC 42 (EAST SALISBURY STREET) FROM SR 2189 (MARTIN LUTHER KI	TBD - Not Let in Years 1 through 5
8	RANDOLPH	U-6191	NC 62 FROM SR 3252 (SURRETT DRIVE) IN TRINITY TO SR 1009 (NO	TBD - Not Let in Years 1 through 5
8	RICHMOND	I-6055	US 74/FUTURE I-74 RICHMOND & SCOTLAND COUNTIES FROM US 74 BU	TBD - Not Let in Years 1 through 5
8	RICHMOND	R-2501A	US 1 FROM SOUTH CAROLINA STATE LINE TO SR 1104; FUTURE I-73	TBD - Not Let in Years 1 through 5
8	RICHMOND	R-2501BA	NEW ROUTE FROM SR 1104 (OSBORNE ROAD) TO US 74 BYP; FUTURE I	TBD - Not Let in Years 1 through 5
8	RICHMOND	R-2501BB	US 1 FROM US 74 BYPASS TO US 74 BUSINESS	TBD - Not Let in Years 1 through 5
8	RICHMOND	R-2501BC	NEW ROUTE FROM US 74 BUS TO 2 KM NORTH OF SR 1606 (FOX ROAD)	TBD - Not Let in Years 1 through 5
8	RICHMOND	R-5928	US 1 FROM SR 1640(WIREGRASS ROAD) TO LOCH LAURIN LANE. WIDEN	TBD - Not Let in Years 1 through 5
8	SCOTLAND	R-3333	US 401 FROM US 401 BUSINESS NORTH OF LAURINBURG TO US 401 BU	TBD - Not Let in Years 1 through 5
8	SCOTLAND	U-5977	US 15 / US 401 FROM THE SOUTH CAROLINA STATE LINE TO SOUTH O	TBD - Not Let in Years 1 through 5



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

February 12, 2020

Secretary James H. Trogdon, III
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Trogdon:

In recent months the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and its member jurisdictions, have become well aware of the budgetary issues currently plaguing the North Carolina Department of Transportation (NCDOT) and affecting NCDOT's ability to move forward with projects in a timely manner. Recently, however, we have learned that some projects are being allowed to move forward with their current phase; for example, U-5717, a new interchange project at US 15/501 and Garrett Road in Durham, and I-3306AC, an interchange project at I-40 and NC-86 in Orange County, were recently removed from the suspension list and are proceeding with preliminary engineering.

While this is certainly good news and both projects are supported by both DCHC MPO and the municipalities, the methodology of why certain projects are released from suspension and others are not is unclear. Furthermore, the priority of our local governments has been the resumption of reimbursements for locally managed projects and the prioritization of critical safety, bicycle, and pedestrian projects over vehicular mobility projects. NCDOT previously communicated that it would allow for locally managed projects to proceed in their current phase with delayed reimbursement until at least May 2020, but has recently required that local governments accept delayed reimbursement to "an undetermined period of time." It is concerning that NCDOT is stretching out the delayed reimbursement schedule and is providing no firm timetable or order of priority for the resumption of reimbursement payments, while lifting the suspension from more expensive large highway projects. This shifts NCDOT's cash flow problem to local governments, and is particularly burdensome to smaller jurisdictions.

DCHC MPO requests an explanation from NCDOT regarding the methodology for release of projects from the suspension list, and an assessment of when locally managed projects can request reimbursement. Furthermore, DCHC MPO clarifies that its first priority during this period of restricted cash flow is to release the locally managed projects from the suspension list so that reimbursements to local governments can be reinstated.

Sincerely,

Wendy Jacobs, Chair
Durham-Chapel Hill-Carrboro MPO

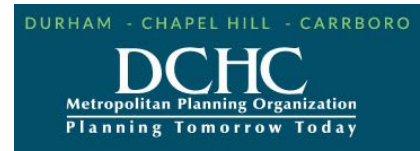


Durham Chapel-Hill Carrboro Metropolitan Planning Organization

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

Cc: Joey Hopkins, PE, Division 5 Engineer
Richard Hancock, PE, Division 5 Deputy Division Engineer
David Keilson, PE, Division 5 Planning Engineer
Mike Mills, PE, Division 7 Engineer
Pat Wilson, PE, Division 7 Project Delivery Engineer
Stephen Robinson, PE, Division 7 Planning Engineer
Brandon Jones, PE, Division 8 Engineer
Bryan Kluchar, PE, Division 8 Planning Engineer
Nishith Trivedi, DCHC MPO TC Chair
Ellen Beckmann, PE, AICP, DCHC MPO TC Vice-Chair
Dr. Felix Nwoko, DCHC MPO Manager
Aaron Cain, AICP, DCHC MPO Planning Manager

DRAFT



Joint Meeting of the Executive Boards of the Durham-Chapel Hill-Carrboro MPO and the Capital Area MPO

Apex Town Hall
73 Hunter Street, Apex, NC 27502
Thursday, January 30, 2020 - 9:00 am – 11:30 am

AGENDA

1. Welcome & Introductions
 - Sig Hutchinson, Chair, Capital Area MPO
 - Wendy Jacobs, Chair, Durham-Chapel Hill-Carrboro MPO
2. Comments From the Public
3. Foundations for Joint MPO Transportation Investment Decisions
 - Joint MPO Transportation Policy Priorities
 - Metropolitan Transportation Planning Framework
4. Planning for Investments
 - Commuter Rail
 - Bus Rapid Transit
 - Healthy, Safe, Resilient Mobility: Active Transportation & Demand Management
 - Toll Roads & Managed Motorways
5. Strategic Partner Initiatives
 - RTA FAST Study: Joe Milazzo, Regional Transportation Alliance
6. Other Business
7. Adjournment

Joint Meeting of the MPO Policy Boards

January 30, 2020



Joint MPO Transportation Policy Priorities

Joint MPO Policy Boards

January 30, 2020



Triangle Regional Transportation Policy Priorities

- ❖ Invest for success
- ❖ Make investments reliable & predictable
- ❖ Enable critical corridor investments to be more cost effective
- ❖ Remove funding barriers for small towns and rural areas in division with large MPOs



Triangle Regional Transportation Policy Priorities

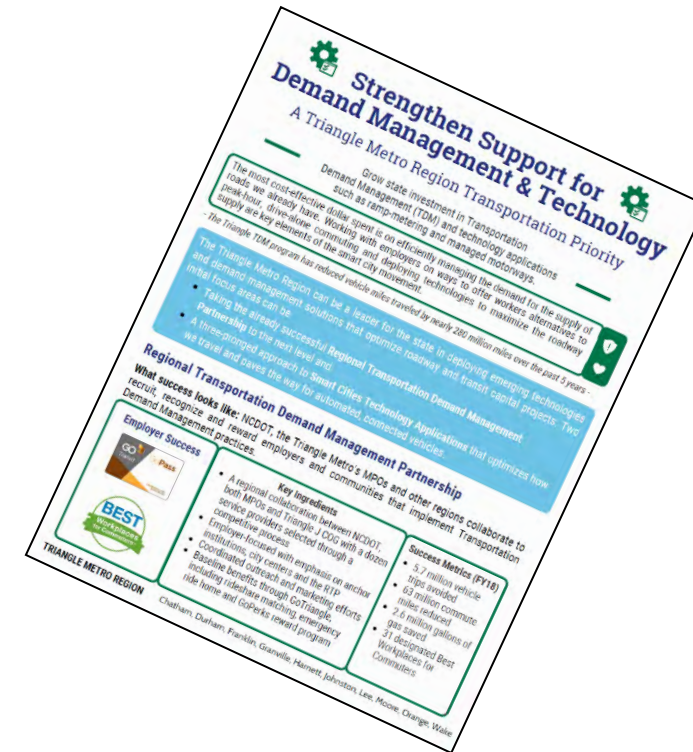
- ❖ Make NC a leader in active transportation investments
- ❖ Strengthen support for demand-management and technology
- ❖ Recognize statewide projects in all modes



Strengthen Support for Demand Management and Technology

❖ Demand Management

- ❑ Manage demand to more efficiently use existing roads
- ❑ Promote collaboration - NCDOT, MPOs, TJCOG and local service providers
- ❑ Engage employers and provide guidance and tools
- ❑ Work with state leaders to reinstate ability to adopt local ordinances



Strengthen Support for Demand Management and Technology

❖ Smart City Technologies

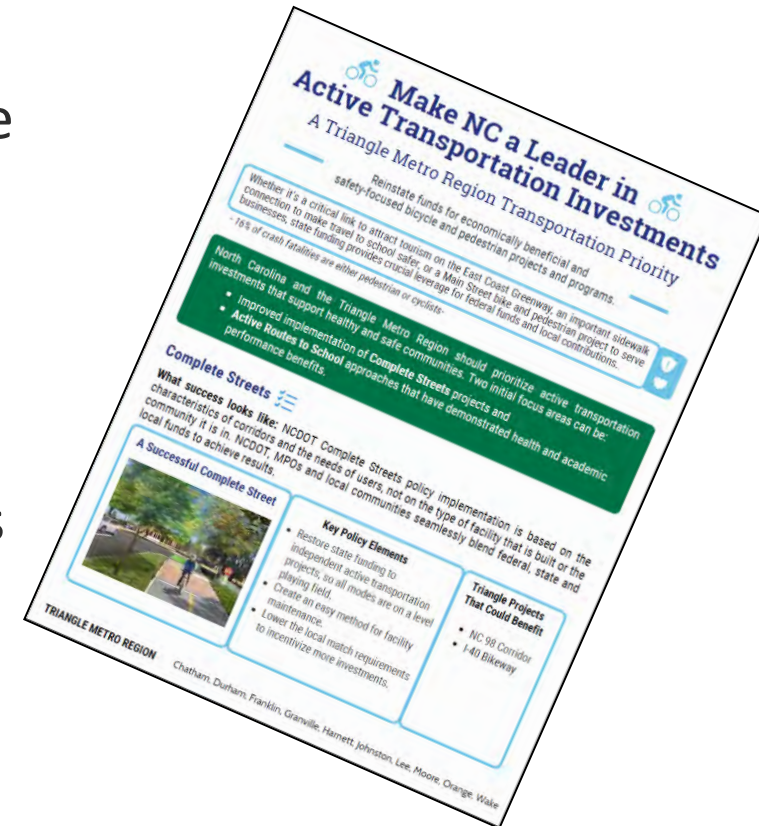
- ❑ Active Freeway Management to reduce delay and increase reliability
- ❑ Traffic Signal Systems into integrated, community-wide network
- ❑ Mobility in Regional Hubs such as city centers and universities, using technology, pricing, parking strategies



Make NC a Leader in Active Transportation Investments

❖ Complete Streets

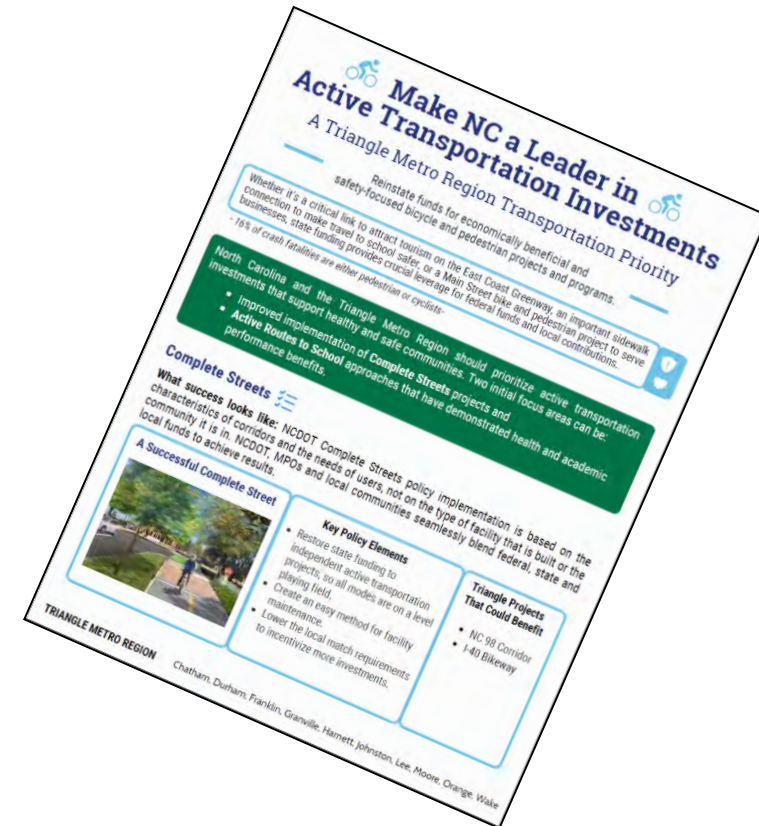
- ❑ Restore state funding for standalone bike and pedestrian projects
- ❑ Clarifies responsibilities for facility maintenance
- ❑ Lower the local match requirements to incentivize more investments
- ❑ Prioritize side paths for busy, high-speed roads



Make NC a Leader in Active Transportation Investments

❖ Safe Routes to Schools

- ❑ Impacts on learning and health
- ❑ Improves academic performance and classroom behavior
- ❑ NCDOT and MPOs can use flexible funding for SRTS investments and programs
- ❑ Site selection and design efficiencies / cost savings



NCDOT Complete Streets 2.0

❖ For STIP Projects:

- ❑ Commits NCDOT to pay full cost if bike/ped facility in a plan
- ❑ Requires Complete Streets Project Sheet with SPOT submission
- ❑ Recognizes NACTO and other design guidance
- ❑ Releasing Implementation Guide and FAQs soon (including maintenance questions)



Next Steps for Our Priorities?

(not asking to decide today, but to give guidance to staff)

- ❖ Develop more detail on other existing policy priorities?
- ❖ Consider additional policy priorities for the region?
- ❖ Retire any existing priorities?
- ❖ Other Steps?



Metropolitan Transportation Plans

Framework

Joint MPO Policy Boards
January 30, 2020

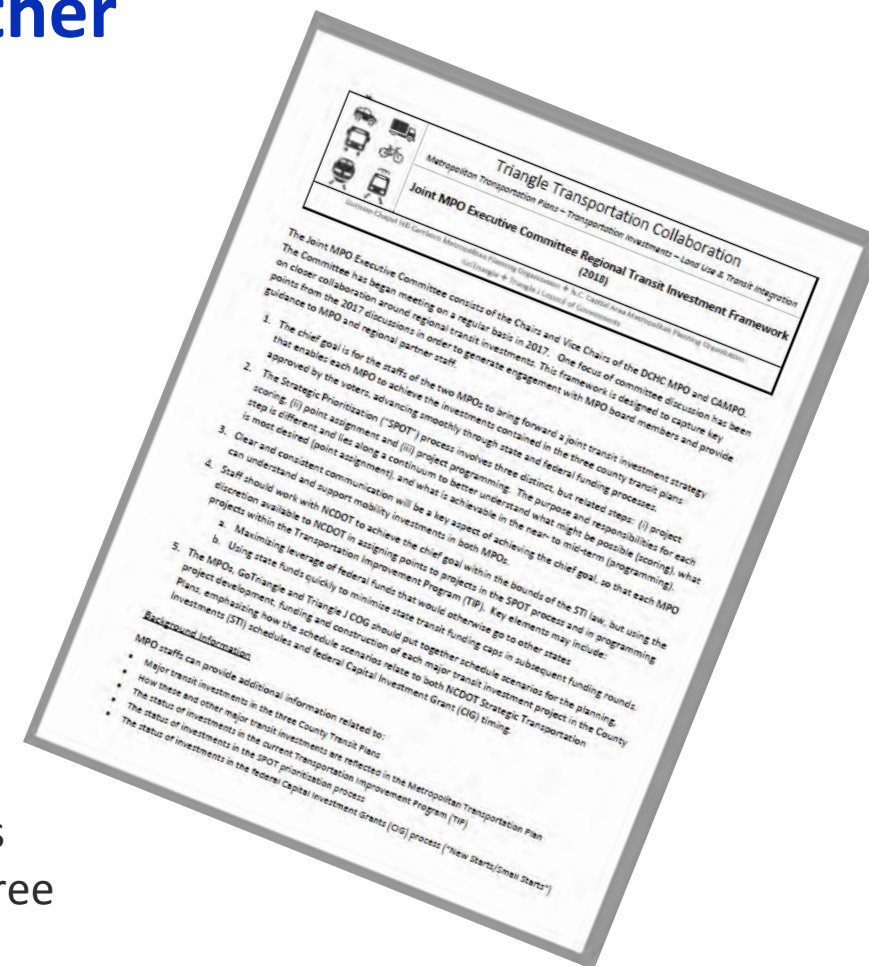




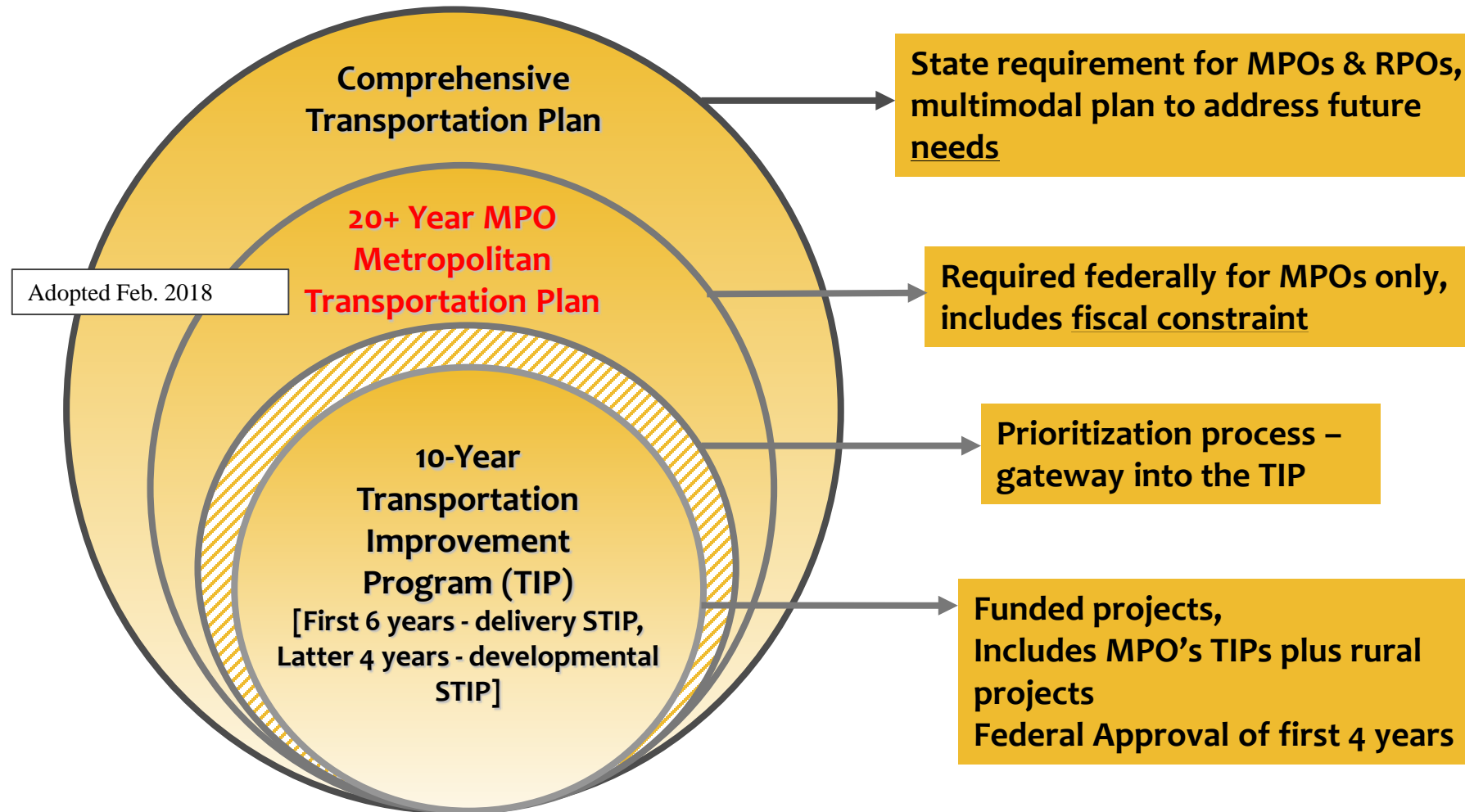
Where We Plan Together

How We Plan Together

- ❖ Joint MPO Executive Committee (MPO chairs & vice-chairs, technical committee chairs, lead staff)
- ❖ Commitment to closer collaboration and clearer communication at policy, technical and staff levels
- ❖ **Joint meetings of MPO Policy Boards**
- ❖ Joint documents:
 - ❑ Policy Priorities
 - ❑ Joint Executive Committee Transit Investment Framework
 - Chief Goal: “joint transit investment strategy that enables each MPO to achieve the investments contained in the three county transit plans approved by the voters, advancing smoothly through state and federal funding processes.”



What We Plan Together

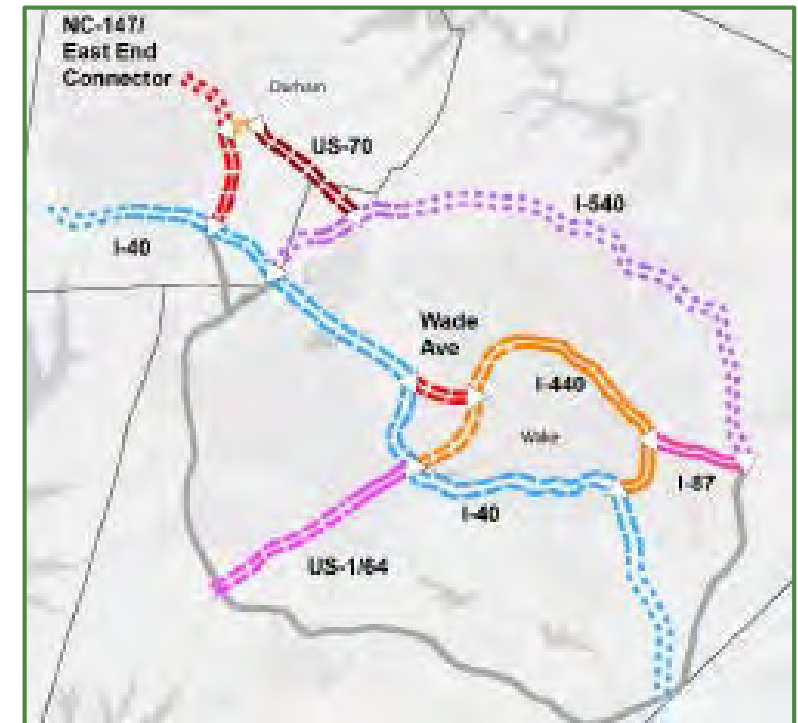


Regional Collaboration

- ▶ TRM (Triangle Regional Model)
 - Forecasting tool developed and managed by the two MPOs, GoTriangle, and NCDOT

- ▶ Coordination for NCDOT Prioritization
 - Limited State/Federal funding
 - MPOs/RPOs/NCDOT Divisions

- ▶ Coordinated Special Studies
 - Corridor Studies
 - Triangle Regional Freight Plan – Feb 2018
 - Triangle Strategic Tolling Study – Oct 2019
 - Managed Motorways – I-6001 *ongoing*
 - Triangle Region ITS Deployment Plan - *ongoing*



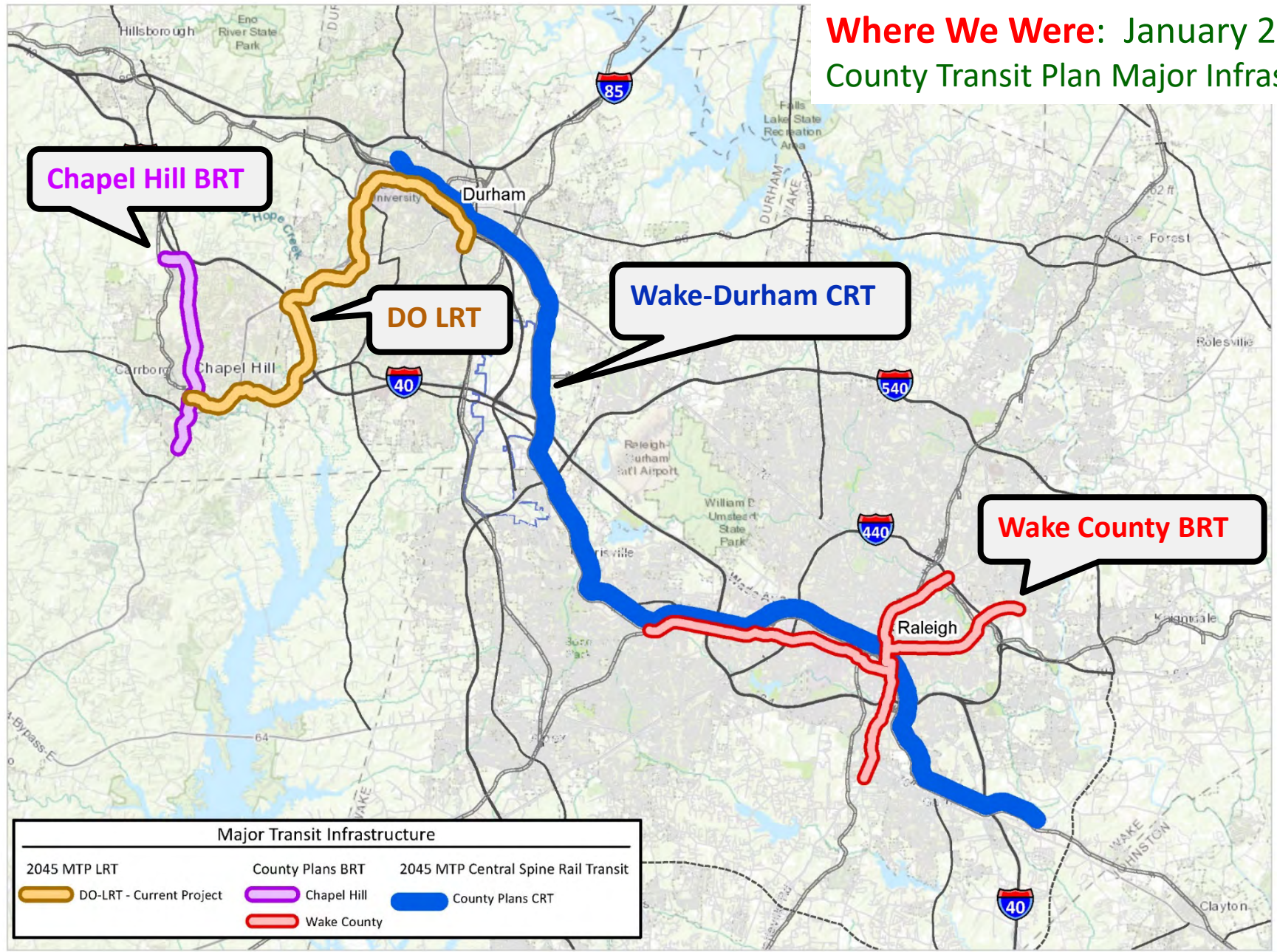
Major Transit Infrastructure

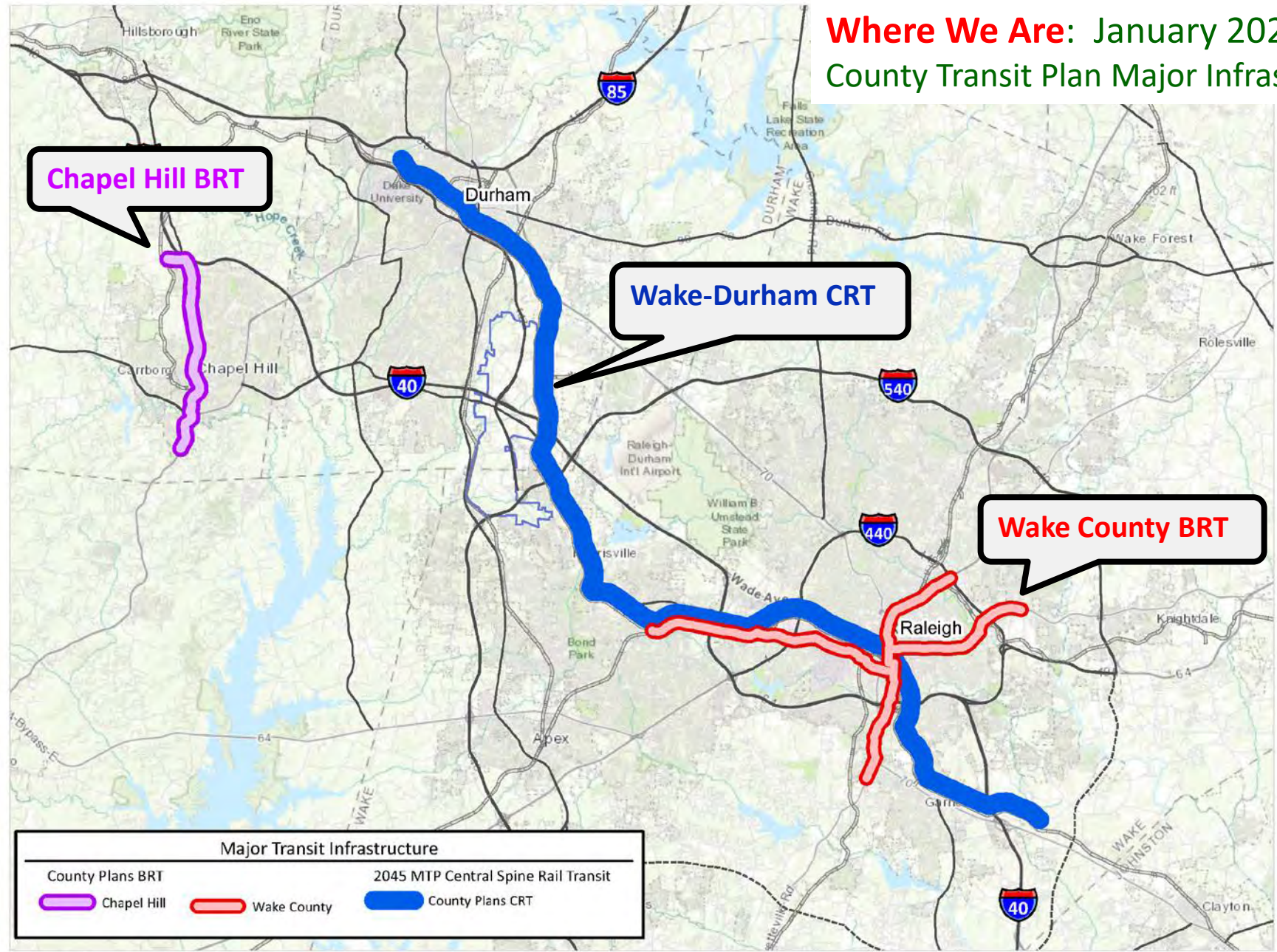
Status in County Plans & 2045 Metropolitan Transportation Plan

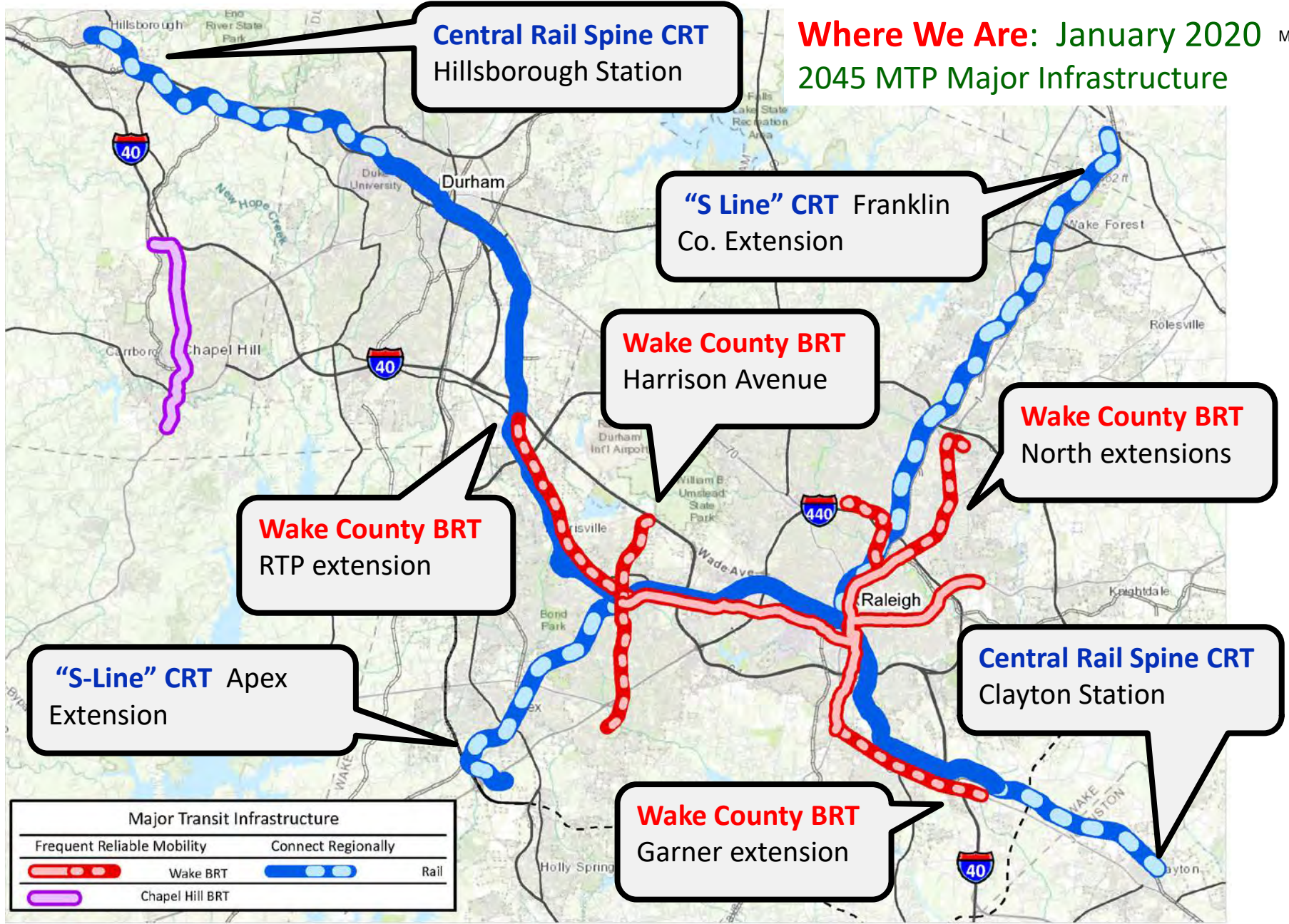
Joint MPO Policy Boards

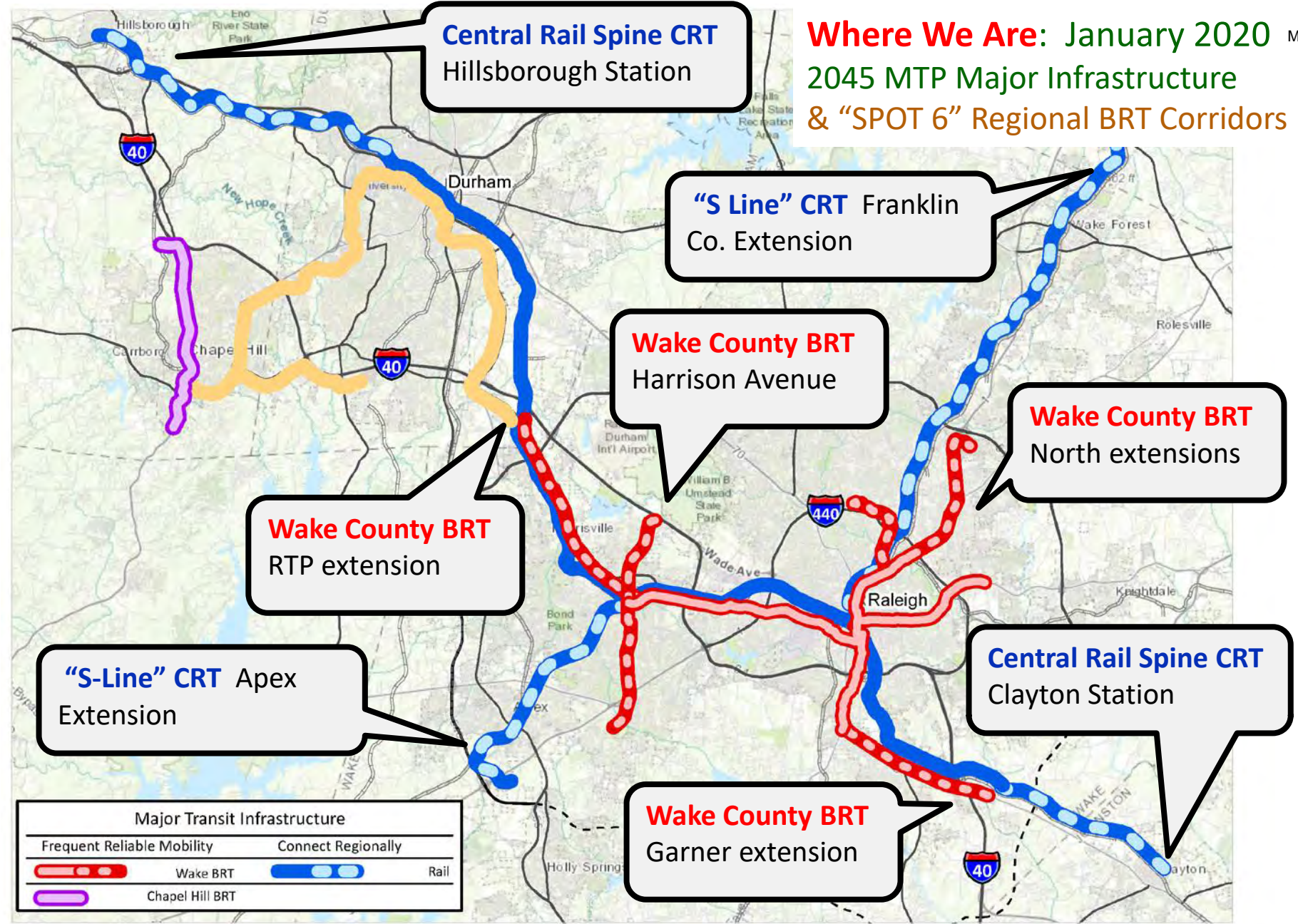
January 30, 2020





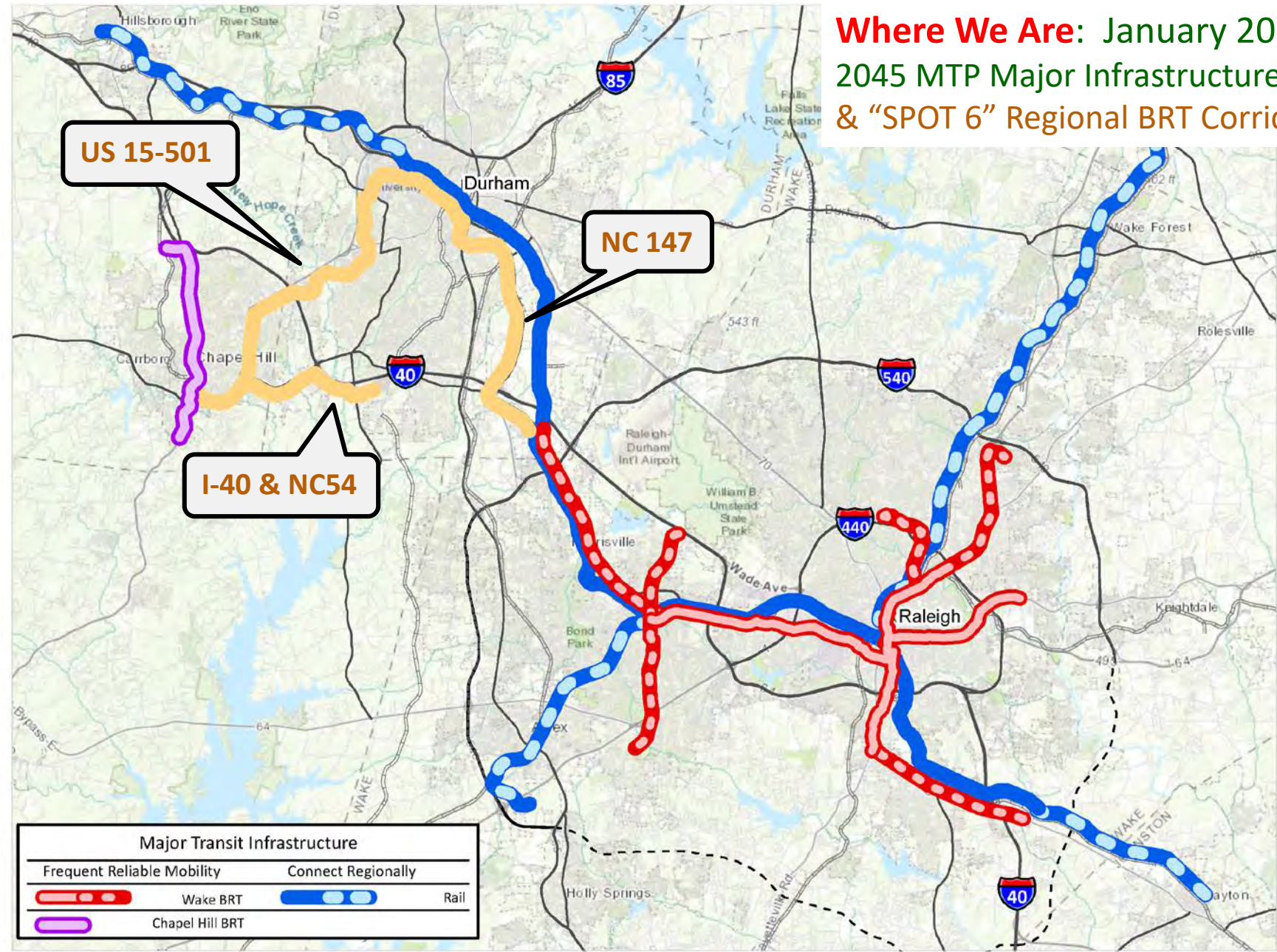






Where We Are: January 2020 MPO Board 2/12/2020 Item 13

2045 MTP Major Infrastructure
& "SPOT 6" Regional BRT Corridors



“Spine Corridor” Commuter Rail

Joint MPO Policy Boards

January 30, 2020



Existing Rail Corridor

MPO Board 2/12/2020 Item 13

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks

Previous Study: CRT Major Investment Study

This study of the 37-mile corridor completed in May 2019 showed:

- Taking commuter rail in the corridor would be faster and more reliable than driving at rush hour or taking a bus.
- The operating scenario providing service every 30 minutes in peak periods and limited service midday and evenings was the most productive among the scenarios studied.
- 16 potential candidate station zones would be appropriate for further analysis
- Ridership results would be consistent with those from similar commuter rail systems.
- Additional analysis would be needed to refine ridership estimates and to identify infrastructure required to support any commuter rail operating plans.

Current Study: Greater Triangle Commuter Rail Study

What do we hope to take away from this study?

- Provide elected officials the data needed to decide whether to take the project to the next phase of development
- Examine scenarios adding Johnston County/Selma and Orange County/Mebane
- Refresh and update ridership estimates, infrastructure assumptions, and cost estimates that were included in prior high-level planning studies
- Identify additional activities necessary before initiating project design and implementation

Preliminary Findings of the In-Progress Study



- Further detailed railroad capacity modeling would be needed to confirm infrastructure requirements
- Cost estimates require further definition
 - Cost estimates are planning-level
 - No engineering has been performed yet as part of this study
 - Cost estimates would be refined once preliminary engineering work and railroad capacity modeling is completed
- Ridership estimates would require further refinement

This is a Preliminary Feasibility Study. All information is subject to refinement as additional phases of study and design are completed.

All Commuter Rail Scenarios Studied Necessitate Another Track

Existing/Planned Traffic

- 27 freight and intercity passenger trains per day

Scenario 1: Three round trips in the peak periods

- +14 commuter trains per day (7 round trips)

Scenario 2: Five round trips in the peak periods

- +24 commuter trains per day (12 round trips)

Scenario 3: Eight round trips in the peak periods

- +40 commuter trains per day (20 round trips)

To be eligible for federal funding, project must score a Medium rating

End Points	Weekday Round Trips	Service Level	Expected Score	“Upside” Score	“Downside” Score
Mebane-Selma	20	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	12	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	7	3-1-3	Medium-Low	Weak Medium	Medium-Low
Durham-Garner	20	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	12	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	7	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	20	8-2-8-2	Weak Medium	Medium	Medium-Low
Durham-Clayton	20	8-2-8-2	Medium	Medium	Medium-Low

Note: Scenarios rated as “Weak Medium” are projected to score at the low end of the Medium range, meaning that if any single component score is reduced, the overall score would fall below the eligibility requirements

Critical Next Steps

Public meetings with County boards and MPOs

- Local decision-making on next steps

Memorandum of Understanding for next phase of work (early project development activities):

- NCRR, GoTriangle, Counties, MPOs, NCDOT



Focus on Risk Management

- **Requirements Risk:**
 - Difficulty of succinctly and fully developing project requirements
 - Differences in project stakeholder goals
- **Design Risk:**
 - Design-related assumptions change
 - Situations where unknown factors cause designs to change
- **Market Risk:**
 - Open market pricing and/or contract packaging strategies
- **Construction Risk:**
 - Site activities
 - Coordination of contractors

Next Phase of Study: Key Focus Areas

Local Engagement: Build a foundation for sustained regional cooperation

Further Refine Project Concept: Define infrastructure and frequency of trains

Metrics: Provide monetary costs, non-monetary costs, and benefits

Railroad Buy-in: Rail network modeling, determine necessary requirements

Capacity Building: Develop management plan and procure consultant support

FTA Funding Eligibility: Ridership modeling and economic development potential

Cost Share: Obtain commitment of 100% of non FTA funds

MPO Policy Board Member Discussion

- What are you hearing in your community about Commuter Rail?
- What questions do you have that you'd like more information about?
- What initial thoughts do you have about Commuter Rail investment?



Joint MPO Meeting – CAMPO – DCHC | January 30, 2020

Wake Bus Rapid (BRT) Update

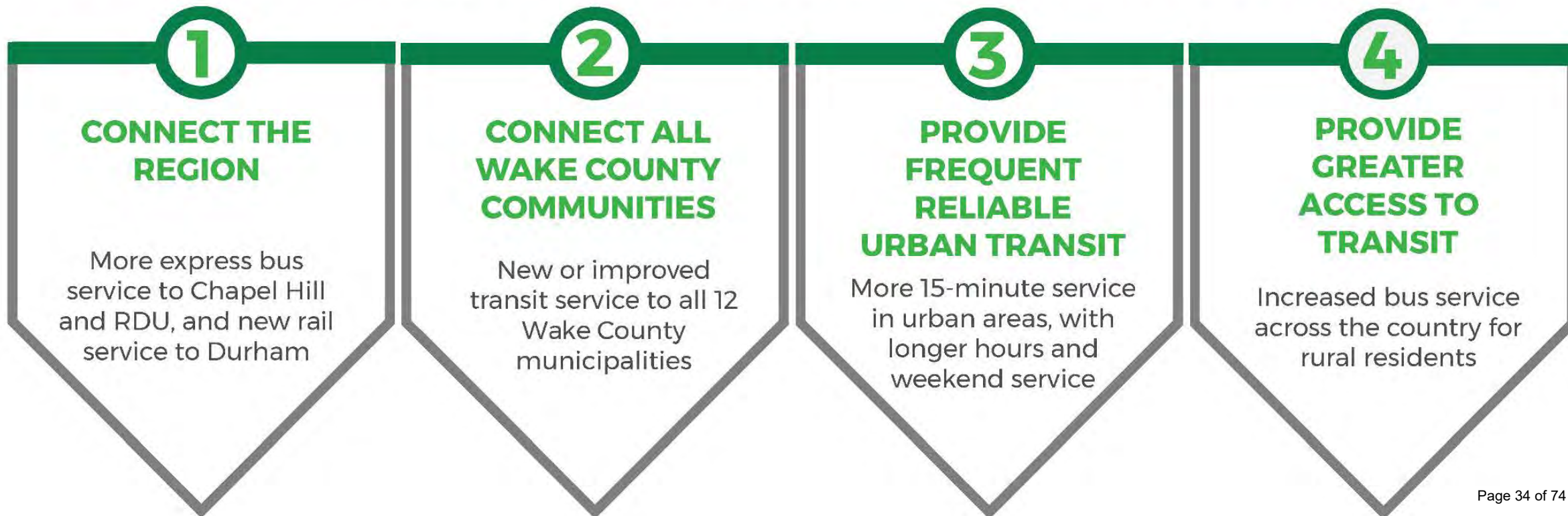
- Wake Transit Plan
- Wake BRT Program Update
- Wake BRT: New Bern Avenue
- Next Steps/Future Public Engagement



Wake Transit Plan

Four Big Moves

The Wake County Transit Plan Includes Four **“BIG MOVES”**





Wake BRT Program Update

Project Status

Wake BRT: Northern Corridor

Project Milestones:

- Initiate route selection in Fall 2020

Wake BRT: Western Corridor

Status:

- Currently working on route selection

Project Milestones:

- Initiate Project Development in Summer 2020

Wake BRT: New Bern Avenue

Status:

- Currently in design phase (10%)

Project Milestones:

- 30 % design by Spring 2020
- Final design by Summer 2021
- Revenue service by end of 2023

Raleigh BRT: Equitable Development Around Transit

Status:

- Creating policy for land use along all BRT corridors
- Final report, proposed regulatory changes in Spring 2020

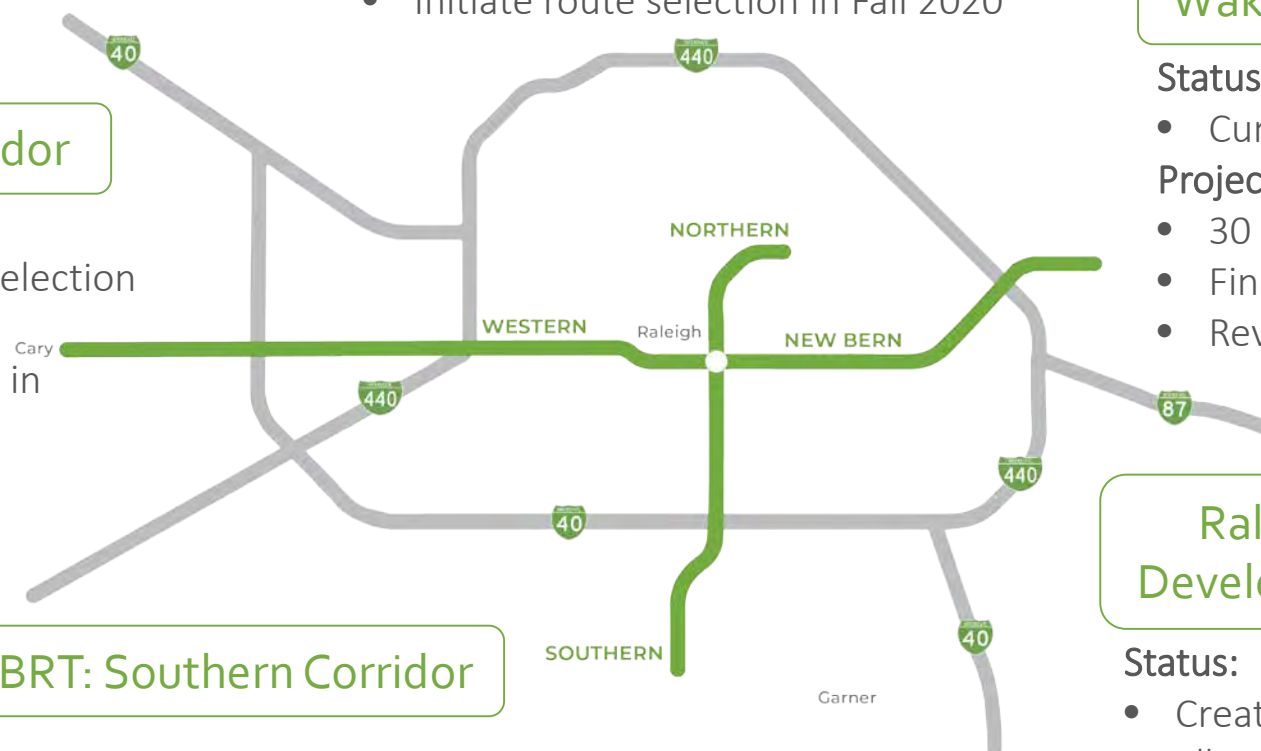
Wake BRT: Southern Corridor

Status:

- Currently working on route selection

Project Milestones:

- Initiate Project Development in Summer 2020



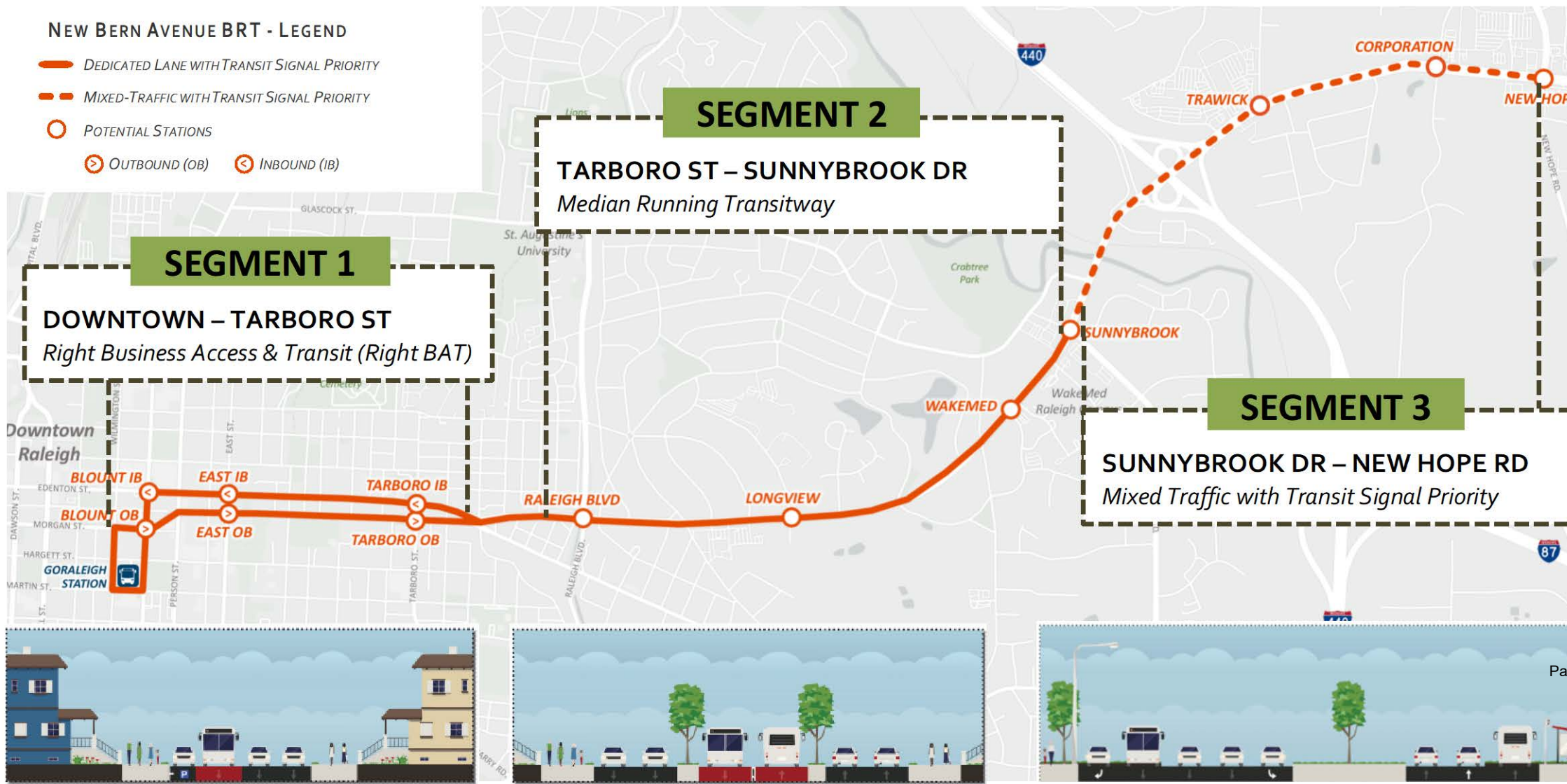


Wake BRT: New Bern Avenue

Current Design

NEW BERN AVENUE BRT - LEGEND

- DEDICATED LANE WITH TRANSIT SIGNAL PRIORITY
- - - MIXED-TRAFFIC WITH TRANSIT SIGNAL PRIORITY
- POTENTIAL STATIONS
- OUTBOUND (OB) ➤ INBOUND (IB)





Wake BRT: New Bern Avenue

Project Statistics



GoRaleigh Station to New Hope/New Bern (East Raleigh Transit Center, P&R)



Total 5.1 miles, **3.3 miles of dedicated lanes**



Ten (10) station pairs, in addition to GoRaleigh Station



Mon-Fri from **4am to midnight** and Sat-Sun from **5:30 am to midnight**



Target revenue service/opening year – end of **2023**



\$71.4 Million (YOE)



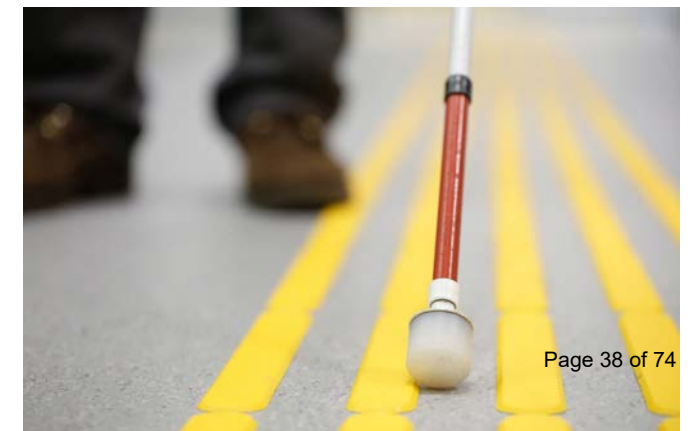
\$2.5 Million – estimated operating cost in first full year of operations



Wake BRT: New Bern Avenue

Current Observations / Public Focus

- Station access information: universal design, safety and ADA (offset median stations)
- System "look and feel"
 - Branding
 - Vehicles
 - Station design
- Corridor context specific public engagement



Station Access



Wake BRT: New Bern Avenue

ADA Design / Universal Access

Sidewalk features:



1. Tactile warning strip near sidewalk curb
2. Audible crossing announcement
3. Standard NCDOT curb ramps

Station area features:



1. ADA ramp with hand rail leading from sidewalk to station waiting area
2. Braille and/or raised text station signage
3. Bus-level station platform - with additional tactile warning strips - to allow for seamless boarding

Station amenities:



1. Auditory cues and Braille detailing on ticket kiosks
2. Auditory announcements for approaching buses
3. Seating areas with wheelchair accessible spaces



Wake BRT: New Bern Avenue

Final Design Approach

Wake BRT System Design

- **Design Standards**
 - Station Typologies / Structures
 - Site-Specific Design
 - ADA / Access Standards
 - Bike-Ped / Complete Streets
 - Kit of Parts / Structures
- **Branding**
 - Identity / Placemaking
- **User Experience**
 - Customer Experience
 - Employee Experience
 - Station Wayfinding / Access
 - Prototyping
- **Art Integration**
 - Type / Area of Application
- **Marketing / Communications**
 - Community Engagement
 - Stakeholder Outreach
 - Consensus Building
 - Public Relations
- **Safety & Security**
 - Infrastructure Specifications
- **Technology/Innovation**
 - Infrastructure Specifications

Wake BRT: New Bern Avenue

- **Final Design (100%)**
 - Transit Runningway Design
 - Roadway Design
 - Signal Design
 - Stormwater Design
 - Crosswalks / Bike-Ped Design
 - Structures / Vertical Elements
 - Construction Plans
 - Utilities / Fiber
- **Safety & Security**
 - Cameras
 - Lighting
- **Agency Coordination**
 - NEPA Documentation
 - FTA Coordination
 - NCDOT Coordination
- **Cost Estimates**
 - Design Cost Estimate
 - Construction Cost Estimate
- **Phasing / Implementation**
 - Corridor Phasing Strategy
 - Federal Process
 - Implementation Timeline



Next Steps

Future Public Engagement

February 2020

Wake BRT: Southern Corridor Kick Off & Design Open House #1

- February 20th – Garner Senior Center 4-7pm
- February 24th – Victory Church 4-7pm

Raleigh Equitable Development Around Transit Design Open House #3

- Two meetings (tentative dates February 27th and 29th)

April 2020

Wake BRT: Western Boulevard Corridor Study Open House #2

Wake BRT: New Bern Avenue Design Open House #3

Thank You

Page 42 of 74

Chapel Hill
transit

Get on Board!

Matt Cecil

Transit Development Manager

Chapel Hill Transit

(919) 969-4916

mcecil@townofchapelhill.org

To Learn More: <https://nsbrt.org/>

January 30, 2020

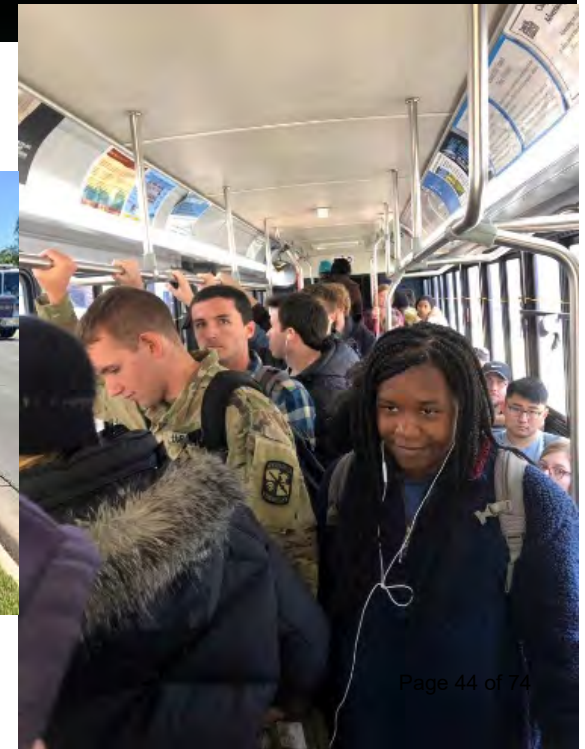
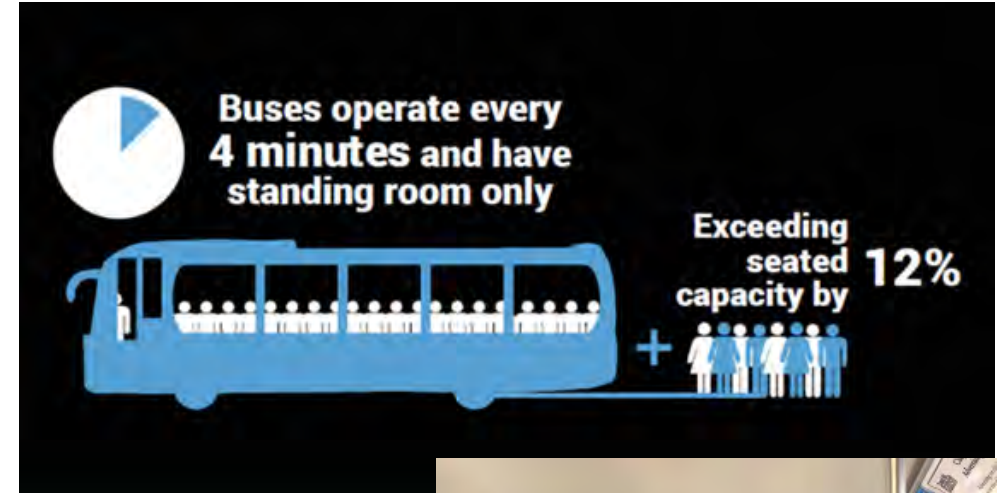
NORTH BUS RAPID TRANSIT
SOUTH BUS RAPID TRANSIT



Context and Vision

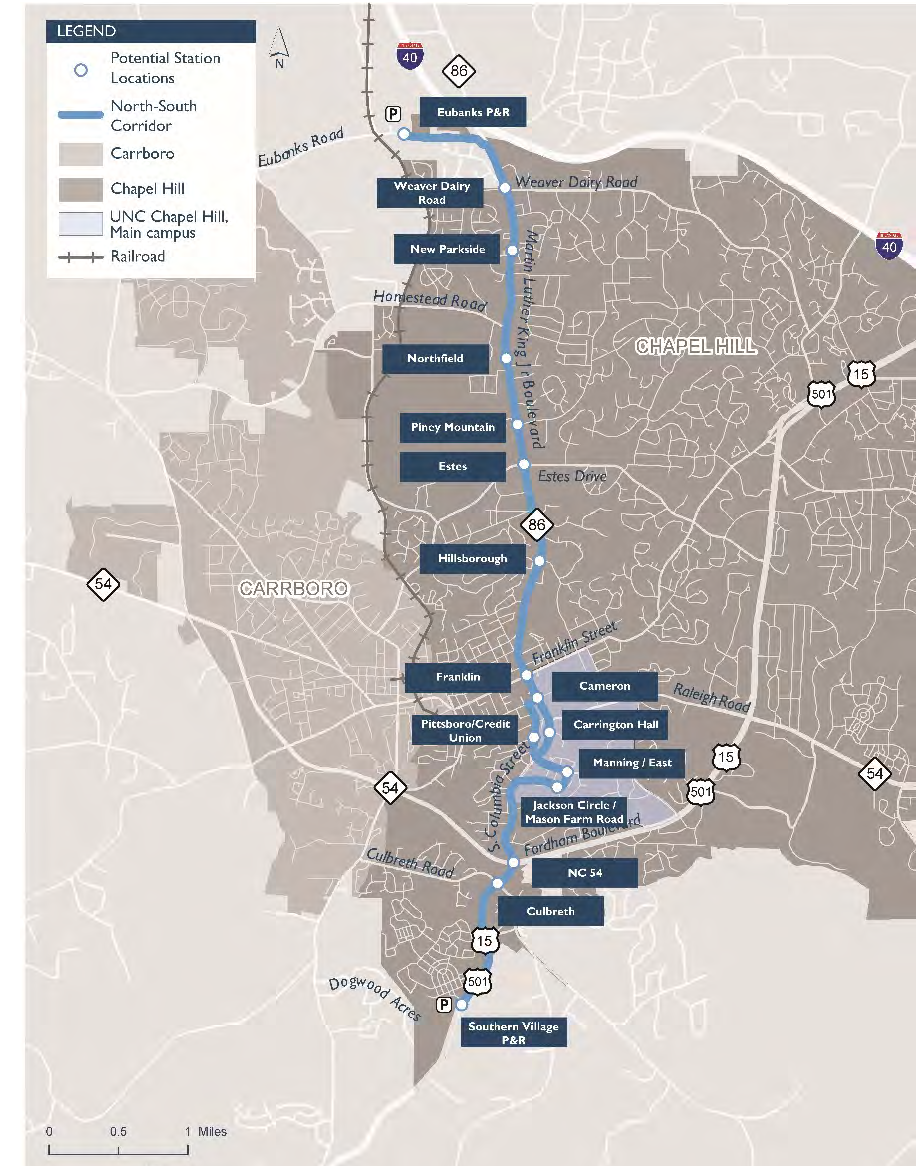
Prepares the Town to meet mobility demand as the region continues to grow:

- Current system operates close to maximum capacity
- Proposed system provides a long-term, scalable solution available to residents and visitors of the community
- Connects to regional transit options
- Supports current & planned development in the corridor with a multi-modal system that serves cyclists, pedestrians and other users



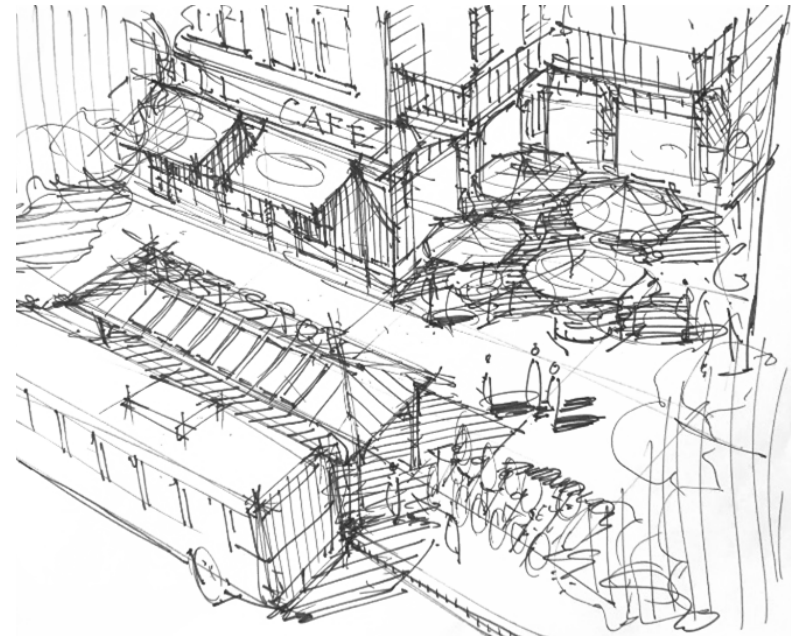
NEPA and 30% Design Schedule

- Applied for rating with FTA on August 23, 2019
- **Spring 2020** – LPA finalized
- **Late Spring 2020** – Request Revised NEPA Class of Action
- **Spring 2020** – Draft 30% design plans handed over to NEPA Team
- **Late Spring 2020** – 30% design plans are finalized based on FTA feedback
- **Fall 2020** – NEPA document published for review



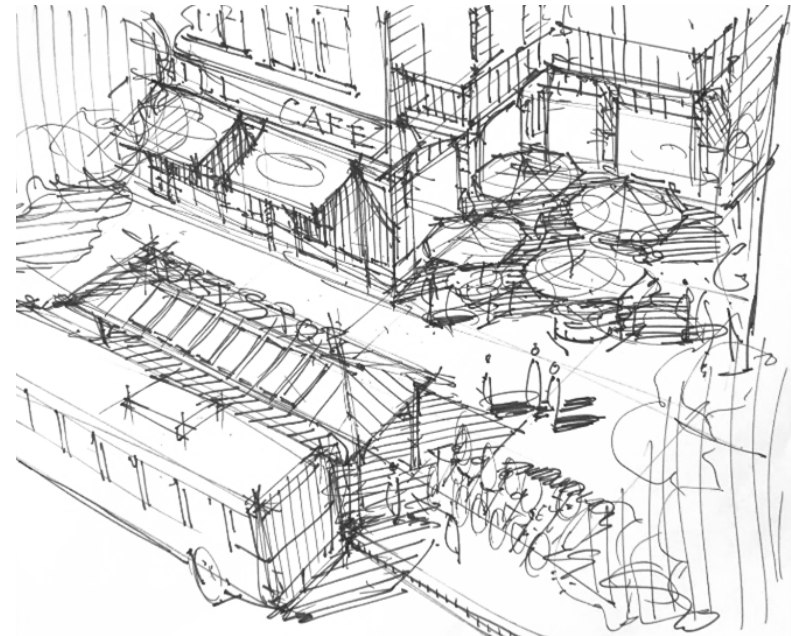
NSBRT Corridor

- 8.2 miles
- Eubanks P&R to Southern Village P&R
- Connections with:
 - UNC Hospital
 - UNC Campus
 - Downtown Chapel Hill
- Regional connections
- 33 minute travel time
- Opening 2025
- 7,500 daily riders opening year
- \$5.9M annual O&M



Operating Plans

- 27 stations
- NSBRT will operate 7 days a week
- 7.5 minute peak frequency
- 10 minute off-peak frequency
- 20 minute night and weekend frequency
- 60% dedicated guideway
- 82% pedestrian and bicycle facilities



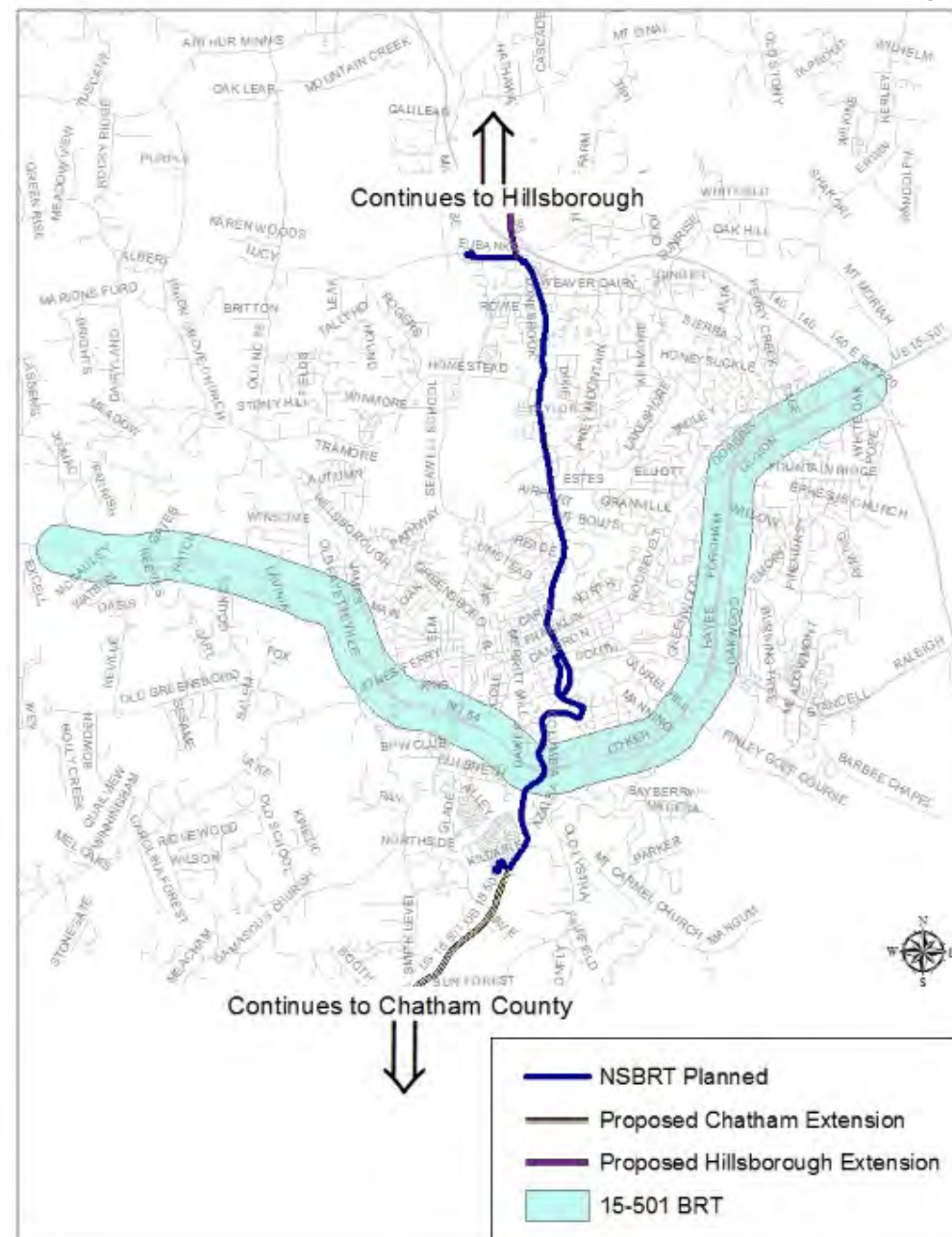
Funding

- Current financial plan assumes \$100M of project funding to come through Federal Sources, \$41M from non-federal sources

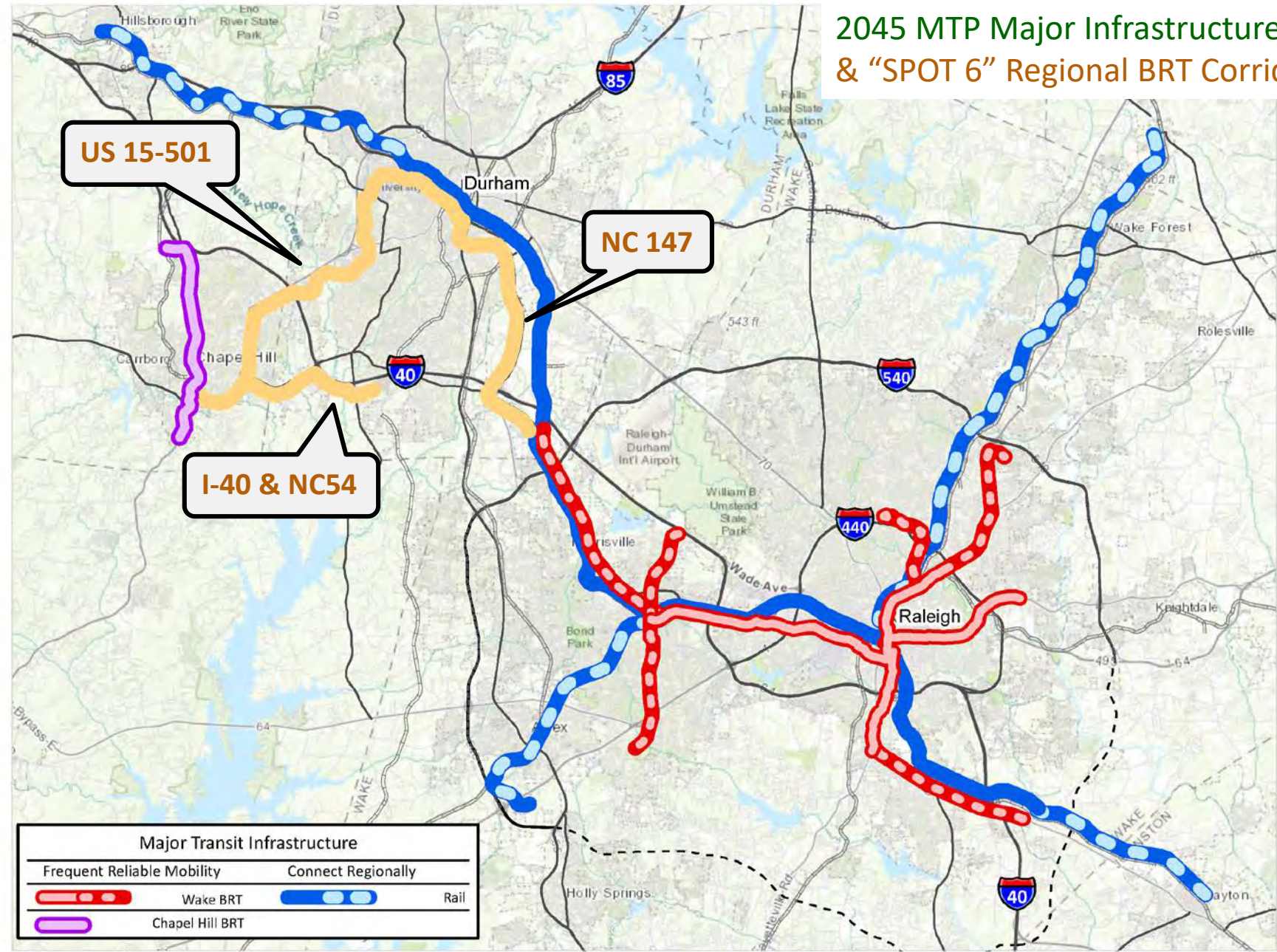
Currently we have \$14.1M of non-federal funds committed through the Orange County Transit Plan Project and will be submitted for \$35M in State funding as part of the SPOT process.

Future Chapel Hill BRT

- NSBRT extension to Chatham County
- NSBRT extension to Hillsborough
- Cross town BRT connecting White Cross/NC 54 with Eastowne/15-501



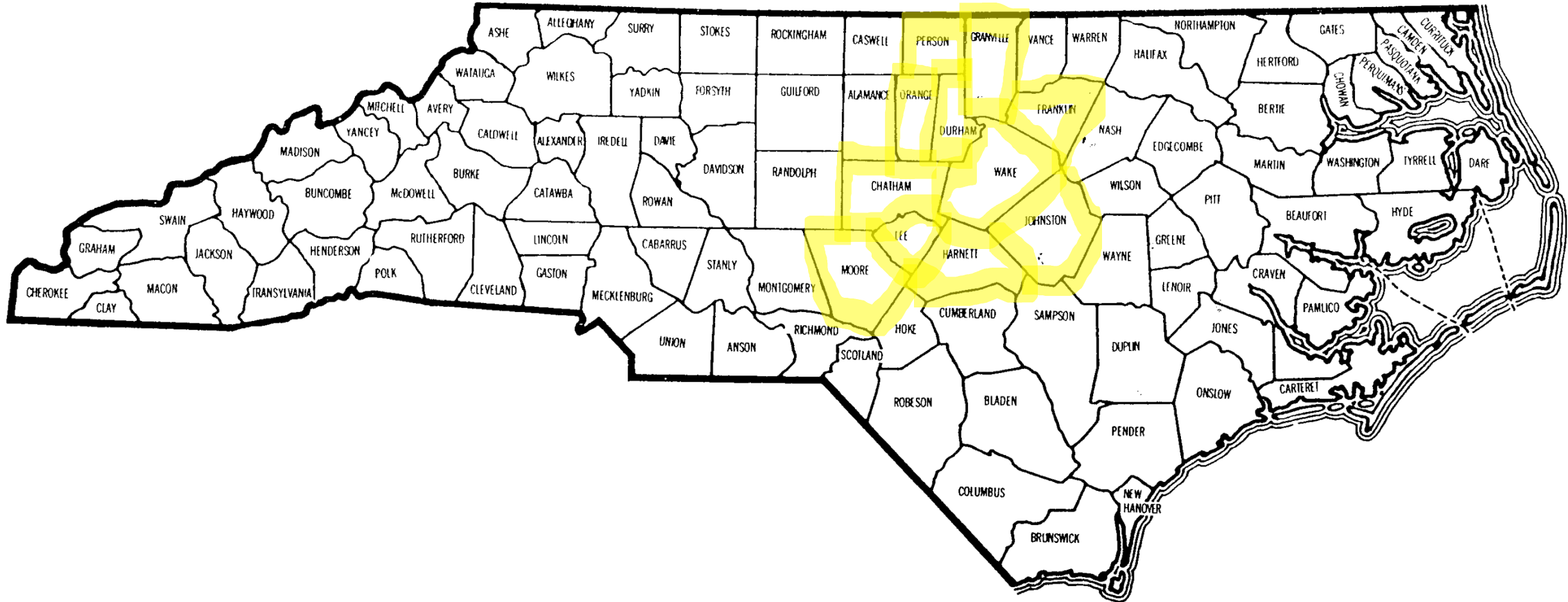
2045 MTP Major Infrastructure
& "SPOT 6" Regional BRT Corridors



Triangle Trails Initiative

The Triangle Trails Initiative is a program of the East Coast Greenway Alliance.
This work is funded by a grant from the AJ Fletcher Foundation.





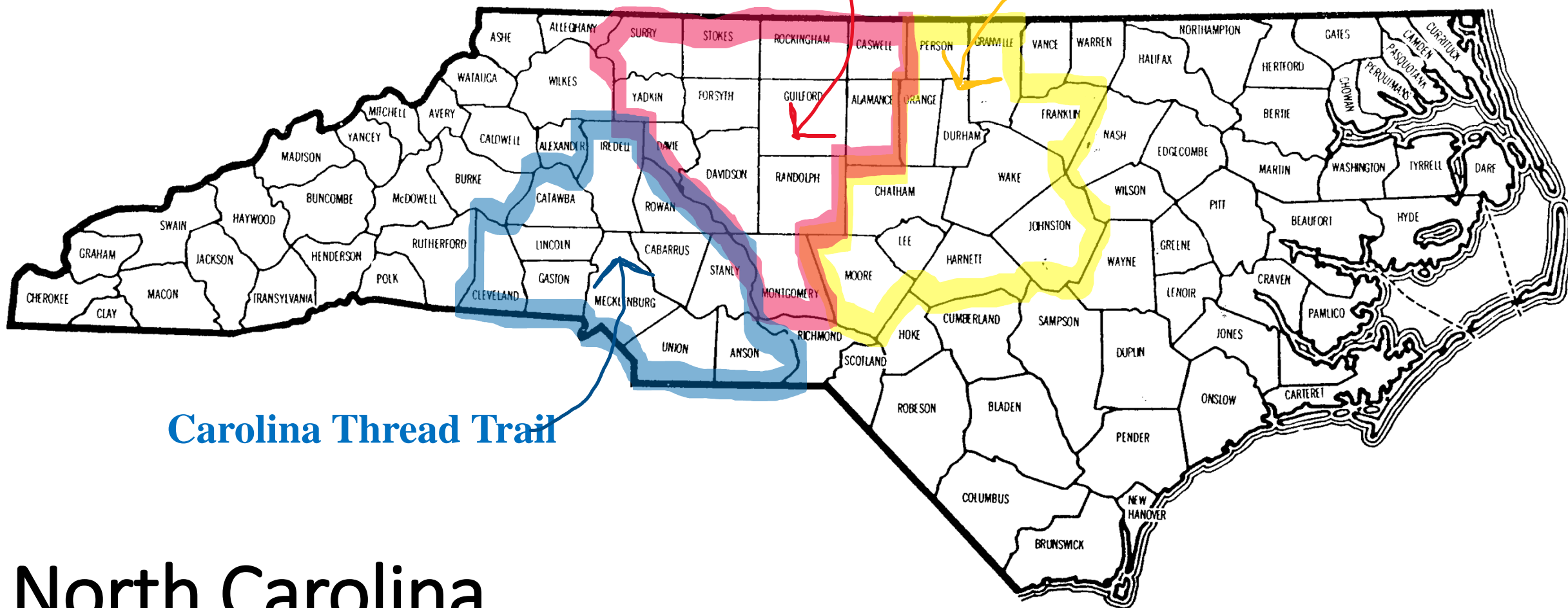
Triangle Trails Initiative: Regional Footprint

Triangle Trails Initiative – Expanded Footprint

- **Chatham County (confirmed)**
- **Durham County (confirmed)**
- Franklin County (2020 meet)
- **Harnett County (confirmed)**
- Granville County (Feb. 14)
- **Johnston County (confirmed)**
- **Cumberland (considering)**
- **Lee County (confirmed)**
- Moore County (2020 meet)
- **Orange County (confirmed)**
- **Person County (confirmed)**
- Vance County (Feb. 14)
- **Wake County (confirmed)**
- Warren County (Feb. 19)

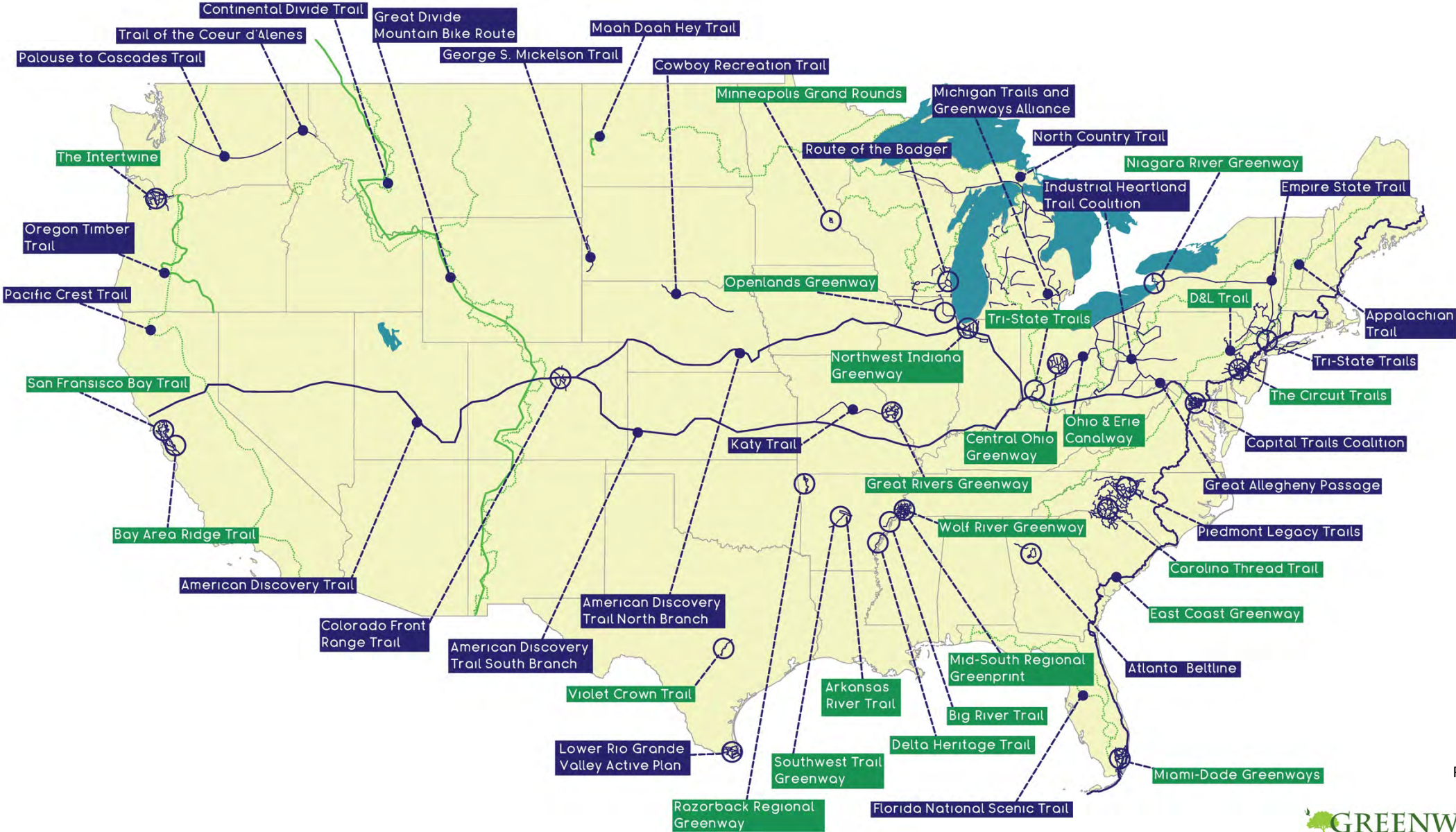
Piedmont Legacy Trails

Triangle Trails Initiative



Carolina Thread Trail

North Carolina Regional Greenway Initiatives



Triangle Trails Initiative: Mission Statement

“Triangle Trails is a collaboration between government, business, institutions and civic leaders to make the Research Triangle Region a national leader in greenways and trails.”

Triangle Trails Initiative

Marketing Tag Line:

“Connecting people and communities with investments that keep us active and engaged with nature and our neighborhoods.”



- Chuck Flink met with the Triangle Greenways Council board of directors to discuss a possible merger.
- The proposal to TGC:
 - A new life for the organization, becoming the name of a regional greenway and trail initiative
 - Would merge the TGC 501c3 with Triangle Trails Initiative – Triangle Greenways
 - TGC portfolio of land and associated funds would be transferred to Triangle Land Conservancy
 - Transition would begin in 2020 – if agreeable to TGC Board of Directors

TTI: Advisory Board Membership (as of December 31, 2019)

- **Sig Hutchinson**, Wake County Commissioner
- **Scott Levitan**, President, Research Triangle Park
- **Mike Conlon**, Affordable Communities
- **Dennis Edwards**, VisitRaleighNC
- **Dennis Markatos-Soriano**, East Coast Greenway Alliance
- **Iona Thomas**, McAdams
- **Renee Price**, Orange County Commissioners
- **David Proper**, The Conservation Fund
- **Jule Smith**, Fred Smith and Company
- **Larry Zucchini**, Jdavis Architects
- **Coley Price**, Harnett County
- **Dan Lamontagne**, Chatham County

Work Accomplished in 2019

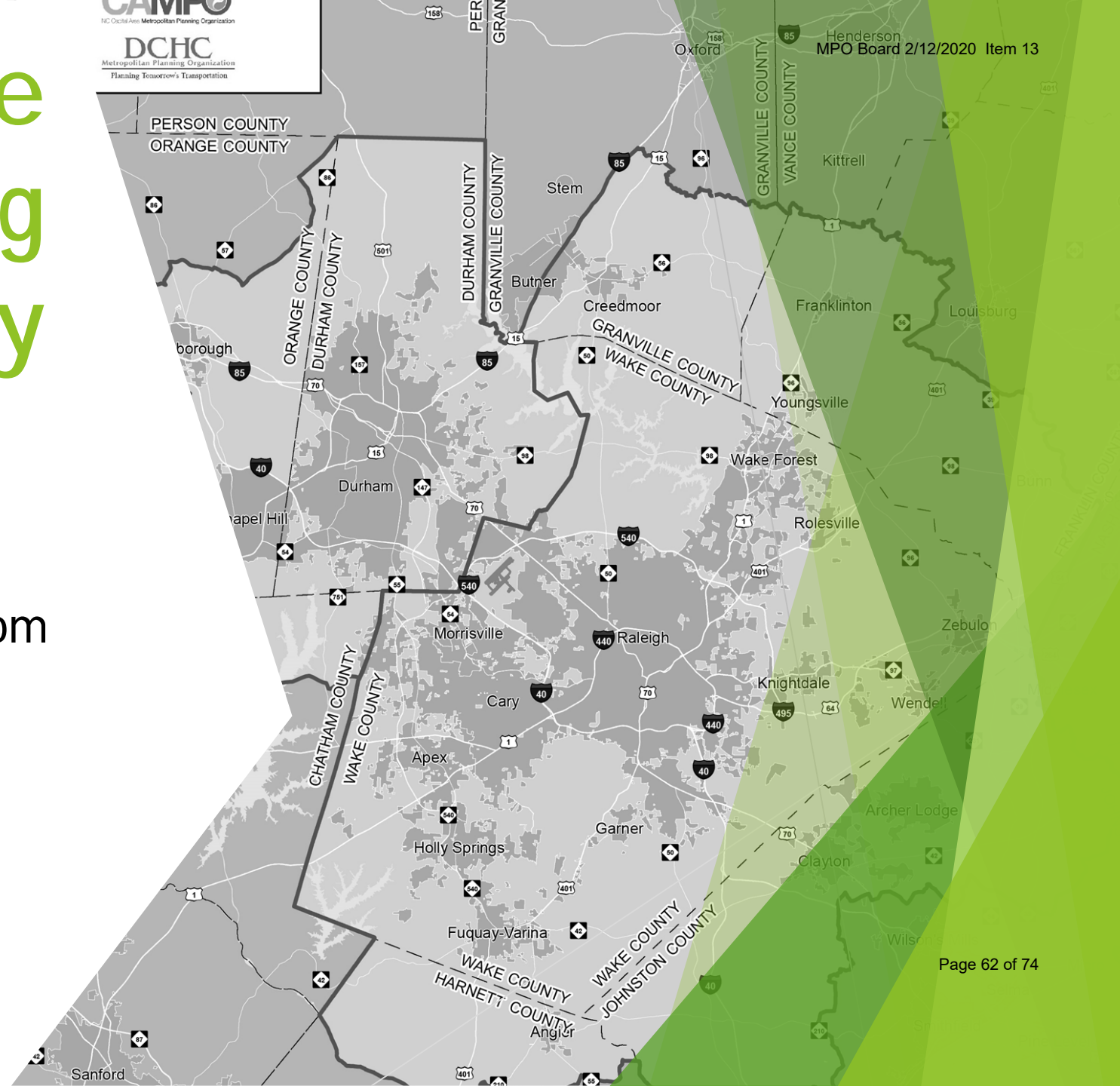
- Established an Advisory Board Membership – regional partners being added by invitation.
- Authored Advisory Board Duties, Roles and Responsibilities – will be circulated with the AB for review and feedback
- Completed Part 1 of Funding Strategy – matching funds for Fletcher Grant
- DRAFT work program for Program Manager
- DRAFT position description for Program Manager
- DRAFT work program for TTI

2020 Work Program

- Grow Regional Partnership (public and private sector)
- Meetings with Advisory Board (twice in 2020)
- Fund Raising (operating funds for TTI)
- Finalize Program Manager Work Tasks
- Advertise and Hire Program Manager (funding needed)
- Finalize Merger Proposal with TGC

Triangle Strategic Tolling Study

- ▶ <http://triangleollingstudy.com>
- ▶ Kenneth Withrow, AICP
Kenneth.Withrow@campo-nc.us
(919) 996-4394
- ▶ Andy Henry, AICP
Andrew.Henry@durhamnc.gov
(919) 560-4366, ext.36419



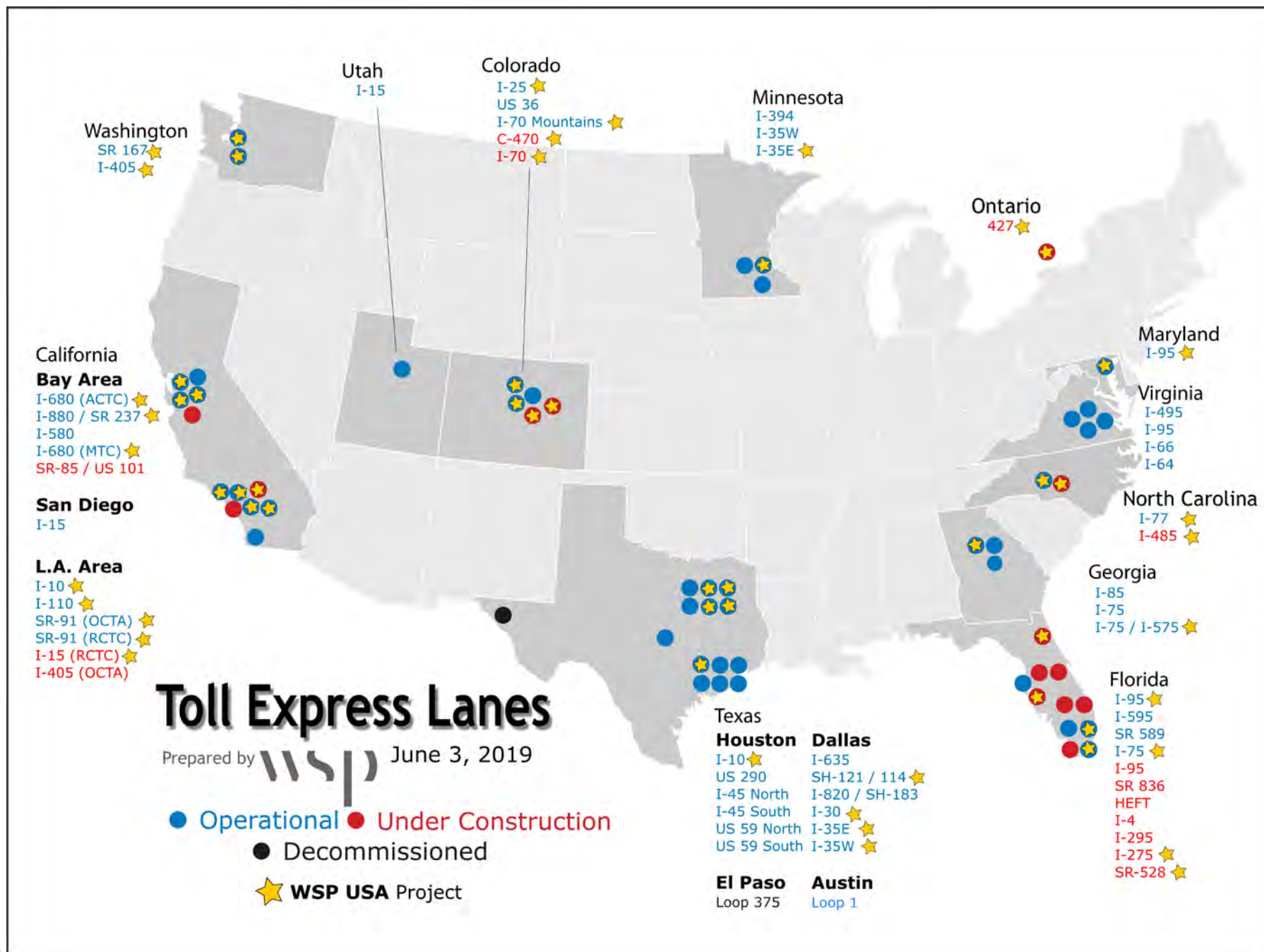
Toll Road vs. Express Toll Lanes



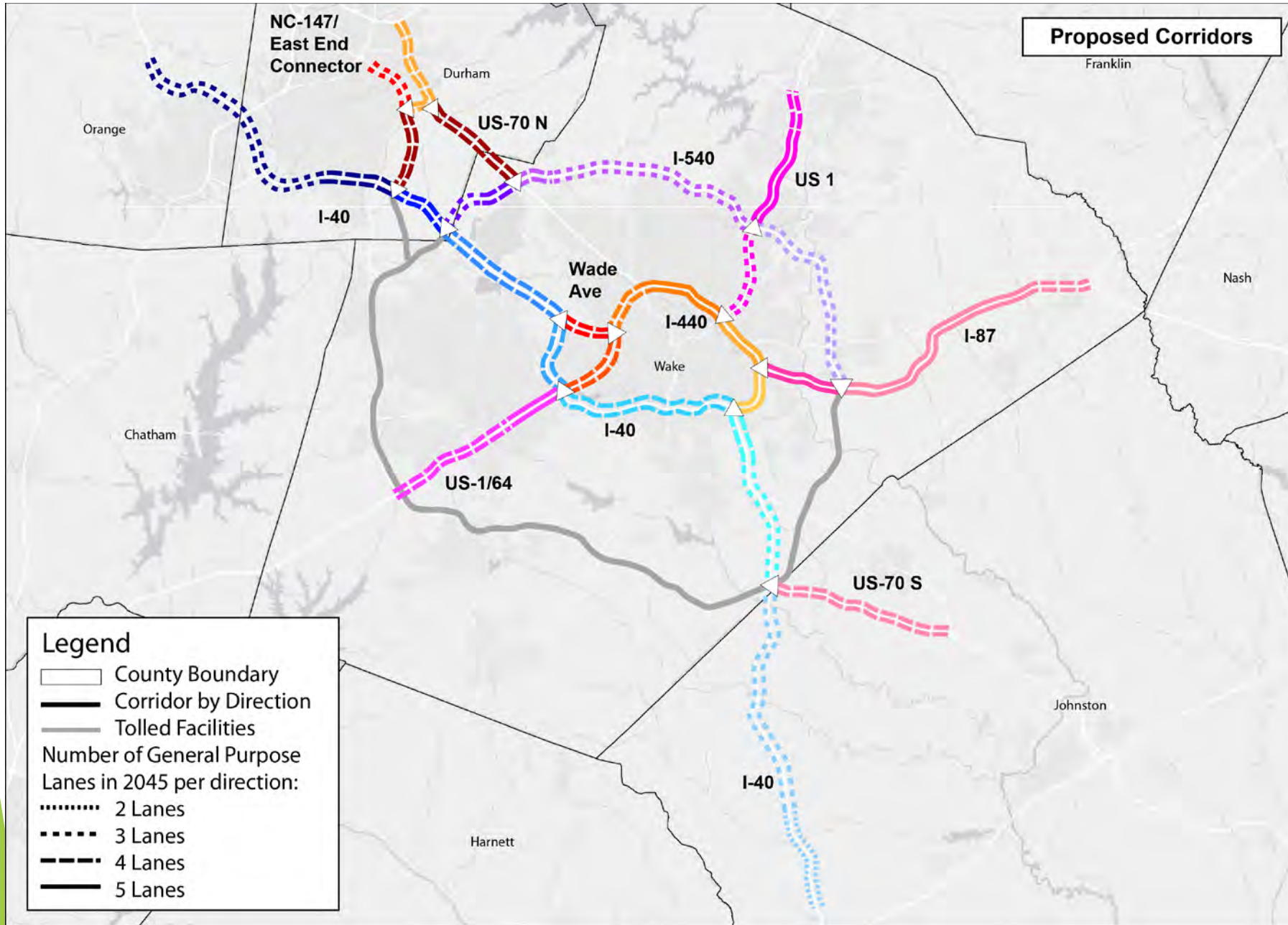
- ▶ Everyone pays a toll to use the facility
- ▶ **Route-based Choice:** option to use the Toll Road or use a different non-toll facility



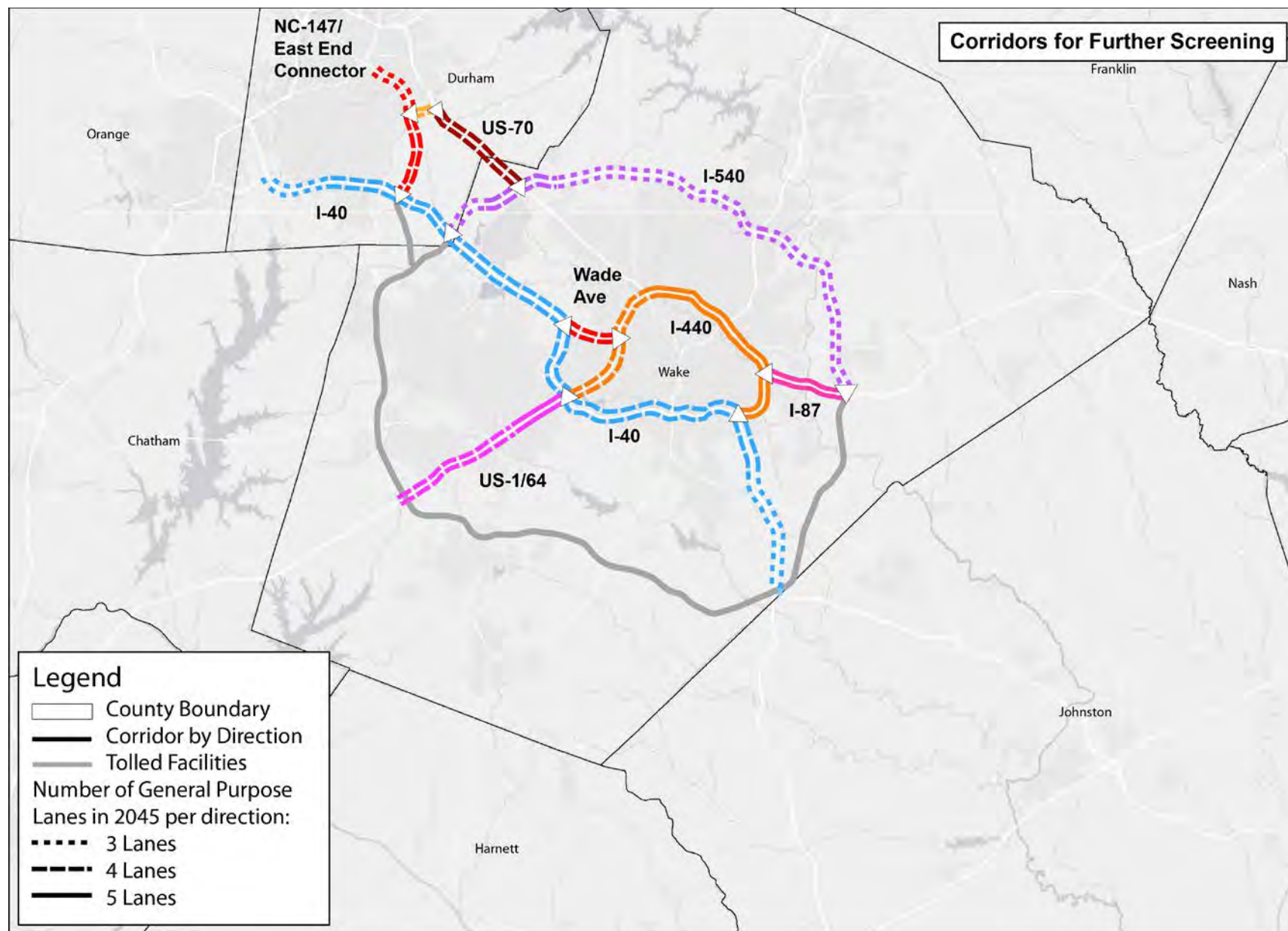
- ▶ Only Express Toll Lane users pay a toll
- ▶ **Lane-based Choice:** option to use the Express Toll Lanes or use the toll-free general purpose lanes



Initial Corridors

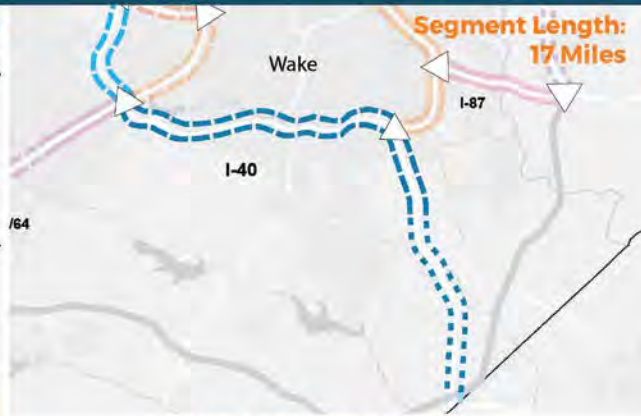
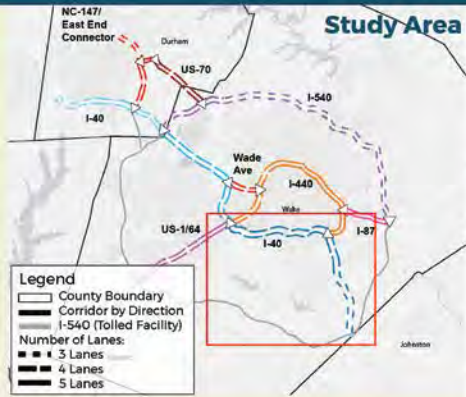


Corridors for Detailed Evaluation



TRIANGLE STRATEGIC TOLLING STUDY

I-40: US 1 - US 70



2045 Peak Travel Time Savings General Purpose vs Express Lanes

	AM Peak	PM Peak
East Bound	0.9 Min/Mile	0.1 Min/Mile
West Bound	0.1 Min/Mile	1.2 Min/Mile

2045 Annual Toll Revenues

East Bound	\$695,000/mile
West Bound	\$630,000/mile

Estimated Construction Cost

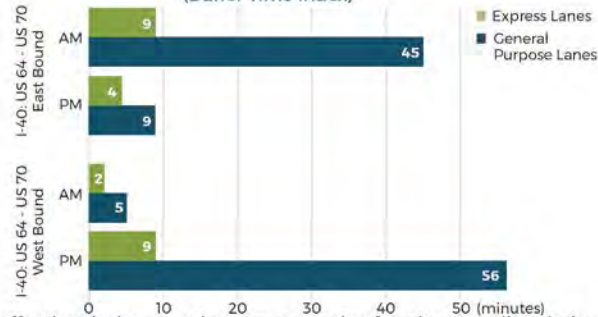
**\$8 - \$12
million/mile**

2045 Employees by Employment Type*

**230,000
TOTAL EMPLOYEES**

Industry	Service
Office	Retail

Travel Time Dependability (Buffer Time Index)

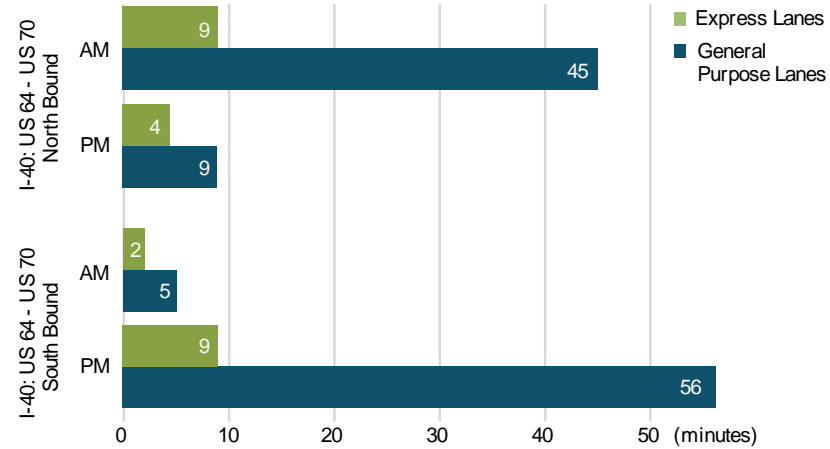


Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues

NB: **\$695,000/mile**

SB: **\$630,000/mile**

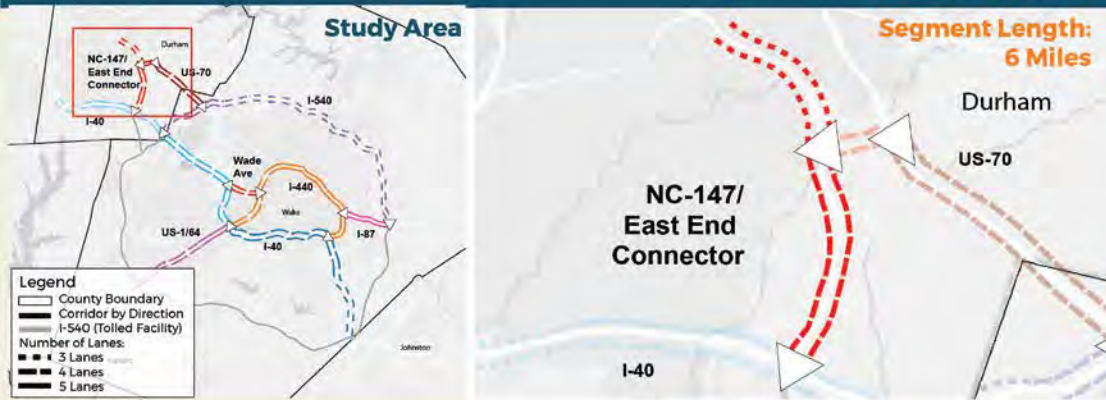


Transit
Supportive -
Future Year
Daily
Buses: **12**

TRIANGLE STRATEGIC TOLLING STUDY

NC 147

MPO Board 2/12/2020 Item 13



2045 Peak Travel Time Savings General Purpose vs Express Lanes

	AM Peak	PM Peak
East Bound	0.2 Min/Mile	0.2 Min/Mile
West Bound	0.2 Min/Mile	0.3 Min/Mile

2045 Annual Toll Revenues

East Bound	\$140,000/mile
West Bound	\$145,000/mile

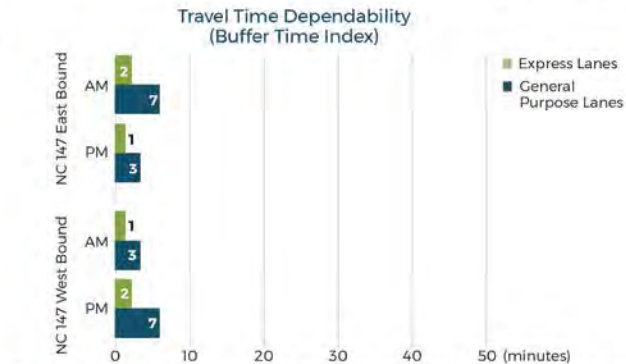
Estimated Construction Cost

\$10 - \$15 million/mile

2045 Employees by Employment Type*

165,000 TOTAL EMPLOYEES

Industry	Service
Office	Retail

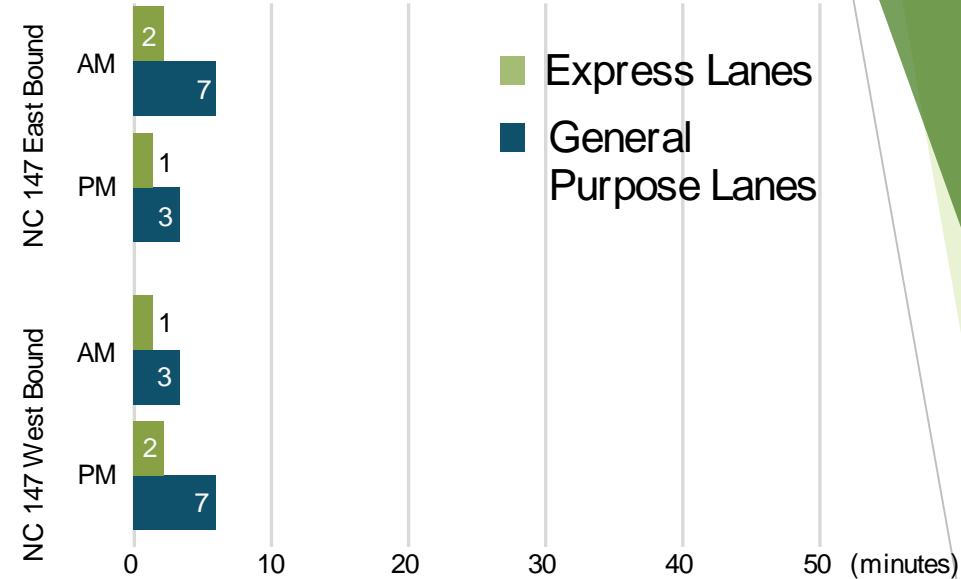


Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues

NB: **\$140,000/mile**

SB: **\$145,000/mile**

Transit Supportive - Future Year Daily Buses:

* Within a 2 mile buffer from selected corridor based off the TriMet Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

NC CAMPO | DCHC MPO | NCDOT

ABOUT THE STUDY

FAQS

DOCUMENT LIBRARY

CONTACT US



What is the Triangle Strategic Tolling Study?

The Triangle's governmental agencies are working together to enhance freeway reliability, reduce congestion, and improve regional mobility through self-sustaining and equitable funding mechanisms.

The Capital Area Metropolitan Planning Agency (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) are working with the North Carolina Department of Transportation (NCDOT) to conduct a study to evaluate the regional transportation network. The North Carolina Turnpike Authority (NCTA) is serving as a resource during the study. The study's purpose is to develop a toll lane and/or managed lane strategy to address current highway congestion and in anticipation of future capacity and funding deficiencies for the Triangle region.

This study will determine the feasibility and necessity of using tolling and traffic management concepts to achieve regional objectives associated with the Metropolitan Transportation Plan (the region's transportation plan that defines projects to be implemented over the next 20 years).

Public and stakeholder outreach efforts conducted as part of this study will inform citizens about toll and/or managed lanes while gathering feedback from Triangle residents. [Learn more about the study »](#)

Latest News

AUG 06 2017

A Latin professor at Hampden-Sydney College in Virginia, looked up one of the **more obscure Latin words**, consectetur, from a Lorem Ipsum passage.

AUG 06 2017

Hampden-Sydney College in Virginia, looked up one of the more obscure Latin words, consectetur, from a Lorem Ipsum passage, and going through the cites of the world in classical literature, discovered the undoubtable source.

— show more news —

Tweets by @CapitalAreaMPO

NC Capital Area MPO @CapitalAreaMPO
Now hiring for a Transportation Planner to join our awesome CAMPO team! Apply now: governmentjobs.com/careers/raleigh

Embed

View on Twitter

Tweets by @DCHCMPO

DCHC MPO @DCHCMPO
Downtown Durham Transportation Study RFP is released - The City of Durham is seeking a highly qualified consultant. ow.ly/oR650f9ZzA

Embed

View on Twitter

[About the Study](#) | [FAQS](#) | [Document Library](#) | [Contact Us](#)





What's Included

Managed Motorways in the Triangle

- Coordinated ramp meters
- Sensors
- Ramp improvements
- Command and control software
- Human intervention at Traffic Management Center
- Incident detection and CCTV surveillance
- Traveler information
- Can include lane management

More information:
dpkeilson@NCDOT.gov
Alex.Rickard@campo-nc.us
Will.Letchworth@wsp.com

Technology Changes - Managed Roadways



Image courtesy of
VicRoads



Image courtesy of Transport UK

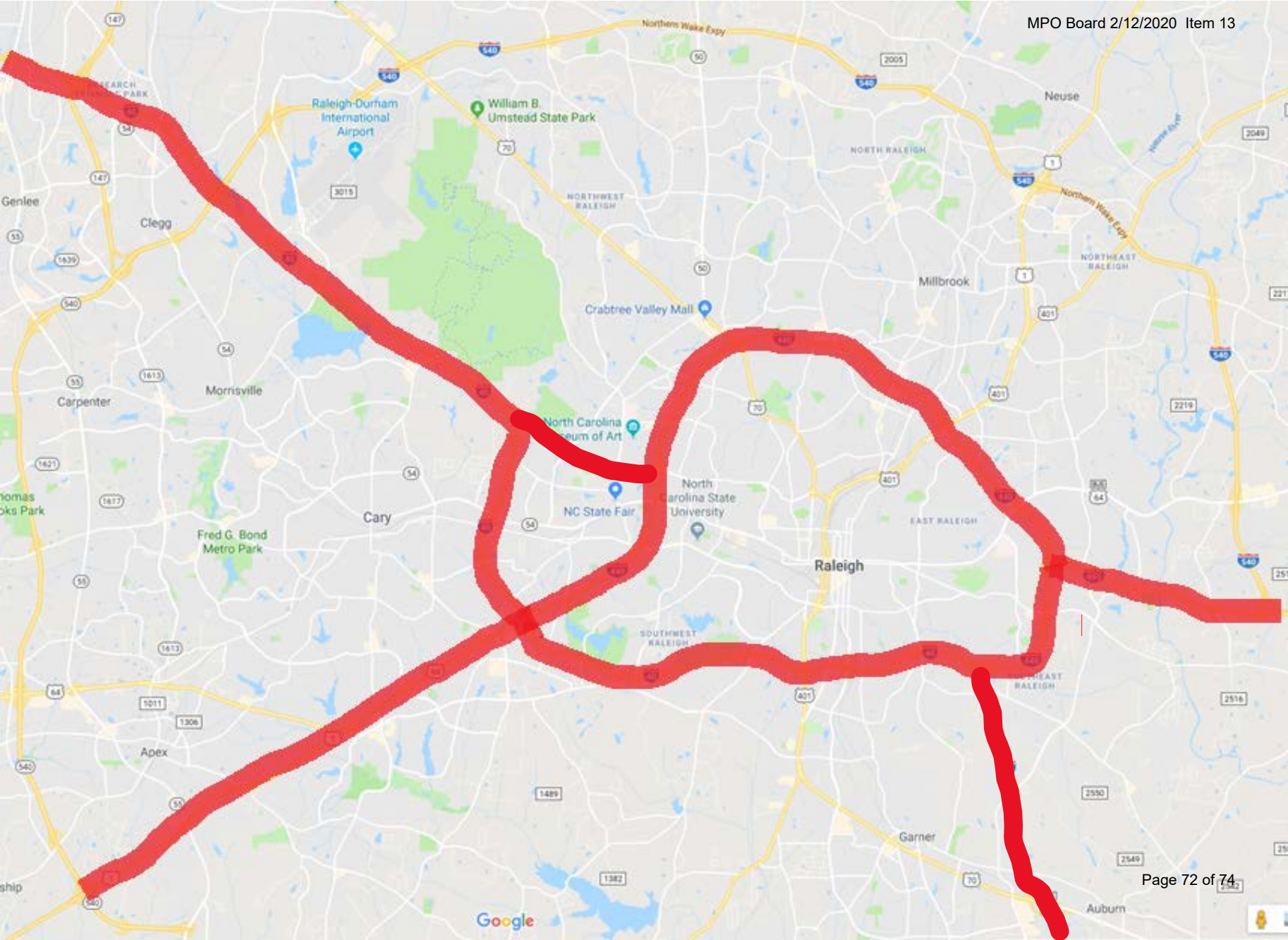
- Synchronizes flow of vehicles entering a freeway to available capacity on the freeway
- Provides real time demand management to manage traffic
- Interchanges coordinate with one another to prevent excessive wait times and queuing for all interchanges, metering rates differ for each ramp
- Future infrastructure to vehicle communications



Image courtesy of VicRoads

Triangle Region - Managed Roadways Phase 1

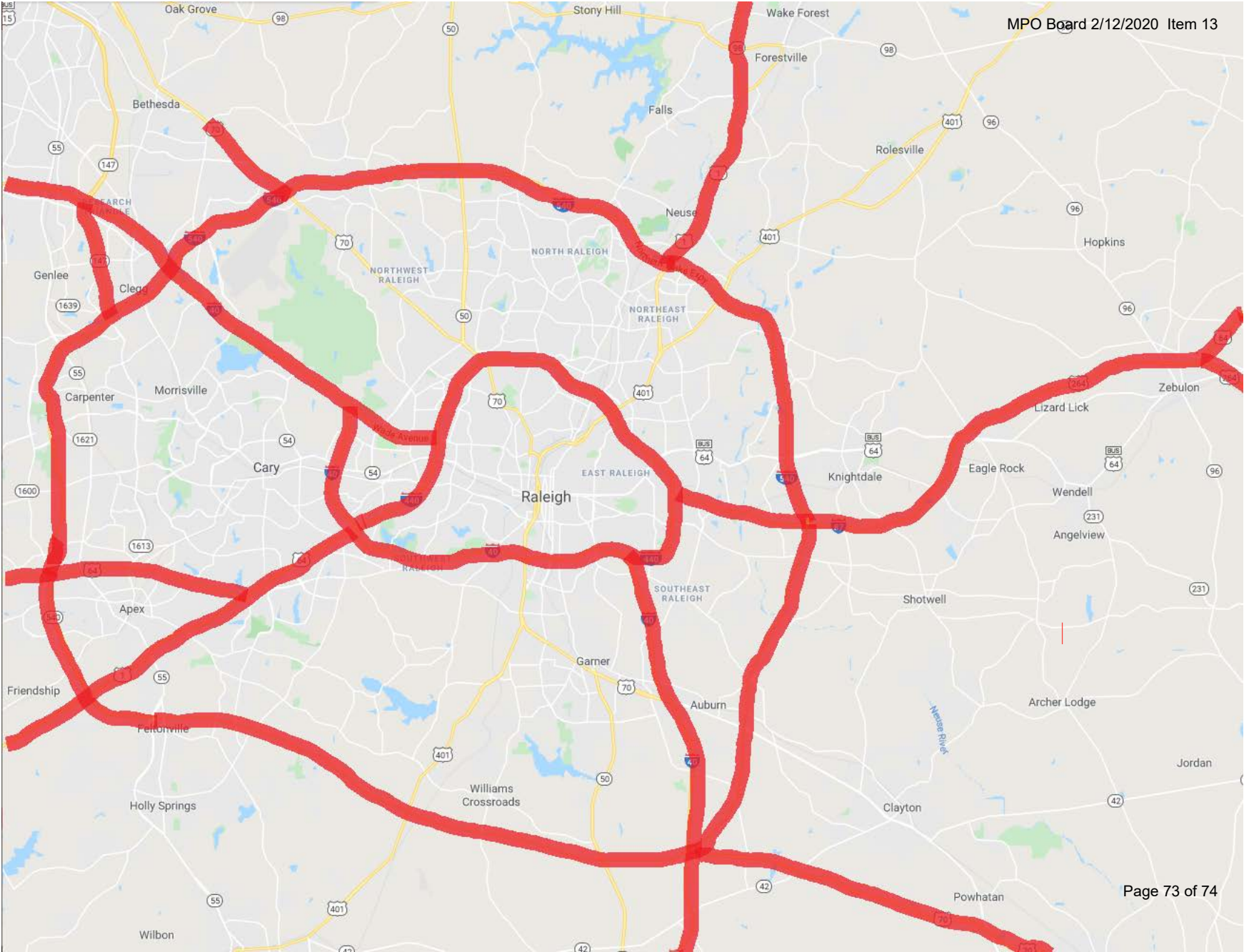
Project	ROW	CON
I-6006	2025	2025
U-6101	2026	2029



Triangle Region - Managed Roadways Future Phases

Project	ROW	CON
I-6006	2025	2025
U-6101	2026	2029

- Full freeway network coverage
- Coordinate with community ITS projects
- CV/AV compatibility
- Interoperability with neighboring regions



Joint Meeting of the MPO Policy Boards

January 30, 2020

For additional information, contact
the Durham-Chapel Hill-Carrboro MPO or the NC Capital Area MPO



<http://www.dchcmpo.org/>

<https://www.campo-nc.us/>

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: February 12, 2020

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
- ✓ Adopt 2045 MTP Amendment #2 – November 2019

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 2023-2032 TIP Development

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

- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- ✓ SPOT On!ine opens for entering/amending projects – October 2019
- ✓ MPO submits carryover project deletions and modifications – December 2019
- Board releases draft SPOT 6 project list for public comment – February 2020
- Board holds public hearing on new projects for SPOT 6 – March 2020
- Board approves new projects to be submitted for SPOT 6 – April 2020
- MPO submits projects to NCDOT – April 2020
- LPA updates local ranking methodology – Summer 2020
- Board approves local ranking methodology – Fall 2020
- MPO applies local ranking methodology for Regional projects – Winter 2021
- Board releases MPO initial Regional points list for local input/public comments – March 2021
- Approval of Regional Impact points – April 2021
- MPO applies local ranking methodology for Division projects – Summer 2021
- Board releases MPO initial Division points list for local input/public comments – September 2021
- Approval of Division Needs points – October 2021
- Draft STIP Released – February 2022
- Board of Transportation adopts FY2023-2032 STIP – June 2022
- MPO Board adopts FY2023-2032 MTIP – September 2022

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, phase one – September 2018
- ✓ Public input – October-November 2018
- ✓ Revisions and additional data collection – March-May 2019
- ✓ Presentations to TC and Board – August-September 2019
- ✓ Public input – October-November 2019

- ✓ Final draft – November-December 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: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 01/07/2020 Latest Payment Date:		Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: Construction Progress: 1.94%	
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Cameron D. Richards Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 01/22/2020 Latest Payment Date:		Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 09/18/2020 Construction Progress: 86.39%	
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 12/15/2019 Latest Payment Date:		Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Construction Progress: 65.08%	
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$0.00 Work Began: 05/28/2019 Original Completion Date: 08/01/2024 Latest Payment Thru: Latest Payment Date:		Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 0%	
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		Route: -, NC-98, US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Letting Date: 10/16/2018	

Original Completion Date: 11/30/2019**Revised Completion Date:** 09/30/2020**Latest Payment Thru:****Latest Payment Date:****Construction Progress:** 0%

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

MPO Board 2/12/2020 Item 17

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
17BP.5.R.133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)		Division POC Let (DPOC)		1/22/2025	Lisa Gilchrist			
17BP.5.R.134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD)		Division POC Let (DPOC)		1/22/2025	Lisa Gilchrist			
17BP.5.R.126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)		Division POC Let (DPOC)		2/28/2024	Lisa Gilchrist			
17BP.5.R.116	BRIDGE 96 OVER BURDENS CREEK ON SR 1945		Division POC Let (DPOC)		2/22/2023	Lisa Gilchrist			
17BP.5.R.117	BRIDGE 110 OVER LITTLE CREEK ON SR 1110		Division POC Let (DPOC)		2/22/2023	Lisa Gilchrist			
17BP.5.R.84	BRIDGE 61 OVER MOUNTAIN CREEK ON SR 1464		Division POC Let (DPOC)		2/9/2022	Lisa Gilchrist			
17BP.5.R.83	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		Division POC Let (DPOC)		4/14/2021	Lisa Gilchrist			
SM-5705I			Division POC Let (DPOC)			Stephen Davidson			Letting planned in spring 2020
SM-5705X			Division POC Let (DPOC)			Stephen Davidson			Letting planned in spring 2020
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902		Division POC Let (DPOC)			Lisa Gilchrist			Letting planned in spring 2020
U-5774B	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEECHAPEL ROAD) IN DURHAM COUNTY	10/18/2024	Raleigh Letting (LET)	6/16/2026	10/17/2028	PAM R. WILLIAMS	\$11,000,000.00	\$30,900,000.00	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	10/18/2024	Raleigh Letting (LET)	6/16/2026	10/17/2028	PAM R. WILLIAMS	\$3,000,000.00	\$23,700,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	10/18/2024	Raleigh Letting (LET)	10/20/2026	10/17/2028	PAM R. WILLIAMS	\$54,800,000.00	\$39,300,000.00	
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	7/18/2028	PAM R. WILLIAMS	\$55,000,000.00	\$140,300,000.00	
U-5720A	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	12/15/2023	Raleigh Letting (LET)	3/19/2024	10/20/2026	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	12/15/2023	Raleigh Letting (LET)	3/19/2024	10/20/2026	PAM R. WILLIAMS	\$17,321,000.00	\$25,300,000.00	
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.	10/14/2022	Raleigh Letting (LET)	3/21/2023	10/20/2026	PAM R. WILLIAMS	\$10,202,000.00	\$47,001,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
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	6/30/2020	Raleigh Letting (LET)		1/20/2026	MATTHEW SIMMONS	\$9,000,000.00	\$42,400,000.00	
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-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DC	12/19/2023	12/17/2024	CHRISTOPHER A. HOFFMAN		\$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 (DC	12/19/2023	12/17/2024	CHRISTOPHER A. HOFFMAN		\$8,357,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT	10/17/2023	Design Build Let (DBL)	2/15/2022	10/17/2023	PAM R. WILLIAMS	\$2,148,000.00	\$177,100,000.00	
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 H	\$50,000.00	\$525,000.00	
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	10/16/2020	Raleigh Letting (LET)		6/20/2023	PAM R. WILLIAMS	\$323,000.00	\$7,600,000.00	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	4/16/2021	Division Design Raleigh Let (DC	9/15/2020	5/16/2023	JOHN W. BRAXTON J	\$6,501,430.00	\$8,200,000.00	Project is suspended due to cash balance shortfall.
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	Division Design Raleigh Let (DC	4/21/2020	4/18/2023	JOHN W. BRAXTON J	\$53,500,000.00	\$32,000,000.00	ROW acquisition is suspended due to cash balance shortfall.

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

MPO Board 2/12/2020 Item 17

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
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	Project is suspended due to cash balance shortfall.
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	CHRISTOPHER A. HOFFMAN		\$3,800,000.00	
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-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	9/30/2019	NON - DOT LET (LAP)		5/31/2022	RAYMOND JOSEPH HAYES	\$515,000.00	\$1,440,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	9/30/2019	NON - DOT LET (LAP)		5/30/2022	RAYMOND JOSEPH HAYES	\$177,000.00	\$491,000.00	
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/30/2021	Division POC Let (DPOC)		3/23/2022	STEPHEN REID DAVIDSON	\$210,000.00	\$630,000.00	Survey delayed until spring 2020 due to cash balance shortfall.
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	CHRISTOPHER A. HOFFMAN		\$4,541,000.00	
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	1/31/2020	NON - DOT LET (LAP)		1/21/2022	RAYMOND JOSEPH HAYES	\$829,000.00	\$2,680,000.00	
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	9/16/2020	Raleigh Letting (LET)		12/21/2021	KEVIN FISCHER	\$110,000.00	\$2,209,000.00	
U-4726HN	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	4/30/2020	NON - DOT LET (LAP)		10/30/2021	RAYMOND JOSEPH HAYES			

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

MPO Board 2/12/2020 Item 17

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
C-4928	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	4/30/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES	\$7,000.00	\$5,783,000.00	
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	
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).	3/31/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES			
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 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	
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	9/16/2019	NON - DOT LET (LAP)		6/30/2021	RAYMOND JOSEPH HAYES		\$510,000.00	

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DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THEAMERICAN TOBACCO TRAIL IN DURHAM	6/30/2020	NON - DOT LET (LAP)		6/30/2021	RAYMOND JOSEPH HAYES	\$161,000.00	\$2,546,000.00	
P-5717	NORFOLK SOUTHER H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	12/12/2019	Raleigh Letting (LET)		6/15/2021	KUMAR TRIVEDI	\$4,378,000.00	\$16,100,000.00	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	4/1/2020	Division POC Let (DPOC)		4/21/2021	STEPHEN REID DAVIDSON	\$85,000.00	\$800,000.00	Project is suspended due to cash balance shortfall.
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).		Division Design Raleigh Let (DDRL)		1/19/2021	CHRISTOPHER A. HOFFMAN		\$17,700,000.00	
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).		Division Design Raleigh Let (DDRL)		1/19/2021	CHRISTOPHER A. HOFFMAN		\$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	CHRISTOPHER A. HOFFMAN		\$5,272,000.00	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS		Division POC Let (DPOC)		12/9/2020	CHRISTOPHER A. HOFFMAN		\$62,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
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	Letting planned in spring 2020
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	
C-5605I	DURHAM NEIGHBORHOOD BIKE ROUTE:~7 MILES OF SIGNED AND MARKED NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM.		NON - DOT LET (LAP)		6/30/2020	RAYMOND JOSEPH HAYES		\$540,883.00	
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	
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		NON - DOT LET (LAP)		3/30/2020	RAYMOND JOSEPH HAYES	\$99,000.00	\$706,000.00	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM SIGNS/KIOSKS TO FACILITATE NAVIGATION AND PARKING.		NON - DOT LET (LAP)		12/31/2019	RAYMOND JOSEPH HAYES		\$605,000.00	

DIVISION 5
DURHAM PROJECTS LIST - 5-YEAR PROGRAM
January 2020

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Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM		Division POC Let (DPOC)		12/4/2019	JOHN EDWARD SANDOR		\$14,000.00	Deleting project, will be absorbed by U-5968
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		Division POC Let (DPOC)		10/2/2019	JOHN EDWARD SANDOR		\$80,000.00	
C-5605E	DURHAM BIKE LANE STRIPING		NON - DOT LET (LAP)		9/30/2019	RAYMOND JOSEPH HAYES		\$504,000.00	
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		Division POC Let (DPOC)		9/4/2019	JOHN EDWARD SANDOR		\$20,000.00	
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		Division POC Let (DPOC)		9/4/2019	JOHN EDWARD SANDOR		\$80,000.00	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 2/12/2020 Item 17

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	11/1/2019	\$350,000	Construction - 100% complete, Pending RTE final inspection	Chris Smitherman Derek Dixon
SM-5707H 48912.3.1	"To Pass Bicycles, 4 ft Min Clearance or Change Lane" sign installations on portions of no passing zones on SR 1107 (Hillsborough Road) and SR 1104 (Dairyland Road).	May. 2020	Jun. 2020	\$5,000	Signs installed 10/17/19 - 100% complete, Pending RTE final inspection	Dawn Mcpherson
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Jul. 2020	Aug.2020	\$50,400	Funds approved 9/5/19 but not released	Chad Reimakoski Derek Dixon
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2021	Nov. 2021	\$261,000	Planning and design activities underway	Chad Reimakoski
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 - Executive Hold , Coordinate with U-5848	Matthew Simmons
I-3306AC 34178.1.6 34178.2.5 34178.3.9	Interchange improvements at I-40 and NC86 in Chapel Hill	10/19/2021	FY2023	\$20,700,000	Planning and Design activities underway - Executive Hold , Environmental document completed 3/21/19 under I-3306A	Laura Sutton
I-3306AB 34178.1.5 34178.2.4 34178.3.8	I-40 widening from NC86 to Durham Co. line (US 15/501 Interchange). Includes a portion of interchange improvements I-3306AC in Chapel Hill	3/15/2022	FY2024	\$38,635,000	Planning and design activities underway, Environmental document completed 3/21/19 under I-3306A, Project combined with W-5707C	Laura Sutton
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 in Chapel Hill . Resurfacing I-40 WB by use of contingency funds	3/15/2022	FY2022	\$395,000	No bids on most recent letting, Project combined with I-3306AB	Chad Reimakoski

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 2/12/2020 Item 17

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	\$5,326,000	Planning and design activities underway - Executive Hold , coordinating with NC54 West Corridor Study	Chris Smitherman
I-3306AA 34178.1.4 34178.2.3 34178.3.7	I-40 widening from I-85 to NC86 in Chapel Hill	10/18/2022	FY2025	\$76,265,000	Planning and Design activities underway, Environmental document completed 3/21/19 under I-3306A	Laura Sutton
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/21/2023	FY2025	\$7,455,000	Funding approved 10/10/17 - Executive Hold	Chris Smitherman
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	7/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway - Executive Hold , Coordinate with U-5848 and I-5967	Laura Sutton
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/15/2024	FY2027	\$20,700,000	Planning and Design activities underway - Executive Hold , Coordinate with I-0305 and U-5845	Laura Sutton
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/19/2024	FY2026	\$11,155,000	Funding approved 10/10/17 - Executive Hold , Coordinate with I-5967, I-5984 and I-0305	Chris Smitherman
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/18/2025	FY2027	\$16,488,000	Planning and Design activities underway - Executive Hold , Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/19/2027	FY2029	\$133,400,000	Planning and design activities underway - Executive Hold , Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

Executive Hold - NCDOT has temporary suspended some projects due to budget/cash flow restrictions.

North Carolina Department of Transportation

12/4/2019

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURIHAM COUNTY.	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	2/15/2021	0	0.67
C203946	B-5348	REPLACE BRIDGE #85 OVER PHIL'S CREEK ON SR-1005 (OLD GREENSBORO ROAD).	DANE CONSTRUCTION INC	Howell, Bobby J	\$984,596.98	2/1/2018	12/27/2018	2/1/2018	1/30/2019	99	92.33
C204025	I-5954	PAVEMENT REHAB. ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM IN ALAMANCE COUNTY TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE COUNTY.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Howell, Bobby J	\$9,699,053.68	4/1/2018	6/29/2019	4/29/2019	10/11/2019	100	95.11
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	5.65	7.67
DG00393		RESURFACE FOLLOWING SR'S: 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	Howell, Bobby J	\$1,084,520.40	4/2/2018	10/12/2018	6/18/2018	12/7/2018	100	99.97
DG00419		RESURFACE NC 86 AND 17 SECONDARY ROADS	CAROLINA SUNROCK LLC	Howell, Bobby J	\$3,764,001.64	5/14/2018	11/1/2019	5/14/2018	11/1/2019	72	99.87
DG00435		AST RETREATMENT ON 22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Howell, Bobby J	\$846,340.66	4/1/2019	10/11/2019				
DG00445	R-5787BB W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	6/25/2018	2/15/2020	8/6/2018	2/15/2020	100	92.94
DG00451	U-5854	SR 1008 (MT. CARMEL CHURCH ROAD) AND SR 1913 (BENNETT ROAD) ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS	CAROLINA SUNROCK LLC	Howell, Bobby J	\$1,833,468.84	8/15/2018	4/30/2020	2/13/2019	11/30/2020	22	57.09
DG00461		REHAB. BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION CO OF PINELLAS COUNTY INC	Howell, Bobby J	\$2,456,272.12	11/12/2018	7/15/2019	3/15/2019	10/15/2019	100	33.77
DG00462		REHAB. BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	8/1/2019	1/1/2020				
DG00478		RESURFACE PORTIONS OF 41 SECONDARY ROADS IN ORANGE COUNTY	CAROLINA SUNROCK LLC	Howell, Bobby J	\$3,270,144.99	7/8/2019	10/30/2020				
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022		4/26/2022	3	2.82

Chatham County - DCHC MPO - Upcoming Projects - Division 8--January 2020

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	FY 2027	TBD	TBD	Greg Davis (910) 773-8022	\$45,640,000	Right of Way FY 2025
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/1/2020	TBD	TBD	Greg Davis (910) 773-8022	\$759,000	

As demand grows, RDU will present plan to add gates to Terminal 1 in April

News and Observer By Richard Stradling January 27, 2020

MORRISVILLE – Raleigh-Durham International Airport is working on plans to expand Terminal 1, and planners expect to present a proposal to the airport's governing board in April.

The airport is considering adding as many as 15 gates to the terminal to keep up with passenger growth, but the exact number is not settled yet, said Bill Sandifer, RDU's chief operating officer. If the Airport Authority approves the concept in April, it would take at least two years for designs and permits and another three years of construction before the new gates are open, Sandifer said.

RDU is considering options of adding seven, 12 or 15 gates to Terminal 1, which will have nine later this spring. The lower two numbers could be built without significant changes to the road and drop-off zone in front of the terminal and would cost as much as \$500 million.

"We need to expand Terminal 1," Sandifer said. "The only question is how many gates."

It's not clear which airlines would leave Terminal 2, the airport's main terminal with 36 gates, to occupy the new slots in Terminal 1. Sandifer said airport staff will meet with airlines in coming months to talk about the airport's expansion plans and how they might fit in.

Two airlines, Allegiant and Spirit, will move to Terminal 1 in April when RDU reopens four gates that were mothballed after Terminal 2 opened in 2008. Frontier Airlines is expected to follow at a later date. The reopened gates, added to the five used by Southwest Airlines, would bring the total number of gates in Terminal 1 to nine.

GROWTH OUTPACES PREDICTIONS

A development plan for the airport approved four years ago, known as Vision 2040, envisions expansion to begin in Terminal 2 on the west side of the airport. Since then, passenger growth has far outstripped expectations; more than 14.2 million travelers passed through RDU last year, a number the airport didn't expect to reach until 2031 under Vision 2040.

To make room for added gates in Terminal 2, RDU must build a new runway west of the current one, which would then be converted into a taxiway. It will take until at least 2025 for that runway to open, Sandifer said, and building additional gates would take at least another three years.

"So we're nine years out, and we're still growing," he said.

Adding gates to Terminal 1 has already drawn opposition from The Umstead Coalition, a collection of nonprofits that works to promote and protect William B. Umstead State Park, which borders RDU to the east. The coalition's leader, Jean Spooner, sent a letter to RDU Airport Authority members Friday urging them not to expand Terminal 1.

"These actions, if approved, would SUBSTANTIALLY increase air traffic impacts to William B. Umstead State Park," Spooner wrote. "The result would be substantial negative impacts to Umstead State Park."

Spooner said RDU should follow the recommendations of a task force formed by the Regional Transportation Alliance, a business group, that suggested the airport consider creating a new third terminal, north of Terminal 2, on the west side of the airport, "away from Umstead State Park."

Sandifer told members of the Airport Authority on Monday that a new terminal would likely cost \$1 billion. He added that if the airport wanted to build a new terminal that the location suggested by the task force might not be the best place for it. (CONTINUED...)

RDU TO EXPAND SECURITY CHECKPOINT

The Airport Authority approved a contract to build two more security lanes in Terminal 2, which would bring the total there to 14 by late summer. They will go into a space that until recently was occupied by the Panopolis sandwich shop and some offices used by the Transportation Security Administration.

RDU also opened two new lanes last May, bringing the total to 12, to try to relieve long lines of passengers waiting to be screened by the TSA. Those lines can snake around the ticketing hall of Terminal 2 before 8 a.m., when about a fourth of all scheduled departures from RDU take off.

The security lanes that opened last year were built in unused space behind a wall adjacent to the checkpoint and cost about \$2.5 million. Adding two new lanes next to those means reconfiguring behind-the-scenes office space in Terminal 2 to make up for the lost TSA offices, so the work is expected to cost closer to \$6 million.

It will cost \$4 billion to modernize and expand RDU; it has only about half that much

News and Observer By Richard Stradling January 18, 2020

CARY – When [Raleigh-Durham International Airport](#) approved a long-term plan for growth in late 2016, it projected the number of passengers passing through the terminals would increase to about 14.2 million a year by 2031.

Instead, a hot local economy and the arrival of several low-cost carriers has swelled the number of air travelers in the region, so that RDU has already surpassed that number 12 years sooner than expected. To keep up, RDU has plans to refurbish and expand the airport, including additional gates, a new main runway and a new rental car facility within walking distance of the terminals.

It's not clear yet how it will all be paid for, which is why the business community agreed, at the airport's request, to form a task force to develop ideas. The [Regional Transportation Alliance](#), a program of the Greater Raleigh Chamber of Commerce, [released a first draft of the task force's work](#) on Friday that includes proposed higher fees for passengers and airlines and larger contributions from local governments.

"There are going to be things here that everybody's going to like, and there'll be some things everybody's going to dislike," Joe Milazzo, the alliance's executive director, told a gathering of business and government representatives. "The task force goal is to get your attention, highlight the issue and propose a series of options while avoiding an excessive burden on any one group of stakeholders in our market."

[The airport's master plan](#), called Vision 2040, called for about \$2.7 billion worth of construction; the pace of growth has increased that number to nearly \$4 billion, airport officials say. Most of the money will come from state and federal grants and income generated by the airport from such sources as parking, rent in the terminals and passenger fees.

RDU president Michael Landguth says the airport has enough cash and credit to cover its building plans over the next decade. But beyond that remains unclear, resulting in a potential shortfall of \$1 billion to \$2 billion.

Landguth said he and other airport officials want to study the task force's recommendations before identifying the most promising ones. But he said having the business group making RDU's development a priority will help.
(CONTINUED...)

"The engagement with them and this entire community is what's important right now," Landguth said. "I can't be the only one carrying the conversation to Washington, D.C. It's got to be a broader conversation and a broader audience that's got to be part of that overall solution."

NEW FEES AMONG TASK FORCE'S IDEAS

One of the task force's recommendations is to push for increasing the passenger facility charge on each airline ticket by \$1, to \$5.50. That charge is set by Congress, which has capped it at \$4.50 and isn't inclined to raise it in the face of strong opposition from airlines.

Other potential changes recommended by the 12-member task force are within the control of the airport and local governments. They include:

- Increase landing fees paid by airlines and establishing a new landing fee for general aviation flights.
- Charge a \$2 access fee for cars and trucks visiting the RDU campus.
- Persuade the four local governments that own RDU — Raleigh, Durham and Durham and Wake counties — to contribute more to the airport. Each government currently pays \$12,500 a year to RDU.
- Reallocate the local share of rental car taxes to the airport. The part of those taxes that don't go to state government are now used to support mass transit and, to a lesser extent, the general fund of county government.
- Consider building a new terminal north of Terminal 2 and getting airlines to pay for it.
- Revisit the airport's Vision 2040 master plan "given the reality of an adjacent, beloved state park." The master plan called for allowing a quarry or some other industrial use on 105 acres of airport land next to [William B. Umstead State Park](#), causing an uproar that [has landed in court](#).

The task force was divided over whether the quarry is a good idea. Under the lease [approved by the Airport Authority](#) last March, Wake Stone Corp. is expected to pay RDU \$20 million to \$25 million, mostly in royalty payments, over the next 25 to 35 years.

But that amounts to less than 2% of the projected gap, and it comes at a price to RDU, the task force wrote.

"The controversy over the quarry has clearly created a distraction, consuming valuable staff and board time, energy, focus, and political capital," it wrote. "And this issue has thus far been a lost opportunity to have a needed conversation with the region about the sheer magnitude of the funding gap facing the airport — that gap will be \$1 (billion) to \$2 billion, whether or not the quarry moves forward."

RDU's development plan calls for building a new 11,500-foot runway capable of handling flights to Asia by 2025, and then adding new gates to Terminal 2 by building extensions, or piers, off the existing building. In the meantime, the airport is also considering adding as many as a dozen more gates to Terminal 1, along with the new baggage, ticketing and security screening areas needed in a bigger terminal.

The Regional Transportation Alliance's RDU report can be found at www.letsgetmoving.org/RDUaid.

There's no driver for the newest shuttle coming to NC State's campus

Herald-Sun By Richard Stradling January 9, 2020

RALEIGH — A pilotless flying taxi from China began this week's 2020 Transportation Summit in Raleigh, but it was the second autonomous vehicle featured at the event that North Carolinians will get to ride first.

A boxy, driverless vehicle will begin making a regular loop around N.C. State University's Centennial Campus starting next month. The electric-powered shuttle, called CASSI, is capable of carrying up to 12 people on pre-programmed routes.

The N.C. Department of Transportation is leasing the shuttle, a model EZ 10 from EasyMile, a French company that is one of several developing vehicles that use cameras, radar, GPS and laser sensors to steer on their own. These kinds of vehicles are coming, said Hannah Cockburn, director of NCDOT's Integrated Mobility Division, and CASSI will help people experience the technology and start thinking about how it might be used in their communities.

"If we want to be prepared for the future, this is a great, accessible way to begin that conversation," Cockburn said.

CASSI will loop through the heart of Centennial Campus on weekdays and during special events on weekends, said Mike Kennon, the assistant director of transportation at NCSU. Kennon said the campus, home to NC State's engineering school and several technology companies, is an ideal place to showcase a futuristic form of transportation.

"The whole premise of the project is to give the students and residents of the area a chance to see the technology, see that it works and build a comfort level with it," he said.

LIKE A MINI SUBWAY CAR

The EZ 10 looks like a mini subway car on rubber tires, with seats for six, straps hanging from the ceiling and side double-doors that part to let passengers on and off. There's no steering wheel or seat for a driver. Those attending NCDOT's Transportation Summit were able to take short trips in CASSI from the basement of the Raleigh Convention Center out into the Red Hat Amphitheater and back.

CASSI, which stands for Connected Autonomous Shuttle Supporting Innovation, has a top speed of 12 miles per hour. It slows down for changes in the pavement, such as raised crosswalks or the dip at a storm drain at the entrance to the convention center. And it stops — suddenly — when something unexpected gets in its way.

Dionysi Damaskopoulos, an engineer for EasyMile, was on board to make sure everything went OK during the runs this week, but he wasn't driving. He warned passengers to hang on.

"This vehicle may drive slow," Damaskopoulos told them, "but it stops very quickly."

As if to illustrate his point, CASSI made a sudden stop on one trip through the amphitheater Wednesday evening that threw standing riders forward into each other. It wasn't immediately clear what caused it, but Damaskopoulos said the sensors are sensitive.

"We've literally had stops for tumbleweeds," he said.

Yahnay Baptiste, who works in NCDOT's Office of Civil Rights, described the ride as "nice and smooth," despite the sudden stop.

"It's very aware of its surroundings. Very aware," Baptiste said. "But I loved it. I can't wait to see the future generations of it." (CONTINUED...)

TECHNOLOGY WILL CONTINUE TO IMPROVE

This is EasyMile's third version of the EZ 10, and Cockburn said the technology will only get better, which is one reason NCDOT is leasing rather than buying. The budget for the project is \$500,000, covering the lease, signs along the route and paid attendants who will ride along to answer questions and handle problems.

The state initially planned to use a shuttle called Olli, made by an American firm, Local Motors, but Cockburn said the Olli hasn't received waivers from the National Highway Transportation Safety Administration that would allow it to drive on public streets.

Without the waiver, EZ 10 wouldn't meet NHTSA standards for low-speed vehicles, Cockburn said. Among other things, it's too heavy, she said.

"The rules established for low-speed vehicles didn't contemplate a vehicle like this," she said.

Neither does state law, which would require a vehicle like this to have rear-view mirrors, even though there's no driver to use them.

NCDOT has leased CASSI for one year. It will operate at Centennial Campus for six months, and the department will look for two or three other places where it can be used the rest of the year. Cockburn said good candidates include college campuses, business parks and small downtown areas.

TAC Members and the State Ethics Commission

TAC members and alternates are required by law to file certain financial disclosures called the **Statement of Economic Interest (SEI) form** and **Real Estate Disclosure (RED) form** with the State Ethics Commission. These two forms are due within 60 days of appointment and then every year thereafter during the annual filing season which runs concurrent to tax season (**Jan to April 15th**). Be advised that failure to file these forms may result *in fines of up to \$500 annually*.

TAC members are **not** required to receive State Ethics Commission education.

ELECTRONIC FILING

As of 2019, we have a **new electronic filing system** —and it is the quickest way to file. This informational walk-through is intended to get you over a few common obstacles.

Online account creation

The SEI can be filed electronically by creating an account here: <https://ef.ncsbe.gov/>

This Ethics Commission account will be personal to you alone. It does not matter what email you use, so use the email that is most convenient for you.

The password rules are:

1. 8 character minimum
2. Special character such as (*%&#@+)
3. A digit (0-9)
4. An uppercase letter

You may want to set yourself a reminder for what email/password combo you use.

****ONLINE FILING NO LONGER REQUIRES AN NCID.**** The system uses email verification—it will email your account email a link. By clicking on the link, you activate a live account. The verification email should arrive within a minute or so: If you do not receive the email with the verification link in it within 90 seconds, check your Junk and Spam folders. *HINT: the system does not seem to work well with Hotmail.*

Online SEI/RED forms

The online filing is a smart form. It will launch questions and propose answers based on your previous answers, which is a great help from year to year!

Depending on the answers to the initial questions, the system will start a **Long form or a No Change form**. New members: Since you **did not file last year** and are new to a board, you must file a Long Form.

CANDIDACY: (if activated) answer **No** (otherwise click through).

Your **Reason for Filing** is: **Board/Commission** then click +, choose “[INSERT YOUR MPO OR RPO]” from drop down menu. *If you serve on more than one Board, you may choose multiple answers.*

Note

You are required to file with the State Ethics Commission due to your work on your TAC, and not because you are an elected local official. Do not choose “Local Government Commission”, “Board of Transportation” or any other reason for filing *otherwise you will be required to re-file*. In the electronic system, when you select your MPO or RPO as your reason for filing, the system will automatically generate a **Real Estate Disclosure form** so no need to fill out two documents! (Ask your Board Chair or the Ethics Liaison for your TAC if you do not know the TAC official name.)

13 January 2020

After you complete REASONS FOR FILING, you will advance to FILER INFORMATION. You can import your information (box at top of page), then fill in the rest of the information. All boxes with (*) next to them need to be answered

Please read the questions carefully. Answer the question correctly, fully and responsively. You will be asked to list real estate ownership and LLCs and sources of income. Be sure to disclose responsively.

If you are interrupted, the system will remember where you leave off—you can pick right up the next time you log in.

The USER GUIDES in the upper right hand are helpful.

Confirmation of electronic filing

To finish filing, you must have completed the entire form and electronically signed it by checking the affirmation box.

You can be assured that you have successfully filed if 3 things happen: 1. A pop-up will appear with a Confirmation number 2. Your In-Progress SEI will now show as a Completed SEI in your account (click Home) 3. You receive an email with a copy of your filed SEI. *CONFIRMATION WILL BE VERY CLEAR.*

ADDITIONAL INFORMATION FOR TAC FILERS

Paper filings

SEI and RED forms may be downloaded and completed by manually. Annual forms are available in the second week of the new year. https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO is the MPO/RPO page. Paper forms must be mailed or hand delivered. Forms must be postmarked by the deadline. Use the address on the form.

Evaluations

The State Ethics Commission staff has the responsibility of reviewing and evaluating all financial disclosures for potential conflicts of interest. We provide an evaluation letter to you at the time of your initial filing and annually thereafter.

Assistance

The State Ethics Commission Staff is here to help you fulfill your statutory obligations. If you have any questions regarding the SEI or RED, general questions on how to complete the form, or timing of filing, do not hesitate to call me. I will be happy to help you fulfill your filing requirements!

Susanne L. Sing

Susanne Sing | Compliance Analyst

STATE ETHICS COMMISSION

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RALEIGH, NC 27603

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13 January 2020



FOR IMMEDIATE RELEASE: JANUARY 29, 2020

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Chairs DeFazio, Pallone, Neal Release \$760 Billion Framework to Make Transformative Infrastructure Investments Across U.S.

Washington, DC - Today, the Chairs of three U.S. House Committees released a [framework](#) for a five-year, \$760 billion investment in infrastructure that would address some of the country's most urgent infrastructure needs, from addressing the massive maintenance backlog, to designing safer streets, to putting the U.S. on a path toward zero emissions from the transportation sector and increasing resiliency. The framework put forth by Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR), Energy and Commerce Committee Chair Frank Pallone (D-NJ), and Ways and Means Committee Chair Richard Neal (D-MA) would bolster the Federal role in order to help communities around the country undertake transformative projects that are **smarter, safer, and made to last**.

Among other things, the framework outlines major investments, including those in highways, rail, and transit systems, airports, ports and harbors, wastewater and drinking water infrastructure, brownfields, and broadband.

It's infrastructure investment that is **smarter, safer, and made to last** – with a framework that:

- ✓ Brings existing infrastructure into a state of good repair and enables the completion of critical projects through long-term, sustainable funding.

- ✓ Sets a path toward zero carbon pollution from the transportation sector, creating jobs, protecting our natural resources, promoting environmental justice, and increasing resiliency to climate change.
- ✓ Ensures a transportation system that is green, affordable, reliable, efficient and provides access to jobs
- ✓ Provides safe, clean, and affordable water and wastewater services.
- ✓ Prioritizes the safety of the traveling public.
- ✓ Helps combat climate change by creating good-paying jobs in clean energy, investing in energy efficiency and reducing greenhouse gas pollution.
- ✓ Expands broadband internet access, adoption for unserved and underserved rural, suburban, and urban communities.
- ✓ Modernizes 9-1-1 public safety networks.
- ✓ Creates family-wage jobs with Davis-Bacon and other strong worker protections.
- ✓ Supports U.S. industries, including steel and manufacturing, through strong Buy America protections

"Our country has changed dramatically since the 1950s, yet people and goods are now literally stuck trying to move on transportation networks first developed nearly 70 years ago. It's past time for transformational investments to make our infrastructure smarter, safer, and resilient to climate change, or else we will keep throwing money at an antiquated system that is only holding us and our economy back," **Chair DeFazio said.** "The framework we released today is the launchpad we need to move forward on those transformational investments and curb carbon pollution. In the coming months, I look forward to continuing our work to make this framework a reality. The cost of inaction is too great."

"There is no better way to strengthen our economy for the future than to modernize our badly aging infrastructure. This bold framework not only helps us rebuild our nation, it also combats climate change by reducing carbon emissions and moving us towards a clean energy future," **Chairman Pallone said.** "It will also create good paying jobs, ensure that no community is left behind in the digital economy and help protect Americans' drinking water. These are investments that we must make for the American people, and I look forward to moving this proposal forward."

"Due to decades of underfunding and neglect, America's infrastructure system is falling apart and we're falling behind our global competitors. The deficiencies of our roads, bridges, transit, water systems, broadband, and electrical grids hold our nation's economy back," **Chairman Neal said.** "When we invest in infrastructure, it results in a significant economic multiplier – with each dollar spent, our nation becomes more

competitive and prosperous. Democrats' new infrastructure framework creates jobs, bolsters American industry, and builds the smart, safe connections between communities that our country needs to advance."

Text of the Moving Forward Framework is [here](#).

A Factsheet is [here](#).

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MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

Fact Sheet

House Democrats' Moving Forward Framework outlines a 5-year, \$760 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create more than 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's infrastructure investment that is **smarter, safer, and made to last**.

Modern Highways & Highway Safety Investments — \$329 Billion

- Delivers better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the Nation's [47,000 structurally deficient bridges](#).
- Modernizes our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Invests in reducing carbon pollution from the transportation sector and improving the resilience of infrastructure to withstand the impacts of climate change.
- Dramatically increasing the availability of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses the sharp rise in pedestrian and bicyclist deaths by making our roads safer for all users.
- Uses modern technology, such as smart traffic lights and innovative materials, to create smarter, more efficient transportation systems.

Transit Investment — \$105 Billion

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Increases investment in zero-emission buses to reduce carbon pollution.
- Streamlines project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.
- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

Rail Investments — \$55 Billion

- Expands our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak's legacy of serving long-distance and intercity passengers.

Airport Investments — \$30 Billion

- Supports airport investments to meet growing passenger demand and advances FAA's airspace modernization efforts to make air travel safer and easier.

- Incentivizes the development and use of sustainable aviation fuels and new aircraft technologies to reduce the carbon pollution from air travel.
- Accelerates research into noise reduction efforts in communities near U.S. airports, making communities healthier and more livable.

Clean Water & Wastewater Infrastructure — \$50.5 Billion

- Funds building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Encourages the use of energy-efficient and water-efficient technologies.
- Helps communities affordably address local sewer overflow and stormwater infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
- Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

Water Infrastructure (Flood protection, navigation, etc.) — \$10 Billion

- Addresses the impact of severe weather events by tackling the backlog of Army Corps' projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

Harbor Infrastructure — \$19.7 Billion

- Funds the essential dredging and upkeep of American harbors, ports and channels – keeping commerce flowing and ensuring U.S. economic competitiveness – by making sure the fees collected from maritime shippers go toward regular harbor maintenance.

Brownfield Restoration — \$2.7 Billion

- Helps communities fix up abandoned and contaminated properties for new use, particularly important for the revitalization of economically distressed communities.

Drinking Water — \$25.4 Billion

- Protects Americans' drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
- Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

Clean Energy— \$34.3 Billion

- Invests in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.
- Encourages local communities to invest in energy efficient infrastructure including retrofitting and weatherizing buildings and funding energy efficiency and conservation projects to reduce carbon pollution and put people back to work.
- Strengthens existing energy supply infrastructure and expands renewable energy infrastructure in low-income and underserved communities to increase climate resiliency and reduce greenhouse gas pollution across the country.
- Supports the development of an electric vehicle charging network to facilitate the transition to zero emissions vehicles from coast to coast.

Broadband & Communications — \$86 Billion

- Invests in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.

Public Safety Communications — \$12 Billion

- Protects American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

MOVING AMERICA AND THE ENVIRONMENT FORWARD:

Funding Our Roads, Transit, Rail, Aviation, Broadband, Wastewater and Drinking Water Infrastructure

America's infrastructure is in crisis. For decades we have relied on a 1950s-era transportation system that has failed to keep pace with our economy, our communities, and our changing climate. And in 2020, what do we have to show for it? Roads and highways that are in poor condition, badly congested, and accelerating carbon pollution; rail and transit systems that are often unreliable and inefficient; bridges that are structurally deficient and putting communities at risk; airports that can't keep up with growing passenger demand; ports and harbors that are incapable of accommodating the demands of commercial shipping due to lack of dredging; aging drinking and wastewater infrastructure that has left entire communities without drinking water and put rivers and streams at risk of contamination; and wide swaths of the U.S. population without access to high-speed internet, which has become a necessity for schools, homes, and businesses.

The cost of inaction is great, not only for the tens of millions of Americans who are forced to waste their own time and money trying to get from Point A to Point B, but also for the broader U.S. economy, which requires robust infrastructure connecting every corner of our country to move goods and people as quickly and as safely as possible in our increasingly mobile society.

That's why House Democrats are putting forward a framework to invest **\$760 billion over five years** in the nation's roads, bridges, transit systems, railways, airports, ports, inland waterways, wastewater and drinking water systems, brownfields, and broadband. This framework is an opportunity to get our existing infrastructure working again and fund new transformative projects that will create an estimated 10 million jobs,¹ while reducing carbon pollution, dramatically improving safety, and spurring economic activity.

It's infrastructure investment that is **smarter, safer, and made to last** – with a framework that:

- ✓ Brings existing infrastructure into a state of good repair and enables the completion of critical projects through long-term, sustainable funding.
- ✓ Sets a path toward zero carbon pollution from the transportation sector, creating jobs, protecting our natural resources, promoting environmental justice, and increasing resiliency to climate change.
- ✓ Ensures a transportation system that is green, affordable, reliable, efficient and provides access to jobs
- ✓ Provides safe, clean, and affordable water and wastewater services.
- ✓ Prioritizes the safety of the traveling public.
- ✓ Helps combat climate change by creating good-paying jobs in clean energy, investing in energy efficiency and reducing greenhouse gas pollution.
- ✓ Expands broadband internet access and adoption for unserved and underserved rural, suburban, and urban communities.
- ✓ Modernizes 9-1-1 public safety networks.
- ✓ Creates family-wage jobs with Davis-Bacon and other strong worker protections.
- ✓ Supports U.S. industries, including steel and manufacturing, through strong Buy America protections.



The House Committee on Transportation & Infrastructure

Chairman Peter A. DeFazio
Ranking Member Sam Graves

HIGHWAY AND TRANSIT PROGRAMS: \$434 BILLION

*America's surface transportation system is in urgent need of sustained investment and a new vision to meet 21st century challenges. This framework provides an infusion of **\$434 billion** over five years for States, cities, counties, transit agencies, and regional transportation organizations to undertake transformative transportation investments that **maintain** our existing infrastructure and bring it to a state of good repair; **modernize** what and how we build to ensure safer, smarter, greener infrastructure; and **move** people and goods safely and more efficiently to reduce carbon pollution.*

TRANSFORMATIVE HIGHWAY INVESTMENTS: \$319 BILLION

Brings Infrastructure up to State of Good Repair and Delivers Critical Projects

Investment in Major Projects – Provides funding for vital infrastructure projects of regional and national significance, with focused eligibility criteria and reduced Secretarial discretion over project selection.

Investment in Bridges – Provides funding to repair or replace bridges in poor condition, including in rural areas.

Investment in Communities – Provides targeted funding for communities, tribes, and rural and other continually disadvantaged areas.

Simplifies Project Financing Options – Continues funding for the TIFIA program while streamlining the application process and increasing transparency in the vetting process for projects seeking TIFIA funds.

Reduces Dependence on Fossil Fuels and Curtails Carbon Pollution

Investment in Alternative Fuel Infrastructure – Provides opportunities and funding to States, MPOs, and local governments to build fueling infrastructure for zero pollution hydrogen and electric vehicles along designated highway corridors.

Investment in Carbon Pollution Reduction – Incentivizes projects to reduce carbon pollution from the transportation sector, including freight, and promotes cleaner communities around transportation facilities. Focuses on cutting congestion and related pollution, including through the use of technology in urban areas.

Boosts Resilience

Strengthens Transportation Facilities – Creates a new program to protect fragile or at-risk transportation assets before they fail, to invest in evacuation routes, and to increase resiliency to climate change and other natural disasters, including earthquakes.

Revamps Existing Formula Programs

Amends core highway formula programs to prioritize investments and improve program implementation:

Fix it First – Prioritizes maintaining and improving existing infrastructure and bringing it up to a state of good repair, including roads, bridges, tunnels, and ferry systems.

Performance-Based Investments – Ensures current performance measures have teeth and holds States accountable to achieve improvements. Advances project planning and design approaches that result in efficient, effective, and sustainable transportation decisions, including through practical design.

Resilient Infrastructure – Ensures that resiliency is a decision-making factor in the Federal highway planning and project selection process, with an emphasis on life-cycle and long-term asset performance. Modifies the Emergency Relief program to ensure facilities can be rebuilt better and stronger.

Reduces Pollution – Requires States to measure greenhouse gas pollution; focuses States and MPOs on developing policies and making investments that will reduce transportation-sector pollution; supports innovative construction materials to reduce our carbon footprint; reforms the Congestion Mitigation Air Quality program to prioritize clean, zero pollution options; and boosts investment in cycling, walking, and public transportation, including ferries.

Targets Highway Safety – Modifies the Highway Safety Improvement Program to focus on safety improvements that address the greatest safety risks, including improving pedestrian and cyclist safety; addressing hazards on high-risk rural roads; improving work-zone safety; and providing children safe routes to school. Requires States and MPOs to use Complete Streets standards and policies; supports the implementation of Vision Zero goals; and expands innovative solutions to improve highway-railroad grade crossing safety and congestion.

Empowers Local and Tribal Governments – Authorizes technical assistance to cities, counties, rural areas, and tribes to improve capacity to receive and administer Federal funds and facilitate project delivery. Ensures that State DOT practices to exchange or swap Federal transportation funds for State dollars do not undermine labor protections.

Expands Local Control – Expands decision-making over Federal funds to other levels of government and provides additional authority to metropolitan planning organizations that demonstrate the capacity to administer Federal funds. Amends the suballocation process to ensure mid-sized communities receive a portion of program funds.

Invests in Multimodal Freight Options – Provides greater opportunity for States to invest in the multimodal movement of freight by increasing funding caps under existing programs.

Tackles Congestion Equitably – Institutes tighter standards around tolling and congestion pricing.

Modernizes Project Planning – Requires States and MPOs to prioritize transportation access and to consider during the planning process all system users, job access, connections to housing, and creation of transportation options in underserved communities.

Protects Minority- and Women-Owned Businesses – Ensures a level playing field for Disadvantaged Business Enterprises (DBEs) to participate in Federal transportation projects, and improves implementation of the DBE program.

Improves Transparency and Accountability – Requires States to report performance targets and provide project-specific data to show where and how Federal transportation dollars are spent.

Invests in Tribal, Territorial, and Federal Lands Projects

Directs additional resources to the Tribal Transportation, Territorial Highway, and Puerto Rico Highway programs to address infrastructure needs.

Ramps up funding for the Federal Lands Transportation Program to reduce the significant maintenance backlog attributable to transportation assets in National Parks and on other Federal lands.

Provides discretionary funding for projects on tribal lands and Federal lands.

Expands Research and Innovation

Technology Deployment – Focuses research programs on deploying smart infrastructure and new technologies to address emerging challenges and explore the infrastructure changes needed to accommodate autonomous vehicles, such as safeguarding vulnerable users, construction zones, and emergency vehicles.

Innovative Materials – Tests and deploys innovative building materials that last longer and provides research dollars for emerging construction techniques and materials that reduce carbon pollution.

Tests the Viability of New Transportation User Fees

Transforms revenue collection and distribution by authorizing a multi-year national pilot program to test revenue collection to ensure the future viability and equity of surface transportation user fees, including a vehicle-miles travelled fee.

Transportation Workforce Development

Invests in workforce development programs to give workers the skills needed to find family-wage transportation jobs and to ensure that the workforce of today can build the transportation systems of tomorrow.

TRANSFORMATIVE TRANSIT INVESTMENTS: \$105 BILLION

Mitigates Greenhouse Gas Pollution with Transit

Invests heavily in transit and zero emission buses to reduce greenhouse gas pollution and ease congestion by providing people with quality transit options.

Delivers Critical Projects

Reforms the Capital Investment Grant program, the most important source of Federal funds for new transit capacity, to ensure good projects are approved quickly and that the Federal government prioritizes new transit capacity that reduces congestion and mitigates greenhouse gas pollution.

Reforms Bus Programs

Increases bus funding in combination with procurement reforms tailored to both large and small transit agencies and invests in bus facilities to overcome the cuts to Federal funding in recent years.

Supports American Workers

Streamlines and centralizes the Buy America domestic content reporting process to ensure manufacturers are consistent in how they measure domestic content.

Focuses on Riders

Refocuses Federal policy on the needs of riders by ensuring Federal funding formulas prioritize frequency of service and provide tools and resources to move buses faster with the use of bus lanes, signal priority, route optimization, and on-time performance measures.

Advances Innovation

Takes mobility on demand beyond demonstration projects and incorporates it into everyday transit operations.

Connects Veterans, Substance Abuse Patients, and the Elderly to Healthcare

Creates a new grant program that builds upon ongoing demonstration projects that have shown success in improving the health care of constituencies by getting patients to medical appointments. The program will measure the saved health care dollars from better health outcomes and the saved transportation costs from the elimination of stove-piped Federal transportation programs. Grantees will coordinate with other Federal programs, hospitals, clinics, and state/local health agencies to provide a seamless transportation system.

TRANSFORMATIVE SAFETY INVESTMENTS: \$10 BILLION

Supports Safety and Enforcement Programs

Boosts State Safety Programs – Provides additional funding for grants to States under National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration programs.

Maximizes the Effectiveness of Grant Funds – Targets funding to prioritize the greatest safety risks and requires more transparency for States when grant applications are denied.

Supports Enforcement – Dedicates funding for motor carrier and traffic safety enforcement and incentivizes States to train more law enforcement officers, including to detect impaired driving.

RAIL TRANSPORTATION: \$55 BILLION

Year after year, the needs of our country's passenger rail network grow. While demand for passenger rail, including commuter and intercity rail service, has increased substantially in recent years, our investment in the network that transports tens of millions of passengers annually has lagged significantly. The mounting need for investment in the country's busiest rail corridor – the Northeast Corridor – is great, totaling tens of billions of dollars, while rail passengers outside the Northeast Corridor, traveling to destinations near and far, similarly suffer from woeful under-investment. In order to meet future demand, increase capacity, reduce congestion, and meet a state of good repair, this framework makes significant investments to improve and grow the passenger rail network while also ensuring safety is held to the highest standard.

TRANSFORMATIVE RAIL INVESTMENTS: \$55 BILLION

Invests in Rail Infrastructure

Funds projects that transform our rail network, including addressing the backlog of rail infrastructure and facility investments needed to bring passenger rail into a state of good repair and beyond.

Expands Passenger Rail

Supports establishing new or improved intercity, commuter, or higher-speed passenger rail corridors, while also reducing congestion and improving on-time passenger rail service.

Continues Amtrak's Legacy

Provides continued support for Amtrak's complete passenger rail network, including the Northeast Corridor, State-Supported routes and Long-Distance routes. Supports modernizing equipment and ADA-compliance.

Builds a Resilient Future

Ensures that rail infrastructure projects account for the effects of climate change, including increasingly severe disasters.

Supports the Rail Workforce

Updates protections for workers engaged in railroad transportation to reflect today's evolving freight and passenger rail systems and tomorrow's technological advancements, while promoting the highest level of safety.

Protects Public Safety

Ensures the safety of rail infrastructure and communities by supporting grade crossing safety measures and prevents dangerous quantities of liquefied natural gas from moving in rail tank cars until the impacts are studied and appropriate control measures are in place.

AIRPORT AND AIRWAY INFRASTRUCTURE: \$30 BILLION

As a result of decades of underinvestment in our Nation's airport infrastructure, U.S. airports' capital needs now total nearly \$130 billion over the next five years, or approximately \$26 billion each year, according to an industry group. This amount far exceeds the \$3.35 billion in authorized grant funding provided annually to airports through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) combined with the \$3.5 billion airports raise through the current passenger facility charge (PFC). Furthermore, while passenger traffic in the United States increased by nearly 20 percent since 2009, Congress has maintained relatively flat funding levels for the AIP since 2007 and has not increased the current PFC cap of \$4.50 per enplanement since 2000. Boosting airport infrastructure funding, investing in 21st-century air traffic control system improvements, and building infrastructure to support the growing fleet of unmanned aircraft would position our aviation system to regain its world-class status while reducing carbon pollution and increasing system capacity.

TRANSFORMATIVE AIRPORT INVESTMENTS: \$30 BILLION

Increases Funding to Deliver Critical Projects for Airport and Airspace Capacity and Resiliency

Passenger Facility Charge (PFC) Cap – Increases the PFC cap and indexes it to inflation going forward, which would allow for increased investment in airports that are at or over capacity with travelers in terminals and increasingly congested with airplanes on runways and taxiways. This revenue would also fund critical landside development projects that are ineligible for AIP funding, help airports prepare for anticipated passenger growth and demand, and ready airport infrastructure for the future impacts of climate change and natural disasters.

Creation of Airport and Airway Investment Program – Creates new Airport and Airway Investment Program focused on investing in modernization projects that enhance airport and airspace capacity, reduce an airport's carbon footprint, or achieve an otherwise significant national or regional objective. The program would also provide additional investment to accelerate completion of the FAA's airspace modernization program (NextGen) to ensure the safety, efficiency, and reliability of air travel as air traffic increases over the next several years, and thereby reduce aircraft fuel burn, pollution, and noise. The program would be funded through the Airport and Airway Trust Fund.

Sustainability and Noise

Aircraft – Incentivizes the development, testing, and certification of new aircraft and associated technologies, including hybrid and electrically powered aircraft designs, to reduce aircraft noise and fuel pollution in U.S. aviation.

Alternative Jet Fuels – Incentivizes the creation and use of sustainable aviation fuels in commercial aviation to reduce fuel costs, pollution, and the overall environmental footprint of U.S. aviation.

Noise – Accelerates research on overflight noise and the implementation of policies and programs to lessen such noise and alleviate its impact on communities near U.S. airports.

Innovation

Unmanned Aircraft Systems – Advances the deployment and increased use of unmanned aircraft systems (UAS) to assist in the construction of transportation infrastructure projects, including to complete environmental impact assessments, and to inspect infrastructure damaged by hurricanes, earthquakes, and other natural disasters. This will lead to safer, more efficient operations, reduce project costs, and shorten project timelines.

Integration of Large UAS and Other New Aircraft – Plans for the integration of large UAS and electric vertical takeoff and landing (eVTOL) aircraft—electric-powered aircraft designed to transport passengers and cargo on-demand—into the National Airspace System. Large UAS can assist in the inspection of critical infrastructure and data collection that accelerates project construction. The integration of eVTOL aircraft will help transport people and goods over varying distances, thereby reducing carbon pollution, congestion, and demand on our Nation’s ground infrastructure, particularly in metropolitan regions.

HARBOR MAINTENANCE TRUST FUND: \$19.7 BILLION

According to the U.S. Army Corps of Engineers (Corps), navigation channels at our Nation’s busiest 59 ports are available less than 35 percent of the time—and the conditions of our midsize and emerging harbors are far worse. With the opening of the expanded Panama Canal in June 2016, larger container ships will increasingly call on our ports, and dredging needs will continue to grow. In 2016, the Corps estimated the total cost to dredge and maintain authorized widths and depths of all Federal navigation projects is \$20.5 billion over the next decade (in 2019 dollars). However, this estimate does not likely include all necessary jetty and breakwater work, or other needs identified by ports to maintain and expand harbor use nationwide.

Fully Utilizes the Harbor Maintenance Trust Fund

Enables the investment of all revenue annually collected (and previously collected) in the Harbor Maintenance Trust Fund to address operation and maintenance dredging costs for Federally-authorized ports from maritime shippers. The Harbor Maintenance Trust Fund collects more revenue from shippers than Congress has appropriated to the Corps to maintain our harbors. According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will **collect an additional \$10.2 billion in new revenue (including interest) over the next five years** — on top of the estimated \$9.5 billion in previously collected but unspent revenue.

WATER RESOURCES INVESTMENTS: \$10 BILLION

*Congress has now, successfully, enacted three consecutive water resources development acts (or WRDAs) over the past 6 years, which have authorized critical flood control, navigation, and environmental restoration projects for the Nation. However, due to relatively flat funding for the U.S. Army Corps of Engineers (Corps), there has been a growing **backlog of authorized, but unconstructed Corps' projects which is estimated to be in excess of \$100 billion**. This backlog has resulted in increased timelines for project completion and project cost overruns due to inflation. Providing the Corps with additional funds to address the backlog of authorized, but unconstructed, projects will help modernize our Nation's water-related infrastructure, address local flooding, navigation, and environmental restoration needs across the Nation, and ensure that our communities, our businesses, and our economy are better prepared to address water resources challenges of the next century.*

TRANSFORMATIVE WATER RESOURCES INVESTMENTS: \$7 BILLION

Provides Critical Construction Funds to Address Backlog of Water Resources Development Projects

Invests \$7 billion in critical construction funds to carry out congressionally-authorized and locally-supported water resources development projects. These investments will help address an array of local flood control, navigation, and environmental restoration projects that have been previously studied and approved by the Corps and authorized into law by Congress through the annual water resources development acts.

TRANSFORMATIVE INLAND WATERWAYS INVESTMENTS: \$3 BILLION

Investments to Modernize Inland Waterway Navigation

The Inland Waterway System is a significant component of the Nation's marine transportation system. The Corps is responsible for management of roughly half of the 25,000 miles of inland navigable waterways in the United States, which carry approximately one-sixth of the national volume of intercity cargo. However, the Inland Waterway System is facing significant challenges due to aging infrastructure. Over half of the structures are more than 50 years old, and nearly 40 percent are more than 70 years old. Many of these projects are approaching the end of their design lives and need modernization or major rehabilitation.

This framework would provide a \$3 billion down payment to modernize our inland waterways, investing critical Federal funds in the construction and rehabilitation of the system to ensure projects are completed in a timely manner.

CLEAN WATER: \$50.5 BILLION

*America's water-related infrastructure is crumbling and in desperate need of repair or replacement. Communities, both urban and rural, face growing challenges to modernize their water-related infrastructure, to address ongoing local water quality challenges, and to ensure the reliability of water infrastructure in a changing climate. This framework provides an infusion of **\$50.5 billion** in infrastructure investment for States and municipalities through proven water infrastructure programs, such as the Clean Water State Revolving Fund and Clean Water Act (Act) grant and regional programs. We renew the Federal commitment to addressing the \$270 billion in wastewater infrastructure investment needs, identified by the U.S. Environmental Protection Agency (EPA), necessary to restore our water-related infrastructure over the next 20 years, and reaffirm Congress' goal to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters."*

TRANSFORMATIVE WATER INVESTMENTS: \$47.1 BILLION

CLEAN WATER STATE REVOLVING FUND (SRF) INVESTMENT: \$40 BILLION

Delivers Critical Projects

Addresses \$270 Billion Backlog in Critical Clean Water Needs – Restores Federal commitment to addressing the existing backlog of identified State and local water infrastructure needs and local water quality challenges.

Ensures Opportunities for All Communities – Establishes new minimum allocations for rural and small communities for water infrastructure investment authorities. Directs the newly-created EPA Municipal Ombudsman to provide technical, financial, and planning assistance to rural and small communities.

Increases Water Infrastructure Affordability

Financial Assistance to Communities with Affordability Concerns – Directs States to provide a minimum of 10 percent (and a maximum 30 percent) of their annual Clean Water SRF assistance in the form of grants (or other financial subsidizations) to communities with affordability concerns to ensure the affordability of wastewater services to households that may have difficulty making ends meet.

Encourages EPA to Continue to Help Communities Affordably Implement the Clean Water Act – Directs the EPA Administrator to report to Congress on ways to address the urgent water infrastructure needs of communities, including environmental justice communities, through enhanced technical and financial assistance.

Boosts Resilience and Green Infrastructure Investment

Codifies "Green Reserve" for Critical Energy-Efficiency, Water-Efficiency, and Green Infrastructure Projects – Formally establishes within the Clean Water Act a requirement that States utilize a minimum of 15 percent of their annual Clean Water SRF capitalization grants to invest in projects that increase energy- and water-efficiency, or that utilize natural or nature-based approaches to addressing local water quality challenges.

Encourages Utilities to Adopt Water- and Energy-Efficient Practices – Directs utilities to study, evaluate, and to the extent practicable, implement water- and energy-efficient technologies, such as technologies that recapture and reuse energy produced from the treatment of wastewater (e.g. methane recapture).

Invests in the Resiliency of Wastewater Treatment Works – Establishes a new Clean Water grant authority for communities to assess and address vulnerabilities of wastewater utilities to manmade or natural disasters, including extreme weather events and sea-level rise.

Assessment of National Resiliency and Climate-Ready Infrastructure Needs – Requires States and localities to include, within an existing biennial assessment of water infrastructure needs, an estimate of the costs necessary to address the resilience and sustainability of wastewater utilities to manmade or natural disasters.

Invests in Tribal and Territorial Projects

Codifies Existing Statutory Allocation Formulas – Utilizes the existing Clean Water Act statutory allocation formula for distribution of Clean Water SRF funds among the States and codifies the allocation for tribes and the U.S. Territories carried, on a year-by-year basis, through the appropriations process.

Water Utility Workforce Development

Funds workforce development and apprenticeship programs to give workers the skills needed to find family-wage water utility jobs and to ensure that the workforce of today can build the water infrastructure network of tomorrow.

STATE CLEAN WATER COMPLIANCE ASSISTANCE: \$1.5 billion

Provides Vital Assistance to States to Co-Implement Clean Water Authorities

Renews the Federal financial commitment to States to help co-administer the Clean Water Act by reauthorizing, at increasing levels, Federal assistance to States with approved Clean Water programs. Provides a total of \$1.5 billion over five years for this authority.

CLEAN WATER ACT GRANT PROGRAM INVESTMENT: \$5.6 billion

Watershed, Wet Weather, and Resiliency Projects

Makes permanent an existing Clean Water Act pilot program to aid municipalities in addressing innovative wet weather, stormwater, and nonpoint source management projects. Provides an initial infusion of \$1 billion in investment for this authority.

PFAS (Forever Chemicals) Research and Treatment Grants

Prevents the discharge of industrial chemicals, such as per- and polyfluoroalkyl substances (PFAS), or “forever chemicals”, into the Nation’s rivers and streams with new safeguards. Helps municipalities install innovative detection and treatment technologies by creating a new EPA program and provides an initial infusion of \$1 billion in new Federal assistance to help communities address ongoing contamination of our waterways.

Alternative Water Source Projects

Reauthorizes Federal investments in alternative water source projects to address critical water supply needs, especially in arid areas of the Nation. This \$600 million in Federal investment will allow States, communities, and utilities to construct innovative projects to reuse wastewater and stormwater resources to augment existing sources of water.

Sewer Overflow and Stormwater Grant Authority

Reauthorizes increased Federal grant assistance to States and municipalities to address local sewer overflow and stormwater infrastructure needs. This authority provides a total of \$2 billion over five years in direct Federal grants to States and municipalities to fund projects to capture, treat, and/or reuse combined and sanitary sewer overflows and stormwater. This critical investment will help quickly address local water quality improvement projects in a manner that is affordable to local ratepayers.

Nonpoint Source Management Programs

Increases the annual Federal investment for States and municipalities to address ongoing nonpoint sources of pollution, which are diffuse sources of runoff from farms, managed forests, and urban areas that often carry pollutants, such as fertilizers, sediment, toxic chemicals, and heavy metals, into surrounding rivers, lakes, and streams. This \$1 billion investment over five years will assist States and municipalities in addressing a leading cause of water quality impairment throughout the Nation.

Support American Workers

Reaffirms existing Buy America iron and steel requirements to ensure that, regardless of the source, water infrastructure investments utilize domestically-produced iron and steel components.

TRANSFORMATIVE REGIONAL INVESTMENTS: \$3.4 BILLION

Great Lakes Restoration Initiative Projects

Reauthorizes a total of \$2.125 billion over five years for EPA's Great Lakes Restoration Initiative (GLRI), the primary Federal investment program that seeks to restore the ecological health of, and protect the quality of water in, the Great Lakes.

Projects for the Restoration of the Chesapeake Bay

Reauthorizes a total of \$455 million over five years for restoration projects and activities funded through EPA's Chesapeake Bay Program Office, including ongoing efforts to address nutrient and sediment pollution threatening the watershed, such as agricultural runoff, wastewater treatment facilities, and urban stormwater runoff.

Lake Pontchartrain Basin Restoration Projects

Provides a total of \$100 million over five years for restoration projects and activities consistent with the Lake Pontchartrain Basin Restoration Program.

Puget Sound Restoration Projects

Authorizes a total of \$250 million over five years for restoration projects and activities to restore the ecological health and water quality of the Puget Sound.

San Francisco Bay Restoration Projects

Authorizes a total of \$125 million over five years for restoration projects and activities to restore the ecological health and water quality of the San Francisco Bay.

National Estuaries Restoration Projects

Provides a total of \$250 million over five years in vital Federal seed money to locally-developed estuary restoration plans to address the impacts of human development, increased pollution, and climate change on estuarine environments.

Long Island Sound Restoration Projects

Provides an additional \$40 million annually through fiscal year 2024 for restoration projects and activities consistent with the Long Island Sound Study.

Columbia River Basin Restoration Projects

Provides an additional \$30 million annually through fiscal year 2024 (\$90 million total) for restoration projects and activities to protect water quality and ecological habitat in the Columbia River Basin.

Committees on Transportation and Infrastructure and Energy and Commerce Joint Jurisdiction

BROWNFIELDS RESTORATION AND REINVESTMENT: \$2.7 BILLION

Communities throughout the United States continue to be challenged by dilapidated, abandoned, or under-utilized properties where the presence (or potential presence) of hazardous substances or contaminants prevent or hinder their reuse. EPA estimates that there are more than 450,000 of these properties – commonly called brownfields – in the United States. EPA's brownfields program provides critical seed money to States and municipalities to investigate and remediate these properties, and in turn, increase the local tax base, facilitate job growth, utilize existing infrastructure, and encourage redevelopment and the preservation of open spaces. This framework provides an infusion of \$2.7 billion in brownfields assessment and redevelopment investment for States and municipalities through the highly successful brownfields program.

TRANSFORMATIVE BROWNFIELDS INVESTMENTS

Invests in Brownfields Site Assessment and Cleanup Grants

Provides \$2.45 billion over five years for EPA's brownfields redevelopment grants program, providing additional resources to communities to reclaim and reuse abandoned and contaminated properties, to leverage additional public and private-sector redevelopment funds, and to increase the potential job creation and livability benefits of the brownfields program. It also creates a new program to promote renewable energy projects on brownfield sites. According to EPA, over the program's 20-year history, brownfields investment projects have leveraged, on average, almost \$17 in additional investment for every \$1 spent in Federal funds.

Supports State Brownfields Cleanup Programs

Renews the Federal financial commitment to States to help clean up brownfields properties by reauthorizing Federal assistance to States with approved state brownfields cleanup programs. Provides a total of \$250 million over five years for this authority.



HOUSE COMMITTEE ON ENERGY & COMMERCE

CHAIRMAN FRANK PALLONE, JR.

CLEAN DRINKING WATER & CLEAN ENERGY: \$59.7 BILLION

This framework funds environment and energy infrastructure that will lower greenhouse gas pollution and ensure access to safe drinking water and cleaner lands. It helps combat climate change by moving us toward a clean energy future. It strengthens existing energy supply infrastructure and expands renewable energy infrastructure to increase climate resiliency and reduce greenhouse gas pollution. It also invests in energy efficiency programs to cut energy usage, reduce costs to consumers and address climate change.

TRANSFORMATIVE DRINKING WATER INVESTMENTS: \$25.4 BILLION

Drinking Water Program Funding

Extends and increases funding for programs to protect Americans' drinking water by investing \$22.9 billion over five years in the Drinking Water State Revolving Fund (SRF), the Indian Reservation Drinking Water Program, School and Child Care Program Lead Testing grants, Lead Drinking Fountain Replacement, Community Water System Risk and Resilience grants, and Public Water System Supervision grants to States. It also requires that iron and steel used in drinking water infrastructure projects be made in America and protects workers by ensuring prevailing wages.

Treatment Grants to Address Perfluorinated Chemicals

Creates a new \$2.5 billion grant program to assist drinking water systems confronting contamination from perfluorinated chemicals and requires EPA to evaluate and identify effective treatment techniques for removing those chemicals from drinking water.

TRANSFORMATIVE CLEAN ENERGY INVESTMENTS: \$34.3 BILLION

Grid Security and Modernization

Provides \$4 billion over five years for electric grid infrastructure to accommodate more renewable energy and to make the grid more resilient. The funding is focused on grid modernization, security, resiliency, and efficiency. Funds will support infrastructure improvements to enhance energy security, deployment of smart grid technology, and efficiency upgrades. It also establishes a strategic transformer reserve to speed electric grid recovery following extreme weather events.

Energy Efficient Infrastructure and Investments

Includes several programs to cut energy usage, benefit consumers, and address climate change.

Energy Efficiency Retrofits – Provides \$1.85 billion over five years for home and school energy efficiency retrofits. These retrofits will save consumers and school systems money and remove dangerous lighting containing PCBs from school environments.

Weatherization Grants & Promoting Smart Buildings – Provides \$1.75 billion over five years in weatherization grants and programs to promote smart buildings and \$15 million for a pilot program to promote energy efficient water distribution systems.

Reduce Pollution from Older Vehicles – Reauthorizes the Diesel Emissions Reductions Act, providing \$1.25 billion over five years to reduce carbon pollution from older vehicles including school buses.

Energy Efficiency and Conservation Investments – Provides \$17.5 billion over five years to local governments to fund energy efficiency and conservation projects that will dramatically reduce greenhouse gas pollution, reduce costs for consumers and help put people back to work in their communities.

Energy Supply Infrastructure

Strengthens existing energy supply infrastructure and expands renewable energy infrastructure to increase climate resiliency and reduce greenhouse gas pollution.

Natural Gas Pipeline Replacement – Strengthens existing infrastructure and reduces methane pollution by providing \$1.5 billion over five years in assistance for low-income communities to support natural gas pipeline replacement.

Renewable Energy Infrastructure Expansion – Invests \$2.25 billion over five years to create new grant programs for distributed energy systems and solar installations in low-income and underserved communities.

Electric Vehicle Infrastructure

Invests \$1.5 billion in electric vehicle infrastructure to support the development of an electric vehicle charging network to assist the transition to zero emissions vehicles.

Smart Communities Infrastructure

Provides \$850 million over five years to spur the development of Smart Communities infrastructure through technical assistance, grants, and training. Authorizes the Department of Energy's proposed Cities, Counties, and Communities energy program to provide technical assistance and competitive grants for clean energy solutions in development and redevelopment efforts. It also funds technical assistance to be provided by the national labs to cities and towns looking to deploy smart community infrastructure. Lastly, it expands the Department of Commerce smart cities demonstration project to include small and medium cities and towns.

Provides \$625 million over five years to the State Energy Program and authorizes the Clean Cities Coalition Network Program with \$300 million over five years to support the expanded development of alternative fuel infrastructure. Provides an additional \$925 million over five years to State and local governments to support electrification of the transportation sector.

BROADBAND & COMMUNICATIONS: \$98 BILLION

This framework expands broadband internet service access to unserved and underserved rural, suburban, and urban communities, supporting vulnerable communities, which will help strengthen the economy in communities that have been left behind. The bill also provides funding for broadband adoption, digital equity, and Next Generation 9-1-1.

TRANSFORMATIVE BROADBAND INVESTMENTS: \$86 BILLION

Secure and Resilient Broadband

Deployment of High-Speed Broadband – Invests \$80 billion over five years to deploy secure and resilient broadband and expand access for communities nationwide. This investment would fund connections to the internet to unserved and underserved rural, suburban, and urban areas across the country. A high-speed internet connection is an essential part of life, and helps create stronger small businesses, more jobs, and a powerful economy in communities that have been left behind.

Low-Interest Financing for Broadband Deployment – Invests \$5 billion over five years for low-interest financing of broadband deployment through a new program that would allow eligible entities to apply for secured loans, lines of credit, or loan guarantees to finance broadband infrastructure build out projects.

Digital Equity – Invests \$540 million over five years to promote digital equity and build capacity for efforts by States relating to the adoption of broadband, and invests \$600 million to support digital equity, promote digital inclusion activities, and spur greater adoption of broadband among covered populations.

PUBLIC SAFETY COMMUNICATIONS INVESTMENTS: \$12 BILLION

Grants for Implementation of Next Generation 9-1-1 – Provides \$12 billion in grants for the implementation of Next Generation 9-1-1 services to make 9-1-1 service more accessible, effective, and resilient. This service would protect American lives by allowing callers to send text messages, images, or videos to 9-1-1 to help responders better assess the nature of an emergency and reach people in need.



HOUSE COMMITTEE ON WAYS & MEANS

CHAIRMAN RICHARD E. NEAL

RESPONSIBLY FUNDING AND FINANCING INFRASTRUCTURE INVESTMENTS

To fund our bold, transformational investments in infrastructure, Democrats are working toward responsible, bipartisan pay-fors. President Trump must come to the table with real proposals to raise the necessary revenue and resume a bipartisan pay-for conversation with Congress.

Democrats have identified some key needs to address as part of securing durable infrastructure funding revenue.

Address the long-term solvency of the Highway Trust Fund through user-based mechanisms

The Highway Trust Fund has faced insolvency for more than a decade and Congress has had to transfer nearly \$150 billion in general funds to make up for the shortfall.

Improve existing trust funds through user-based mechanisms to increase investments in port and airport infrastructure projects

Taken together, the Airport and Airways Trust Fund and Harbor Maintenance Trust Fund collect nearly \$20 billion annually. Still, American ports of all sizes cannot compete with international competition for shipping and many airports have reached an untenable capacity that strains aviation safety and economic vitality.

Provide a long-term, sustainable source of water infrastructure funding

The vast majority of America's drinking water and wastewater systems were built more than 50 years ago. The Environmental Protection Agency estimates that we need \$655 billion in water infrastructure investments in the next 20 years, and every year, thousands of water systems are found in violation of EPA lead standards.

Reinstate the Superfund tax to accelerate the pace of cleanup of toxic and hazardous waste sites throughout the United States

Restores a 'polluter pays' principle by requiring those responsible for pollution to pay for the cleanup, rather than the American taxpayer.

Strengthen new and existing infrastructure financing tools

Direct Subsidy Bonds – Provides taxable bonds, such as Build America Bonds, that State and local governments can use to finance surface transportation projects while the bondholder receives a direct subsidy, rather than tax-free interest like municipal bonds.

Build America Bonds were created as part of the American Recovery and Reinvestment Act of 2009 and expired in 2011. More than \$181 billion in Build America Bonds were issued in the two years they were available, supporting nearly 2,300 projects around the country. Reinstating Build America Bonds and other debt financing mechanisms can create efficiencies in infrastructure investment for a wide range of public-private partnerships, particularly when their effectiveness is not diminished by sequestration.

Qualified Private Activity Bonds – Expands the national volume cap for qualified highway or surface freight transfer facilities to allow for greater investment in surface transportation public-private partnerships.

Advanced Refunding – Restores State and local governments' ability to invest in infrastructure projects with favorable financing terms by allowing them to use one bond's proceeds to replace existing bonds.

Tax Credit Bonds – Provides a taxable bond that State and local governments can use to finance surface transportation projects while the bondholder receives a tax credit, rather than tax-free interest like municipal bonds.

Tax Credits – Expands existing infrastructure tax credits and creates new credits to improve all sectors of infrastructure investment, including community development projects driven by the new markets tax credit, housing investments incentivized by the low-income housing tax credit, and community revitalization through the rehabilitation credit for historic buildings.

Green Energy – Builds on the Committee's work on green energy and efficiency, by providing incentives for renewable energy projects and new technologies to modernize the electric grid, improve resiliency, and further accelerate the transition to a clean energy economy.

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¹ T&I Staff calculation using numbers from the Federal Highway Administration, <https://www.fhwa.dot.gov/policy/otps/pubs/impacts/>; the Environmental Protection Agency's Brownfields Program, <https://www.epa.gov/brownfields/brownfields-program-environmental-and-economic-benefits>; the American Society of Civil Engineers, https://www.asce.org/airports_inland_waterways_and_marine_ports_report/; and the National Utility Contractors Association, https://www.nuca.com/files/Support%20WQ%20Job%20Creation%20Act_October%202019_Final.pdf.