



## **Technical Committee Meeting Agenda**

Wednesday, February 26, 2020

9:00 AM

Committee Room 2nd Floor  
Durham City Hall 101 City Hall Plaza  
Durham, NC 27701

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

### **CONSENT AGENDA**

#### **Approval of the January 22, 2020 TC Meeting Minutes**

[20-122](#)

A copy of the January 22, 2020 meeting minutes is enclosed.

**TC Action:** Approve the minutes of the January 22, 2020 TC meeting..

**Attachments:** [2020-02-26 \(20-122\) 1.22.20 TC Meeting\\_LPA2.pdf](#)

### **ACTION ITEMS**

#### **FY20 Unified Planning Work Program Amendment # 2 (5 minutes)**

[20-121](#)

##### **Felix Nwoko, 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. The UPWP identifies MPO planning tasks to be performed with the use of federal transportation funds. Changes to the UPWP budget requires an amendment approved by the Board. Amendment #2 of the FY2020 UPWP proposes to de-obligate a portion of PL funds programmed for the Triangle Bikeway plan development.

The attached memorandum and resolution provide details.

**TC Action:** Recommended the Board approve the FY20 Unified Planning Work Program Amendment #2.

**Attachments:** [2020-02-26 \(20-121\) FY20 UPWP Amend 2 -staff memo.pdf](#)  
[2020-02-26 \(20-121\) FY20 UPWP Amend #2 resolution with table.pdf](#)

**Revision to Approved FY2021 Unified Planning Work Program (UPWP)**[20-125](#)**(5 minutes)****Felix Nwoko, LPA Staff**

The DCHC MPO is required by federal regulations to prepare an annual UPWP that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. On February 17, 2020, the Board approved the FY2021 UPWP. This revision is necessary to incorporate carry over funds from FY 20 UPWP Amendment 2. The revised FY2021 UPWP and a memorandum describing the document revisions are attached. Included in the revised document are resolutions and Title VI Assurance supporting the proposed revision to the FY2021 UPWP.

**TC Action:** Recommended the Board approve the revision and accompanying resolutions.

**Attachments:**[2020-02-26 \(20-125\) FY21 UPWP revisions Memo 3.11.20.pdf](#)[2020-02-26 \(20-125\) FY21 UPWP FINAL Board 021220.pdf](#)

**Memorandum of Understanding for Next Phase of Study on Commuter**[20-124](#)**Rail Transit (20 minutes)****Katharine Eggleston, GoTriangle****Aaron Cain, LPA Staff**

Two high-level studies have been conducted on a potential Greater Triangle Commuter Rail (GTCR) project. The first study, the Major Investment Study (MIS), looked at the feasibility of commuter rail from Durham to Garner, as well as four Bus Rapid Transit corridors in Wake County. That study, completed in spring 2019, concluded that commuter rail could operate in the North Carolina Railroad (NCRR) corridor from Durham to Garner. Subsequent to the MIS, a second study was undertaken to look closer at potential scenarios with an eye toward potential federal funding eligibility. In addition, this second study expanded the scope of potential commuter rail in the NCRR corridor from Mebane to Selma.

This second GTCR study found that there are two potential scenarios that may be eligible for federal funding, pending additional analysis: West Durham to Garner and West Durham to Clayton. This study also refined ridership estimates based on the STOPS model and the Triangle Regional Model, and provided more definitive, but still planning-level, infrastructure assumptions and cost estimates for these scenarios. For GTCR to proceed, further study is required to further define the project, engage community members, municipalities, and institutional stakeholders, and better understand key project risks. This study would conduct preliminary engineering analysis in areas of concern along the corridor, model rail traffic on the corridor with the inclusion of commuter rail to better define infrastructure needs, and better refine cost and ridership estimates. This study will also address the concerns brought forth by Durham Mayor Steve Schewel in his letter to the GTCR parties (see attached).

For the next phase of study, staff recommends that all partner agencies adopt a Memorandum of Understanding (MOU) to outline the roles and responsibilities of each party. A draft MOU is attached. The draft MOU outlines the objectives of the next phase of study, which includes, but is not limited to:

- Developing a preliminary project management plan
- Preparing and implementing a community engagement plan
- Preparing and implementing an agency coordination plan
- Initiating consultations with federal agencies
- Performing a detailed screening of the NCRR corridor to confirm engineering and constructability risks
- Completing field survey and preliminary engineering design for areas of key engineering and construction risk
- Identifying sites for park-and-rides and maintenance and layover facilities
- Developing updated schedule and cost estimates
- Defining and evaluating project metrics including equity measures
- Performing RTC modelling to determine operating plans and necessary infrastructure improvements
- Engaging with local land use authorities and major institutions
- Facilitating a cost sharing negotiation among funding parties and securing local



government commitment of funds

As shown in the MOU, Durham's share of the cost of the next phase of study for the GTCR project is not to exceed \$2,700,000. This includes an additional approximately \$2.235,000 from the Durham Transit Tax Fund. The TC will be requested to recommend approval of the additional funding as a separate action.

**TC Action:** Recommend approval of the GTCR MOU.

**Attachments:** [2020-02-26 \(20-124\) Memorandum of Understanding on Next Phase of Study for](#)

**FY20 Durham Transit Work Plan Amendment - CRT Study (15 minutes)**

[20-123](#)

**Katharine Eggleston, GoTriangle**

**Aaron Cain, LPA Staff**

GoTriangle has recently completed a study of potential commuter rail along the North Carolina Railroad (NCRR) corridor from Mebane to Selma. The results of that study show that a commuter rail project, the Greater Triangle Commuter Rail (GTCR), may be eligible for federal funding from Durham to either Garner or Clayton, pending additional analysis. However, this is a planning-level study, and to address concerns that have been raised by various stakeholders, further study is necessary.

In order to move forward on that study and continue the partnership that has been created with the NCRR and Norfolk Southern, which operates freight service in the NCRR corridor, funds need to be programmed within the current fiscal year. GoTriangle has requested \$2.235,000 for that study, which combined with previously programmed funds will have Durham contribute \$2.7M of a total budget of \$9.2M for the next phase of study. The Durham Staff Working Group recommended approval of \$2,235,000 of additional funds as an amendment to the FY20 Work Plan on January 29, 2020.

**SWG Action:** The Durham Staff Working Group unanimously recommended approval of an additional \$2.235,000 for the next phase of study for the GTCR.

**TC Action:** Recommend the Board approve an additional \$2.235,000 for the next phase of study for commuter rail.

**Attachments:** [2020-02-26 \(20-123\) Project Sheet for CRT Study.pdf](#)

[2020-02-26 \(20-123\) Resolution to Approve Additional Funding for CRT Study.p](#)

**Adjustment of TC Meeting Calendar (5 minutes)**

[20-126](#)

**Aaron Cain, LPA Staff**

Due to the schedule of the annual NCAMPO conference for April 22-24 in Greenville, staff recommends moving the April TC meeting date from April 22 to April 29. Because there is a fifth Wednesday in April, this will still allow two weeks between the April TC meeting and the May Board meeting.

**TC Action:** Adjust the TC meeting calendar to move the April 22, 2020 meeting to April 29, 2020.

**REPORTS FROM STAFF:****Report from Staff**[20-107](#)**Felix Nwoko, LPA Staff****TC Action:** Receive report from Staff.**Attachments:**      [2020-02-26 \(20-107\) LPA staff report.pdf](#)**Report from the Chair**[20-108](#)**Nishith Trivedi, TC Chair****TC Action:** Receive report from the TC Chair.**NCDOT Reports**[20-109](#)**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 Division - NCDOT****John Grant, Traffic Operations - NCDOT****TC Action:** Receive reports from NCDOT.**Attachments:**      [2020-02-26 \(20-109\) NCDOT Progress Report.pdf](#)**INFORMATIONAL ITEMS:****Adjourn****Next meeting: March 25, 9 a.m., Committee Room****Dates of Upcoming Transportation-Related Meetings:****Triangle Bike & Ped Workshop 2020****Raleigh Union Station, 8 a.m. - 12 p.m. March 26, 2020****NCAMPO Conference April 22-24, 2020 Greenville**

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COMMITTEE**

**January 22, 2020**

**MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on January 22, 2020, at 9:00 a.m. in the City Hall Council Chambers, located on the first floor of Durham City Hall. The following people were in attendance:

Nish Trivedi (Chair)	Orange County Planning
Ellen Beckmann (Vice Chair)	City of Durham
Kayla Seibel (Member)	City of Durham Planning
Evan Tenenbaum (Member)	City of Durham
Bergen Watterson (Member)	Chapel Hill Planning
Jomar Pastorelle (Member)	Chapel Hill Planning
Tina Moon (Member)	Carrboro Planning
Zach Hallock (Member)	Carrboro Planning
Margaret Hauth (Member)	Hillsborough
Scott Whiteman (Member)	Durham County Planning
Brooke Ganer (Member)	Durham County Planning
Tom Altieri (Member)	Orange County Planning
Theo Letman (Member)	Orange Public Transportation
Chance Mullis (Member)	Chatham County
Julie Bogle (Member)	NCDOT TPD
John Grant (Member)	NCDOT TPD
John Hodges-Copple (Member)	Triangle J Council of Governments
Jay Heikes (Member)	GoTriangle
Scott Levitan (Member)	Research Triangle Foundation
Kurt Stolka (Member)	University of North Carolina
Matt Cecil (Alternate)	Chapel Hill Transit/Planning
Bill Judge (Alternate)	City of Durham
David Keilson (Alternate)	NCDOT, Division 5
Bryan Kluchar (Alternate)	NCDOT, Division 8
Katharine Eggleston (Alternate)	GoTriangle
Felix Nwoko	DCHC MPO
Brian Rhodes	DCHC MPO
Aaron Cain	DCHC MPO
Meg Scully	DCHC MPO
Andy Henry	DCHC MPO
Robert Jahn	DCHC MPO
Dale McKeel	DCHC MPO/City of Durham
Allyson Coltrane	Orange County Transit
Shelly Parker	Go Triangle

Stephen Robinson  
Sean Egan

NCDOT Division 7  
City of Durham

Quorum Count: 24 of 31 Voting Members

Chair Nish Trivedi called the meeting to order at 9:00 a.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were identified and are indicated above. Chair Nish Trivedi reminded everyone to sign-in using the sign-in sheet. Aaron Cain announced that Jay Heikes and Katharine Eggleston are the Member and Alternate for GoTriangle, respectively.

**PRELIMINARIES:**

**2. Adjustments to the Agenda**

Aaron Cain requested to discuss item 9, *Submittal Candidates for SPOT 6*, following item 12, *NCDOT Reports*. The TC Board agreed to discuss item 9 following item 12.

**3. Public Comments**

There were no comments from the public.

**CONSENT AGENDA:**

**4. Approval of December 18, 2019, Meeting Minutes**

There was no discussion of the Consent Agenda.

Tom Altieri made a motion to approve the Consent Agenda. Margaret Hauth seconded the motion. The motion passed unanimously.

**ACTION ITEMS:**

**5. Election of TC Officers for 2020**

**Aaron Cain, LPA Staff**

Aaron Cain stated that Nish Trivedi and Ellen Beckmann were nominated for Chair and Vice Chair of the TC, respectively.

Margaret Hauth made a motion to re-elect Nish Trivedi for Chair and Ellen Beckmann for Vice Chair of the TC Board for 2020. Jay Heikes seconded the nomination. The motion passed unanimously.

**6. Draft FY2021 Unified Planning Work Program**  
**Meg Scully, LPA Staff**

Meg Scully stated that the DCHC MPO is required by federal regulations to prepare an annual Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Meg Scully added that minor edits were made in the UPWP to reflect comments received from Orange County and NCDOT.

Zach Hallock made a motion to recommend that the MPO Board hold a public hearing and approve the Draft FY21 Unified Planning Work Program. Jay Heikes seconded the motion. The motion passed unanimously.

**7. Greater Triangle Commuter Rail Update**  
**Katharine Eggleston, GoTriangle**  
**John Hodges-Copple, TJCOG**  
**Aaron Cain, LPA Staff**

Jay Heikes discussed the background of the Commuter Rail Transit (CRT) project and its next steps. Jay Heikes stated that the CRT study was conducted to discover if there were scenarios where it would be eligible for federal funding. Jay Heikes added that another reason the CRT study was conducted was to identify the additional activities that were needed before the initial project design and implementation phases. Jay Heikes added that ridership and necessary infrastructure were important. Jay Heikes stated that the five major categories of the CRT project are; preplanning, planning, preliminary engineering, final design, and construction. Jay Heikes added that the project is currently in the planning phase.

Andy Henry and Jay Heikes discussed that North Carolina Railroad (NCRR) Division will perform the Railroad Traffic Capacity (RTC) modeling, and would be reimbursed. Felix Nwoko and Katharine Eggleston discussed the procedures and expected data points for the RTC modeling. Vice Chair Ellen

99 Beckmann and Katharine Eggleston discussed rail capacity issues as it related to the RTC. John Hodges-  
100 Copple discussed possible challenges that CRT might incur to freight rail timeliness. Katharine Eggleston  
101 added that resiliency would be a necessary component to the success of the CRT. There was discussion  
102 about the infrastructure needs of the CRT project and how information would be related to the  
103 necessary stakeholders.

104 Jay Heikes presented information on cost and ridership for different route and frequency  
105 scenarios of the CRT project. Jay Heikes recommended that ridership be refined as the CRT project  
106 progresses. Vice Chair Ellen Beckmann and Jay Heikes discussed that GoTriangle has presented  
107 information about the CRT to Burlington-Graham Metropolitan Planning Organization (BGMPO) and  
108 staff from Johnston County also has access to information. Jay Heikes added that the Johnston County  
109 Board of Commissioners has not yet been briefed on the CRT study. Jay Heikes added that there will be a  
110 stakeholder meeting on January 29 at 2 p.m. at the Frontier in Research Triangle Park. Tom Altieri and  
111 Katharine Eggleston discussed that there are plans to present the CRT project information to the Orange  
112 County Board of County Commissioners in February.

113 Vice Chair Ellen Beckmann and Katharine Eggleston discussed that representatives from Orange  
114 County have signaled that due to the projected relatively low ridership and high cost, Orange County  
115 would likely choose to abstain from funding subsequent phases of the study. Katharine Eggleston added  
116 that representatives from Johnston County indicated that they will likely pursue further evaluation of  
117 the CRT project. Felix Nwoko and Katharine Eggleston discussed that any additional construction phases  
118 of the CRT project would not be included in the submittal to FTA as a single project. John Hodges-Copple  
119 discussed capital and operating costs in Orange County and how that might impact their decisions. Felix  
120 Nwoko and Jay Heikes discussed potential funding sources. Jay Heikes added that additional financial  
121 capacity modeling and assumptions are a likely part of the next phase of study. Vice Chair Ellen  
122 Beckmann and Katharine Eggleston discussed the potential for cost sharing agreements for capital costs

with NCRR. Katharine Eggleston added that cost sharing would be negotiated in a later phase. There was further discussion about access to information undertaken by NCRR for the RTC modeling. There was discussion about security concerns surrounding information gathered in the RTC modeling.

Jay Heikes stated that elected officials would have to make decisions about cost sharing agreements across counties. Jay Heikes discussed that future phases of the study will increase the amount of funding needed to continue the CRT project. Vice Chair Ellen Beckmann, Felix Nwoko, and Jay Heikes discussed the opportunity costs of stakeholder support of the CRT project. Jay Heikes discussed the criteria that Federal Transit Administration (FTA) uses to score transit projects and how the CRT project is projected to score for different scenarios. Vice Chair Ellen Beckmann and Jay Heikes discussed that all scenarios for the CRT project contain an amount of risk. Jay Heikes presented information comparing different scenarios of the CRT project to other CRT projects across the United States. Jay Heikes stated that other CRT projects that have lower costs also have lower amounts of train service and deal with significantly less freight or inter-city traffic. John Hodges-Copple noted that the low-cost CRT projects also carry fewer riders. Jay Heikes presented information comparing different scenarios in the CRT project to current transit services in the Triangle. Vice Chair Ellen Beckmann and Jay Heikes discussed alternatives to CRT, including adding buses and bus routes. Jay Heikes discussed land-use scenarios and the Simplified Trips-on-Project Software (STOPS) model.

Katharine Eggleston stated that FTA defines four categories of risk; requirement, design, market, and construction. Katharine Eggleston stated that GoTriangle is attempting to mitigate risk. Katharine Eggleston stated that the next phase of study will include Memorandum of Understanding (MOU) between the project management partners, which include; the counties, the MPOs, GoTriangle and NCRR. Katharine Eggleston added that the MOU will contain information about mitigating risk, scope, federal funding eligibility, and funding commitments.

**8. Durham Transit Plan FY20 Amendment - Bus Stop Construction**  
**Katharine Eggleston, GoTriangle**

**Aaron Cain, LPA Staff**

Aaron Cain stated that \$500,000 was programmed for the design of 50 bus stop improvements for GoDurham in the FY20 Durham Transit Tax Annual Work Plan. Aaron Cain continued that work has proceeded at a pace so that construction can be scheduled for 10 bus stops in FY20 rather than in FY21 as previously planned. There was discussion that GoTriangle, on behalf of GoDurham, is requesting approximately \$1M of funding from the Durham Transit Tax Fund to be pulled forward from the future funding pipeline into FY20.

Vice Chair Ellen Beckmann made a motion to recommend 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. Zach Hallock seconded the motion. The motion passed unanimously.

**9. Submittal Candidates for SPOT 6****Aaron Cain, LPA Staff**

Aaron Cain discussed the submittal candidates for Strategic Prioritization Office (SPOT) 6. Aaron Cain stated that there are 24 submissions for projects that are based on preliminary scores and discussions with local jurisdictions. Aaron Cain discussed overall scoring and projects that received preliminary scores.

Aaron Cain discussed the submissions for SPOT 6 highway projects. Bergen Watterson and Aaron Cain discussed eliminating the Elliot Road project (H140638) from the list of SPOT 6 submissions. Bergen Watterson and Aaron Cain discussed that carryover projects are not currently listed because they are automatically submitted by NCDOT. Aaron Cain stated that discussions about NC 86 and US 70 bypass project (H111036) are ongoing. Aaron Cain also stated that Old Fayetteville Road and NC 54 intersection improvements (H140374-E) had previously been categorized as a carryover project, but it has not currently been confirmed by NCDOT. Vice Chair Ellen Beckmann requested that the Roxboro Road and Horton Road intersection (H170312) be removed from the submission list because it would likely receive other sources of funding. Vice Chair Ellen Beckmann and Aaron Cain discussed projects with interchanges on US 70, and the need to have further discussion with Division 5 about adding those projects to the U-5720 project.



173 Zach Hallock and Aaron Cain discussed changes to the intersection of NC 54 and Main Street carryover  
174 project in Carrboro. Aaron Cain requested that Zach Hallock send him specific language for the  
175 modification. Aaron Cain requested that any further suggestions to the current list be sent to him by  
176 January 24. Chair Nish Trivedi requested that the Lebanon Road and Middle Creek intersection  
177 improvement project be added to the submission list.

178 Aaron Cain stated the plan was to submit 24 projects for SPOT 6; however, Divisions 5 and 7 have  
179 historically added additional slots to the list, which totaled approximately 30 slots. There was discussion  
180 that Division 7 was unlikely to add points for any mode if DCHC MPO did not add points on the project to  
181 widen NC 54 in Carrboro. There was discussion about this issue being deliberated at the MPO Board  
182 Meeting on February 12. Aaron Cain added that, without support from Division 7, the project list would  
183 therefore need to be reduced; likely from Orange County. There was discussion about consolidating  
184 H150278 and H190428 and removing H111036. Vice Chair Ellen Beckmann requested adding a Hebron  
185 Road extension project to the highway SPOT 6 submittal list, if it is not currently listed. Aaron Cain  
186 recommended having further discussions while noting that the project is not currently in the MTP.

187 Aaron Cain discussed submissions for SPOT 6 bike/ped projects. Tom Altieri, Chair Nish Trivedi,  
188 and Aaron Cain discussed the Old 86 bicycle project (B170402). Aaron Cain recommended that there be  
189 further discussions to resolve issues surrounding including or removing the project from the SPOT 6  
190 submittal list. Vice Chair Ellen Beckmann recommended changing language from the American Tobacco  
191 Trail project (B170485). Aaron Cain stated that project descriptions can be changed until April 30, 2020.  
192 Aaron Cain stated that MPO staff will need independent cost estimates from local jurisdictions that can be  
193 accomplished through the NCDOT cost estimation tool. Aaron Cain added that Dale McKeel will send  
194 information regarding process directions.

195 Aaron Cain discussed submissions for SPOT 6 transit projects. Aaron Cain and Vice Chair Ellen  
196 Beckmann discussed language used in the description of commuter rail project submissions and how the

National Environmental Policy Act (NEPA) process occurs. Scott Whiteman and Aaron Cain discussed that there is currently no assumption of state funding for transit projects, but it is a possibility. John Hodges-Copple and Aaron Cain discussed the level of cost estimates that are being used and the best strategies that could be used by DCHC MPO in order to achieve maximum funding. Vice Chair Ellen Beckmann and Aaron Cain discussed potential high-capacity transit project submittals. Aaron Cain recommended further discussions with Sean Egan and Scott Whiteman. Aaron Cain added that scoring for high capacity transit is greatly impacted by service expansion and increased ridership. There was discussion about bundling projects together in order to increase overall ridership. Aaron Cain stated that certain projects would not necessarily help ridership if bundled or added to another project. Aaron Cain continued that he will follow-up with the Divisions for the submission of transit projects to maximize the number of competitive projects in SPOT 6.

Aaron Cain discussed submissions for SPOT 6 rail projects. Aaron Cain stated that there are currently 19 rail projects identified for SPOT 6 submittal. John Hodges-Copple and Aaron Cain discussed projects that could be identified for passenger as well as freight improvements. Aaron Cain discussed the benefits of submitting applicable rail projects for Statewide Mobility funding.

Jomar Pastorelle made a motion to recommend that the MPO Board release the proposed lists, as amended, for public review. Tom Altieri seconded the motion. The motion passed unanimously.

## **REPORTS:**

### **10. Reports from the LPA Staff**

Felix Nwoko, Andy Henry, LPA Staff

Aaron Cain stated that Meg Scully has accepted new employment at GoTriangle. Andy Henry stated that the steering committee for the US 15-501 study will meet in the City of Durham's Department of Transportation conference room at 10:30 a.m. on January 22. Andy Henry added that there is a Community Visualization application meeting on February 7, but there is not yet a location. Dale McKeel

announced that there will be a bicycle and pedestrian workshop that will be located in Raleigh on March 26.

**11. Report from the DCHC MPO TC Chair**

Nish Trivedi, DCHC MPO TC Chair

Chair Nish Trivedi stated that Burlington-Graham Metropolitan Planning Organization (BGMPO) is planning to complete their Metropolitan Transportation Plan (MTP) by summer 2020.

**12. NCDOT Reports**

David Keilson, Division 5, stated that there is no additional report.

Stephen Robinson, Division 7, stated that the interchange project at I-40 and NC 86 (I-3036AC) has been removed from executive hold, and is continuing with the preliminary engineering phase. Chair Nish Trivedi asked if all three projects that encompass the I-40 widening project (I-30306A, B, & C) have been removed from suspension. Stephen Robinson responded all three projects were lifted from suspension.

Bryan Kluchar, Division 8, stated that there will be a three-day public drop-in period for Division 8 in Carthage, NC, on February 3-5.

Julie Bogle stated that there was no additional report from NCDOT Transportation Planning Division.

There were questions about how NCDOT chooses how projects are removed from the suspension list and why local jurisdictions have been not received reimbursements for federally funded projects. There was discussion about adding an agenda item to the MPO Board to discuss writing a letter to NCDOT to discuss how projects are chosen to be released from suspension. Aaron Cain recommended that staff from their respective jurisdictions explain the situation to their MPO Board representatives. Bill Judge added that SPOT Safety projects are also suspended.

Vice Chair Ellen Beckmann made a motion to recommend that MPO staff draft and the MPO Board sign and send a letter to NCDOT requesting information regarding the prioritization of the local project

245 reimbursements and of taking projects off of the hold list. Evan Tenenbaum seconded the motion. The  
246 motion passed unanimously.

247 **INFORMATIONAL ITEMS:**

248 Chair Nish Trivedi stated that informational items were included in the agenda packet. Aaron Cain  
249 stated that the Joint DCHC MPO and CAMPO Board Meeting will meet at Apex Town Hall at 9 a.m. on  
250 January 30.

251 **ADJOURNMENT:**

252 There being no further business before the DCHC MPO Technical Committee, the meeting was  
253 adjourned at 11:02 a.m.

**MEMORANDUM**

To: DCHC MPO Board  
 From: DCHC MPO Lead Planning Agency Staff  
 Date: March 11, 2020  
 Subject: FY 2020 Unified Planning Work Program – Amendment #2

The Lead Planning Agency (LPA) staff is requesting an amendment to the FY2020 Unified Planning Work Program (UPWP). The proposed amendment is necessary in order to reflect the de-obligation of PL Section 104(f) funds programmed for the Triangle Bikeway Plan in order for the funds to be available for reprogramming during the next fiscal year (FY 2021).

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. The proposed revision is illustrated in amendment tables below.

The Triangle Bikeway plan development is a joint project between the DCHCMPO and CAMPO. CAMPO is managing the (consultants) on behalf of the two MPOs. The DCHC MPO and CAMPO will not be completing the Triangle Bikeway plan in FY20 as planned and will de-obligate a portion of the funds accordingly.

**PL Section 104(f) Proposed Amendment # (de-obligate funds)\***

<b>Description</b>	<b>After Amend. #2 (total share–100%)</b>	<b>Change (total share–100%)</b>	<b>Original (total share–100%)</b>
Special Studies	\$163,333	-\$64,680	\$228,013

\*These tables only include tasks for which changes have been requested.

**RESOLUTION**

**TO APPROVE AMENDMENT #2 TO THE FY 2020 UNIFIED PLANNING WORK  
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN  
PLANNING ORGANIZATION (DCHC MPO)**

**March 11, 2020**

A motion was made by Board Member \_\_\_\_\_ and seconded by 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 planning projects are effectively allocated to the DCHC MPO; and

**WHEREAS**, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2020 UPWP as outlined on the attached tables; and

**WHEREAS**, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2020

**Now, therefore, be it resolved that the Board hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2020 as described in the attached sheets.**

I, Wendy Jacobs, MPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area MPO Board, duly held on the 11th day of March, 2020

\_\_\_\_\_  
Wendy Jacobs, Board Chair  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day to affix his signature to the forgoing document.

Date: March 11, 2020

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

**MPO-Wide PL Section 104(f) Amendment #2 FY20 UPWP (The Lead Planning Agency Amendments)\***

<b>Task/Description</b>	<b>After Amend. #2 (total share–100%)</b>	<b>Change (total share–100%)</b>	<b>Original (total share–100%)</b>
Special Studies	\$163,333	-\$64,680	\$228,013
<b>Total FY 20 UPWP Revision</b>	<b>\$2,183,604</b>	<b>-\$64,680</b>	<b>\$2,248,284</b>

\*These tables include only those tasks for which a change was requested.



## Durham Chapel-Hill Carrboro Metropolitan Planning Organization

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

### MEMORANDUM

To: DCHC MPO Board  
 From: Felix Nwoko, LPA  
 Staff  
 Re: Revision to FY20 UPWP as approved on 2.17.20  
 Date: March 11, 2020

The DCHC MPO Board approved the FY21 Unified Planning Work Program (UPWP) on February 17, 2020. The MPO developed the draft UPWP before the official PL, Section 104(f) allocation was released and therefore assumed a conservative estimate for DCHC FY 2021 PL funds. Subsequently, NCDOT released PL distribution which shows the DCHC-MPO receiving \$18,020 more than what was originally assumed in the UPWP approved in February. This revision is necessary to program the additional funds as well as reflect the carryover funds from the Triangle Bikeway Plan development.

Specific changes to the FY21 UPWP document since the February 17, 2020 version are listed below by page.

- Cover page was updated to include revised date.
- Resolutions and Assurance on pages 3 and 8 will be signed with March, 2020, revision date
- Tables on pages 15 and 16 were updated to include re-obligation of the Triangle Bike Plan development. Essentially carryover of \$64,680 which was de-obligated from FY 2020 UPWP, Amendment2.
- Tables on page 26 – MPO Funding Table – Distribution by Agency, page 27 – MPO Wide-Detail Funding Table, page 28 – LPA Funding Table, and page 29 – Summary of LPA Tasks and Funding by Broad Categories have been updated to include the revised funding described above.
- Page 40 – a description of the work to be performed was added to the Special Studies task code.



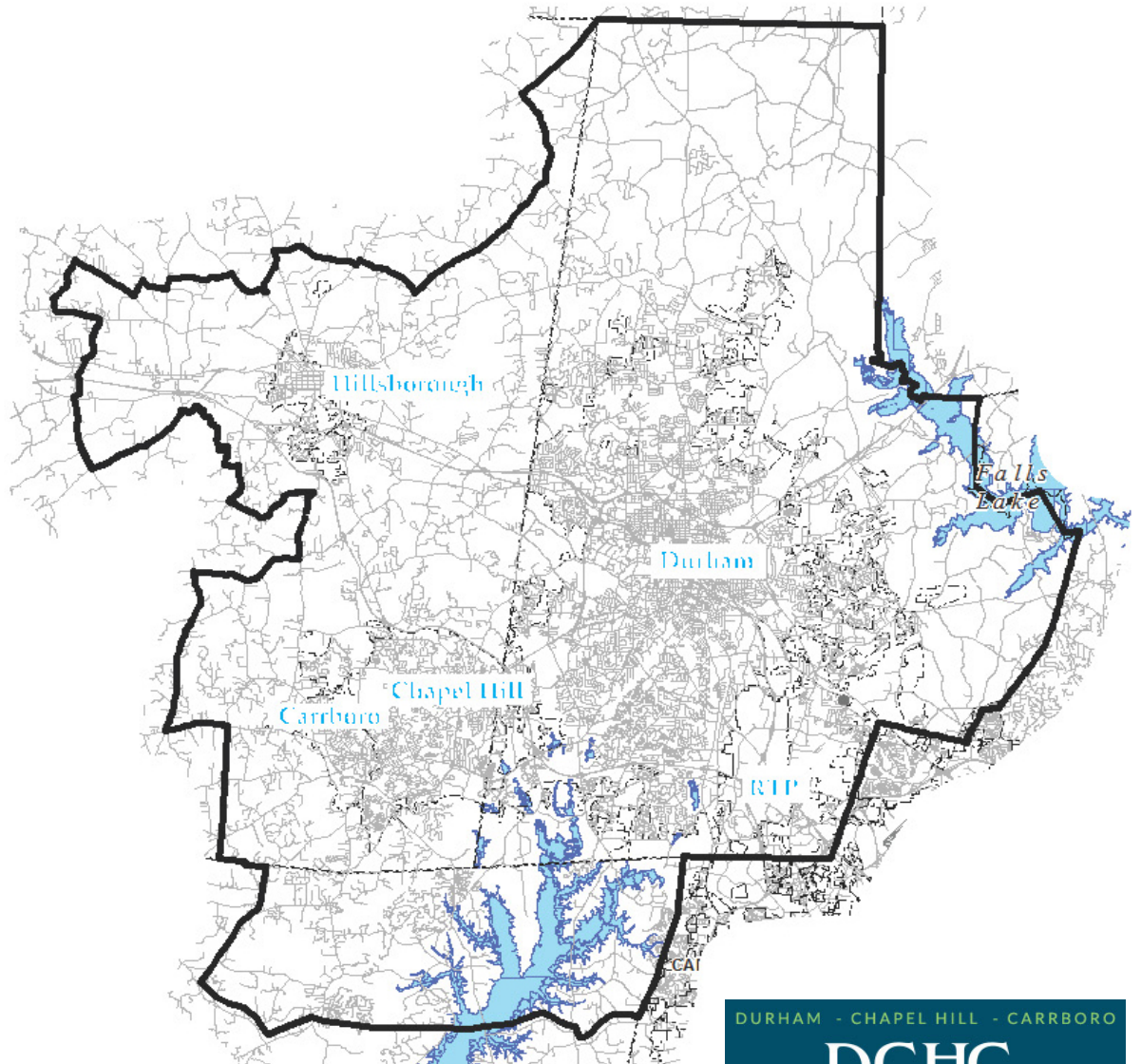
# Durham Chapel-Hill Carrboro Metropolitan Planning Organization

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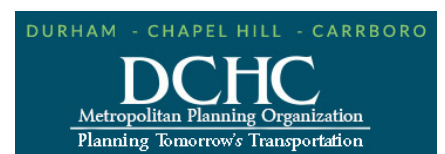
## FY2021 Unified Planning Work Program

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Revised 3/11/2020



APPROVED: 2-12-2020



<b><u>Table of Contents</u></b>	<b><u>Page</u></b>
Adopting Resolution (FTA and FHWA) .....	3
Self-Certification Resolution .....	4
Self-Certification Process Statutes & Checklist .....	5
DCHC MPO Title VI Assurance Certification .....	7
Introduction.....	9
Proposed FY2021 UPWP Activities and Emphasis Areas .....	10
Metropolitan Planning Factors and Federal Requirements.....	10
FY2021 Emphasis Areas and Special Projects Descriptions.....	12
FY2021 UPWP Funding Sources .....	15
LPA Local Match Cost Sharing.....	17
Certification of DCHC MPO Transportation Planning Process .....	17
Summary of FY2019 UPWP Accomplishments.....	17
Development Schedule .....	24
Table: DCHC MPO Funds Distribution by Agency .....	25
Table: DCHC MPO Summary - All Funding Sources.....	26
Lead Planning Agency Task Funding Table.....	27
Lead Planning Agency Tasks by Broad Category with Pie Chart.....	28
Lead Planning Agency Organizational Chart.....	29
DCHC MPO General Task Description & Deliverables .....	30
Five-Year Work Program .....	41
Appendix A – List of Acronyms.....	47
Appendix B – FHWA/FTA Agency Funding Source Tables and Project Narratives	
Town of Carrboro - Task Funding Table and Supporting Documents .....	49
Town of Chapel Hill - Task Funding Table and Supporting Documents .....	60
City of Durham - Task Funding Table and Supporting Documents .....	70
Town of Hillsborough - Task Funding Table and Supporting Documents.....	78
Chatham County - Task Funding Table and Supporting Documents .....	80
Durham County - Task Funding Table and Supporting Documents.....	82
TJCOG - Task Funding Table and Supporting Documents .....	87
Appendix C – FTA Transit Agency Project Narratives, Funding Tables & DBE Forms	
Chapel Hill - FTA Funding Table and Supporting Documents .....	90
GoDurham - FTA Funding Table and Supporting Documents.....	94
GoTriangle - FTA Funding Table and Supporting Documents .....	97
Lead Planning Agency – FTA Funding Table and Supporting Documents.....	101

**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 DAMON SELLS and seconded by MPO Board Member PAM HENNINGER 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.**

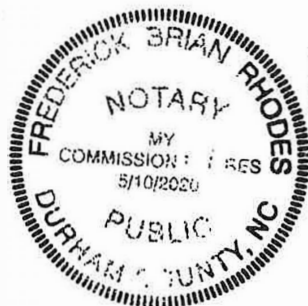
I, Wendy Jacobs, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the 12<sup>th</sup> day of February, 2020.

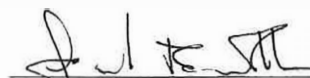
  
Wendy Jacobs, MPO Board Chair

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: 2/12/20



  
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;

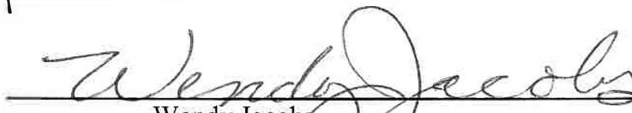
**Whereas**, the MPO Board has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

**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 12<sup>th</sup> day of February, 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

2/13/2020  
Date

  
Felix Nwoko, Ph.D.  
DCHC MPO Manager

2/13/2020  
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 2023-32 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 85<sup>th</sup> percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians;
- INRIX and HERE data
- Travel time and speed survey; and
- Pedestrian and bicycle counts at mid-block and intersections (peak counts and 12-hour counts).
- Crash and safety data
- Transit APC
- Transportation Performance Measures
- Transit Performance Targets data

Transportation models, Congestion Management Programs, federally mandated performance management/targets, and prioritization are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data have been gathered through an ad-hoc, short-term work effort, and have been used to produce model output for multiple years. As the region grows toward more sophisticated models and, as NCDOT and FHWA move toward detailed data-driven processes, it becomes increasingly desirable to undertake comprehensive and systematic data collection and management for the MPO. The on-going MPO data management program is intended to link the model's input directly to existing databases. More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies. Specific products to be output by staff and/or consultants include; design of work flow processes and data access strategies to support routine access to relevant information, continued design and update of a centralized database for information that will be used by transportation and land use models, development of presentation tools for the data (using ArcGIS Online), and adjustment of the travel demand model so that it can use directly such detailed data.

**Intelligent Transportation System** - The purpose of this task is to develop, maintain and enhance regional Intelligent Transportation System (ITS) activities to improve efficiency of the transportation network, public transit, emergency response, safety and security in the 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.

	<b>MPO Total</b>
Federal PL funds (80%)	\$ 371,121
Local match (20%)	\$ 92,780
<b>Total PL Funds</b>	<b>\$ 463,901</b>

**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:

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

#### **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).

<b>Section 5303</b>	<b>CHT</b>	<b>GoDurham</b>	<b>LPA</b>	<b>MPO Total</b>
<b>Federal (80%)</b>	\$ 137,200	\$ 142,800	\$ 82,440	\$ 362,440
<b>State (10%)</b>	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
<b>Local (10%)</b>	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
<b>Total Section 5303</b>	\$ 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.

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

#### **Summary of all Funding Sources**

	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>PL/STBG-DA (FHWA)</b>	\$ 2,312,190		\$ 578,048	\$ 2,890,238
<b>FTA 5303 (FTA)</b>	\$ 362,440	\$ 45,305	\$ 45,305	\$ 453,050
<b>FTA 5307 (FTA)</b>	\$ 537,856		\$ 134,464	\$ 672,320
<b>Total</b>	\$ 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.)**

	<b>FHWA</b>	<b>FTA Transit Planning</b>		
<b>Agency</b>	<b>Planning</b>	<b>5303</b>	<b>5307</b>	<b>Total</b>
Lead Planning Agency	\$ 1,771,121	\$ 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
<b>Total</b>	<b>\$ 2,294,170</b>	<b>\$ 362,440</b>	<b>\$ 537,856</b>	<b>\$ 3,194,466</b>



### **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.

<b>Agency</b>	<b>Total FY2021</b>
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 Zero Deaths.

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, including amendment #1 to the 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.

<b>Dates</b>	<b>DCHC MPO Activity Description</b>
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 15, 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	10%	NCDOT	FTA	80%	Local	20%	NCDOT	FTA	80%	Local	Total
LPA	\$350,000	\$1,400,000		\$88,275	\$422,865		\$10,305	\$10,305	\$82,440		\$0	\$0	\$0	\$10,305	\$1,905,305		\$466,021	\$2,381,631
Carboro	\$6,080	\$24,320		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$6,080	\$30,400
Chapel Hill/CHT	\$22,561	\$90,244		\$0	\$0		\$17,150	\$17,150	\$137,200		\$0	\$0	\$0	\$17,150	\$227,444		\$39,711	\$284,304
Chatham County	\$21,872	\$87,488		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$21,872	\$109,360
Durham/GoDurha	\$17,296	\$69,182		\$0	\$0		\$17,850	\$17,850	\$142,800		\$0	\$0	\$0	\$17,850	\$459,838		\$97,110	\$574,798
Durham County	\$11,209	\$44,836		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$11,209	\$56,045
Hillsborough	\$40,000	\$160,000		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$40,000	\$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	\$0	\$0		\$16,250	\$81,250
GoTriangle	\$0	\$0		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$0	\$0
NCDOT	\$0	\$0		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		\$0	\$0
Totals	\$485,268	\$1,941,070		\$88,275	\$422,865		\$45,305	\$45,305	\$362,440		\$0	\$0	\$134,464	\$45,305	\$3,264,231		\$770,753	\$4,080,289

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	5,505	22,021	0	0	0	0	0	0	0	0	0	0	25,846	0	103,382	129,228
2 Vehicle Miles of Travel	800	3,200	400	1,600	0	0	0	0	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	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	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	8,946	8,946	71,568	11,084	0	0	44,336	24,430	8,946	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	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	0	0	0	0	4,100	-	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	0	0	0	0	16,060	-	64,240	80,300
10 Mapping	17,555	70,221	4,800	19,200	3,122	3,122	3,122	3,122	24,976	0	0	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	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	0	0	0	0	2,708	-	10,832	13,540
13 Bike & Ped. Counts	11,840	47,360	1,000	4,000	856	856	856	856	6,848	0	0	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	288	288	2,304	0	0	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	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	0	0	27,500	103,652	0	110,000	103,652	0	-	414,608	518,260
4 Travel Surveys	9,000	36,000	3,060	12,240	0	0	0	0	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	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	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	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	0	0	0	0	7,752	-	31,008	38,760
9 Highway Element of th MTP	9,561	38,243	3,800	15,200	0	0	0	0	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	979	979	7,832	1,016	0	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	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	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	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	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	0	0	0	3,740	-	14,960	18,700	
16 Financial Planning	2,214	8,858	480	1,920	1,146	1,146	1,146	1,146	9,168	19,668	0	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	952	952	7,616	0	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	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	13,403	13,403	107,224	21,124	0	0	84,496	34,827	13,403	13,403	192,920	241,150
II-A Planning Work Program																		
1 Planning Work Program	8,044	32,178	4,006	16,024	488	488	488	488	3,904	0	0	0	0	0	12,538	488	52,106	65,132
II-B Transp. Improvement Plan																		
1 TIP	18,263	73,052	5,661	22,645	3,492	3,492	3,492	3,492	27,936	2,036	0	0	8,144	29,452	3,492	3,492	131,777	164,722
II-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	2,654	10,616	1,000	4,000	326	326	326	326	2,608	736	0	0	2,944	4,716	326	326	20,168	25,210
2 Environmental Justice	5,800	23,200	1,640	6,560	0	0	0	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	0	0	0	2,780	-	11,120	13,900	
4 Planning for the Elderly & Disabled	1,746	6,984	400	1,600	240	240	240	240	1,920	0	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	0	0	0	6,940	-	27,760	34,700	
6 Public Involvement	31,135	124,541	3,769	15,077	932	932	932	932	7,456	1,972	0	0	7,888	37,808	932	154,962	193,702	
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II-D Incidental Png./Project Dev.																		
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
2 Enviro. Analysis & Pre-TIP Png.	7,362	29,446	2,600	10,400	0	0	0	0	0	0	0	0	0	9,962	-	39,846	49,808	
3 Special Studies	72,299	289,194	17,536	70,144	1,624	1,624	1,624	1,624	12,992	45,000	0	0	180,000	136,459	1,624	500,586	625,733	
4 Regional or Statewide Planning	23,985	95,942	3,600	14,400	1,680	1,680	1,680	1,680	13,440	0	0	0	0	29,265	1,680	123,782	154,727	
II-E Management & Operations																		
1 Management & Operations	42,906	171,624	12,400	49,600	6,831	6,831	6,831	6,831	54,648	4,328	0	0	17,312	66,465	6,831	293,184	366,480	
Totals	\$485,267	\$1,941,070	\$105,716	\$422,865	\$45,305	\$45,305	\$45,305	\$45,305	\$362,440	\$134,464	\$0	\$0	\$537,856	\$770,752	\$45,305	\$3,212,487	\$4,015,609	

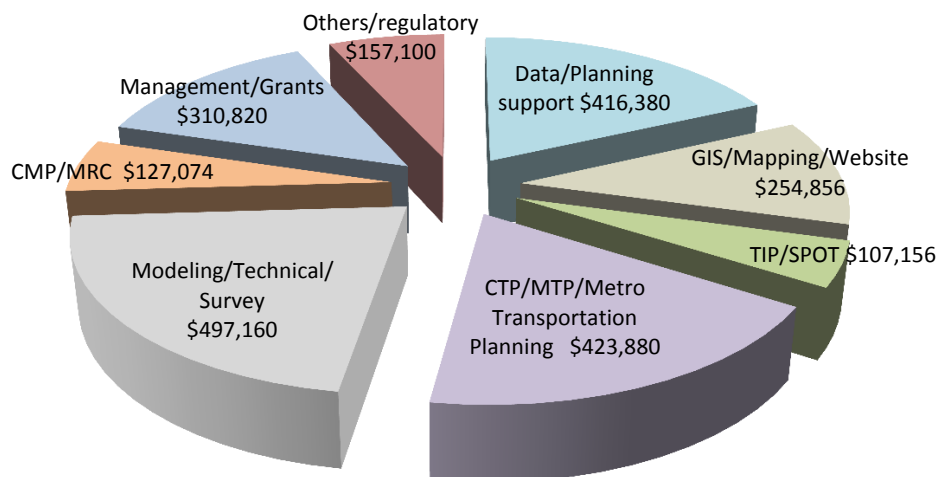
## LPA

	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
<b>II A</b>	<b>Surveillance of Change</b>														
	1 Traffic Volume Counts	\$19,200	\$76,800	\$5,505	\$22,020	\$0	\$0	\$0	\$0	\$0	\$0	\$24,705	\$0	\$98,820	\$123,525
	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
<b>II B</b>	<b>Long Range Transp. Plan (MTP)</b>														
	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
<b>II C</b>	<b>Short Range Transit Planning</b>														
	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
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$9,700	\$38,800	\$5,661	\$22,645	\$0	\$0	\$0	\$0	\$0	\$0	\$15,361	\$0	\$61,445	\$76,806
<b>III-C</b>	<b>Civil Rgts. Cmp./Otr. Reg. Reqs.</b>														
	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
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$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	\$17,544	\$70,174	\$0	\$0	\$0	\$0	\$0	\$0	\$20,344	\$0	\$81,374	\$101,718
	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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	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	\$105,724	\$422,895	\$10,305	\$10,305	\$82,440	\$0	\$0	\$0	\$466,029	\$10,305	\$1,835,541	\$2,381,669

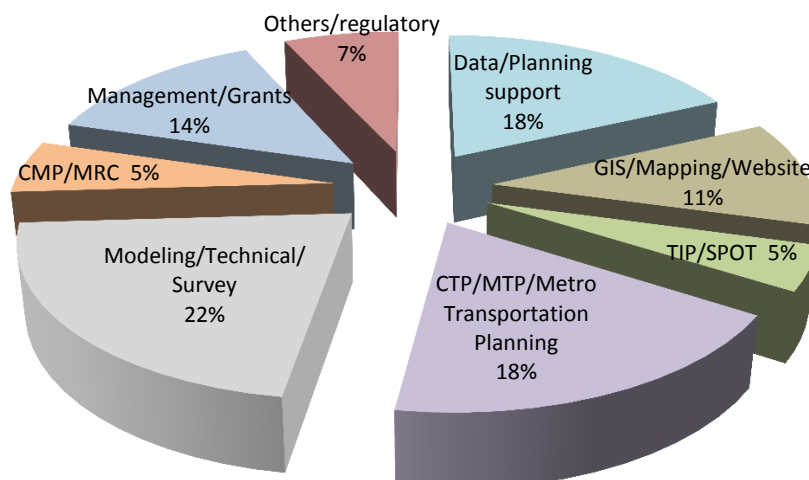
# Summary of LPA Tasks and Funding by Broad Categories

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%

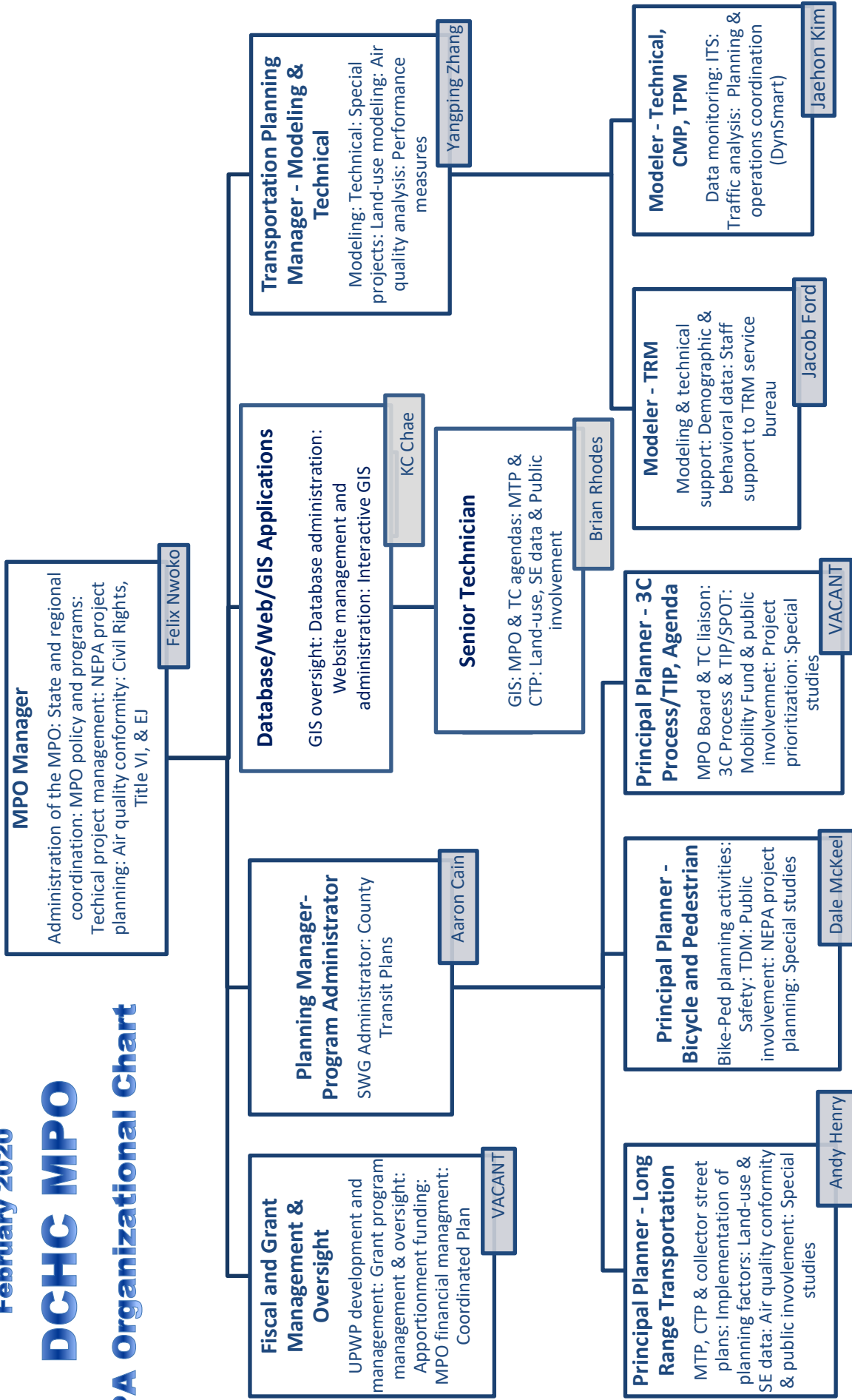
## Broad Aggregated Tasks Funding



## Broad Aggregated Tasks - Percent



## LPA Organizational Chart



**Interns; Temporary & Part-time**

Support for positions listed above;  
Supervised by MPO Manager.

Glossary	
<b>CMP</b>	Congestion Management Process
<b>CTP</b>	Comprehensive Transportation Plan
<b>EJ</b>	Environmental Justice
<b>GIS</b>	Geographic Information Systems
<b>ITS</b>	Intelligent Transportation System
<b>LEP</b>	Local Enterprise Partnership
<b>LPA</b>	Lead Planning Agency
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>NEPA</b>	National Environmental Policy Act
<b>SE</b>	Socio Economic
<b>SPOT</b>	Strategic Planning Office of Transportation
<b>TC</b>	Technical Committee
<b>TDM</b>	Transportation Demand Management
<b>TIP</b>	Transportation Improvement Program
<b>TRM</b>	Transportation Regional Model
<b>UPWP</b>	Unified Planning Work Program
<b>3C</b>	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 premium transit, and high capacity transit and circulator transit (MLK BRT in Chapel Hill), and other planning work necessary for the preparation of the FTA Small-Start project. It is anticipated that this work will be accomplished with the help of consulting services.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Task II-C: Short Range Transit Planning

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

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

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

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

Under this work element, the LPA will finalize the reimbursement and invoicing process for the 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, Triangle bikeway plan development, 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.



**DCHC MPO 5-Year Unified Planning Work Program** Technical Committee 2/26/2020 Item 8  
**July 1, 2020 to June 30, 2025**

	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
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	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
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	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP</b>

**DCHC MPO 5-Year Unified Planning Work Program** Technical Committee 2/26/2020 Item 8  
**July 1, 2020 to June 30, 2025**

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

**DCHC MPO 5-Year Unified Planning Work Program** Technical Committee 2/26/2020 Item 8  
**July 1, 2020 to June 30, 2025**

	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
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	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
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	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>
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	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>
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	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>
	Review and confirm data to be used in SPOT 6 (2023-2032 STIP)	Submit SPOT 6 Division Needs points assignment	Develop 2023-2032 MTIP including public input and comment process	Update TIP ranking & project prioritization methodology as necessary	Develop 2025-2034 MTIP including public input and comment process
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Adopt 2023-2032 MTIP	Submit SPOT 7 Regional Impact points assignment	Adopt 2025-2034 MTIP
	Submit SPOT 6 Regional Impact points assignment	Adopt 2023-2032 STIP	Review SPOT 7 (2025-2034) project submissions and prepare comparative analysis	Submit SPOT 7 Division Needs points assignment	Review SPOT 8 (2027-2036) project submissions and prepare comparative analysis

**DCHC MPO 5-Year Unified Planning Work Program** Technical Committee 2/26/2020 Item 8  
**July 1, 2020 to June 30, 2025**

	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>
	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	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>
	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	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>
	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	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>
	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	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>
	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	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>
	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	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>

**DCHC MPO 5-Year Unified Planning Work Program** Technical Committee 2/26/2020 Item 8  
**July 1, 2020 to June 30, 2025**

	1	2	3	4	5
FY	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Period	July 1, 2020-June 30, 2021	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025
	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	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>
	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	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>
	<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	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>
	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	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>
		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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	Short Range Transit Planning	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$900	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,600	\$4,500
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr. Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	\$340	\$1,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340	\$0	\$1,360	\$1,700
<b>Totals</b>		\$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
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	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							
<b>III-A</b>	<b>Planning Work Program</b>														
1	Planning Work Program	\$654	\$2,616	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$1,142	\$488	\$6,520	\$8,150
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
1	TIP	\$4,204	\$16,816	\$0	\$0	\$2,839	\$2,839	\$22,712	\$0	\$0	\$0	\$7,043	\$2,839	\$39,528	\$49,410
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
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 &amp; 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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
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	
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$432	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432	\$0	\$1,730	\$2,162	
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$3,459	\$13,836	\$0	\$0	\$653	\$653	\$5,224	\$2,036	\$8,144	\$6,148	\$653	\$27,204	\$34,006	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
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	
<b>Totals</b>		\$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**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2021 UPWP**

**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

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2021 UPWP**

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

## TASK DESCRIPTIONS & NARRATIVES

### FY 2021 UPWP

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.

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2021 UPWP**

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,

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2021 UPWP**

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

**City of Durham**

**TASK DESCRIPTIONS & NARRATIVES  
FY 2021 UPWP**

**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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
	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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
	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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr. Reg. Reqs.</b>														
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
	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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
	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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr. Reg. Reqs.</b>														
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	1 Management & Operations	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500
<b>Totals</b>		\$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
<b>II</b>	<b>A</b>	<b>Surveillance of Change</b>														
	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												
<b>II</b>	<b>B</b>	<b>Long Range Transp. Plan (MTP)</b>	\$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												
<b>II</b>	<b>C</b>	<b>Short Range Transit Planning</b>	\$0	\$0												
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
<b>III-A</b>		<b>Planning Work Program</b>	\$0	\$0												
	1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
<b>III-B</b>		<b>Transp. Improvement Plan</b>	\$0	\$0												
	1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$0	\$0												
<b>III-C</b>		<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>	\$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												
<b>III-D</b>		<b>Incidental Plng./Project Dev.</b>	\$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												
<b>III-E</b>		<b>Management &amp; Operations</b>	\$0	\$0												
	1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>			\$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 3<sup>rd</sup> 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
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	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							
<b>III-A</b>	<b>Planning Work Program</b>														
1	Planning Work Program	\$654	\$2,616	\$0	\$0	\$488	\$488	\$3,904	\$0	\$0	\$0	\$1,142	\$488	\$6,520	\$8,150
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
1	TIP	\$4,204	\$16,816	\$0	\$0	\$2,839	\$2,839	\$22,712	\$0	\$0	\$0	\$7,043	\$2,839	\$39,528	\$49,410
<b>III-C</b>	<b>Civil Rgts. Cmp./Otr .Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
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.**



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	Participation 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	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 &amp; 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%				
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan (MTP)</b>														
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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
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	
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$432	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432	\$0	\$1,730	\$2,162	
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$3,459	\$13,836	\$0	\$0	\$653	\$653	\$5,224	\$2,036	\$8,144	\$6,148	\$653	\$27,204	\$34,006	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
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
<b>III-E</b>	<b>Management &amp; Operations</b>														
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	
<b>Totals</b>		\$17,296	\$69,182	\$0	\$0	\$17,850	\$17,850	\$142,800	\$61,964	\$247,856	\$97,110	\$17,850	\$459,838	\$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
<b>II A</b>	<b><u>Surveillance of Change</u></b>										
	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
<b>II B</b>	<b><u>Long Range Transp. Plan (MTP)</u></b>										
	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
<b>III C</b>	<b><u>Short Range Transit Planning</u></b>										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b><u>Planning Work Program</u></b>										
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b><u>Transp. Improvement Plan</u></b>										
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b><u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u></b>										
	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
<b>III-D</b>	<b><u>Incidental Plng./Project Dev.</u></b>										
	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
<b>III E</b>	<b><u>Management &amp; Operations</u></b>										
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$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 \_\_\_\_\_ ☒ Check here if no anticipated DBE opportunities

Telephone Number: 919-314-8741

Person Completing Form: Jay Heikes

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.

**GoTriangle**

**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
<b>II A</b>	<b>Surveillance of Change</b>														
	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
<b>II B</b>	<b>Long Range Transp. Plan (MTP)</b>														
	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
<b>II C</b>	<b>Short Range Transit Planning</b>														
	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
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$9,700	\$38,800	\$5,661	\$22,645	\$0	\$0	\$0	\$0	\$0	\$0	\$15,361	\$0	\$61,445	\$76,806
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	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					
4- Title of Planning Task	Short Range Transit Planning					TOTALS
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						
10- 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





**MEMORANDUM OF UNDERSTANDING  
IN SUPPORT OF CONTINUED DEVELOPMENT OF  
THE GREATER TRIANGLE COMMUTER RAIL PROJECT**

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into as of the date last executed below by and among the following parties (individually, a “Party”, and collectively, the “Parties”):

1. Research Triangle Regional Public Transportation Authority d/b/a GoTriangle (“GoTriangle”), a public body and body politic and corporate of the State of North Carolina; and
2. North Carolina Railroad Company (“NCRR”), a North Carolina private business corporation that owns and controls real property running approximately 317 miles from Charlotte to Morehead City which is used for passenger and freight rail operations (“NCRR Corridor”); and
3. North Carolina Department of Transportation (“NCDOT”), an agency of the State of North Carolina; and
4. Capital Area Metropolitan Planning Organization (“CAMPO”), a metropolitan planning organization (“MPO”) with jurisdiction in Wake and portions of Granville, Franklin, Harnett and Johnston counties; and
5. Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (“DCHC MPO”), a metropolitan planning organization (“MPO”) with jurisdiction in Durham and portions of Orange and Chatham counties; and
6. Wake County (“Wake”), a public body and body politic and corporate of the State of North Carolina; and
7. Durham County (“Durham”), a public body and body politic and corporate of the State of North Carolina; and
8. Subject to Section III.A below, Johnston County (“Johnston”), a public body and body politic and corporate of the State of North Carolina.

**I. BACKGROUND**

With over 80 new residents daily, the Greater Triangle Region of North Carolina is one of the fastest growing regions in the United States. A robust local and regional transit network is essential to maintaining mobility, economic prosperity, and quality of life.

Recognizing the need for regional mobility, GoTriangle, NCRR, and NCDOT have individually or in partnership conducted multiple studies of potential commuter rail service in the Greater Triangle Region over the past twenty years. Previous studies or development efforts have included regional rail initiatives, ridership studies, capacity assessment, and planning for long-term infrastructure expansion.

The current project being advanced is known as the Greater Triangle Commuter Rail (“GTCR”) project (the “Project”). The Project envisions the introduction of commuter rail service, with GoTriangle

as the Project Sponsor, on a segment of the NCRR Corridor that lies within GoTriangle's territorial jurisdiction and within the planning jurisdictions of CAMPO and DCHC MPO (the "Commuter Rail Segment"). Commuter rail is a public transportation system designed to primarily serve peak travel demand and operate on the same tracks, as improved, used by freight and intercity passenger rail operations. The Project has been identified in the Wake County Transit Plan, the Durham County Transit Plan, and the CAMPO and DCHC MPO 2045 Metropolitan Transportation Plans.

Building upon prior study efforts, GoTriangle, in coordination with the other Parties, has undertaken a feasibility assessment to update ridership estimates, develop planning-level capital and operations and maintenance ("O&M") cost estimates, and position the Project for further evaluation and potential entry into the Federal Transit Administration's ("FTA") Capital Investment Grants ("CIG") Program with GoTriangle as the intended Project Sponsor. This MOU is intended to identify the Parties' mutual goals, objectives, tasks and expectations for the Project and to establish a preliminary framework for mutual cooperation and coordination among the Parties with respect to the same, as further described below.

Given the large scope and complex nature of the Project, many constituencies will play a role in shaping its development and, ultimately, determining its fate. Significant engagement with municipal partners, institutions, business organizations, community organizations, and the general public will be necessary. While the Parties recognize the diverse array of interests touched by the Project, the Parties also recognize that – individually and collectively – they are uniquely positioned to influence and direct the Project's implementation, as follows:

GoTriangle is the Project Sponsor and a regional public transportation authority, organized under state law for the purpose of financing, providing, operating, and maintaining an inter-county public transportation system. GoTriangle is also a Funding Party (as described herein), along with Durham and Wake and the MPOs, as these parties share a collective responsibility for the expenditure of transit revenues pursuant to state law and interlocal agreements. GoTriangle will also lead the facilitation of a cost-sharing negotiation among the Funding Parties for the Project.

NCRR, as owner of the NCRR Corridor, has agreements for access to and use of its corridor by passenger and freight rail operators. Introduction of commuter rail service in the NCRR Corridor is not possible without NCRR's consent, cooperation with current users of the corridor, and compliance with NCRR's agreements. Additionally, NCDOT and the freight rail operators have their own agreements with Amtrak. NCRR, although not a Funding Party, agrees to contribute one-third (1/3), up to [\$250,000] (not to exceed), of the cost of the rail freight and passenger Rail Traffic Controller ("RTC") modeling costs relating to study of scenarios for additional rail infrastructure, facilities, and systems within the NCRR Corridor in order to accommodate commuter rail.

NCDOT has a principal role in the Project because it sponsors intercity passenger rail operated by Amtrak on some segments of the NCRR Corridor; has standing powers and responsibilities under existing agreements with NCRR and freight rail operators related to the Amtrak-operated passenger service; has special statutory responsibilities related to safety and oversight of rail fixed guideway public transportation systems; has responsibility for level and grade-separated crossings on the State highway system; and administers state funding that may be available for non-highway modes, including commuter rail.

The MPO Parties – CAMPO and DCHC MPO – are vital to the Project’s implementation because they are responsible under federal and state requirements to execute the Triangle region’s core transportation planning functions, including development of the region’s federally required metropolitan transportation plans and transportation improvement programs and the consideration and adoption of locally preferred alternatives for regionally significant transportation projects. The MPOs are also Funding Parties (as described herein), along with Durham and Wake and GoTriangle, as these parties share a collective responsibility for the expenditure of transit revenues pursuant to state law and interlocal agreements. The MPOs will also support the facilitation of a cost-sharing negotiation among the Funding Parties for the Project.

The primary county Parties – Durham and Wake – are integral to the Project’s development. Durham and Wake have authorized advisory referenda for local option sales taxes supporting implementation of their transit plans, adopted financial plans, and entered into interlocal agreements that outline planning, funding, expansion, construction, and operations of the county transit plans. Durham and Wake are also Funding Parties (as described herein), along with GoTriangle and the MPOs, as these parties share a collective responsibility for the expenditure of transit revenues pursuant to state law and interlocal agreements. The counties will also support the facilitation of a cost-sharing negotiation among the Funding Parties for the Project. If Johnston County becomes a Party to this MOU, Johnston’s role will be similar to Durham’s and Wake’s.

The “Funding Parties” are defined as GoTriangle, DCHC MPO, CAMPO, Wake County, and Durham County, as these parties share a collective responsibility for the expenditure of transit revenues pursuant to state law and interlocal agreements. Johnston County may be determined as an additional Funding Party pursuant to other provisions herein.

## II. PURPOSES OF MOU

The purposes of this MOU are the following:

1. Express the Parties’ mutual understanding regarding roles and responsibilities during Early Project Development (“EPD”) as described in Section III.C below and **Exhibit A** attached hereto.
2. Express the Parties’ mutual understanding regarding priority activities, tasks, and decisions to be achieved during EPD in order to identify a commuter rail service system on the Commuter Rail Segment that will be technically, financially, legally, and politically achievable.
3. Express the Parties’ mutual intention to work in good faith to further the EPD phase of the Project in a manner that is timely, representative, collaborative, responsive, open and transparent, fiscally responsible, and informed by objective and measurable success factors.
4. Express the Parties’ mutual intention to lay a strong foundation for potential future implementation of the Project, if the Project enters the CIG phase, including future agreements for project development, construction, operations, and maintenance.

### **III. AGREEMENTS**

#### **A. Effective Date**

This MOU will become effective as of the last date indicated on the signature pages below, when executed by all of the following parties: GoTriangle, NCRR, NCDOT, CAMPO, DCHC MPO, Wake, and Durham. This MOU will not be effective with respect to Johnston, nor will Johnston be considered a Party to this MOU, until (i) Johnston has executed this MOU and (ii) all of the other Parties have also executed this MOU. The deadline for Johnston's approval and execution of this MOU, which must be supported by a vote of its Board of County Commissioners, is April 15, 2020.

#### **B. Project Sponsor and Other Parties' Roles**

This MOU describes roles and responsibilities that, in some cases, belong to one Party alone and, in others, are shared among multiple Parties. The Parties intend for their roles and responsibilities under this MOU to be construed consistently with their respective innate powers, purposes, and functions.

GoTriangle is the Project Sponsor and is the anticipated applicant for purposes of the CIG Program if the Project advances into the federal program. As Project Sponsor, GoTriangle is responsible for general management of the Project in accordance with this MOU. The remaining Parties are responsible for facilitating in good faith GoTriangle's management of the Project in accordance with this MOU.

Neither GoTriangle's designation as Project Sponsor, nor any other provision of this MOU, is intended to restrain or diminish any Party's otherwise lawful powers or prerogatives.

#### **C. Early Project Development**

Early Project Development, or EPD, means a range of tasks, as described and assigned in **Exhibit A** attached hereto, to be undertaken upon the effective date of this MOU and projected to require approximately 18 months of work. This 18-month estimate depends on timely cooperation from third parties such as the freight operators (Norfolk Southern and CSX) that currently use the NCRR Corridor. While there is no set date for concluding EPD, the Parties agree that the conclusion of EPD will be marked by either (i) FTA's decision on whether to admit the Project into the CIG Program or (ii) the termination or indefinite suspension of the Project without achieving entry into the CIG Program.

The purposes of EPD are to determine whether a commuter rail service system on the Commuter Rail Segment is likely to be technically, financially, legally, and politically achievable, and also to identify the characteristics of such a system.

#### **D. Scenarios for Early Project Development**

In order to begin EPD with a set of common understandings about the Project, the Parties acknowledge the need to identify and define scenarios to be evaluated. As EPD progresses, these scenarios may evolve in response to testing and new information. A priority task in EPD is to further refine these scenarios and achieve consensus among the Parties on a "Project Concept" that reflects information about termini, station number and location, grade separations, street closures, number and

location of additional tracks and improvements (e.g., bridges, signals, other infrastructure), frequency of trains, fleet size and composition, and train storage and maintenance requirements. For purposes of initiating the necessary RTC modeling and other EPD tasks, the following scenario(s) will be tested:

- Scenario 1: West Durham to Auburn, 14 stations, 20 daily round trips (8 each in the morning and evening peak periods, and 2 each in the mid-day and late evening off-peak periods), one additional track.
- Scenario 2: Scenario 1 with seven of the 20 daily round trips (3 each in the morning and evening peak periods, and 1 in the mid-day) serving an additional proposed station in Clayton.
- Other scenarios: in response to data and findings obtained through testing of Scenarios 1 and 2, the Parties may identify and evaluate other scenarios to inform a "Project Concept."

If Johnston does not approve and execute this MOU, also committing its funding share described in Section III.F, by April 15, 2020, Scenario #2 may be discarded from further evaluation during EPD without amendment or modification of this MOU.

#### **E. Priority Tasks for Early Project Development**

The Parties agree that the priority tasks, as described and assigned in **Exhibit A** attached hereto, will need to be accomplished to support a decision to apply for entry into the CIG Program. The Parties, individually and collectively, agree to use their best efforts to facilitate completion of these priority tasks. If any Party discovers reason to believe that completion of a priority task may be either infeasible or likely delayed beyond the 18-month period described above in Section III.C, then the Party will promptly inform all other Parties in writing, explaining the basis for the Party's belief.

#### **F. Budget and Cost Sharing for Early Project Development**

The Funding Parties' existing approvals for the development of the GTCR Project are not adequate to accomplish the EPD tasks described and assigned in **Exhibit A**. Accordingly, the governing boards managing the requisite appropriation of funding for EPD will consider, in accordance with regular processes, the following funding commitments and any applicable work plan or budgetary amendments by April 15, 2020:

Wake Transit Plan:	\$6 million
Durham Transit Plan:	\$2.7 million
Johnston County:	\$250,000

The total, aggregate not-to-exceed amount for EPD is \$9.2 million, including the cost of RTC rail infrastructure modeling as described in Section I. Each amount represented above is a not-to-exceed amount for the respective Party indicated. Actual expenses incurred will be billed to the respective Parties by the same percentage proportion as shown above.

By approval of this MOU, the Funding Parties acknowledge the cost share for EPD. The cost share for EPD is not intended to be indicative of a final cost share agreement for the design, financing, construction, insurance, operations, and maintenance of the Project in a state of good repair.

Notwithstanding anything to the contrary herein, this MOU will not be effective unless the funding commitments from the Wake and Durham Transit Plans are approved by the relevant governing boards by April 15, 2020. This MOU will not be effective as to Johnston unless Johnston's funding commitment is approved by its Board of County Commissioners by April 15, 2020.

## **G. General Responsibilities during Early Project Development**

### **1. Further Refinement of Commuter Rail Project**

Each Party will cooperate with each other in the formation of the commuter rail project, based on consensus among the parties, that can effectively function with appropriate infrastructure in a shared corridor with existing and future freight and passenger trains and is cost-beneficial to the residents of the region.

### **2. Local Government Engagement**

Local government engagement is a priority task identified in **Exhibit A**, and will be managed as provided in **Exhibit A**. Parties not assigned lead or support responsibilities will participate in such engagement to the extent necessary to be responsive to local government interests. As part of EPD, GoTriangle will seek support from each local government potentially impacted by construction of the Project, with regard to the Project's anticipated physical and operational characteristics.

### **3. Stakeholder Engagement**

Community and institutional engagement are priority tasks identified in **Exhibit A**, and will be managed as provided in **Exhibit A**. Parties not assigned lead or support responsibilities will participate in such engagement to the extent necessary to be responsive to stakeholders' interests. As part of EPD, GoTriangle will seek support from major institutional property owners whose lands are potentially impacted by construction of the Project, with regard to the Project's anticipated physical and operational characteristics.

### **4. Official Meetings**

As necessary to facilitate information-sharing and decision-making, any Party may request another Party to attend official meetings of the requesting Party's governing board when Project-related approval items are on the agenda. The invited Party, through staff or other representatives, will use best efforts to attend the appointed meeting and communicate the Party's positions on, and interests in, the Project. GoTriangle will be responsible for identifying such meetings and for coordinating advance notice, preparation and plans among the relevant Parties to fulfill the stated goals of information-sharing and decision-making.

## **H. Party-specific Responsibilities during Early Project Development**

The Parties agree to the following assignment of responsibilities, in addition to or in further elaboration of the responsibilities set forth in **Exhibit A**:

### **1. Funding Parties**

During EPD, the Funding Parties of the proposed “Project Concept” will jointly develop a cost-sharing agreement that authorizes GoTriangle to allocate and disburse the transit plans’ respective shares of the estimated cost (after EPD) to plan, design, finance, construct, insure, operate, and maintain the Project in a state of good repair. GoTriangle will lead the facilitation of negotiations and drafting related to the proposed cost-sharing agreement. The purpose of such an agreement is to demonstrate the local financial commitment needed to secure “matching” potential future federal funding under the requirements of the CIG Program and to document a methodology (or methodologies) for sharing of construction and operating costs of a regional project. In addition, the Funding Parties will collaborate to seek state funding to complement local and federal funding.

## 2. GoTriangle

GoTriangle will be considered the Project Sponsor and lead coordinator for all pre-CIG activity. With input and collaboration from the other Parties, GoTriangle will continually monitor the status of the EPD priority tasks. Upon agreement among all MOU Parties that readiness for CIG Project Development has been achieved, GoTriangle will submit the Project to FTA for entry into the federal program.

## 3. MPOs

The MPOs will work collaboratively with all MOU Parties to identify and consider for adoption a Locally Preferred Alternative (including mode, alignment, and termini) for the CIG Program phase using a mutually-acceptable concurrence process. The MPOs will work collaboratively with all MOU Parties to facilitate consideration of adoption of the Project in all applicable Metropolitan Transportation Plans, Transportation Improvement Programs, State Transportation Improvement Program, and county transit plans.

## 4. NCRR

NCRR will contribute and work with the other Parties to assist in the determination of the feasibility of the Project within the Commuter Rail Segment, including but not limited to:

- i. providing information about existing conditions
- ii. review and comment related to capacity expansion requirements and required and related capital investments
- iii. review and comment related to designs and plans
- iv. identification of legal parameters and issues within NCRR’s purview and strategies for addressing these
- v. encouraging and facilitating discussions with freight operators on the NCRR Corridor when needed by the Project Sponsor

## 5. NCDOT

With consideration for passenger and freight needs, including but not limited to its obligations and responsibilities incurred pursuant to the Definitive Service Outcomes Agreement dated March 21, 2011, NCDOT will be responsible for working with the other Parties to contribute to determining a feasible project on the NCRR-owned railroad line to be improved, including but not limited to:

- i. supporting identification of existing conditions
- ii. review, comment, and make a determination related to operating plans for RTC modeling
- iii. review and comment related to safety plans
- iv. review and comment related to roadway crossing plans
- v. review and comment related to capacity expansion requirements and plans
- vi. identification of legal parameters and issues within NCDOT's purview and strategies for addressing these
- vii. encouraging and facilitating discussions with Amtrak and freight operators when needed by the Project Sponsor
- viii. working with MOU Parties to facilitate the Project's adoption in the Statewide Transportation Improvement Program

#### **IV. TERMINATION**

##### **A. Conference of the Parties**

If mutual agreement among the MOU Parties on readiness for CIG Project Development is not achieved and GoTriangle does not apply to FTA within 24 months of the effective date of this MOU, the Parties agree to confer and use best efforts to determine by mutual agreement a response to the circumstances. The Parties agree to negotiate, as necessary and in good faith, for a period of up to 6 months. If the Parties are unable to negotiate an extension of the MOU or if the MOU is no longer needed, the MOU will terminate at the end of the 6-month period, and in any event the MOU will terminate no later than December 31, 2022.

##### **B. CIG Project Development**

If the CIG Project Development application is submitted to and approved by FTA, it is contemplated that the Parties will enter into other agreements for the Parties' roles and responsibilities regarding project development, construction, operations and maintenance.

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be executed by their duly authorized representatives on the dates indicated below.

**[SIGNATURES ON PAGES FOLLOWING]**



Goal	Activity	Lead*	Support**
A. Build a foundation for sustained regional cooperation and meaningful stakeholder engagement necessary for development of a successful Project Concept	1. Prepare and begin implementing a community engagement plan, defining roles and responsibilities of each Party and how stakeholders will be invited to participate meaningfully in the activities outlined in this exhibit.	GoTriangle	MPO Parties, County Parties
	2. Prepare and begin implementing an agency coordination plan, defining roles and responsibilities of each Party. GoTriangle and the MPO Parties will seek to develop and obtain concurrence for the plan with each affected local government and major institution within 60 days of execution of this MOU.	GoTriangle	MPO Parties
	3. Initiate necessary consultation with federal regulatory agencies to confirm anticipated requirements for approvals, identify the National Environmental Policy Act (NEPA) lead and cooperating agencies, obtain a class of action determination, and initiate environmental scoping.	GoTriangle	MPO Parties
	4. Prepare an agreement work plan, including exhibit of draft matrix of critical agreements, permits, and approvals, including purpose, proposed parties, and timeline for approval for each item.	GoTriangle	NCRR, MPO Parties
	5. Secure resolutions of support for moving forward with the Project Concept from boards of all affected local governments and major institutions.	GoTriangle	MPO Parties
	6. Facilitate consideration of the Project in all applicable metropolitan transportation plans, Transportation Improvement Programs, State Transportation Improvement Program, and county transit plans.	MPO Parties	GoTriangle
	7. Facilitate consideration of rail corridor setback standards by local land use authorities.	GoTriangle	MPO Parties, NCRR
B. Further refine and achieve consensus among Parties on Project Concept [project definition for purposes of initiating CIG Project Development (termini, station number and locations, grade separations, street	8. Perform detailed corridor screening to confirm key engineering and constructability risk areas, including geographic areas with complex roadway interface, topography, encroachments, adjacent structures, critical utilities, and other environmental features.	GoTriangle	NCRR, NCDOT
	9. Evaluate rolling stock and station design considerations to develop conceptual approach to address applicable federal performance standards for rolling stock accessibility.	GoTriangle	NCRR, NCDOT
	10. Obtain field survey and perform preliminary engineering design for key engineering and constructability risk areas to determine viable design	GoTriangle	NCRR, NCDOT

Goal	Activity	Lead*	Support**
closures, number and location of additional tracks and improvements, frequency of trains, fleet size and composition, train storage and maintenance requirements)]	concepts in consultation with authorities having jurisdiction including NSR and CSX.		
	11. In consultation with local governments, assess land availability for park-and-rides, and reach determination on whether sufficient park-and-ride spaces can be established to support adequate ridership.	GoTriangle	NCRR, NCDOT
	12. In consultation with local governments, identify site(s) for maintenance and layover facilities, and reach determination on whether sufficient available land exists for an affordable facility.	GoTriangle	NCRR, NCDOT
	13. Develop and begin implementing a project concurrence plan progressing to a recommendation of a locally preferred mode, alignment and termini.	GoTriangle	MPO Parties
C. Provide a basis for evaluation of monetary costs, non-monetary costs, and benefits	14. Prepare updated schedule and cost estimates (timeline and costs to plan, design, build, finance, operate, and maintain the project in a state of good repair) in consultation with NSR.	GoTriangle	NCRR, NCDOT
	15. Define and evaluate project metrics including equity measures informed by community engagement.	GoTriangle	MPO Parties
D. Obtain buy-in for the Project Concept from the operating railroads and agree on the requirements and design criteria	16. Engage with NSR and CSX to perform RTC modeling and determine alternate operating plans and associated infrastructure improvements that will be approved by the railroad owners and operators and GoTriangle.	GoTriangle	NCRR, NCDOT
	17. Determine the necessary requirements of the railroad owners and operators, including capacity, infrastructure, operating, and legal and financial requirements (such as fees, indemnification, and insurance) to the mutual satisfaction of GoTriangle and the railroad owners and operators.	GoTriangle	NCRR, NCDOT
E. Build adequate management capacity and capability to advance the project	18. Develop a preliminary Project Management Plan with well-developed sponsor management capacity and capability documents and project delivery and procurement plan.	GoTriangle	All Other MOU Parties
	19. Procure consultant support necessary to manage and perform Project Development activities.	GoTriangle	All Other MOU Parties
F. Monitor risks related to likelihood of federal funding eligibility	20. Continue to perform ridership modeling as the project definition is refined to mitigate risk of unforeseen drop in projected Project Justification ratings.	GoTriangle	MPO Parties

Goal	Activity	Lead*	Support**
	21. Engage with local land use authorities, affected major institutions and agency partners to evaluate and consider strategies to bolster Land Use and Economic Development ratings and increase project benefits.	GoTriangle	MPO Parties, County Parties
G. Obtain commitment of 100% of non-CIG funds to codify local funding partner commitment and mitigate a range of project risks, in particular risks that are exacerbated by uncertainty of project viability	22. Facilitate cost-sharing negotiation and secure a local government commitment of funds for 100% of the non-federal share of estimated costs for project design, management, financing, construction, and operation and maintenance in a state of good repair.	GoTriangle	MPO Parties, County Parties

\* The Lead agency or organization will take necessary steps to plan and execute each activity.

\*\*The support agency(s) or organization(s) will facilitate the lead agency's or organization's actions.

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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: March 11, 2020

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

Project ID#	Durham Transit Plan- Project Request Form			FY START	7/1/2019		
19GoT_C02	Capital			FY 2020			
	Planning and Feasibility Studies						
Project Business Case							
Project Name	Requesting Agency	Project Contact	TTD Estimated Operating Cost				
Commuter Rail from Garner to Durham (Durham County Share)	GoTriangle for GoDurham	Jay Heikes	Current Year	\$ -			
Estimated Start Date	Estimated Completion	Notes	TTD Estimated Capital Cost				
July 1, 2018	ongoing		Current Year	\$ 2,235,000			
Project Description							
<p>The Durham to Garner Commuter Rail project is presently funded at \$850,000 from FY18-20. Work funded to date includes the Commuter Rail Major Investment Study, completed in May 2019 and the ongoing Alternatives Analysis update which is refreshing planning-level infrastructure assumptions, cost estimates, ridership projections for alternatives between Durham and Garner and evaluating those same elements for alternatives between Mebane and Selma. Preliminary results from this study, due to be finalized later this spring, identify the need to evaluate key project risks through additional study, public engagement, and coordination prior to a decision on whether to proceed with project implementation and design. This additional study effort, referred to as "early project development activities" has an estimated cost \$9,200,000, of which \$2,700,000 would be Durham County's expected share. \$465,000 is available from the original FY20 budgeted amount of \$715,373; the amended FY20 Budget request is \$3,085,000; an increase of \$2,235,000.</p> <p>As a part of this Transit Plan Amendment, elected officials have a decision on whether or not to proceed with these "early project development activities" to evaluate and address key project risks and prepare the project for design and implementation activities. Upon completion of "early project development activities, including reaching preliminary agreements with funding partners, railroads, and municipalities, elected officials would have a future decision of whether or not to proceed with project design and implementation, including requesting entry into the Federal New Starts process, the first step in applying for federal funding. Related to the this current Transit Plan Amendment is a separate decision by elected officials to authorize a Memorandum of Understanding to govern the project management partner's roles and responsibilities during "early project development activities."</p> <p>GoTriangle is the presumptive Project Sponsor in DCHC MPO and will use the funds to pursue additional study to resolve key items prior to elected officials being presented with a decision on whether to proceed with project and design and implementation and whether to request entry into the Federal Transit Administration's New Starts process within the Capital Investment Grants (CIG) program. Activities may include but are not limited to the following: land survey; utility investigation; preliminary engineering and environmental study for key risk areas; assessment of land availability for park-and-rides; identification of site options for maintenance facility; railroad coordination; community engagement planning and initiating community engagement; stakeholder engagement planning and advancing stakeholder engagement activities; additional assessment of project feasibility for CIG; development of a project management plan; and preparation to engage project development consultants. These activities are necessary to evaluate key project risks.</p>							
Project Profile							
Project Area	Direct or Indirect Beneficiaries	Key benefits (Transit Plan)	Transit Plan Section	Map of Area			
Durham County	Durham Residents, Visitors, and employees of companies located in Durham	Providing Connections to other Regional Cities	4.5				
Project Monitoring Details							
Capital Projects							
Quantitative Outcomes	**Please list up to 3 Quantitative metrics and 1 Qualitative						
1. Increased Access to Jobs	2. Improved Mobility in Area	3. Increased Ridership	Qualitative	Improved Customer Satisfaction through increased reliability			
List any other relevant information not addressed.							
Project can complete early project development activities, as currently defined, with requested funds							
Finance Estimates							
Revenue							
Tax Revenue	FY 19 and Prior	FY20	Funding to Date	FY21	FY22	FY23	Total
Durham County Tax Revenue	\$ 850,000	\$ 2,235,000	\$ 3,085,000	-	-	-	3,085,000
Other Revenue							
Federal				\$ -			-
State							-
Other - City of Durham funds				\$ -			-
Subtotal Other	\$ -	\$ -	\$ -	-	-	-	-
TOTAL REVENUE	\$ 850,000	\$ 2,235,000	\$ 3,085,000	-	-	-	3,085,000
Multi-Year Capital - Revenue Funding through FY 2021							
Revenue	Durham County Tax Revenue through FY 2020 (Funding to Date)			\$ 850,000			
Expenses	FY19 Reimbursement:			\$ 134,627			
Expenses	FY20 Budgeted			\$ 715,373			
Net	Durham County Tax Revenue Available			\$ 850,000			
Project Request				\$ 2,235,000			
Balance Available for Future Request							
Cost Break Down of Project Request							
CAPITAL COSTS	FY 19 and Prior	FY20	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies	\$ 134,627	\$ 2,950,373	\$ -				\$ 3,085,000
Land - Right of Way							\$ -
Design & Engineering			TBD	TBD	TDB	TBD	TBD
Construction - Implementatic							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	\$ 134,627	\$ 2,950,373	\$ -	\$ -	\$ -	\$ -	\$ 3,085,000
Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.							
<p>An additional \$2,235,000 is requested in FY2020 to initiate and complete early project development activities for Commuter Rail Transit between West Durham and Garner, with a possible inclusion of a scenario that extends to Clayton. \$465,000 of the original FY20 budget is available and the additional \$2,235,000 is requested for a total FY20 Amended request of 3,085,000. FY20 originally included a carryover of \$715,737 from FY19; the current feasibility study, titled "The Greater Triangle Commuter Rail Study" is has an estimated budget at completion (Durham County share only) of \$250,373. This leaves \$465,000 available from FY19 the next phase of study. Additional funding, beyond the \$465,000 is necessary to conduct additional planning-level study to evaluate key project risks, begin developing agreements with critical project partners and stakeholders, and prepare the project and elected officials for a decision on whether to proceed with project design and implementation. Details of amended budget request for Durham County share of "early project development activities" to evaluate key project risks are as follows:</p> <ul style="list-style-type: none"><li>• Rail Traffic Controller Model</li><li>• Preliminary engineering to evaluate critical design risks only (e.g. Downtown Durham grade crossings)</li><li>• Additional ridership modeling</li><li>• Public engagement, integrated with local plan updates</li><li>• Agreements with funding partners, municipalities, and railroads.</li></ul>							

**RESOLUTION TO MODIFY THE FY20 DURHAM TRANSIT TAX ANNUAL WORK PLAN  
TO ADD \$2,235,000 FOR STUDY OF COMMUTER RAIL TRANSIT**

**March 11, 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 \$2,235,000 for project 19GOT\_CO2, Greater Triangle Commuter Rail, to conduct additional study on potential commuter rail in the Triangle including, but not limited to, further defining the project, engaging community members, municipalities, and stakeholders, and better understanding key project risks, as approved by the Board on this, the 11th day of March, 2020.

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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: March 11, 2020

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

## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** February 26, 2020

**Subject:** **Lead Planning Agency (LPA) Synopsis of Staff Report**

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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

<b>Contract Number:</b> C202581 <b>Division:</b> 5 <b>TIP Number:</b> EB-4707A <b>Length:</b> 0.96 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. <b>Contractor Name:</b> S T WOOTEN CORPORATION <b>Contract Amount:</b> \$4,614,460.00 <b>Work Began:</b> 05/28/2019 <b>Original Completion Date:</b> 02/15/2021 <b>Latest Payment Thru:</b> 01/07/2020 <b>Latest Payment Date:</b>		<b>Route:</b> SR-1838 <b>County:</b> Durham <b>Federal Aid Number:</b> STPDA-0537(2) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> <b>Construction Progress:</b> 1.94%	
<b>Contract Number:</b> C203394 <b>Division:</b> 5 <b>TIP Number:</b> U-0071 <b>Length:</b> 4.009 miles <b>NCDOT Contact:</b> Cameron D. Richards <b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. <b>Contractor Name:</b> DRAGADOS USA INC <b>Contract Amount:</b> \$141,949,500.00 <b>Work Began:</b> 02/26/2015 <b>Original Completion Date:</b> 05/10/2020 <b>Latest Payment Thru:</b> 01/22/2020 <b>Latest Payment Date:</b>		<b>Route:</b> I-885, NC-147, NC-98 <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> <b>NCDOT Contact No:</b> (919)835-8200 <b>Letting Date:</b> 11/18/2014 <b>Revised Completion Date:</b> 09/18/2020 <b>Construction Progress:</b> 86.39%	
<b>Contract Number:</b> C203567 <b>Division:</b> 5 <b>TIP Number:</b> U-3308 <b>Length:</b> 1.134 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). <b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION <b>Contract Amount:</b> \$39,756,916.81 <b>Work Began:</b> 10/05/2016 <b>Original Completion Date:</b> 03/30/2020 <b>Latest Payment Thru:</b> 12/15/2019 <b>Latest Payment Date:</b>		<b>Route:</b> NC-55 <b>County:</b> Durham <b>Federal Aid Number:</b> STP-55(20) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 07/19/2016 <b>Revised Completion Date:</b> 02/11/2021 <b>Construction Progress:</b> 65.08%	
<b>Contract Number:</b> C204211 <b>Division:</b> 5 <b>TIP Number:</b> U-5968 <b>Length:</b> 0.163 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> CITY OF DURHAM. <b>Contractor Name:</b> BROOKS BERRY HAYNIE & ASSOCIATES, INC. <b>Contract Amount:</b> \$0.00 <b>Work Began:</b> 05/28/2019 <b>Original Completion Date:</b> 08/01/2024 <b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>		<b>Route:</b> I-40, I-85, NC-55 <b>NC-98, US-15, US-501</b> <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> STBG-0505(084) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> 04/09/2025 <b>Construction Progress:</b> 0%	
<b>Contract Number:</b> C204256 <b>Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 15.89 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. <b>Contractor Name:</b> CAROLINA SUNROCK LLC <b>Contract Amount:</b> \$0.00 <b>Work Began:</b> 03/15/2019		<b>Route:</b> -, NC-98, US-70 <b>County:</b> Durham <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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 OFGRADE 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  
January 2020

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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	

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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

Technical Committee 2/26/2020 Item 14

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 <b>Chapel Hill and Carrboro</b>	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 <b>Hillsborough</b>	6/30/2021	FY2022	\$7,200,000	PE funding scheduled 7/1/2020 - <b>Executive Hold</b> , 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 <b>Chapel Hill</b>	10/19/2021	FY2023	\$20,700,000	Planning and Design activities underway - <b>Executive Hold</b> , 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 <b>Chapel Hill</b>	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 <b>Chapel Hill</b> . 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

Technical Committee 2/26/2020 Item 14

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 - <b>Executive Hold</b> , 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 <b>Chapel Hill</b>	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 - <b>Executive Hold</b>	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 <b>Hillsborough</b>	7/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway - <b>Executive Hold</b> , 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 <b>Hillsborough</b>	10/15/2024	FY2027	\$20,700,000	Planning and Design activities underway - <b>Executive Hold</b> , 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 - <b>Executive Hold</b> , 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 <b>Hillsborough</b>	11/18/2025	FY2027	\$16,488,000	Planning and Design activities underway - <b>Executive Hold</b> , 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 - <b>Executive Hold</b> , 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--February 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	