



DCHC MPO Board Meeting Agenda

Wednesday, January 13, 2021

9:00 AM

Meeting to be held by teleconference.

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

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

1. Roll Call**2. Ethics Reminder**

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

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[21-100](#)

Attachments: [2021-01-13 \(21-100\) MPO Board Directives to Staff](#)

CONSENT AGENDA**6. December 9, 2020 Board Meeting Minutes**[21-118](#)

A copy of the December 9, 2020 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the December 9, 2020 Board Meeting.

Attachments: [2021-01-13 \(21-118\) MPO Board Minutes 12-09-2020](#)

ACTION ITEMS

7. **Draft Public Involvement Policy (PIP) and Limited English Proficiency Plan (LEP) (20 minutes)** [20-185](#)
Anne Phillips, LPA Staff

In December 2020, the MPO Board released the draft Public Involvement Policy and Limited English Proficiency Plan for a 45-day public comment period. The public comment period was advertised in the Herald Sun, the Triangle Tribune, Que Pasa, and on the MPO's website and social media accounts. So far, no public comments have been received.

DCHC MPO's last Public Involvement Policy (PIP) was adopted in 2012 as a corrective to the 2011 MPO Certification Review. This updated plan builds on the 2012 plan and will guide efforts to proactively involve the public to plan a multimodal transportation system that meets the region's economic, sustainability, and equity goals. This plan covers the development and approval process for DCHC's major plans, programs, and studies. It guides how the public will be notified about programs, plans, and studies; opportunities available for the public to provide input; and the length of public input periods.

DCHC MPO's first Limited English Proficiency (LEP) Plan was adopted along with the PIP in 2012. A person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The updated plan provides guidance on how the MPO will provide language assistance for people with limited English proficiency.

Board Action: Hold a public hearing for the draft Public Involvement Policy and Limited English Proficiency Plan.

Attachments: [2021-01-13 \(20-185\) DraftPIP](#)
 [2021-01-13 \(20-185\) DraftLEP](#)

8. Draft FY2022 Unified Planning Work Program[20-184](#)**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. Funding for the UPWP is provided by the Federal Highway Administration and the Federal Transit Administration. The UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds.

At its November meeting, the TC recommended that the draft FY22 UPWP be released for a 21-day public comment period. The MPO Board decided to delay the in order to clarify various aspects of the document. Those issues have been addressed and is being brought back before the Board to request for release for public comment. The updated documents are attached.

The FY22 UPWP will subsequently be brought to the MPO Board for approval on February 10, 2021. The UPWP must be submitted to NCDOT and FHWA for review by February 15, 2021.

TC Action: Recommended that the Board release the FY22 UPWP for a 21-day public comment period.

Board Action: Release the FY22 UPWP for a 21-day public comment period.

Attachments: [2021-01-13 \(20-184\) UPWP Memo](#)
 [2021-01-13 \(20-184\) Presentation](#)
 [2021-01-13 \(20-184\) New InitiativeTable](#)
 [2021-01-13 \(20-184\) Draft UPWP](#)
 [2021-01-13 \(20-184\) OC New Initiative](#)
 [2021-01-13 \(20-184\) Durham New Initiative](#)

9. FY21 UPWP Amendment #1 (5 minutes)[21-112](#)**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 #1 of the FY2021 UPWP proposes to de-obligate FTA 5307 funds from GoDurham/City of Durham. The City of Durham would like to reallocate these funds to GoDurham operations in order to address unfunded needs for preventive maintenance, vehicle rehabilitation, and vehicle replacement. The attached resolution provides details.

TC Action: Recommended that the Board approve the FY21 Unified Planning Work Program Amendment #1.

Board Action: Approve FY21 UPWP Amendment #1.

Attachments: [2021-01-13 \(21-112\) FY21 UPWP Amendment #1](#)

10. Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with NCDOT for the Metropolitan Planning Program (Section 5303) Grant for FY21 (5 minutes)[21-117](#)**Felix Nwoko, LPA Staff**

The Metropolitan Planning Program (Section 5303) Grant scope and budget for FY21 will be released for public comment by the MPO Board as part of the FY21 Unified Planning Work Program (UPWP) in January 2021. The Durham City Manager, on behalf of DCHC MPO, is the contractor's authorized representative for the agreement between NCDOT and the City of Durham. The MPO Board must authorize the City Manager to enter into agreement with the NCDOT. A copy of the grant agreement is attached.

TC Action: Recommended the Board authorize the Durham City Manager to enter into agreement with NCDOT.

Board Action: Authorize the Durham City Manager to enter into the agreement with NCDOT on behalf of DCHC MPO.

Attachments: [2021-01-13 \(21-117\) 5303 FY21 Agreement](#)

11. TIP Amendment #3 (5 minutes)[20-165](#)**Anne Phillips, LPA Staff**

In December 2020, the MPO Board voted to release Transportation Improvement Program (TIP) Amendment #3 for a 21-day public comment period. Two comments were received and are included in the agenda packet.

Amendment #3 to the FY2020-2029 TIP consists of projects that have been amended in the State Transportation Improvement Program (STIP) by NCDOT and projects that were affected by NCDOT's STIP reprogramming exercise. Projects amended by NCDOT in the STIP need to be amended in the MPO's TIP so that the TIP and STIP remain in concurrence.

DCHC MPO is also amending several locally administered projects to reflect more realistic project delivery schedules.

Three locally administered projects are being delayed to allow U-5823 Woodcroft Parkway Extension, which had a construction delay until FY 31 in the STIP reprogramming exercise, to move into construction in FY 25. These projects are Third Fork Creek Trail (EB-5837), Guess Road Sidewalks (EB-5834), and NC 55 Sidewalks (EB-5835). MPO and City of Durham staff are proposing schedule delays for these three projects - instead of a delay of more than ten years to the Woodcroft Parkway Extension - so that the City of Durham does not lose design work that is currently underway for Woodcroft Parkway Extension. The City of Durham is paying for the design of the Woodcroft Parkway Extension with local funds.

The Guess Road and NC 55 sidewalk projects are underfunded in the TIP, both with federal funds and the local match. These projects therefore would not have been able to move forward according to their schedule prior to this amendment. After further discussions with NCDOT, construction of the Third Ford Creek Trail will now only experience a minor delay of construction in FY 23 instead of FY 21 as currently programmed.

Board Action: Approve TIP Amendment #3.

Attachments:[2021-01-13 \(20-165\) Public Comment](#)[2021-01-13 \(20-165\) Summary Sheet](#)[2021-01-13 \(20-165\) STIP Reprogrammed List](#)[2021-01-13 \(20-165\) FY2020-2029 TIP Amendment #3 Resolution](#)[2021-01-13 \(20-165\) Full Report](#)

12. US 15-501 Corridor Study (15 minutes)[19-144](#)**Andy Henry, LPA staff**

At their November meeting, the DCHC MPO Board directed staff to develop a process to move forward and finish the US 15-501 Corridor Study. The attached document outlines the staff proposal to complete the Study.

The following DCHC MPO Web page provides the final report documents and conceptual design for the US 15-501 Corridor Study and a compilation of the public comments:

www.bit.ly/15-501 <<http://www.bit.ly/15-501>>.

TC Action: Reviewed the proposed process and provided comments.

Board Action: Review the proposed process, provide comments, and give direction to staff for moving forward with the US 15-501 Corridor Study.

Attachments: [2021-01-13 \(19-144\) US15-501CorridorStudy-FollowOn](#)

13. 2050 MTP- Performance Measures (15 minutes)[21-116](#)**Andy Henry, LPA Staff**

At their September meeting, the DCHC MPO Board approved the Goals and Objectives for use in the 2050 Metropolitan Transportation Plan (MTP) development process. The MPO staff and their regional partners have developed a set of draft Performance Measures to provide feedback on how well the MPO policies and plans are meeting the Goals and Objectives. The Performance Measures are directly linked to the Objectives.

Attachments include a table of the Goals/Objectives/Performance Measures and a presentation.

TC Action: Reviewed the draft Performance Measures and provided comments.

Board Action: Review the draft Performance Measures and provide comments.

Attachments: [2021-01-13 \(21-116\) 2050 MTP Draft PMs](#)
[2021-01-13 \(21-116\) PM Presentation](#)

14. Joint DCHC-CAMPO MTP Scenario Framework (20 minutes)[21-115](#)**John Hodges-Copple, TJCOG**

On December 1, 2020, at the Joint DCHC-CAMPO Board meeting, a framework for potential scenarios for the 2050 MTP was introduced to the board members. The next step is to begin the building blocks for these potential scenarios, and the way they will be developed; comment and discussion is being sought from each MPO Board on these potential scenarios.

Board Action: Provide input on the framework for potential scenarios for the 2050 MTP.

Attachments: [2021-01-13 \(21-115\) 2050 MTP Steps and Scenarios](#)

15. Joint MPO Policy Priorities (15 minutes)[21-114](#)**John Hodges-Copple, TJCOG**

On December 1, 2020, at the Joint DCHC-CAMPO Board meeting, updates to two policy initiatives were discussed: Demand Management and Technology and Active Transportation. A third of the seven policy priorities previously adopted by both boards was also expanded: Invest for Success. These three policy initiatives have been further updated based on comments from board members at the joint board meeting. These priorities are being brought to the full board of each MPO for adoption and use by board members in discussions with their delegations at the North Carolina General Assembly and Congress, and in guiding MPO work plans.

Board Action: Adopt the revised Demand Management and Technology and Active Transportation policy initiatives, as well as the expanded Invest for Success.

Attachments: [2021-01-13 \(21-114\) Joint MPO Policy Priorities](#)

REPORTS:**16. Report from the Board Chair**[21-101](#)**Wendy Jacobs, Board Chair**

Board Action: Receive the report from the Board Chair

17. Report from the Technical Committee Chair[21-102](#)**Nishith Trivedi, TC Chair**

Board Action: Receive the report from the TC Chair.

18. Report from LPA Staff [21-103](#)

Felix Nwoko, LPA Manager

Board Action: Receive the report from LPA Staff.

Attachments: [2021-01-13 \(21-103\) LPA staff report](#)

19. NCDOT Report [21-104](#)

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

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

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

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2021-01-13 \(21-104\) NCDOT Progress Report](#)

INFORMATIONAL ITEMS**20. Recent News Articles and Updates** [21-105](#)

Attachments: [2021-01-13 \(20-105\) news articles](#)

Adjourn

Next meeting: February 10, 9 a.m., Meeting to be held by teleconference.

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/In Progress)

Meeting Date	Directive	Status
11-13-19	Chair Seils will set up a committee, including MPO staff, to address MPO resources and governance.	<p><u>Underway.</u> The Governance Committee was formed in September 2020 with the following members:</p> <ul style="list-style-type: none"> • Damon Seils • Karen Howard • Nishith Trivedi • Scott Whiteman • Sean Egan <p>The committee is tasked with selecting a consultant who will prepare a report and bring findings to the Board for its consideration in February 2021.</p>
11-4-20	Develop a strategy to move forward on the 15/501 Corridor Study that addresses concerns about bicycle and pedestrian treatments along the corridor as well as additional outreach to local stakeholders.	<p><u>Underway.</u> Staff will present a recommended approach at the January 2021 Board meeting.</p>

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**9 December 2020****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on December 9, 2020, at 9:00 a.m. remotely via Zoom. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Pierce Freelon (Member)	City of Durham
Charlie Reece (Member)	City of Durham
Damon Seils (Member)	Town of Carrboro
Pam Hemminger (Member)	Town of Chapel Hill
Renee Price (Member)	Orange County
Michael Parker (Member)	GoTriangle
Lisa Mathis (Alternate)	NC Board of Transportation
Javiera Caballero (Alternate)	City of Durham
Amy Ryan (Alternate)	Town of Chapel Hill
Lydia Lavelle (Alternate)	Town of Carrboro
Heidi Carter (Alternate)	Durham County

Quorum Count: 9 of 10 Voting Members

Brenda Howerton	Durham County Commissioner
Ellen Beckmann	Durham County
Brooke Ganser	Durham City-County Planning
Nishith Trivedi	Orange County
Theo Letman	Orange County Public Transit
Tom Devlin	City of Durham
Sean Egan	City of Durham
Tasha Johnson	City of Durham
Bill Judge	City of Durham
Rochelle Parent	City of Durham
Brian Taylor	City of Durham
Evan Tenenbaum	City of Durham
Earlene Thomas	City of Durham
Zach Hallock	Town of Carrboro
Tina Moon	Town of Carrboro
Jomar Pastorelle	Town of Chapel Hill
David Keilson	NCDOT Division 5
Pat Wilson	NCDOT Division 7
Steven Robinson	NCDOT Division 7
Tamara Njegovan	NCDOT Division 7
Bryan Kluchar	NCDOT Division 8
John Grant	NCDOT Traffic Operations

47	Julie Bogle	NCDOT TPD
48	Saundra Freeman	GoTriangle
49	Jennifer Hayden	GoTriangle
50	Jay Heikes	GoTriangle
51	Shelly Parker	GoTriangle
52	Charles Lattuca	GoTriangle
53	Meg Scully	GoTriangle
54	Joe Geigle	FHWA
55	Hank Graham	Research Triangle Foundation
56		
57	Patrick Byker	Morningstar Law Group
58	Dave Connelly	Resident
59	Caroline Dwyer	Renaissance Planning Group
60	Dan Jewell	Coulter Jewell Thames
61	Erik Landfried	Transit Equity Campaign
62	Joe Milazzo	Regional Transportation Alliance
63	Aidil Ortiz	Aidilisms
64	Heidi Perry	Resident
65	John Tallmadge	Bike Durham
66		
67	Aaron Cain	DCHC MPO
68	KC Chae	DCHC MPO
69	Filmon Fishastion	DCHC MPO
70	Andy Henry	DCHC MPO
71	Dale McKeel	DCHC MPO
72	Felix Nwoko	DCHC MPO
73	Brian Rhodes	DCHC MPO
74	Yanping Zhang	DCHC MPO

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77
78 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call of MPO Board Member
79 and Alternates was performed. The Voting Members and Alternate Voting Members of the DCHC MPO
80 Board were identified and are indicated above.

81 **PRELIMINARIES:**

82 **2. Ethics Reminder**

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

3. Adjustments to the Agenda

There were no adjustments to the agenda.

4. Public Comments

Chair Wendy Jacobs stated that Erik Landfried submitted a public comment to the MPO Board, which will be submitted for the record.

John Tallmadge requested that the MPO Board receive public comment for agenda item #9, TIP Amendment #3, and agenda item #10, Draft FY2022 UPWP. John Tallmadge requested that future agenda items demonstrate to residents how they are in alignment with MPO Goals and Objectives, as well as present alternatives.

5. Directives to Staff

Damon Seils explained that there is an effort to hire a consultant to review the organization and administration of the MPO. Damon Seils continued that a Request for Information (RFI) was released, and an information session was organized with potential bidders. Damon Seils added that the due date for applications is December 16, 2020.

CONSENT AGENDA:

6. November 4, 2020 Board Meeting Minutes

Chair Wendy Jacobs asked about the follow-up for the 15-501 corridor study report from the previous MPO Board meeting on November 4. Aaron Cain responded that MPO staff would brief the MPO Board at the next MPO Board meeting on January 13, 2021.

Pam Hemminger made a motion to approve the Consent Agenda. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. Joint MPO Board Recap

Wendy Jacobs, Board Chair

Aaron Cain, LPA Staff

Chair Wendy Jacobs summarized the information that was presented at the Joint DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) Board meeting on December 1 that occurred virtually. Chair Wendy Jacobs added that U.S. Representative David Price, Chairman of the Transportation, Housing and Urban Development Appropriations Committee, provided attendees with a forecast of a future recovery bill that he believes will focus on infrastructure. Chair Wendy Jacobs stated that Rep. Price advised how the MPOs could position themselves to receive federal funding. Chair Wendy Jacobs relayed that advice was given for the MPOs to partner with groups that have similar interests. Chair Wendy Jacobs requested that MPO staff update the policy priorities documents before the next Joint MPO Meeting in January 2021.

This item was for discussion purposes only.

8. Comprehensive Transportation Plan (CTP) Amendment #2
Andy Henry, LPA Staff

Chair Wendy Jacobs stated that Amendment #2 to the Comprehensive Transportation Plan (CTP) was discussed at the MPO Board meeting on November 4, and Andy Henry would provide an update for this item. Andy Henry stated that the consensus is to remove the Briggs Avenue Extension because the bridge is prohibitively expensive. Andy Henry added that residents of this area are in support of the removal of the Briggs Avenue Extension in the CTP.

Chair Wendy Jacobs opened the public hearing. Patrick Byker confirmed his support of the deletion of the Briggs Avenue Extension. Chair Wendy Jacobs closed the public hearing and noted that the public comment period will be extended for an additional 24 hours following the public hearing.

Pam Hemminger made a motion adopt Amendment #2 to the Comprehensive Transportation Plan (CTP). Damon Seils seconded the motion. The motion passed unanimously.

9. TIP Amendment #3
Anne Phillips, LPA Staff

Aaron Cain stated that he will present the Transportation Improvement Program (TIP) Amendment #3 instead of Anne Phillips, who is on leave. Aaron Cain stated that TIP Amendment #3 would advance the Woodcroft Parkway Extension (U-5823) project because the City of Durham has already used planning funding on this project, and a construction delay until FY31, which was proposed by NCDOT in the State Transportation Improvement Program (STIP) reprogramming exercise, would unduly burden and make irrelevant the work this City of Durham has already done on this project. Aaron Cain added that TIP Amendment #3 would instead move Woodcroft Parkway Extension into construction in FY25. Aaron Cain noted that NCDOT has been consulted on this change, and they concurred. Aaron Cain stated that three additional projects impacted by this change in the TIP would be Third Fork Creek Trail (EB-5837), Guess Road Sidewalks (EB-5834), and NC 55 Sidewalks (EB-5835). Aaron Cain continued that the Third Fork Creek Trail will be delayed two years and the other two projects are underfunded and would not advance on the schedule currently shown in the STIP.

Charlie Reece requested to have a 21-day public comment period for TIP Amendment #3. Charlie Reece stated that he would advocate for funding from the City of Durham's Capital Improvement Plan (CIP) budget during in the upcoming budget process. Heidi Carter asked about coordination for the Woodcroft Parkway Extension with Jordan High School. Aaron Cain and Bill Judge commented that schools, including Jordan High School, are included in design discussions. Javiera Caballero voiced her support for the 21-day public comment period.

Chair Wendy Jacobs requested that MPO staff provide a template for how they present information to residents that explains how the MPO goals and visions align with matters coming before the MPO Board. Chair Wendy Jacobs suggested that MPO staff review agenda templates from local jurisdictions, including the City of Durham.

Charlie Reece made a motion to institute a 21-day public comment period for TIP

Amendment #3. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

10. Draft FY2022 Unified Planning Work Program

Felix Nwoko, LPA Staff

Felix Nwoko 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. Felix Nwoko continued that funding for the UPWP is provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Felix Nwoko added that the UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. Felix Nwoko stated that he will send the updated presentation to the MPO Board following the meeting.

Felix Nwoko discussed several new features of the UPWP. Felix Nwoko explained that the new features were a way to link the UPWP to the goals of the MPO, including those concerning climate change and safety. There was discussion about using roll-over funds for other projects, including studies of the US 70 corridor. Felix Nwoko discussed Lead Planning Agency (LPA) expenses and the MPO organizational chart. There was discussion about spending funds on additional studies rather than infrastructure projects. Chair Wendy Jacobs and Felix Nwoko responded that the US 70 corridor study was in response to another road project, which was a time sensitive issue.

There was discussion about further clarifying the UPWP and answering questions from the MPO Board before it is released for the 21-day public comment period. There was consensus among the MPO Board to have further discussions with LPA staff before this item is brought back to the MPO Board on January 13, 2021.

11. Draft Public Involvement Policy (PIP) and Limited English Proficiency Plan (LEP)

Anne Phillips, LPA Staff

Aaron Cain stated that the original Public Involvement Policy (PIP) was adopted in 2012 based on comments from the MPO's certification review by FHWA in 2011. Aaron Cain continued that the PIP

and the Limited English Proficiency Plan (LEP) have been updated based on requirements from the Fixing America's Surface Transportation (FAST) Act and updated data from the American Communities Survey. Aaron Cain added that data from the 2020 Census could impact the PIP and the LEP, so a review of Census data will be conducted upon its release, likely in the latter half of 2021.

Javiera Caballero requested that staff provide her with related materials to distribute to the Latinx community. Chair Wendy Jacobs asked how additional requirements in the PIP and LEP, such as additional translation requirements, would be funded. Aaron Cain responded that there is no additional funding for these items. Chair Wendy Jacobs suggested that the MPO partner with local governments to share resources for plan implementation.

Damon Seils made a motion to release the draft PIP and LEP for a 45-day public comment period. Pam Hemminger seconded the motion. The motion passed unanimously.

12. Orange County Transit Plan Update
Caroline Dwyer, Renaissance Planning Group

Caroline Dwyer stated that the Orange County Transit Plan is ending its phase one of context gathering and public engagement, and beginning its phase two of developing conceptual transit scenarios. Caroline Dwyer stated that the public survey, transit summary, transit brochure, and regional connections opportunity report have all been completed. Caroline Dwyer discussed the public engagement process and the comments that were provided by the public.

Chair Wendy Jacobs requested that presentations be provided to the MPO Board prior to the MPO Board meeting. Damon Seils noted that coordination between the Orange County Transit Plan and the Durham County Transit Plan is necessary. Renee Price asked about participation in the surveys. Caroline Dwyer noted that the demographics of survey respondents largely matched with the overall demographics of Orange County. Renee Price noted that she prefers to see more engagement from the public, while adding that there is a growing Mandarin speaking population.

Vice Chair Jenn Weaver discussed the importance of creating healthy communities, reducing the impacts of climate change, and getting residents out of single occupancy vehicles. Chair Wendy Jacobs discussed the importance of working with regional transportation partners. Caroline Dwyer responded that there have been ongoing discussions between regional partners. Chair Wendy Jacobs requested additional information about jobs centers to be included.

This item was for informational purposes only.

13. Durham County Transit Plan Update

Aaron Cain, LPA Staff

Brooke Ganser, Durham City-Council Planning

Aidil Ortiz, Engagement Consultant

Brooke Ganser stated that the first public outreach period consisted of workshops, surveys, and Engagement Ambassadors. Brooke Ganser added that the survey will close in mid-December 2020. Aidil Ortiz explained that the Engagement Ambassadors program was necessary because the survey largely missed low-income and minority residents. Aidil Ortiz added that there are currently 36 engagement ambassadors that have been trained to reach residents that traditional outreach methods often overlook.

Aaron Cain explained that the existing conditions report will review the usefulness of current and possible projects within the next 20 years. Aaron Cain stated that, for the Durham County Transit Plan, there has been collaboration with regional partners. Aaron Cain continued the Durham Transit Plan Technical Committee is helping to update and refine the forecast of travel propensity and demand based on demographics, Environmental Justice (EJ), race, income, and access to personal vehicles. Aaron Cain stated that the future ridership of transit is being forecasted. Aaron Cain added that bus stop amenities are being reviewed as well as compliance with the Americans with Disabilities Act (ADA). Aaron Cain discussed that all new projects within potential plan scenarios will be financially constrained. Aaron Cain stated that there would not be many new expenditures in the near future.

Aaron Cain stated that the next steps include completing a needs and gaps analysis to later combine with further outreach efforts. Aaron Cain noted that there is a scenario development meeting on December 17, and there will be two more meetings in January and February. Aaron Cain added that the schedule for the Durham County Transit Plan will include three potential scenarios for comment in February 2021, the final scenario for public comment in late spring 2021, the final report in summer 2021. Aaron Cain added that approval from governing boards will likely be in fall 2021.

Charlie Reece and Aaron Cain discussed how public input was solicited concerning fiscally constrained projects. Charlie Reece and Javiera Caballero highlighted that the majority of transit users are low-income and minority riders. Chair Wendy Jacobs added that the role of transit is also to provide service to residents to large job centers.

This item was for informational purposes only.

14. Greater Triangle Commuter Rail Update
Jay Heikes, GoTriangle

Jay Heikes stated that the previous Greater Triangle Commuter Rail update occurred in August 2020. Jay Heikes added that the primary outcome of this study is to develop a project concept that defines the number and schedules of trains as well as determines station locations and infrastructure. Jay Heikes continued that the goal is to reach a regional consensus among stakeholders and regional decision makers about when to start project design and construction. Jay Heikes discussed the challenges of construction in downtown Durham. Jay Heikes noted that the first round of public engagement has been completed.

Charlie Reese, Michael Parker, and Chair Wendy Jacobs discussed possible cost share scenarios for the commuter rail.

This item was for informational purposes only.

15. FY20 Triangle Transit Tax Annual Report
Jennifer Hayden, GoTriangle

Jennifer Hayden stated that, according to the FY20 Triangle Transit Tax Annual Report, transit programs continued despite disruptions from the COVID-19 pandemic. Jennifer Hayden noted the completion of large construction projects, including bus stops. Jennifer Hayden stated that Durham County has long-range goals to connect more residents with jobs, expand capacity, and provide better regional connections. Jennifer Hayden stated that funding for Durham and Orange counties were both lower than the amount budgeted, which was due to the COVID-19 pandemic.

Chair Wendy Jacobs and Pam Hemminger requested that a one-page document be created for residents to easily understand the benefits of the transit tax. Jennifer Hayden and Sandra Freeman responded that the information has previously been available on the website.

This item was for informational purposes only.

16. DCHC MPO Board Officer Nominations

Aaron Cain, LPA Staff

Damon Seils stated that he, along with Karen Howard and Charlie Reece, comprised the nominating committee. Damon Seils added that their recommendation for the MPO Board officers for 2021 were Wendy Jacobs as Chair and Jenn Weaver as Vice Chair.

Damon Seils, as a member of the Nominating Committee, made a motion to elect Wendy Jacobs as Chair and Jenn Weaver as Vice Chair of the DCHC MPO Board for 2021. Pam Hemminger seconded the motion. The motion passed unanimously.

REPORTS:

17. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs stated that there is no additional report.

18. Report from the Technical Committee Chair

Nish Trivedi, TC Chair

Nish Trivedi stated that there is no additional report.

19. Report from LPA Staff

286 **Felix Nwoko, LPA Staff**

287 **Andy Henry, LPA Staff**

288 Chair Wendy Jacobs recommended to table discussions on the 2021 MPO Board calendar until
289 the following meeting in January 2021.

290 Aaron Cain stated that there is no additional report.

291 **20. NCDOT Report**

292 David Keilson, Division 5, stated that for the Alston Avenue project, the intersection of
293 Holloway Street and Alston Avenue is scheduled to reopen in February 2021. David Keilson added that
294 there are scheduled weekend closures on Alston Avenue for the next two weekends due to utility
295 repairs. David Keilson announced that the overall completion date is late fall 2021

296 David Keilson stated that the Old Durham/Chapel Hill project is continuing to work on utility
297 issues in front of Wegman's through December 2020.

298 David Keilson stated that the completion date for the East End Connector project is June 2021
299 David Keilson added that the delay from December 2020 to June 2021 was due to complications in
300 coordination with the railroads.

301 Pat Wilson, Division 7, stated that there is no additional report. Pam Hemminger asked about
302 the I-40 widening project schedule. Pat Wilson responded that North Carolina Department of
303 Transportation is working on development, and the let date would be in 2022. Pat Wilson added that
304 he will contact local governments during the development process.

305 Michael Parker and Pat Wilson discussed that the Franklin Street resurfacing project is on
306 schedule to begin in spring 2021.

307 Bryan Kluchar, Division 8, stated that there are no additional updates.

308 Julie Bogle, Transportation Planning Division, stated that NC Moves 2050 Plan is scheduled to
309 be voted on for adoption by the North Carolina Board of Transportation at their meeting in January
310 2021.

311 John Grant, NCDOT Traffic Operations, stated that there is no additional update.

312 **INFORMATIONAL ITEMS:**

313 **21. Recent News, Articles, and Updates**

314 Chair Wendy Jacobs stated that there were written comments for the Durham County Transit
315 Plan by Erik Landfried for public record. Chair Wendy Jacobs requested that MPO staff respond to his
316 comments.

317 **ADJOURNMENT:**

318 There being no further business before the DCHC MPO Board, the meeting was adjourned at
319 11:50 a.m.



DRAFT PUBLIC INVOLVEMENT POLICY

December 2020

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The DCHC MPO

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for planning and programming state and federal transportation funding for Durham County, and parts of Orange and Chatham counties. It is important that residents have input into the MPO's decision-making process because of the impact that the MPO has on the roadway, bicycle and pedestrian infrastructure, transit services, the built environment, and land use that affects residents' lives.

There are three roles in the MPO process:

1. MPO staff carries out the planning processes and develops policies, programs, and plans.
2. The Technical Committee (TC), which is primarily made up of transportation and land use planners from the MPO area, reviews these items and makes recommendations to the MPO Board.
3. The MPO Board, which is mostly made up of elected officials, is responsible for all policy decisions, and approves major plans and programs.

Meaningful public participation is a key component of MPO planning processes and allows us to produce regional plans that reflect regional and local priorities. Federal regulations require the MPO to carry out a continuing, cooperative, and comprehensive transportation planning process as we develop plans such as the Comprehensive Transportation Plan (CTP), Metropolitan Transportation Plan (MTP), and Transportation Improvement Plan (TIP). The MPO, with the support of committed stakeholders, aims to identify, engage, and sustain relationships with residents in communities affected by regional planning processes.

Introduction

The Public Involvement Policy (PIP) for the DCHC MPO will guide efforts to proactively engage residents and interested parties to plan a multimodal transportation system that meets the region's transportation, economic, sustainability, and equity goals.

This plan covers the development and approval process for DCHC's major plans, programs, and studies. It guides how the public will be notified about programs, plans, and studies; opportunities available for the public to provide input into the process; and the length of public input periods.

The PIP is consistent with the requirements of the Fixing America's Surface Transportation Act (FAST ACT) and all subsequent updates.¹ It also contains a review component to assess the MPO's public input practices on a triennial basis.

Purpose

The DCHC MPO Public Involvement Policy aims to create an open decision-making process that involves residents in all stages of the transportation planning process. This policy is designed to ensure that regional transportation decisions reflect public priorities.

Objectives

1. Bring a representative cross-section of the public into all stages of the public policy and transportation planning decision-making process.
2. Add special emphasis on Environmental Justice (EJ), Limited English Proficiency (LEP) and Title VI populations, and any community that may be directly affected by plans or projects.²
3. Maintain public involvement from the early stages of the planning process throughout project development.
4. Provide complete information to the public and elected officials to increase their understanding of transportation issues.
5. Determine residents' and elected officials' values and attitudes concerning transportation and establish a process for an effective feedback loop.
6. Use a combination of public involvement techniques to meet the diverse needs of

¹ See appendix A for a description of the legislative framework for this policy.

² See the MPO's Environmental Justice Report, Limited English Proficiency, and Title VI Plans for a detailed description and spatial analyses of these populations. See www.dchcmpo.org See www.dchcmpo.org

the public including social media, websites, workshops, community events, and mailing lists.

7. Use visualization techniques for transportation plans, studies, and other project planning activities to make them more accessible.
8. Make adopted plans and policies, and technical information easily available to the public using the MPO website and other electronic means.
9. During the planning process, consult with federal and state agencies responsible for:
 - Land management
 - Natural resources
 - Environmental protection and conservation
 - Historic preservation
 - Tourism
 - Natural disaster risk reduction
 - Economic development
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST ACT (and subsequent updates), the National Environmental Policy Act (NEPA), and other applicable federal regulations and rules on public participation.

Technical Committee and MPO Board Meetings

The MPO Board is the decision-making body of the DCHC MPO and is mostly comprised of elected officials from the member jurisdictions. The Technical Committee (TC), which is comprised of representatives of agencies that have transportation interests in the MPO planning area, makes recommendations to the Board.

Schedule of Meetings: At the beginning of each calendar year, the schedule of regular Technical Committee and Board meetings will be filed with the City of Durham Clerk's Office.

Public Comment at Meetings: The meeting agenda of every Technical Committee and Board meeting will include an opportunity for public comment. Anyone can request to address the TC or Board during the meeting's public comment period. Residents can also be added to a mailing list to be informed about upcoming meetings and public input opportunities.

Virtual Meetings: Although the regular practice of the MPO is to conduct in-person meetings, it might occasionally be necessary to conduct virtual or online meetings for reasons of public safety. For virtual meetings, the MPO will continue to observe the notification and access standards of this Public Involvement Policy. The MPO will ensure that the public has been notified about the online meeting through the MPO website, mailing list, and social media accounts seven days in advance of the meeting. Notification will include an electronic link to view and/or access the meeting and instructions on how the public can address the TC or Board during the online meeting.

If requested at least 48 hours before the online meeting, the MPO will provide a way to participate in the meeting that does not require access to a personal computer or the internet. Alternatives may include a call-in number or computer terminal at a public place where residents can view the meeting and address the TC or Board.

Public Involvement Framework

Activities that Require Public Involvement

The DCHC MPO will conduct early and continuing public involvement activities for the following plans and programs:

1. Comprehensive Transportation Plan (CTP)
2. Metropolitan Transportation Plan (MTP)
3. Transportation Improvement Program (TIP)
4. Air Quality Conformity Determination Analysis for the MTP and TIP
5. Strategic Prioritization Office of Transportation (SPOT) project submission, points assignment, policy changes, or any important activity related to project prioritization and selection
6. County Transit Plans, including amendments and the annual program of projects
7. Congestion Management Process (CMP)
8. Unified Planning Work Program (UPWP)
9. Corridor studies and other small area transportation studies
10. Regional plans (e.g., intelligent transportation systems, toll studies, freight plans, incident management, and commuter rail transit)
11. Other substantive plans and programs such as transit/rail Locally Preferred Alternative (LPA), New Starts/Small Smarts program, and bicycle and pedestrian plans and programs

Determining the Level of Public Engagement

The scale of public involvement will depend on the significance and impact of a planning activity. The MPO will use guidance from the International Association of Public Participation (IAP2) Spectrum of Public Participation³ to:

- 1) Determine the public's role in a planning activity
- 2) Define the level of public participation needed for a planning activity
- 3) Determine the activities that are suited to achieving that level of participation

³ International Association for Public Participation, "Core Values, Ethics, Spectrum – The 3 Pillars of Public Participation."

<https://www.iap2.org/page/pillars#:~:text=IAP2%20Spectrum%20of%20Public%20Participation,in%20many%20public%20participation%20plans.>

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Public and Stakeholders

The DCHC MPO will inform and engage the public and the following interested parties, as appropriate.

General Program	<ul style="list-style-type: none"> • staff and elected officials of member municipalities and counties • affected public agencies • transportation related committees of local jurisdictions • representatives of neighborhood and community groups • Private intercity bus operators • Employer based commuting programs • Vanpool programs • Transit benefit programs
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	<ul style="list-style-type: none"> • Parking cash-out programs • Shuttle or telework programs
Specific Parties	<ul style="list-style-type: none"> • property owners affected by a plan or study • neighborhood or community associations • environmental and natural resource groups • federal, state, and local agencies responsible for land use, environmental, and economic oversight • businesses within the study area.
Special Groups⁴	<ul style="list-style-type: none"> • Black/African American, Hispanic/Latino populations, and people of color • low-income populations • elderly population • zero-car households, • individuals with limited English Proficiency
Disadvantaged Business Enterprises (DBE) Groups⁵	<ul style="list-style-type: none"> • Certified businesses owned by women and/or minorities

Adequate Time for Public Comment

The MPO Board will identify a reasonable timeframe for public review and comment. The minimum public comment period for common MPO activities are listed below. Specific public involvement details, such as the definition of a major amendment, are available for each plan/program at a later section in this document.

<i>Plan/Program</i>	<i>Action</i>	<i>Minimum Period</i>
<i>DCHC-MPO's Public Involvement Policy</i>	Amendments	45 days
<i>MTP and CTP</i>	Adoption and major amendments	42 days
<i>TIP</i>	Adoption	30 days

⁴ The MPO will use advisory boards and community groups whose members are from the special groups, targeted media outlets, mailing lists, targeted social media advertising, and workshops and other targeted outreach to reach these groups.

⁵ As a recipient of federal funds, the MPO is required to meet DBE participation goals. The MPO will circulate all planning activities that require consulting services to DBE lists maintained by the state, municipalities, and transit agencies.

<i>TIP Amendment/ Project Priority List/ Project Point Assignment</i>	Release and adoption	21 days
<i>Air Quality Conformity Determination</i>	Adoption	21 days
<i>Corridor and Special Studies</i>	Approval	21 days
<i>County Transit Plans</i>	Adoption and amendments	21 days
<i>Fixed Guideway Locally Preferred Alternative</i>	Adoption of and amendments	30 days
<i>UPWP</i>	Adoption and major amendments	21 days
<i>Policy Board & Technical Committee</i>	Meeting	7 days
<i>Other significant planning and programing activities</i>	Approval, adoption and amendments	21 days

Notifying the Public

The methods used to notify the public will depend on the importance and characteristics of the plan or program. Notification methods will also be used to familiarize the public with the plan, program, or project under development.

People with Disabilities and Speakers of Other Languages

Meeting and event notices will include a statement that people with disabilities or those who speak a language other than English will be accommodated. The MPO will make special provisions if notified at least 48 hours in advance. Provisions include having large print documents, audio material, sign language interpreters, interpreters for languages other than English, and other provisions as requested.

The notice below will be added to all DCHC MPO's event notices.

DCHC MPO Non-Discrimination Policy Notice

It is the policy of the DCHC MPO that no person shall be subjected to discrimination in any form based on race, color, sex, age, income status, national origin, or disability. If you believe you have been subjected to discrimination, please contact the DCHC MPO Title VI Coordinator at 919-450-4366.

For details on the MPO's Title VI non-discrimination plan, which ensures that no person shall be excluded from participation in any MPO activity on the grounds of race, color, sex, age, national origin, language proficiency, or disability, please see:

<http://www.dchcmpo.org/involvement/discrimination.asp>.

For details on the MPO's ADA Transition Plan, which aims to ensure nondiscrimination

and access for individuals with disabilities in state and local government services, please see: <http://www.dhcmpo.org/civicax/filebank/blobdload.aspx?BlobID=30100>

Minimum Notification Requirements

DCHC MPO Website: The MPO will maintain a calendar of meetings and activities on its website and prominently post all public involvement opportunities. In addition, the MPO website will provide electronic copies of plans, programs, maps, technical and visualization documents, and other information related to MPO planning activities.

Social Media: The MPO will maintain accounts on popular social media platforms, such as Twitter and Facebook, and promote meeting and public involvement opportunities on these sites.

Advanced Notification Requirements

Many MPO adoptions and amendments will require advanced notification methods because of the greater impact of these action. Minor actions, such as administrative amendments to the TIP, MTP and UPWP, do not require advanced notifications.

Notices in Newspapers: The MPO will post an advertisement in the area's major daily newspaper and other local, minority, or alternative language newspapers, as appropriate, to notify the public of a formal public comment period.

Mailing Lists: DCHC MPO will maintain a master electronic and postal mailing list and use that list to notify the public about public involvement opportunities and meetings. The MPO may send notices to the entire mailing list or just to a targeted subset, such as a particular neighborhood, modal interest group, or EJ group, depending on the impact of a particular activity.

The mailing list will include a broad representation of interested parties such as: member jurisdictions; multimodal transportation groups; environmental justice communities; neighborhood and community groups; and, local and state agencies responsible for environmental protection, conservation, land use management, natural resources and historic preservation, etc. The MPO will also include residents that are representative of the EJ, Title VI and LEP communities, and will encourage residents to add their contact information to the mailing list, and will add the name of any resident that wishes to be on the list.

Press Releases: The MPO will work with the public relations offices of the various jurisdictions and counties within the MPO area to develop press releases that will notify the public about public involvement opportunities.

Additional Methods: The DCHC MPO occasionally uses additional methods of involving the public that are appropriate to the project. Such methods may include newsletters, presentations to transportation-related committees of MPO member jurisdictions, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly, and people with disabilities), local government cable access stations, open house format meetings, focus groups, and holding events at special locations.

Communication and Engagement Methods

The MPO will use appropriate methods to communicate with and engage the public and receive their feedback during all stages of plan, program, and project development. The scale of these methods will vary depending on the significance of the plan, program or project, and the importance of a particular action.

Public Meetings: The MPO will conduct public meetings to share information with members of the public on proposed plans and programs and to receive their feedback. The meetings may have a variety of formats. Potential formats include:

- Workshops in which residents can speak one-on-one with staff
- Focus groups where a facilitator helps solicit feedback
- Charrettes that allow residents to make hands-on contributions to design elements
- Pop-up events conducted at popular locations for targeted groups

Public meetings will be held at various locations within the planning area to ensure the MPO receives feedback from a representative group of residents. Also, public meetings will be held at locations that are accessible to people with disabilities and located on a transit route.

Public Hearings: The MPO Board will conduct public hearings to adopt, amend, or make other decisions on major plans and programs such as the MTP, TIP, and fixed-guideway locally preferred alternatives. Residents can speak directly to Board members during hearings. Notification of the hearing will be made through some or all notification methods outlined above.

Virtual Meetings and Engagement: Although the regular practice of the DCHC MPO is to conduct in-person meetings, it might be necessary from time-to-time to conduct virtual, online meetings for reasons of public safety. In a virtual meeting, the MPO will continue to observe the notification and access standards of this Public Involvement Policy. The MPO will ensure that the public has been notified about the online meeting format through the MPO website and mailing list and include an electronic link and a call-in number to access the meeting.

The MPO understands that not all residents will be able to access virtual meetings and will make every effort to supplement virtual meetings and engagement activities with in-person activities as soon as it is feasible along with more targeted efforts to reach EJ, Title VI, and LEP communities.

Boards and Commissions: MPO staff will make presentations and request feedback from the elected officials and advisory boards, commissions, and committees within the MPO area. These commissions and committees often have oversight of programs and policy related to land use, transportation, bicycle and pedestrian travel, the environment, and parks and trails.

Visualization Techniques: DCHC MPO will use visualization techniques to help the public and decision makers better understand plan and program information such as project alternatives, environmental and social impacts, large data sets, and land-use information. Examples of visualization techniques include

- printed maps
- interactive online maps
- tables and charts
- concept drawings
- photos and illustrations
- videos
- flyovers
- three-dimensional models
- traffic and other simulation tools

Available Documents: The MPO will ensure that copies of plans, programs, maps, technical and visualization documents, and any other important information are available to the public primarily through the MPO website. The MPO will also provide printed and electronic copies to the public upon request.

Responding to Public Comments

The DCHC MPO will document both oral and written public comments received during the public input process. Documentation might include a written compilation, meeting minutes, a transcript of oral comments, a memorandum that summarizes the comments, and/or an online collection and display application such as a crowdsourcing map.

The MPO will also provide a publicly available summary of responses to comments through the MPO website. MPO staff will provide electronic copies of comments to the Technical Committee and MPO Board. The comments and responses may be produced as a separate report or appendix of a final document or plan.

Title VI and Public Participation

Effective public involvement is a key element in addressing Title VI in decision-making. We will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority communities and people with limited English proficiency (LEP). Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.

Other than some of the engagement activities listed above, the MPO will use additional public involvement practices to reach Title VI communities including:

- Expanding beyond traditional outreach methods by reaching people at locations frequented in their daily lives, such public events and business frequented by title VI communities
- Providing for early, frequent, and continuous engagement by the public.
- Coordinating with community- and faith-based organizations, educational institutions, and other entities to implement public engagement strategies that reach members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons may also include audio programming available on podcasts.

Public Notification

We will inform people of their rights under Title VI and related legislation. The primary means of achieving this will be posting and disseminating the DCHC MPO Non-Discrimination Policy Notice. Additional measures may include verbally announcing our obligations and the public's rights at meetings, placing flyers at places frequented by targeted populations, and an equal opportunity tag-on at the end of radio announcements.

Dissemination of Information

Information on Title VI and other programs will be compiled and disseminated to employees, contractors and subrecipients, stakeholders, and the public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements; setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts;

including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

Meetings and Outreach

A variety of comprehensive and targeted public participation methods will be used to facilitate meaningful public involvement. Methods for engaging stakeholders and target audiences, including traditionally underserved and excluded populations (e.g. minorities, youth, low-income, the disabled, etc.) will include the following:

Public Relations and Outreach

Public relations and outreach (PRO) strategies aim to conduct well-planned, inclusive, and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities we serve.

- We will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple channels of communication like post mail, electronic mail, social media marketing, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific attention-grabbing reasons to attend will be used, such as “Help us figure out how to relieve congestion on [corridor name]” or “How much should it cost to ride the bus? Let us know on [date].”
- Efforts will be made to show how the input of participants can, or did, influence final decisions.
- We will do our best to form decision-making committees that look like and relate to the populations we serve.
- We will seek out and identify community contacts and partner with local community- and faith-based organizations that can represent, and help us disseminate information to, target constituencies.
- Demographic data will be requested during public meetings, surveys, and from community contacts and committee members.

Public Meetings

Public meeting are open to the public, including hearings, charrettes, open houses, and board meetings.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible.
- Meeting materials will be available in a variety of predetermined formats to serve diverse audiences.
- An assortment of advertising means may be employed to inform the community of public meetings.
- Assistance to persons with disabilities or limited English proficiency will be provided, as requested.

Small Group Meetings

A small group meeting is a targeted measure where a meeting is held with a specific group, usually at their request or consent. These are often closed meetings, as they will typically occur on private property at the owner's request.

- If it is determined that a targeted group has not been afforded adequate opportunities to participate, members of the group will be contacted to inquire about possible participation methods, including an additional meeting for that group .
- Unless unusual circumstances or safety concerns exist, hold the meeting at a location of the target group's choosing.
- Share facilitation duties with members of the target group.
- Small group discussion formats may be integrated into larger group public meetings and workshops..

Community Surveying

- Opinion surveys will occasionally be used to obtain input from targeted groups or the public on their transportation needs, the quality or costs of our services, and feedback on our public outreach efforts.
- Surveys may be conducted via online, telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services.
- Surveys will be translated into Spanish in accordance with the MPO's Limited English Proficiency plan.

Quadrennial Review of Public Involvement Policy

The DCHC MPO will review and evaluate this Public Involvement Policy on a quadrennial basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. The MPO will request input on the effectiveness and implementation of the Public Involvement Policy during a minimum forty-five (45) day public comment period and conduct a public meeting to receive input. The MPO will create a report that summarizes the input, responds to comments received. This report will be added as an appendix in the updated Public Involvement Policy.

The MPO will also solicit comments on the Public Involvement Policy through outreach programs to those traditionally underserved by existing transportation systems, including environmental justice, Title VI, and LEP households.

Measuring Equitable Engagement

The MPO will also begin to gather information about the effectiveness of each of our outreach activities and planning processes.

We will collect data including:

- Number of meetings and workshops held
- Number of residents who participate in an outreach activity
- Number of press releases
 - Number of media stories that result from press releases
- Number of website visitors
- Number of social media followers on each platform
 - Appropriate measures for each platform (likes, retweets, reach, engagements, URL clicks, etc.) for tweets related to planning activities
- Number of residents on our listservs
- Number of emails sent and opened per campaign

Where possible, we will collect demographic data for our engagement activities. We will collect data on the following demographic factors:

- Race and ethnicity
- Gender
- Age
- Income
- Disability status
- Zero car households
- Limited English Proficiency households

This information will be compared to regional thresholds for EJ population groups as cited in the 2020 Environmental Justice Report for DCHC MPO so staff can measure whether our engagement strategies are reaching Title VI, LEP, and EJ communities.

Transportation Plans

The remainder of this report provides public input guidance for the MPO's major planning activities. With this guidance in mind, some plans will have their own detailed Public Engagement Plan that provides, to the extent possible, details on:

- Strategies that the planning team will use to reach Title VI, LEP, and EJ communities
- Detailed engagement timelines
- Measures that will be used to determine whether engagement for the plan was success

The Comprehensive Transportation Plan and the Metropolitan Transportation Plan

The federally required Metropolitan Transportation Plan (MTP) and state required Comprehensive Transportation Plan (CTP) identify transportation infrastructure and services required to meet future transportation demand. The public involvement plan developed for each of these initiatives strives to engage interested parties at the early stages of the process, and to provide a gradual progression from the general information of the goals and objectives early in the process to the projects in the final plan.

The MPO will implement the complete public input process for a transportation plan update, which commonly involves an evaluation of transportation goals, demographic data, financial forecasts, and project alternatives, and therefore requires multiple years to complete.

The MPO will implement some of these public involvement elements for major and minor amendments, which commonly involve only a few projects and therefore require a much shorter, less complex process.

A major amendment is a substantial change to a project that is deemed regionally significant by federal definitions or a fixed-guideway transit project. Minor amendments are changes to projects that are not deemed regionally significant or not related to a fixed-guideway transit project.

Minimum Public Comment Period

The minimum public comment period will be 42 days for the transportation plan adoption, all key decision points, and major

Metropolitan Transportation Plan

Description

The MTP identifies future transportation projects for the Triangle Region that will serve the demand created by expected land use

Minimum Public Comment Period

- 42 Days

Key Decision Points

- Work program, schedule, and public involvement plan
- Goals, objectives, and performance measures
- Land use scenarios
- Socioeconomic and demographic forecasts
- Travel demand modeling assumptions
- Transportation alternatives
- Preferred option
- Transportation plan adoption

and minor amendments.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements sections above provide the notification details. There are a few requirements that need further emphasis given some of the unique characteristics of these transportation plans.

Newspapers and Press Releases – Transportation plans affect the entire MPO planning area. The MPO will involve the public relations offices of the various jurisdictions and counties to notify the public about public involvement opportunities, and notices will be published in major daily newspapers that reach residents throughout the MPO planning area.

Mailing Lists – The MPO will gather email and other contact information from all participants (including online surveys) in the public involvement process of each decision point. These contacts will be used to notify participants of subsequent decision points and public participant opportunities throughout the transportation plan process.

Given the impact of the transportation plans, the mailing list will include a broad representation of stakeholders that will include member jurisdictions; multi-modal transportation groups; environmental justice communities; neighborhood and community groups; and local and state agencies responsible for environmental protection, conservation, land management, natural resources, and historic preservation.

Special Populations – Transportation services and projects start with long-range plans. Therefore, it is important to involve Environmental Justice (EJ), Limited English Proficiency (LEP), Title VI populations, the elderly, and people with disabilities when projects are being developed in these plans. If feasible, the MPO will advertise in newspapers that serve people of color and those who do not speak English. The planning team will also involve community groups that are related to these populations.

Communicating and Engaging with the Public

The MPO will use the following methods to communicate with the public.

DCHC MPO Website – The MPO website will make notices, plans, maps, analysis and reports available to the public.

Public Meetings – The MPO will conduct public meetings to educate the public and receive feedback on major decision points during the transportation planning process. Meetings can have a variety of formats, such as workshops in which residents are able to talk one-on-one with staff; focus groups where a facilitator helps to solicit the feedback; and, pop-up events conducted at popular locations for targeted groups.

Public meetings will be held in locations around the planning area to ensure the MPO receives geographically and demographically representative feedback. Public meetings will also be held at venues that are accessible to people with disabilities and on transit

routes.

Public Hearings – The MPO Board will conduct public hearings for all the major decision points in the planning process.

Boards and Commissions – Given the geographical and multimodal extent of a transportation plan, the MPO will make presentations and solicit feedback from elected officials and advisory commissions and committees of the jurisdictions and counties in the MPO.

Visualization Techniques – The MPO will use visualization techniques to help the public and decision makers understand information such as project alternatives, environmental and social impacts, large data, sets and land-use information. Examples of visualization techniques include printed maps, interactive online maps, thematic maps, and tables and charts.

Newsletters – In some cases, an online or printed newsletter will be useful to present the large amount of complex data used in the transportation plan process.

Online Surveys and Maps – Online surveys can be a convenient, effective way to collect the public's transportation vision, and community values and specific recommendations. Online maps, such as crowd sourced maps, can also be used to collect transportation improvements from the public.

Transportation Improvement Program

The Transportation Improvement Program (TIP) designates the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds. The TIP implements the projects and objectives of transportation plans like the MTP.

It is developed based on the revenue estimates provided by the North Carolina Department of Transportation (NCDOT) and the results of the NCDOT and MPO project prioritization processes. The NCDOT and MPO prioritization processes determine which projects are selected for TIP funding, and therefore are completely integrated into the TIP public involvement process. The NCDOT prioritization process is often called SPOT, which refers to the NCDOT Strategic Prioritization Office.

An administrative modification is a TIP action that changes a project budget by less than \$1 million, does not move into or out of the first four fiscal years of the TIP, and is consistent with the MTP. The MPO will not conduct a public input process for administrative modifications but will post modifications on the MPO website as part of the Technical Committee and MPO Board approval process.

An amendment to the TIP is any change that does not fit the definition of an administrative modification. Public involvement for amendments will follow the procedures described below.

Minimum Public Comment Period

The minimum public comment period will be 30 days for TIP adoption, and 21 days for all other key decision points.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements sections above provide the notification details. There are a few requirements described below that need further emphasis.

Newspapers and Press Releases – The TIP and prioritization effort affect the entire MPO planning area. The MPO will involve the public relations offices of the various jurisdictions and counties to notify the public about public involvement opportunities related to the TIP adoption, amendments, project priority list, and project point assignment. Notices will be published in major daily newspapers that reach residents

Transportation Improvement Program (TIP)

Description

The Transportation Improvement Program (TIP) designates the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds.

Public Comment Period

- 30 Days for adoption
- 21 days for all other decision points

Key Decision Points

- Release MPO project priority list
- Release MPO point assignment for regional tier projects
- Release MPO point assignment for division tier projects
- Release draft TIP
- TIP adoption
- TIP project amendment

throughout the MPO planning area.

Special Populations – The TIP designates funding to implement transportation projects. Therefore, it is especially important to involve Environmental Justice (EJ), Limited English Proficiency (LEP) and Title VI populations in discussions, the elderly, and people with disabilities when the projects are being conceived in these plans. If feasible, the MPO will advertise in newspapers that serve people of color and those who do not speak English. The planning team will involve community groups that are related to these populations.

Communicating with the Public

The MPO will use the following methods to communicate with the public.

DCHC MPO website – The TIP and prioritization processes analyzes and presents large amounts of data and includes maps and reports. The MPO website will make all analysis and reports available to the public through our website.

Public Hearings – The TIP and prioritization processes do not include public meetings and workshops. Therefore, the MPO Board will conduct public hearings for all major decision points.

Boards and Commissions – The TIP and prioritization processes affect the entire MPO planning area and all transportation modes. Therefore, the MPO will encourage and support staff from the various jurisdictions and counties in the MPO to solicit feedback from the elected officials and advisory commissions and committees in their area and forward that feedback to the MPO.

Visualization Techniques – The MPO will use visualization techniques to help the public and decision makers better understand information such as project costs and schedules, points and ratings, location, prioritization strategies, environmental and social impacts, and data summarized by county, mode and prioritization tier. Examples of visualization techniques include project tables, printed maps, interactive online maps, and summary graphics.

Air Quality Conformity Determination Report

The AQ CDR demonstrates that emissions from the future transportation network will be below a threshold set by the State Implementation Plan (SIP). The Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires the MPO to complete an Air Quality Conformity Determination Report (AQ CDR) on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), and possibly on MTP amendments that impact a project that is designated as regionally significant. The DCHC TIP is a subset of the MTP and therefore a separate AQ CDR is not conducted for TIP or TIP Amendments.

The Triangle interagency consultation partners, which are composed of state and federal transportation and environmental agencies, determine whether an amended MTP or TIP will require an AQ CDR.

Minimum Public Comment Period

The minimum public comment period is 30 days for AQ CDR adoption.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements above provide the notification details. There are a few requirements described below that need further emphasis.

Newspapers and Press Releases – Interest in the AQ CDR might come from anywhere in the MPO planning area. The MPO will involve the public relations offices of the various jurisdictions and counties to notify the public about public involvement opportunities, and the MPO will publish notices in major daily newspapers that reach residents throughout the MPO planning area.

Special Populations – The MPO will try to notify Environmental Justice (EJ), Limited English Proficiency (LEP) and Title VI populations, the elderly, and people with disabilities. If feasible, the MPO will advertise in newspapers that serve people of color and those who do not speak English. The planning team will involve community groups that are related to these populations.

Air Quality Conformity Determination Report

Description

The Transportation Conformity Determination Report (AQ-CDR) demonstrates that certain pollutant emissions from the future transportation sector will not exceed the threshold in the State Implementation Plan (SIP).

Minimum Public Comment Period

- 30 Days

Key Decision Points

- Release AQ CDR
- Adopt AQ CDR

Communicating with the Public

The Communicating with the Public section in this document provides details for public input activities. There are a few activities that need further emphasis.

DCHC MPO Website – The MPO website will post the AQ CDR, report attachments, and any related information.

Public Hearings – The AQ CDR commonly does not include public meetings and workshops. Therefore, the MPO Board will conduct a public hearing for the adoption of the AQ CDR.

Visualization Techniques – The MPO will use visualization techniques such as tables, charts or graphics to depict the emissions data and thresholds.

Corridor and Special Studies

The MPO conducts studies that support decisions on significant transportation investments in specific areas of the MPO. These comprehensive studies consider the land use, travel demand, and community goals to develop recommended transportation investments that are subsequently adopted in the MPO's long-range transportation plans.

The MPO often hires consultants to carry out these studies which are commonly called corridor studies, small area studies, major investment studies, and regional plans related to multimodal transportation improvements, intelligent transportation systems, tolling, freight, incident management, bicycle and pedestrian transportation, and passenger rail service.

The scope of these studies varies greatly. As a result, the number and intensity of the public involvement activities will be determined on a project-by-project basis to appropriately match the project scope. The study area is often a subset of the MPO planning area, such as along a particular roadway or within a specific community. In some cases, not all of the jurisdictions and counties will have an interest in the study.

Minimum Public Comment Period

The minimum public comment period to approve the final study plan will be 21 days.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements sections above provide notification details. There are a few requirements described below that need further emphasis.

Press Releases –The MPO will involve the public relations offices of the affected jurisdictions and counties to notify the public about public involvement opportunities.

Social Media: The MPO will maintain a presence on popular social media platforms, such as Twitter and Facebook, and post meeting and public involvement opportunities these sites.

Communicating with the Public

The MPO will communicate with the public using the following methods.

Corridor and Special Studies

Description

The MPO conducts studies that support decisions on significant transportation investments along a corridor, subarea of the metropolitan area, or mode throughout the area.

Minimum Public Comment Period

- 21 Days

Key Decision Points

- Release development documents, e.g., visioning and goals, contextual data, current and future data, conceptual plans, and alternatives
- Release of final study

Stakeholder Groups – If deemed appropriate, the MPO will form a stakeholder group to provide advice on each development step of the study. The diverse group will be comprised of individuals, elected officials, and leaders from the jurisdictions, neighborhoods and organizations that have an interest in the study.

DCHC MPO Website – Studies such as these often have their own web site, which will post the maps, documents and other materials related to the development of the study, the final plan, and opportunities for public involvement. In some cases, a consultant will maintain a direct the public to the project web site. Should a study not have its own web site, the MPO web site will provide all the information listed above.

Workshops and Outreach – The MPO will conduct public workshops for the different steps in the project development in which the public can review the information and speak one-on-one with staff. The MPO will consider other outreach efforts that appear to be effective for corridors studies such as pop-up informational events at locations in the study area, and online crowdsourcing maps to collect problem information and suggestions for improvement.

Public Hearings – The MPO will conduct a public hearing for the final plan.

Unified Planning Work Program

Federal transportation legislation requires each MPO to prepare an annual Unified Planning Work Program (UPWP). The UPWP identifies the tasks to be completed with federal transportation funds.

Local jurisdictions, counties, and transit systems in the MPO have an interest in this process because the UPWP identifies subrecipient funding that goes to those entities and a local share that they must provide to match the federal funding. The distribution of some UPWP funding, such as FTA Section 5307 and FHWA Section 104(f), are based on formulas that the MPO Board approves through a separate process.

Minimum Public Comment Period

The minimum public comment period to adopt the UPWP will be 21 days.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements sections above provide the notification details. There are a few requirements described below that need further emphasis.

Notices in Newspapers: The MPO will post an ad in the area's major daily newspaper and other local newspapers that serve people of color and those who do not speak English, as appropriate, to notify the public of a formal public comment period.

Press Releases –The MPO will involve the public relations offices of jurisdictions and counties in the MPO to notify the public about public involvement opportunities.

Social Media: The MPO will maintain a presence on popular social media platforms, such as Twitter and Facebook, and post meeting and public involvement opportunities on these sites.

Communicating with the Public

The Communicating with the Public section in this document provides details for public input activities. There are a few activities that need further emphasis.

DCHC MPO Website – The MPO website will post the draft and

Unified Planning Work Program

Description

Federal transportation legislation requires each MPO to prepare an annual Unified Planning Work Program (UPWP). The UPWP identifies the tasks to be completed with the use of federal transportation funds

Minimum Public Comment Period

- 21 Days

Key Decision Points

- Release draft UPWP
- Adopt UPWP

final UPWP to the website, and opportunities for public involvement.

Local government and agencies – The MPO will ensure that the jurisdictions and counties in the MPO, and any interested State and federal agencies receive a draft and final copy of the UPWP and are aware of public input opportunities.

Public Hearings – The MPO will conduct a public hearing before adopting the final UPWP.

County Transit Plans

This Durham and Orange County Transit Plans contain a program of transit services and projects to be funded by the dedicated local revenues for transit.

Transit Plans are to be reviewed and updated periodically according to an Interlocal Implementation Agreement executed by GoTriangle, DCHC MPO, and Durham or Orange county, respectively.

The agreement established a staff working group (SWG) for each county that is charged with reviewing and recommending updates and the overall public involvement process. Staff for the SWG is responsible for developing and conducting these activities. plans, including amending them from time to time. The MPO is only responsible for conducting the public involvement process for the MPO Board adoption, and not that of the other three signatories.

Each of the signatories to the agreement must adopt the proposed update for the update to be valid. The agreement does not set a minimum timeframe in which the plan must be periodically updated.

Minimum Public Comment Period

The minimum public comment period to adopt a county transit plan will be 21 days.

Notifying the Public

The Minimum Notification Requirements and Advanced Notification Requirements sections above provide the notification details. There are a few requirements described below that need further emphasis.

Press Releases –The MPO will involve the public relations offices of the affected jurisdictions and counties in the MPO to notify the public about the plan availability and public involvement opportunities.

Social Media: The MPO will maintain a presence on popular social media platforms, such as Twitter and Facebook, and post workshop and public involvement opportunities on these sites.

Communicating with the Public

The Communicating with the Public section in this document

County Transit Plans

Description

This Durham and Orange County Transit Plans contain a program of transit services and projects to be funded by the dedicated local revenues for transit.

Minimum Comment Period

- 21 Days for adoption

Key Decision Points

- Goals and Objectives
- Scenario Development
- Release draft county transit plan
- Adopt county transit plan

provides details for public input activities. There are a few activities that need further emphasis.

DCHC MPO Website – The MPO website will post the updated plan to the website, and opportunities for public involvement.

Local government – The MPO will ensure that the Board of County Commissioners (BOCC) of the relevant county, or counties, receives a copy of the draft updated plan.

Workshops and presentations – Staff from the appropriate agency commonly conduct public workshops at convenient locations in the relevant county and make presentations to the relevant BOCC, DCHC MPO Board, and GoTriangle Board of Trustees. The MPO will ensure that the MPO Board receives a copy of public, agency and elected official comments before MPO adoption.

Public Hearings – The MPO will conduct a public hearing before adopting an update.

Appendix

Legislative Framework for Public Participation Fixing America's Surface Transportation Act

The FAST Act requires the Metropolitan Planning Organization (MPO) to consider planning strategies that will:

1. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. increase the safety of the transportation system for motorized and nonmotorized users
3. increase the security of the transportation system for motorized and nonmotorized users
4. increase the accessibility and mobility of people and for freight
5. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. promote efficient system management and operation
8. emphasize the preservation of the existing transportation system
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism

Section 134 of title 23, of the Fixing America's Surface Transportation (FAST) Act, includes provisions for public participation as the MPO carries out its planning activities. The FAST Act requires participation by interested parties, specifically:

Consultation

(A) In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.

(B) Issues: The consultation shall involve, as appropriate-

- (i) comparison of transportation plans with State conservation plans or maps, if available; or
- (ii) comparison of transportation plans to inventories of natural or historic resources, if available.

Participation by Interested Parties

(A) In general.-Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

(B) Contents of participation plan.-A participation plan-

- (i) shall be developed in consultation with all interested parties; and
- (ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) Methods.-In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable-

- (i) hold any public meetings at convenient and accessible locations and times;
- (ii) employ visualization techniques to describe plans; and
- (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

Publication

A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

Moving Ahead for Progress in the 21st Century

The Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) public participation regulations are maintained under the FAST Act. However, public ports and private providers of transportation, including intercity bus operators and employer-based commuting programs, were explicitly added to the list of interested parties that an MPO must provide with reasonable opportunities to be involved in the metropolitan transportation planning process. In addition, the FAST Act adds officials responsible for tourism and natural disaster risk reduction to the list of agencies and officials that an MPO should consult with in developing metropolitan transportation plans and TIPs.

Title VI of the Civil Rights Act and Beyond: Nondiscrimination in Federally Funded Programs

Two key federal actions provide the basis for the civil protections addressed in this plan:

1. The 1964 Civil Rights Act and Title VI of the Act (nondiscrimination)
2. Executive Order No. 12898 signed by President Clinton in 1994 (Environmental Justice)

The Civil Rights Act, and specifically Title VI of the Act, establishes the prohibition of discrimination “on the basis of race, color or national origin” in any “program or activity receiving federal financial assistance.” Subsequent legislation has extended the protection to include gender, disability, age, and income, and has broadened the application of the protection to all activities of federal aid recipients, sub-recipients, and contractors regardless of whether a particular activity is receiving federal funding.

The three fundamental principles of environmental justice set forth by Title VI and Executive Order 12898 are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay of these protections for minority and low-income populations.

Environmental justice must be considered in all phases of planning. Areas of focus and particular concern are public participation – to ensure that protected populations have real and equitable opportunity to influence decisions – and analysis – to assess the distribution of benefits and impacts on protected populations.

The following notations expand on the authority, requirements, and standards of Title VI of the 1964 Civil Rights Act:

<i>Prohibition of Discrimination Based on Gender</i>	The Federal Aid Highway Act of 1973 (23 USC 324) established the prohibition of discrimination based on gender.
<i>Expanding Title VI to Subrecipients and Contractors</i>	The Civil Rights Act of 1987 broadened the scope of Title VI coverage by expanding the definitions of “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients

	and contractors, regardless of whether the programs and activities are federally assisted (Public Law 100259 {S. 557}, March 22, 1988).
<i>Protections for Americans with Disabilities</i>	The Americans with Disabilities Act of 1990 (42 USC 12101 et seq. and 49 CFR Parts 27, 37 and 38) and The Rehabilitation Act of 1973, Section 504, (29 USC 794) extended the protections under Title VI of the Civil Rights Act of 1964 to prohibit discrimination of persons with disabilities.
<i>Prohibition of Age Discrimination</i>	The Age Discrimination Act of 1975 prohibits discrimination based on age (42 USC 6101). • Executive Order 12250 (28 CFR Part 41) requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving federal funding assistance, including Title VI of the Civil Rights Act of 1964.
<i>Enhanced Public Participation for low-income and Minority Populations</i>	Executive Order 12898 (28 CFR 50) from 1994 directs federal agencies to evaluate impacts on low-income and minority populations and ensure that there are not disproportionate adverse environmental, social, and economic impacts on communities, specifically low income and minority populations. This order also directs federal agencies to provide enhanced public participation where programs may affect such populations.
<i>Protection for those with Limited English Proficiency</i>	Executive Order 13166 intends to improve access to federally conducted and assisted programs and activities for those who because of national origin have limited English language proficiency (LEP). The Order requires federal agencies to review services, identify any needed services and develop and implement a program so that LEP populations have meaningful access. LEP guidance from the US Department of Justice sets compliance standards that federal fund recipients must follow to ensure that programs and services provided in English are accessible to LEP individuals, and thereby do not discriminate on the basis of national origin (protection afforded under the 1964 Civil Rights Act, Title VI). US Department of Transportation Policy Guidance: Federal Register, Vol. 70, No. 239, pages 74087-74100, Dec. 14, 2005.



DRAFT LIMITED ENGLISH PROFICIENCY PLAN

December 2020

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
LIMITED ENGLISH PROFICIENCY PLAN**

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Executive Summary

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has developed this Limited English Proficiency Plan (LEP) to provide language assistance for people with limited English proficiency seeking meaningful access to DCHC MPO programs as required by Executive Order 13166 and United States Department of Transportation (USDOT) policy guidance.

A person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. This plan provides guidance on:

- 1) How to identify people who may need language assistance
- 2) The types of assistance that DCHC can provide
- 3) How to notify people with LEP that language assistance is available

In developing the DCHC MPO LEP Plan, the DCHC MPO staff undertook a United States Department of Transportation (USDOT) LEP analysis, which considers the following:

1. The number or proportion of people with LEP eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services; and
2. The frequency with which people with LEP encounter DCHC MPO programs, activities, or services; and
3. The nature and importance of the program, activity or service provided by the DCHC MPO to the LEP population; and
4. The resources available to DCHC MPO and overall cost to provide LEP assistance.

Staff has determined that the Spanish-speaking LEP population within the DCHC jurisdiction has reached USDOT's Safe Harbor threshold of at least five percent of the population or 1,000 people. Therefore, DCHC MPO will take further action to accommodate people who speak Spanish, including:

- Electronic translation of materials on the DCHC MPO web site; and
- Advertisement of interpreter services on public notices; and
- Use of Spanish language publications for notifications in project areas with a high concentration of Spanish-speakers; and
- Providing interpreters at public events upon request.

Detailed information on each of these steps is provided later in this report.

While the language category "Asian" does meet the 1,000 person (but not the five percent) Safe Harbor threshold, ACS data stopped identifying specific languages in the Asian category in 2015. Since there are hundreds of languages within the Asian category, it is impossible to determine which, if any, specific languages meet the safe harbor threshold. DCHC MPO will use 2020 Census data, which should identify specific languages, to determine if any Asian languages will meet the safe harbor threshold.

Background

A person with LEP is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The purpose of this LEP Plan is to outline the responsibilities of the DCHC MPO related to people with Limited

English Proficient (LEP) and establish a process for providing assistance to people with LEP for DCHC MPO programs, activities, and services pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

Title VI of the Civil Rights Act of 1964 states:

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

According to guidance from USDOT, not identifying and accommodating people who have difficulty speaking, reading, writing, or understanding English may be a type of national origin discrimination. Furthermore, Executive Order 13166, "Improving Access to Services for Persons With Limited English Proficiency," directs each Federal agency that is subject to the requirements of Title VI of the Civil Rights Act of 1964 to publish guidance for its respective recipients and sub-recipients clarifying that obligation. The U.S. Department of Transportation (USDOT) published policy guidance on December 14, 2005, to clarify the responsibilities of recipients of federal financial assistance from the USDOT.

DCHC MPO LEP Plan & Factor Analysis

As stated above, DCHC MPO undertook a four-factor analysis to determine the actions that the DCHC MPO needs to take in the future to accommodate people with LEP. This analysis is described below.

FACTOR 1: Number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services.

In order to determine the number of people with LEP within the DCHC MPO jurisdiction, the DCHC MPO collected and analyzed data from the US Census Bureau's American Community Survey (ACS). This data was used to evaluate whether certain language groups meet the Safe Harbor provision of LEP guidance. The Safe Harbor provision states that accommodations should be provided for any LEP group that exceeds 5 percent or 1,000 persons of the regional population, whichever is less.

Table 1 show the number and percent of people who are five years of age and older classified as LEP by language group in 2017, using ACS five-year average data from 2013-2017, in DCHC and each county in DCHC. Based on the population five years and older, 7.45% of the DCHC MPO population are people with LEP. Almost three-fourths of the DCHC LEP population speaks Spanish as their primary language. **Spanish speakers who are considered LEP constitute 5.73% of the DCHC MPO population. Spanish speakers meet the Safe Harbor threshold of federal LEP guidance which requires that DCHC MPO make reasonable accommodations.**

The remaining LEP population is not large enough to trigger the Safe Harbor requirements. While the Asian and Other categories have greater than 1,000 persons, there are hundreds of languages within the Asian category and thousands within the Other category. Due to limitations of ACS data, it is impossible to determine what, if any, specific languages may meet

the Safe Harbor threshold. DCHC MPO will update this LEP report once 2020 Census data that provides information on specific languages has been released.

Table 1: Limited English Proficiency Population

2013-2017 ACS: Limited English Proficiency Population by County

Jurisdiction	Total Population	LEP Population	Spanish	Asian	Other
<i>DCHC</i>	402,144	32,309	23,055	5,778	1,185
Chatham	64,956	3,739	3,443	262	34
Durham	280,356	23,041	18,687	3,228	1,126
Orange	135,175	7,470	4,312	3,115	43

2013-2017 ACS: Limited English Proficiency by Language, as % of Total Population

Jurisdiction	Spanish	Asian	Other
<i>DCHC</i>	5.73%	1.43%	0.29%
Chatham	5.30%	0.40%	0.05%
Durham	6.67%	1.15%	0.40%
Orange	3.19%	2.30%	0.03%

2013-2017 ACS: Limited English Proficiency by Language, as % of LEP Population

Jurisdiction	Spanish	Asian	Other
<i>DCHC</i>	71.36%	17.88%	3.67%
Chatham	92.08%	7.01%	0.91%
Durham	81.10%	14.01%	4.89%
Orange	57.72%	41.70%	0.58%

Figure 1 shows the historical trend for LEP populations within the DCHC jurisdiction. While the Spanish-speaking population has declined slightly in recent years as a percentage of the overall population, since 2010 it has remained stable at above five percent.

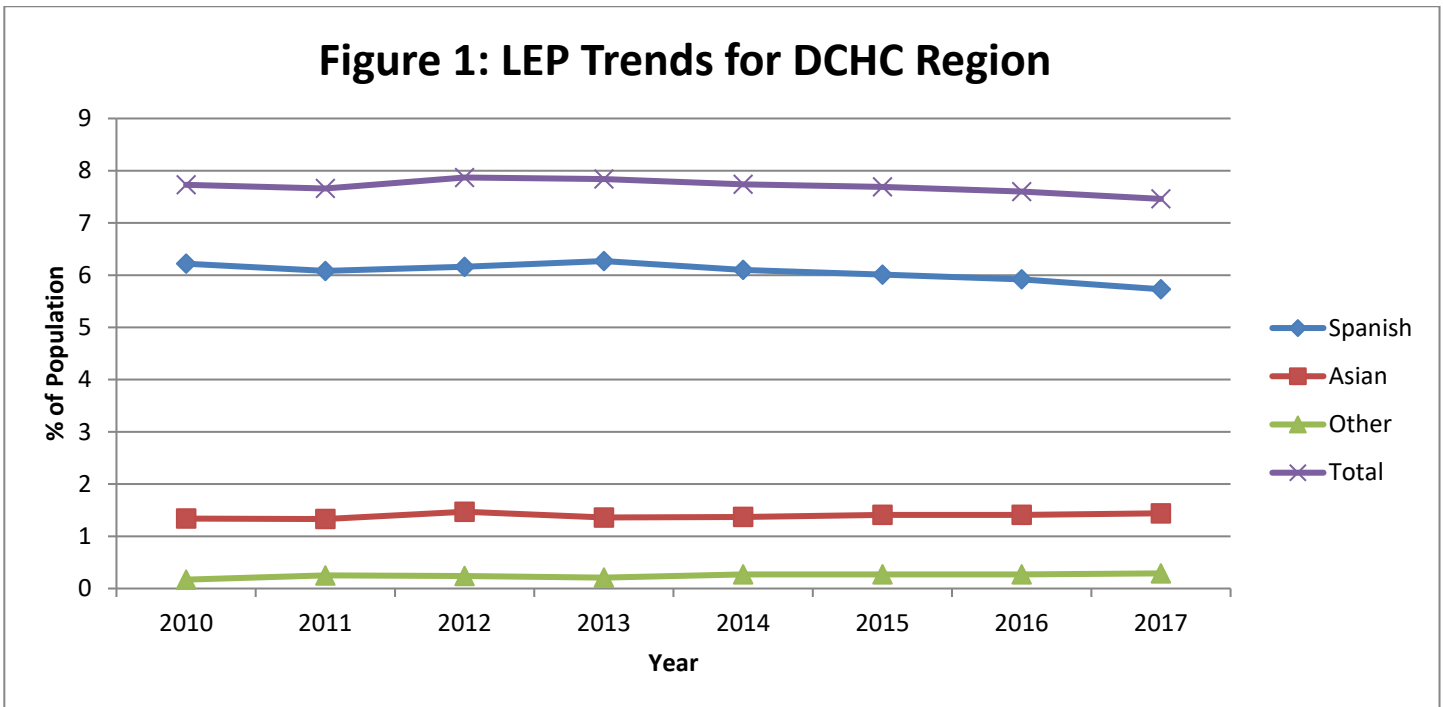
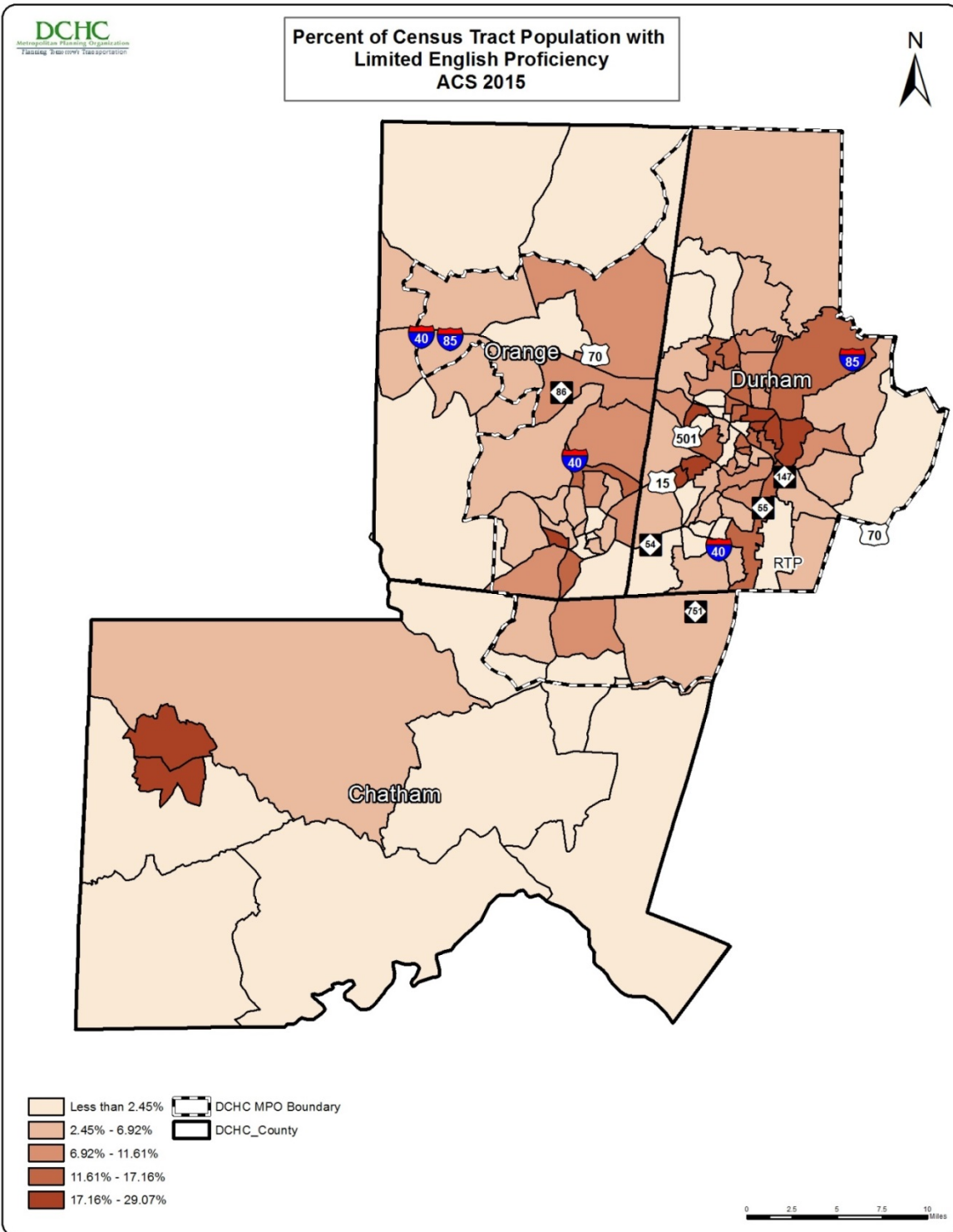
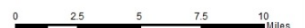
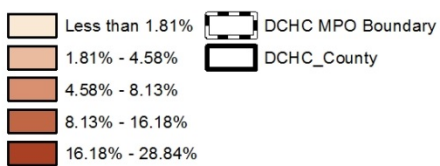
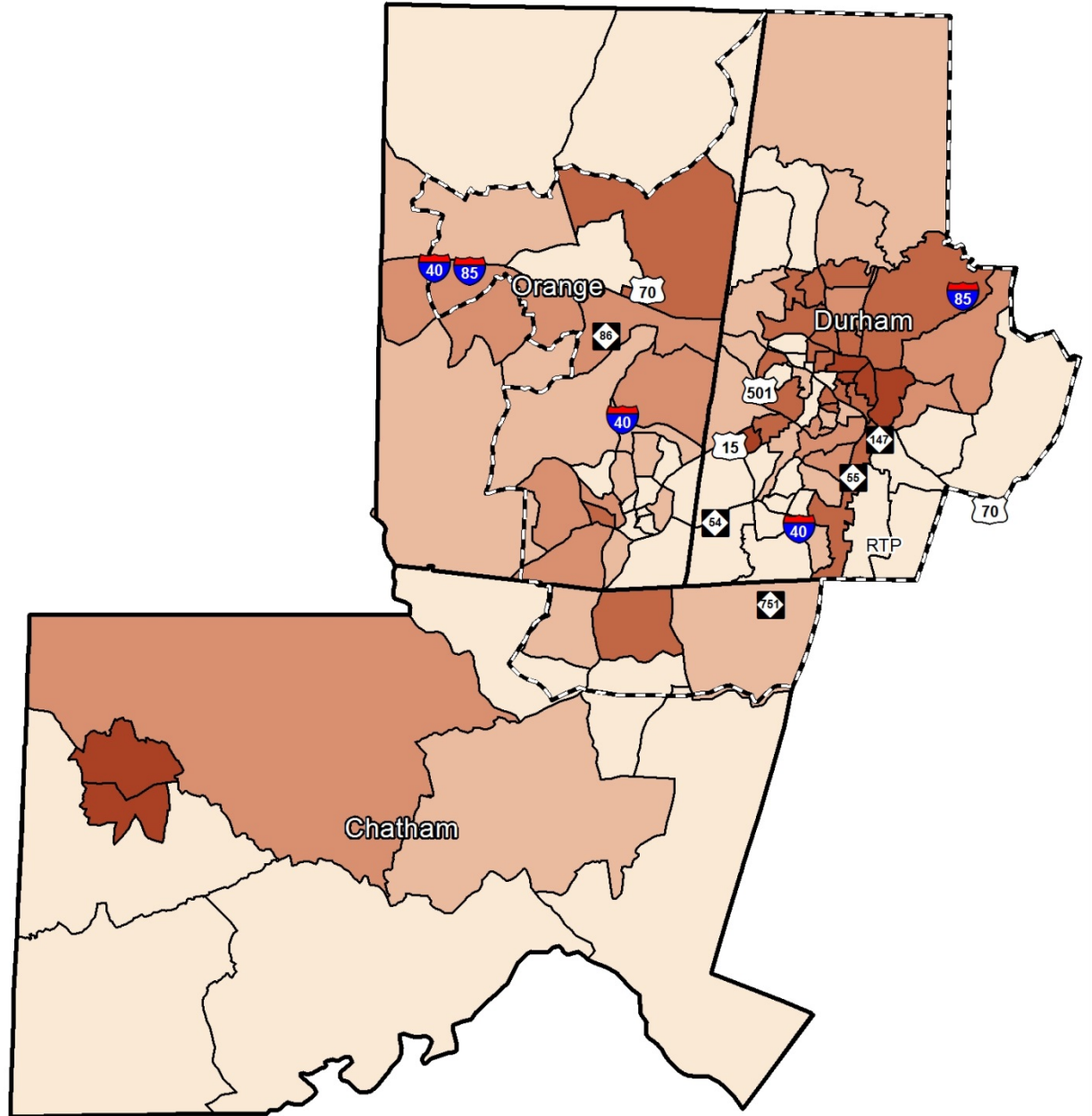


Figure 2 displays the geographic distribution of the Spanish speaking population within DCHC and its respective counties by census tract. DCHC staff will use this map to identify specific projects that should require particular attention to outreach to the Spanish-speaking population.



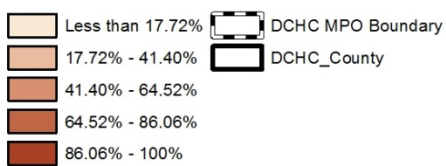
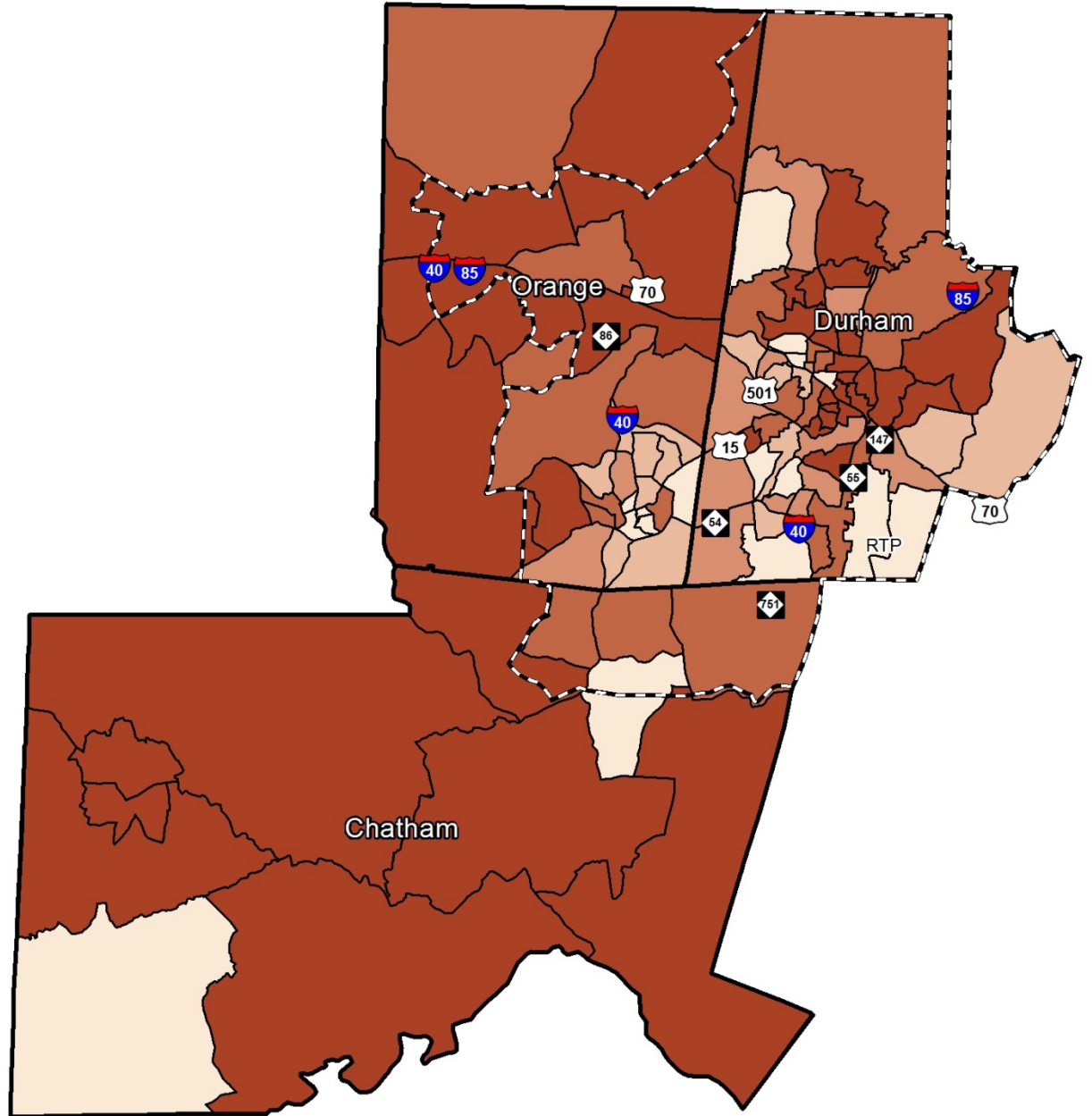


**Percent of Total Population that Speaks Spanish
and Has Limited English Proficiency
ACS 2015**



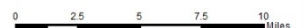
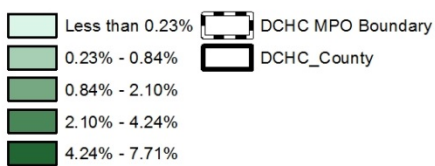
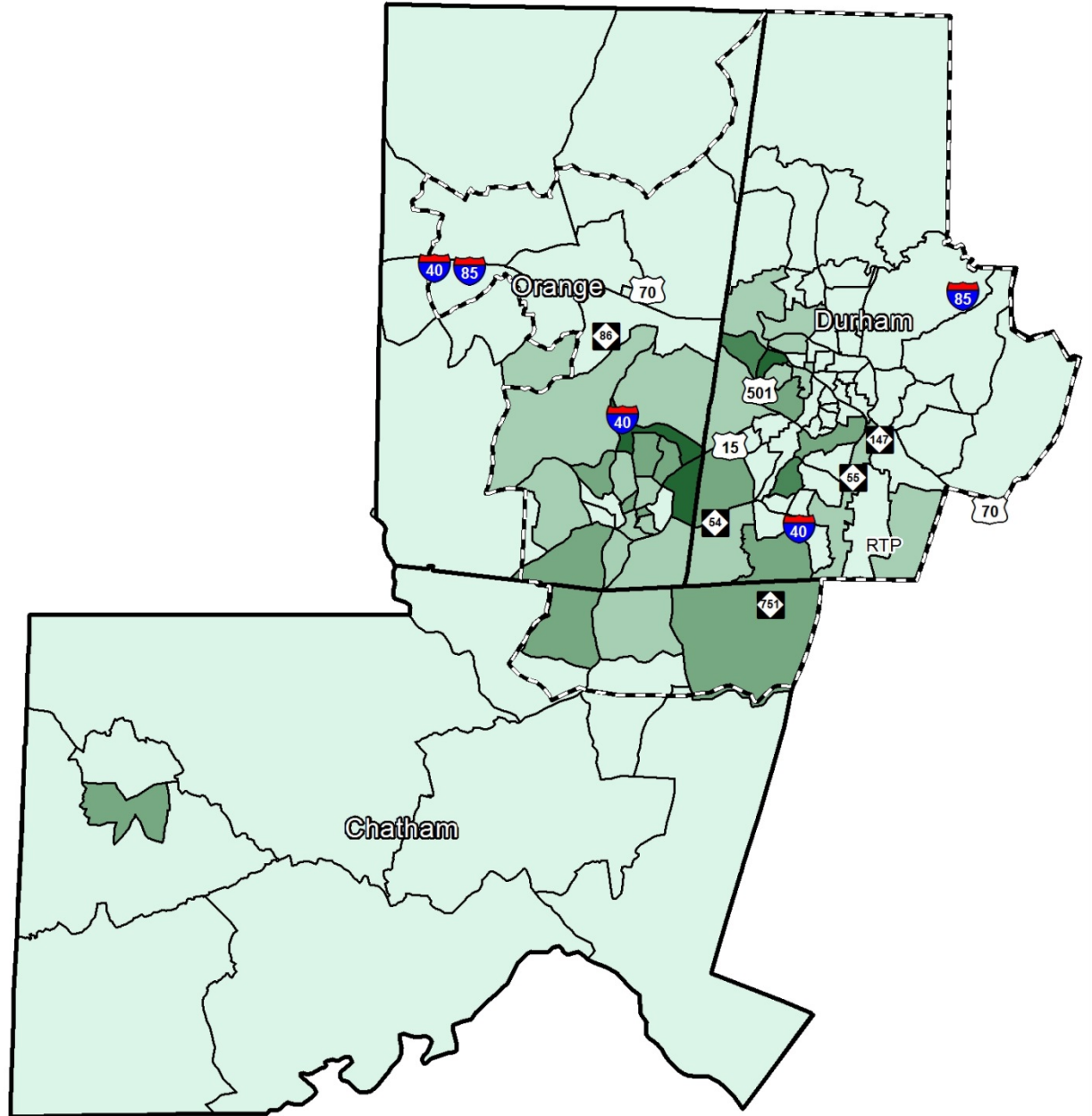


**Percent of LEP Population that Speaks Spanish
ACS 2015**



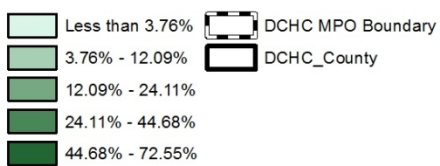
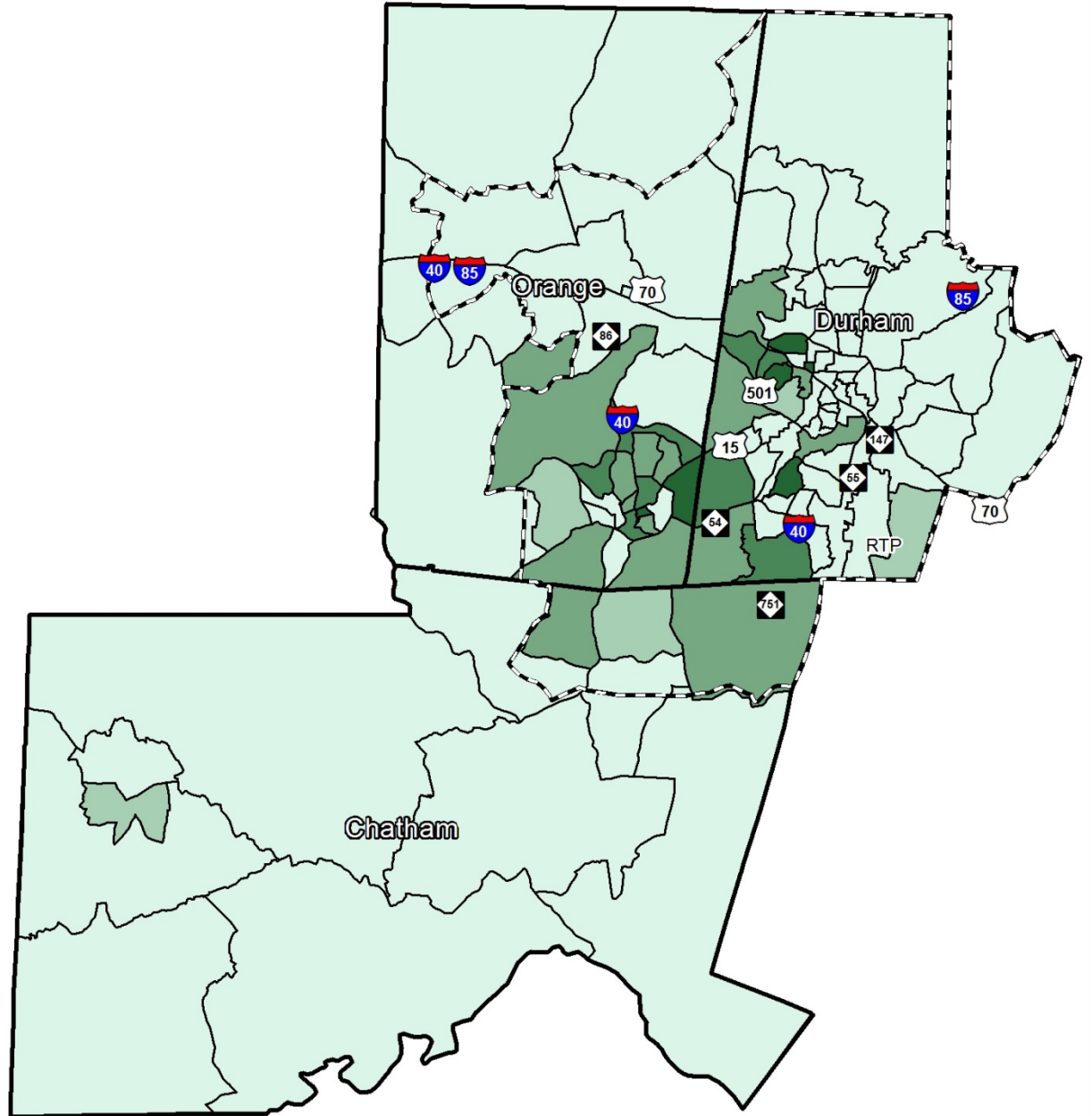


**Percent of Total Population that Speaks Chinese
and Has Limited English Proficiency
ACS 2015**



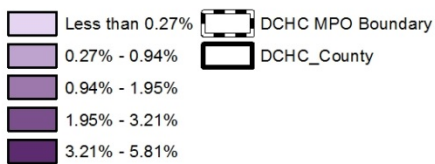
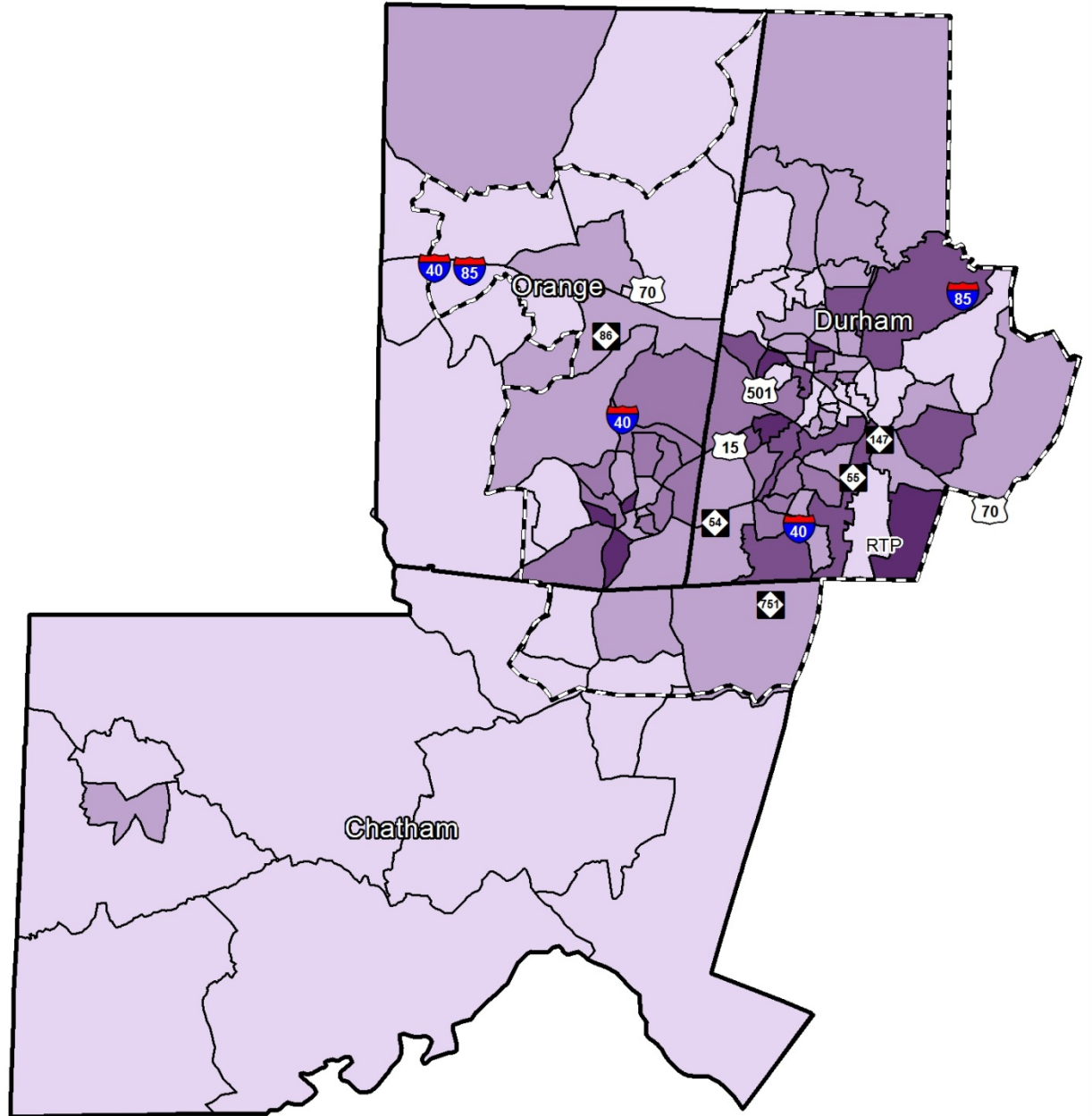


Percent of LEP Population that Speaks Chinese ACS 2015

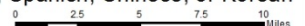




**Percent of Total Population that Speaks Other*
Languages and Has Limited English Proficiency
ACS 2015**

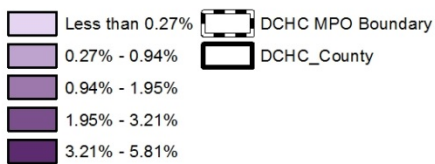
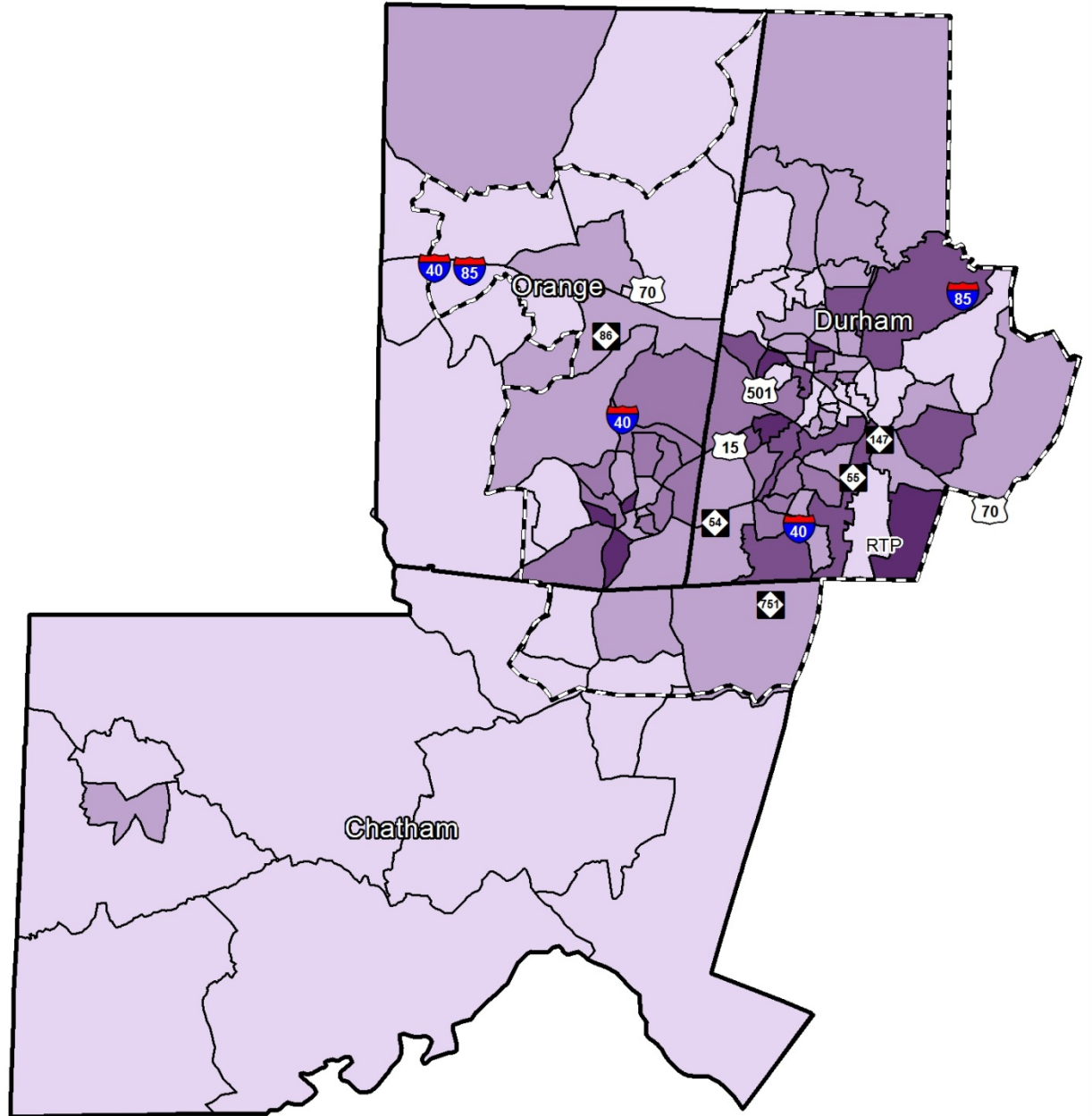


* Other Languages refers to any language other than English, Spanish, Chinese, or Korean

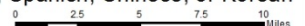




**Percent of LEP Population that Speaks
Other* Languages
ACS 2015**



* Other Languages refers to any language other than English, Spanish, Chinese, or Korean



FACTOR 2: Frequency with which LEP individuals encounter DCHC MPO programs, activities, or services.

The DCHC MPO assesses the frequency at which staff has had or could possibly have contact with people with LEP. This includes documenting phone inquiries and surveying public meeting attendees. No requests for translation services have been received by DCHC MPO staff since the last LEP plan was developed in 2012. However, DCHC MPO expects to receive requests for translation services once advertisements of such services are made in Spanish. MPO staff will arrange to provide translation upon request. Additional information on services that can be made available to LEP persons are described later in the report.

Transit operators within the MPO's jurisdiction provide outreach and translations services to the Spanish-speaking population. A summary of these services is provided later in the report.

FACTOR 3: Nature and importance of the program, activity or service provided by the DCHC MPO to the LEP population.

The MPO ensures that all segments of the population, including people with LEP, have the opportunity to be involved in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for use of federal funds in three major areas: 1) an annual Unified Planning Work Program (UPWP); 2) the ten-year Transportation Improvement Program (TIP); and 3) the long-range Metropolitan Transportation Plan (MTP), which currently extends to 2045.

Inclusive public participation is a priority for these and other MPO plans, studies, and programs. The impact of transportation improvements resulting from these planning activities affects all residents. Understanding and involvement are encouraged throughout the process. The MPO is interested in receiving input from all stakeholders, and efforts are made to make the planning process as inclusive as possible.

Progress towards project planning and construction under the responsibility of NCDOT is coordinated with the MPO. NCDOT has its own policies to ensure that LEP individuals participate in the project planning.

The DCHCMPO conducted an internal and external review to assess the nature and importance of the programs, activities, and services provided by DCHCMPO to people with LEP and the general community.

Internal Review

Internally, DCHCMPO staff evaluated programs and services based on the DCHC MPO's function as the regional entity responsible for transportation planning in the DCHC MPO planning area, the potential public interest, and the impact upon the quality of life of the public by DCHC MPO functions. Per evaluation of DCHC MPO programs, documents, and services, it was determined the following documents are considered vital:

- Metropolitan Transportation Plan
- Transportation Improvement Plan
- Unified Planning Work Program
- Public Involvement Policy

Based on this evaluation and the language assessment in Factor 1 of the Four Factor analysis, staff will seek partner organizations proficient in Spanish to provide information about DCHC MPO plans and programs. Translation and/or interpretation services, for Spanish, and other languages, will be considered upon request and in coordination with partner agencies in the region.

Additionally, public meeting notices will be classified as vital documents requiring translation services. To facilitate the translation process for public meeting notices, staff will prepare a template for the selected primary LEP language.

External Review

Externally, a public outreach effort within the identified language communities will be conducted. Community groups that work with the Spanish-speaking populations will be contacted for their input. In this outreach, the DCHC MPO staff will provide community groups a synopsis of what the primary purpose and functions of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and ask what key issues, programs, services, are and activities they perceive as critical. These will be noted in the transportation planning process and sent forward to the appropriate agency and/or locality as applicable.

FACTOR 4: Resources available to the DCHC MPO and Overall Costs to Provide LEP Assistance

Due to the size of the Spanish-speaking LEP population within the MPO's jurisdiction reaching the Safe Harbor threshold, DCHC MPO will use electronic translation tools to translate documents that are posted on the web site into Spanish, and will investigate working with local agencies to review these translations for accuracy and readability. In addition, the MPO will make efforts to collaborate with state and local agencies to provide language translation and interpretation services where practical within the scope of funding available.

The MPO will use a 48-hour notification statement to be most accommodating to the public. If the seven-day notice becomes impractical to meet LEP assistance requests, this LEP plan standard will be changed.

DCHC MPO Transit Operators LEP Initiatives

MPO transit operators are constantly looking for ways to improve communication and enhanced contact and accessibility with patrons with LEP. Over the past several years, transit officials organized public work sessions dedicated to LEP patrons who use their systems. Overall, an average 20 people, who mostly spoke Spanish, attended. Most other attendees spoke French. The purpose of the meetings was to provide patrons with the

opportunity to understand transit system operations and afford them insight into the language and outreach needs of the group.

Key ideas from these meetings are summarized as follows:

- The importance of communicating with these groups through their children, most of whom speak both native languages and English.
- Incorporating images into our communications for those who prefer not to read whether it is in English or Spanish.
- Attending major festivals and events with a table or booth to attract visitors - offer games and/or giveaways.
- Using the radio for communications. Many listen to radio stations at home or at work. We can work with radio stations and DJs to promote educational opportunities around public transit.
- The introduction of the transit user advocates or ambassadors program as well as resident meetings to offer riders the opportunity to provide input to various service initiatives that may impact LEP communities.

Other initiatives for improving communication with and accessibility for LEP residents are summarized below:

- A staff appearance on local radio talk shows and community television, whose guest periodically include Hispanic leaders in the community to discuss transit access issues.
- Appearance of City staff on Spanish radio, providing project information in Spanish to listeners;
- An information booth with bilingual staff and project information at various communities and events/festivals;
- Spanish advertisements published in local Spanish papers to announce all project public meetings.

Transit Regional Call Centers and LEP Outreach/Awareness

Transit operators in the Triangle Region teamed up and established a regional consolidated call center for Triangle residents to access transit service information from a single source. This center is operated by GoTriangle. It has several customer service attendants who take live calls and answer patron's questions related to transit services in the Triangle Region. Over the past 5 years, calls have more than quadrupled. An increasing number of these calls now come from riders with Limited English Proficiency. To assist this group the center constantly has a bilingual -- English and Spanish Speaking -- call takers to assist Spanish speakers, the largest LEP population in the Triangle. Over the past 3 years non-English speaking calls have averaged 1% of all calls received, making it imperative for the service to acknowledge the importance of this population group.

In addition to the live voice response system transit operators and the call center periodically administer surveys asking patrons to indicate if there are other languages that needed to be covered. So far, French has been the only language that has been requested. Since the request came from a single source, the individual was directed to a French-speaking staff member for direct assistance.

Estimated LEP Calls¹

Quarter	Calls	Calls	Calls Abandon	Total % Calls	Estimated Total LEP Calls
7/1/17 - 9/30/17	74,267	71,714	851	96.6%	440
10/1/17 - 12/31/17	72,684	70,241	2,623	96.4%	364
1/1/18 - 3/31/18	72,277	68,783	3,494	95.2%	408
4/1/18 - 6/30/18	63,495	61,450	2,045	95.2%	343
FY18 TOTAL	282,903	272,188	10,715	96.2%	1,555
FY17 TOTAL	324,730	312,054	12,676	96.1%	725
FY10 TOTAL	370,898	362,437	8,461	97.7%	371
% Change FY10-	-23.7%	-24.9%	26.6%	-1.5%	319.1%

Phone Call Distribution by Transit System (FY18)

Agency	Number of Calls in	Number of Calls in	% of Calls FY18	% Change FY18-FY10
Chapel Hill Transit	13,609	303,892	11%	-95.5%
GoDurham	76,213	*	60%	N/A
GoTriangle	35,384	60,126	28%	-41.2%
Other	2,722	22,839	2%	-88.1%

*GoDurham totals not reported in FY10.

Customer Feedback Totals

Agency	Complaints			Commendations		
	FY18	FY10	% Change	FY18	FY10	%
Chapel Hill	97	101	-4%	2	6	-67%
GoDurham	596	424	40%	26	19	37%
GoTriangle	976	393	148%	124	45	176%

The tables above indicate several trends between 2010 and 2018:

- While the number of calls has decreased substantially since 2010, most likely due to greater availability of information through mobile devices and implementation of services such as TransLoc, the number of LEP calls has increased dramatically. Even though the total number of calls has decreased in the last several years by

¹ Includes calls for transit systems operating outside the DCHC jurisdiction.

almost one-fourth, the number of LEP calls has more than quadrupled. In fact, the number of LEP calls more than doubled from 2017 to 2018, indicating a greater need for translation services for transit providers.

- The drop in call volume at the regional call center was dramatic for transit providers in the DCHC area.
- For transit systems that saw an increase in complaints from 2010 to 2018, there was a similar increase in commendations. The opposite is true for Chapel Hill Transit, which saw a decrease in complaints and commendations.

Interpretation and Translation Services

Hispanic/Latino media outlets and television and radio stations, La Conexion, Que Pasa, Univision, Telefutura, La Ley and El Centro, help provide translation and interpretation services to various MPO agencies and transit operators. These media outlets are typically used to address public safety needs, to assist with general interpretation and translation, to provide court-certified interpreters, to communicate with the audibly impaired, or to provide language proficiency testing for public safety personnel.

In accordance with the City of Durham's new Language Access Plan, DCHC staff will use paid language service providers for interpretation and translation as needed. Local jurisdiction will rely on their organization's Language Access Plans where such plans are available.

Bus Operators

Currently, no official data is kept by bus drivers on interaction with LEP passengers. However, there are a number of current fixed route bus operators and Customer Service Representatives who are bilingual and who are constantly called upon to assist in the interpretation of various services to our Hispanic/Latino patrons as well as the dissemination of information.

Paratransit Operators

Paratransit operators mostly use the services of the County Social Services which has translator resources for Hispanic/Latino community. They also work with churches and with Hispanic/Latino community organizations within the metropolitan area. Brochures, announcements, and news about our paratransit program programs relating to our services are sent to this organization for dissemination of the inbound calls coming through the scheduler voice response system are sometimes sent to Spanish speaking customer service staffers. In very rare cases, paratransit system rely on Spanish speaking drivers to provide assistance. This is because 99 percent of the paratransit clients are English speaking patrons.

Transit Security Police Unit

Transit police officers have interpreters available via the above-mentioned services, and there are transit officers who are fluent in Spanish. Generally, officers are taught limited Spanish phrases in Basic Law Enforcement Training.

Meeting the LEP Requirements

Engaging the diverse population within the MPO boundaries is important. DCHC MPO is committed to providing quality services to all residents, including the LEP population. Spanish meets the Safe Harbor requirement in the DCHC MPO service area and is, by far, the most dominant language spoken by people with LEP. All language access activities detailed below will be coordinated in collaboration with the MPO Board and staff.

Providing Notice to LEP Persons

The USDOT LEP guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify people LEP persons that translation and interpretation services are available free of charge. Due to Spanish meeting the Safe Harbor requirement, DCHC MPO will use the following notification methods so that Spanish speakers are aware, in their native language, that translation and interpretation services exist:

1. Stating in outreach documents that language services are available
2. Signs that free language assistance is available with advance notice
3. Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO services and the availability of language assistance
4. Providing information as to the availability of translation services (free of charge) when advertising for public hearings and MPO-related workshops

DCHC MPO intends to take reasonable steps to make available interpreter services, free of charge, and to include, at a minimum, Spanish interpreters upon request at least two business days prior to MPO board and committee meetings, workshops, forums, or events. The MPO is defining an interpreter as a person who translates spoken language as opposed to a translator who translates written language and transfers the meaning of written text from one language into another. Transit operators within DCHC MPO currently have interpretation and translation services as described in the transit section of this report.

Proposed Ongoing LEP Services include:

- Use of the City of Durham's (the Lead Planning Agency) preferred vendor list to provide translation and interpretation services
- Coordination with the Gov. Morehead School to convert small documents - up to three pages - to Braille provided there is a seven day advance notice
- Coordination with partner agencies and special needs organizations to meet requested needs
- Analysis of the cost of these services
- Identification of potential budget and personnel limitations pertaining to these services

- When an interpreter is needed, either in person or on the telephone, first determine which language is required. If a translator for the required language is not available or a formal interpretation is required, staff shall consider using a translation service company

MPO Staff Training

DCHC MPO and local jurisdiction staff will be encouraged to take training on topics such as:

- Understanding Title VI of the Civil Rights Act of 1964 and LEP responsibilities
- LEP program responsibilities and obligations
- Language assistance services offered
- Use of LEP Language Assistance Cards (*"I Speak Cards"*)
- Documentation of language assistance requests

An information brochure will be prepared and establish meaningful access to information and services for LEP individuals and employees in public contact positions, especially those who will serve as translators for interpreters.

Signs will be posted that language assistance is available in public areas such as at DCHC MPO reception, conference room waiting areas, and the DCHC MPO website.

Outreach Techniques

If DCHC MPO staff knows that they will be presenting a topic in a geographic location with a known concentration of people with LEP, DCHC MPO staff will ensure that meeting notices, fliers, advertisements, or agendas printed in that language. MPO staff will coordinate with local community groups or use the City of Durham's preferred vendor list to have someone available who can help interpret information at the meeting. When running a general public meeting notice in a geographic location that could be of potential importance to people with LEP or if staff will be hosting a meeting or a workshop, DCHC MPO staff will insert the clause "An interpreter will be available" in the predominant language. DCHC staff will include an LEP assistance statement when running general public meeting notices.

Language Assistance Measures & LEP Strategies

When an interpreter is needed, in person or on the telephone, the DCHC LEP coordinator will seek to address the request from the on-call list of translation service providers. The following DCHC MPO documents will be available in Spanish:

- DCHC MPO LEP brochure
- Nondiscrimination Complaint Form
- Additional translation and/or interpretation services will be considered upon request and in coordination with partner agencies
-

LEP Strategies for DCHC MPO Agencies

Agency	Telephone Services	Printed Material	In-Person Assistance	Media Ads	Web Info	Translation	Bus Drivers Assistance	Citizen Advisory Committee
DCHC MPO - LPA	*	*	*	*	*	*		
GoTriangle	*	*	*	*	*	*	*	
GoDurham	*	*	*	*	*	*	*	
Chapel Hill Transit	*	*	*	*	*	*	*	
Chapel Hill	*	*				*		
Carrboro	*	*				*		
Durham City	*	*	*			*		
Durham County	*	*				*		
Hillsborough	*	*				*		
Chatham County	*	*				*		
Orange County	*	*				*		
Regional Call Center	*							

Monitoring and Updating the LEP Plan

This plan is designed to be flexible and is one that can be easily updated. The MPO will update the LEP plan once Census 2020 data has been released and can be incorporated into the plan. This update will examine all plan components, such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population of the MPO area by County?
- Has there been a change to the type of languages requiring translation and interpretation services?
- Have the MPO's available resources, such as technology, staff, and financial costs, changed?
- Has the MPO followed the guidance of the existing LEP plan?
- Were any complaints received?

The DCHC MPO will follow the Title VI Program monitoring and reporting schedule for the LEP Plan, which includes bi-annual reports to NCDOT and FHWA. Reports will address the following questions:

- How many LEP persons were encountered
- The current LEP population in DCHC metropolitan area
- Change in the languages where translation services are needed
- Is there still a need for continued language assistance for previously identified DCHC MPO programs?
- Are there other programs that should be included?
- Have DCHC MPO available resources, such as technology, staff, and financial costs changed?

Website

The Lead Planning Agency and the MPO transit operators have websites for public outreach and information dissemination. The information is primarily in English. However, bus maps and route schedules are provided in both English and Spanish, the predominant language that most non-English speaking patrons use. The MPO uses electronic methods to provide translation of its website, and will supplement this translation with local translation sources as needed.

DCHC MPO staff will post the LEP Plan on its website at <http://www.dchcmpo.org>. DCHC MPO will distribute the draft version of the LEP Plan in accordance with the adopted Public Involvement Policy (PIP). Copies of the LEP Plan will also be provided to the DCHC MPO member jurisdictions and interested parties upon request.

Assessment of Resource Availability for Ongoing LEP Implementation

The DCHC MPO assessment for available resources will be an ongoing activity. Initially, volunteer staff translators and interpreters will be identified. The Lead Planning Agency (LPA) staff will conduct outreach to identify volunteer interpreters, civic groups, and community organizations to further coordinate language assistance services.

To continue to assess the need for LEP assistance, MPO staff will also continue to:

- Examine records of requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- Set up a sign-in sheet table at DCHCMPO-sponsored events, have a staff member greet and briefly speak to attendees to informally gauge the attendee's ability to speak and understand English;
- Have the Census Bureau's "*I Speak Cards*" at workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, the cards are an excellent tool to identify language needs for future meetings.

Dissemination of the MPO LEP Plan

The LEP plan will be posted on the MPO website at www.dchcmpo.org. Any person, including social service, nonprofit, and other community partners with Internet access, will be able to access the plan. For those without personal Internet service, County libraries offer free Internet access. Copies of the LEP plan will be provided to each member jurisdiction, NCDOT, FHWA, FTA, and any person or agency requesting a copy. Each MPO sub-recipient will also be provided a copy. DCHC MPO will also arrange for training of member jurisdiction staff on LEP, Title VI, and the PIP.

Any questions or comments regarding this plan should be directed to the MPO staff:

Anne Phillips
Principal Planner
101 City Hall Plaza
Durham NC, 27701
(919) 560-4366
(919) 560-4561 Fax
anne.phillips@durhamnc.gov
[gov](http://www.durhamnc.gov)

DCHC MPO Discrimination Complaint Procedure

Title VI of the civil rights act of 1964 as of today prohibits discrimination on the basis of race, color, national origin in programs and activities receiving federal financial assistance. As a subrecipient of NCDOT, the MPO has in place the following discrimination complaint procedures:

1. Any person who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by title VI of the Civil Rights Act of 1964 as amended and related statutes may file a written complaint. All written complaints received by the capillary MPO shall be referred immediately by that MPO's title VI specialists will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her right to file a formal complaint with the NCDOT, EEO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI coordinator will also provide NCDOT Title VI coordinator with a copy of this decision and summary of findings.
2. The MPO title VI specialists will maintain a log of all verbal or written complaints received. The log will include the following information:
 - a. Name of complainant
 - b. Name of alleged discriminating official
 - c. Basis of complaint: i.e. , race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
 - d. Date verbal or not written complaint was received by the MPO
 - e. Did the MPO Title VI coordinator notify the NCDOT, Title VI Coordinator as appropriate of the verbal or written complaints.
 - f. Explanation of the actions the MPO has taken or has proposed to take to resolve the allegations raised in the complaint.

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin. Subsequent laws and Presidential Executive Orders added ability, sex, age, income status and limited English proficiency to the criteria for which discrimination is prohibited, in programs and activities receiving federal financial assistance. As a sub-recipient of federal assistance, the DCHCMPO has adopted a Discrimination Complaint Procedure as part of its Nondiscrimination Plan to comply with Title VI and associated statutes.

1. Any person who believes that they, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, as amended, or any nondiscrimination authority, may file a complaint with the DCHC MPO. A complaint may also be filed by a

representative on behalf of such a person. All complaints will be referred to the DCHC MPO Title VI Coordinator for review and action.

2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:
 - a. The date of the alleged act of discrimination; or
 - b. Where there has been a continuing course of conduct, the date on which that conduct was discontinued

In case, the recipient or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

1. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints should set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the recipient, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in putting the complaint in writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled in the usual manner.
2. Within 10 days, the DCHC MPO Title VI Coordinator will in acknowledge receipt of the allegation in writing, inform the complainant of action taken or proposed action to process the allegation, advise the respondent of their rights under Title VI and related statutes, and advise the complainant of other avenues of redress available, such as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA).
3. Within 10 days, a letter will be sent to the NCDOT, Civil Rights Division, and a copy to the FHWA Raleigh Division Office. This letter will list the names of the parties involved, the basis of the complaint, and the assigned investigator.
4. In the case of a complaint against the DCHC MPO, NCDOT Civil Right investigator will prepare a final investigative report and send it to the complainant, respondent (DCHC MPO person listed), the DCHC MPO Title VI Coordinator, and FHWA Raleigh office.
5. Within 60 days, the DCHC MPO Title VI Coordinator will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Executive Director of the recipient of federal assistance. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
6. Within 90 days of receipt of the complaint, the DCHC MPO Title VI Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with NCDOT or the Federal Highway Administration (FHWA), if they are dissatisfied with the final decision rendered by the DCHC MPO. The DCHC MPO's Title VI Coordinator will also provide the NCDOT Civil Rights Office with a copy of the

determination and report findings.

7. In the case a nondiscrimination complaint that was originated at the DCHC MPO is turned over to and investigated by NCDOT, FHWA or another agency, the DCHC MPO Title VI Coordinator will monitor the investigation and notify the complainant of updates, in accordance with applicable regulations and NCDOT policies and procedures.
8. In accordance with federal law, the DCHC MPO will require that applicants of federal assistance notify the DCHC MPO of any law suits filed against the applicant or sub-recipients of federal assistance or alleging discrimination; and a statement as to whether the applicant has been found in noncompliance with any relevant civil rights requirements.
9. The DCHC MPO will submit Title VI accomplishment reports to the NCDOT, Civil Rights Office, in compliance with NCDOT's established processes.
10. The DCHC MPO will collect demographic data on staff, committees, and program areas in accordance with 23 CFR, 49 CFR and NCDOT's established procedures and guidelines.
11. Pursuant to the North Carolina Public Records Act, the DCHC MPO will retain Discrimination Complaint Forms and a log of all complaints filed with or investigated by the DCHC MPO.
12. Records of complaints and related data will be made available by request in accordance with the USDOT and North Carolina Freedom of Information Act.

Please provide the following information, necessary in order to process your complaint. Assistance is available upon request. Complete this form and mail or deliver to: DCHC MPO, The lead Planning City of Durham, Transportation, 101 City Hall Plaza, Durham, NC 27701.

If the complaint is against the DCHCMPO, you may complete this form and mail or deliver to:

Mark Whisenant
NCDOT External Civil Rights Manager
1511 Mail Service Center
Raleigh, NC 27699-1511

For any questions, you can reach our office Monday-Friday from 8:00am to 4:30pm at (919) 560-4366, or you can email the DCHCMPO Title VI Coordinator at TitleVICoordinator@dchcmpo.org.

APPENDIX

Limited English Proficiency Trends from 2015-2017

ACS 5-Year Estimates 2015-2017: Limited English Proficiency by County-Spanish

Spanish	2015			2016			2017		
	Total Pop	Total LEP	Spanish	Total Pop	Total LEP	Spanish	Total Pop	Total LEP	Spanish
Chatham	63978	4196	3897	65414	3800	3489	64956	3739	3443
Durham	268210	22518	18696	274117	22686	18569	280356	23041	18687
Orange	132093	7972	4838	133137	7618	4589	135175	7470	4312

ACS 5-Year Estimates 2015-2017: Limited English Proficiency by County-Asian Pacific

Asian	2015			2016			2017		
	Total Pop	Total LEP	Asian	Total Pop	Total LEP	Asian	Total Pop	Total LEP	Asian
Chatham	63978	4196	244	65414	3800	277	64956	3739	262
Durham	268210	22518	2865	274117	22686	3150	280356	23041	3228
Orange	132093	7972	3048	133137	7618	2939	135175	7470	3115

ACS 5-Year Estimates 2015-2017: Limited English Proficiency by County-Other

Other	2015			2016			2017		
	Total Pop	Total LEP	Other	Total Pop	Total LEP	Other	Total Pop	Total LEP	Other
Chatham	63978	4196	55	65414	3800	34	64956	3739	34
Durham	268210	22518	957	274117	22686	967	280356	23041	1126
Orange	132093	7972	86	133137	7618	90	135175	7470	43

ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of Total Population-Spanish

Spanish	2015			2016			2017		
	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total
Chatham	63978	4196	6.09%	65414	3800	5.33%	64956	3739	5.30%
Durham	268210	22518	6.97%	274117	22686	6.77%	280356	23041	6.67%
Orange	132093	7972	3.66%	133137	7618	3.45%	135175	7470	3.19%

ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of Total Population-Asian Pacific

Asian	2015			2016			2017		
	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total
Chatham	63978	4196	0.38%	65414	3800	0.42%	64956	3739	0.40%
Durham	268210	22518	1.07%	274117	22686	1.15%	280356	23041	1.15%
Orange	132093	7972	2.31%	133137	7618	2.21%	135175	7470	2.30%

ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of Total Population-Other

Other	2015			2016			2017		
	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total	Total Pop	Total LEP	% of Total
Chatham	63978	4196	0.09%	65414	3800	0.05%	64956	3739	0.05%
Durham	268210	22518	0.36%	274117	22686	0.35%	280356	23041	0.40%
Orange	132093	7972	0.07%	133137	7618	0.07%	135175	7470	0.03%

ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of LEP Population-Spanish

Spanish	2015			2016			2017		
	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP
Chatham	63978	4196	92.87%	65414	3800	91.82%	64956	3739	92.08%
Durham	268210	22518	83.03%	274117	22686	81.85%	280356	23041	81.10%
Orange	132093	7972	60.69%	133137	7618	60.24%	135175	7470	57.72%

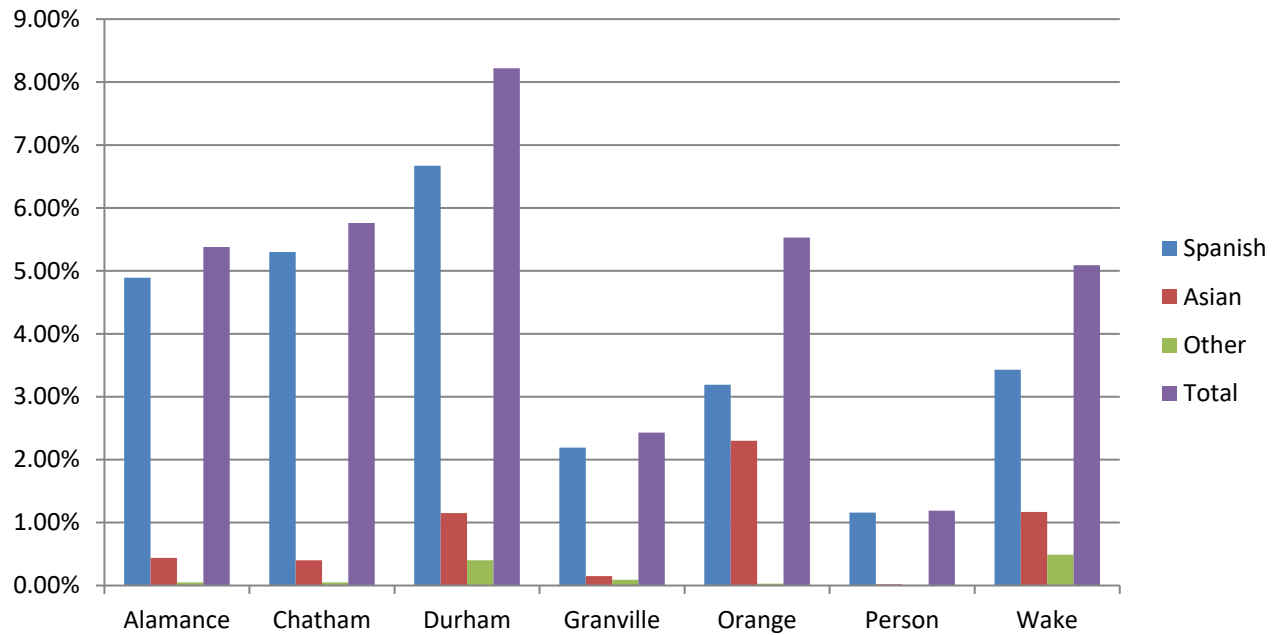
ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of LEP Population-Asian Pacific

Asian	2015			2016			2017		
	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP
Chatham	63978	4196	5.82%	65414	3800	7.29%	64956	3739	7.01%
Durham	268210	22518	12.72%	274117	22686	13.89%	280356	23041	14.01%
Orange	132093	7972	38.23%	133137	7618	35.58%	135175	7470	41.70%

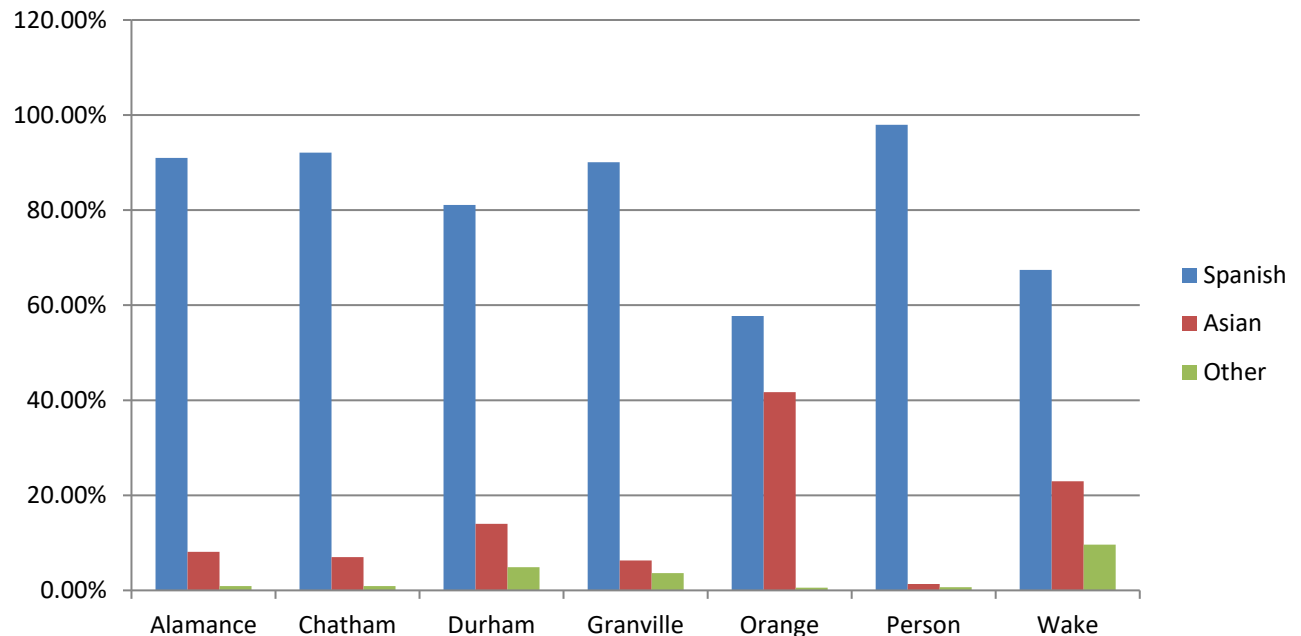
ACS 5-Year Estimates 2015-2017: Limited English Proficiency, as % of LEP Population-Other

Other	2015			2016			2017		
	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP	Total Pop	Total LEP	% of LEP
Chatham	63978	4196	1.31%	65414	3800	0.89%	64956	3739	0.91%
Durham	268210	22518	4.25%	274117	22686	4.26%	280356	23041	4.89%
Orange	132093	7972	1.08%	133137	7618	1.18%	135175	7470	0.58%

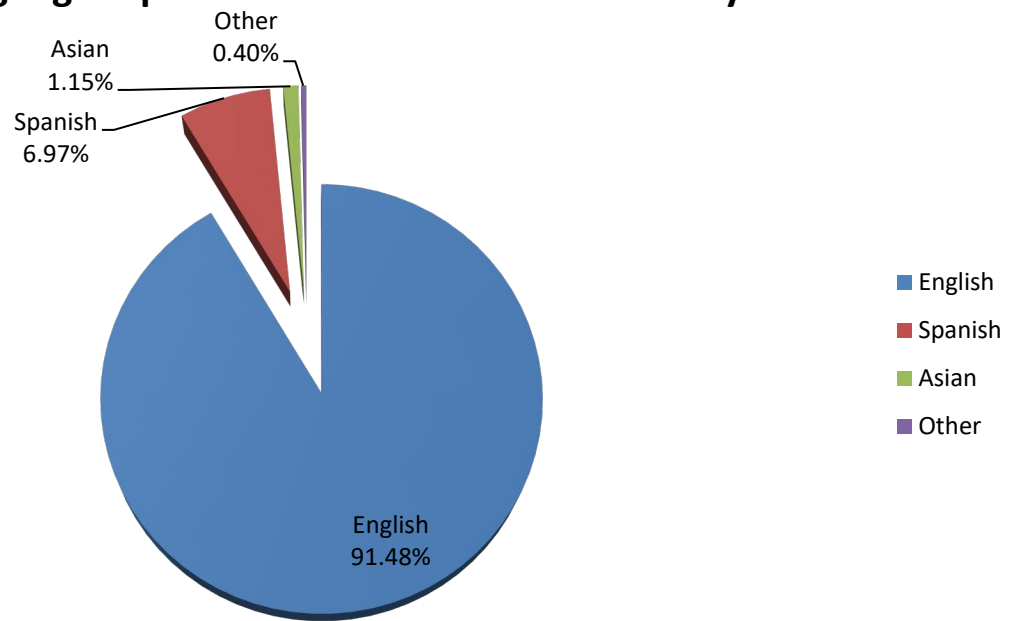
Limited English Proficiency, as % of Total Population



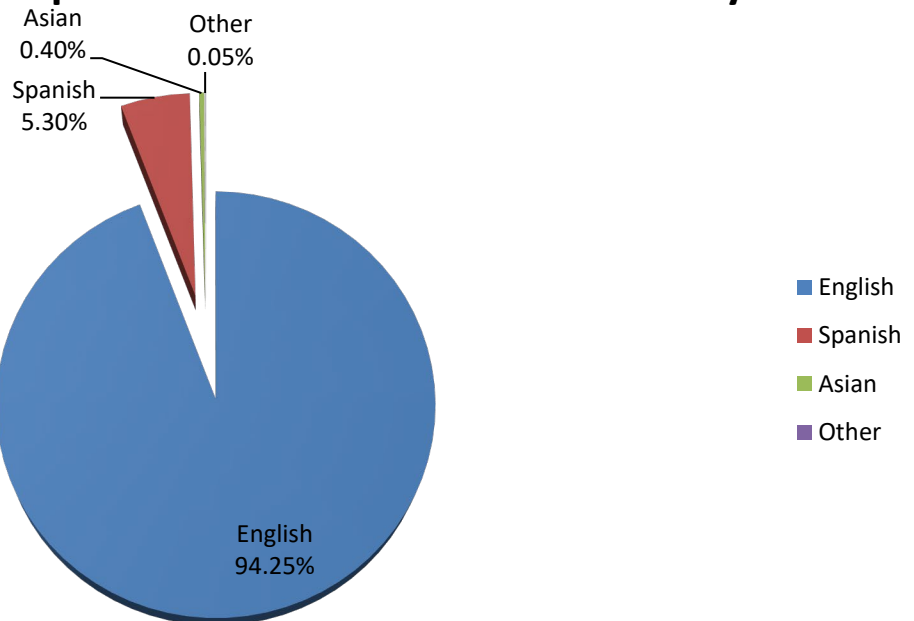
Limited English Proficiency, as % of LEP Population



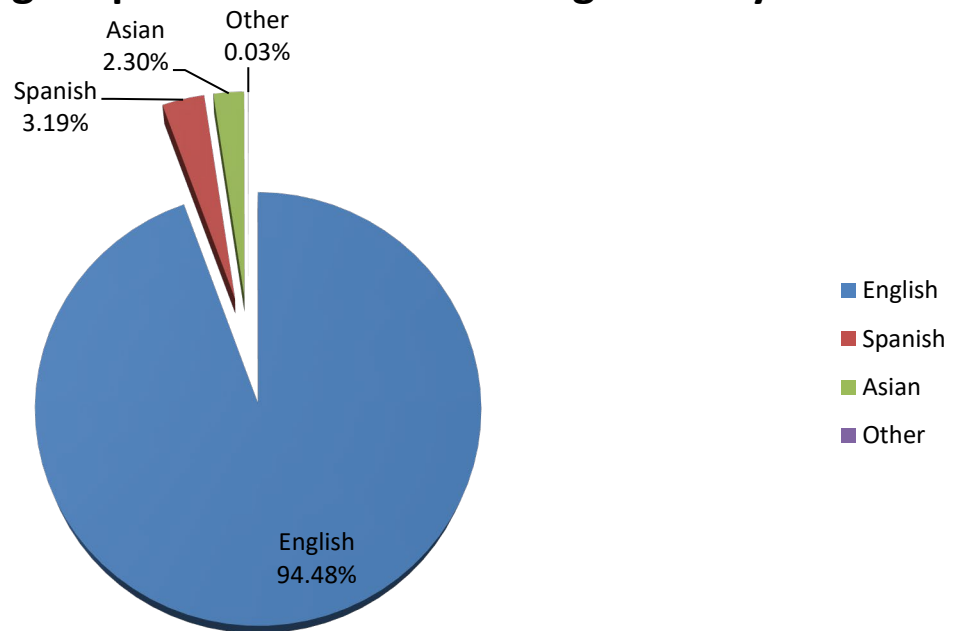
Languages Spoken at Home in Durham County



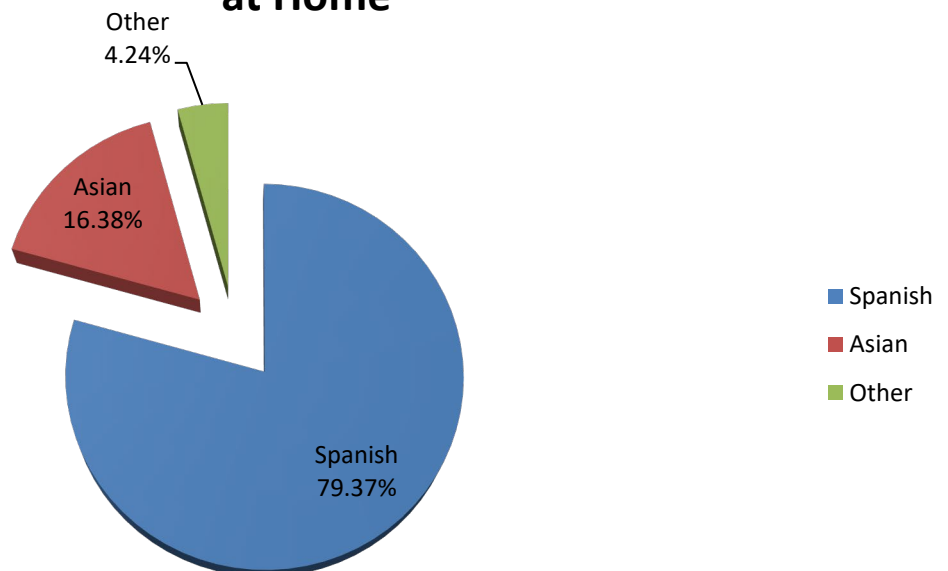
Languages Spoken at Home in Chatham County



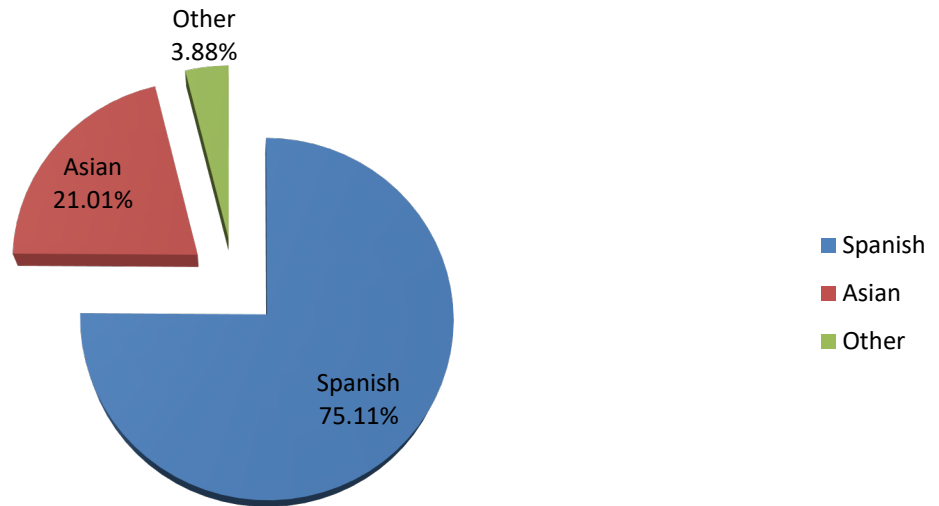
Languages Spoken at Home in Orange County



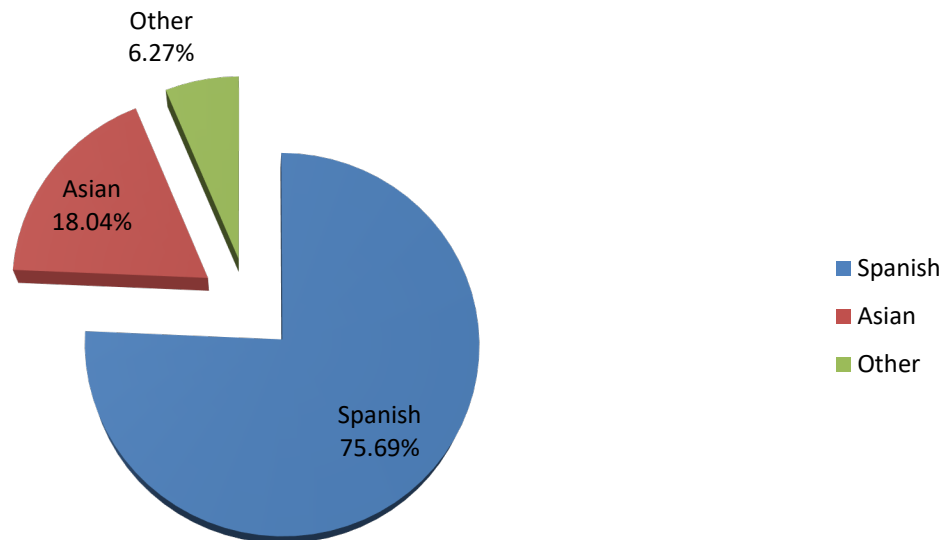
LEP Speakers in North Carolina by Language Spoken at Home



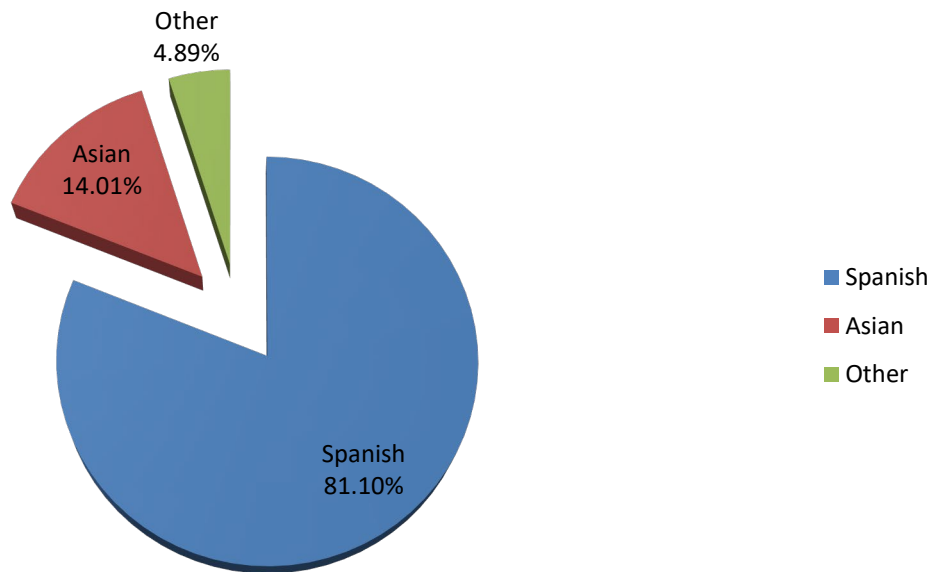
LEP Speakers in DCHC MPO Region by Language Spoken at Home



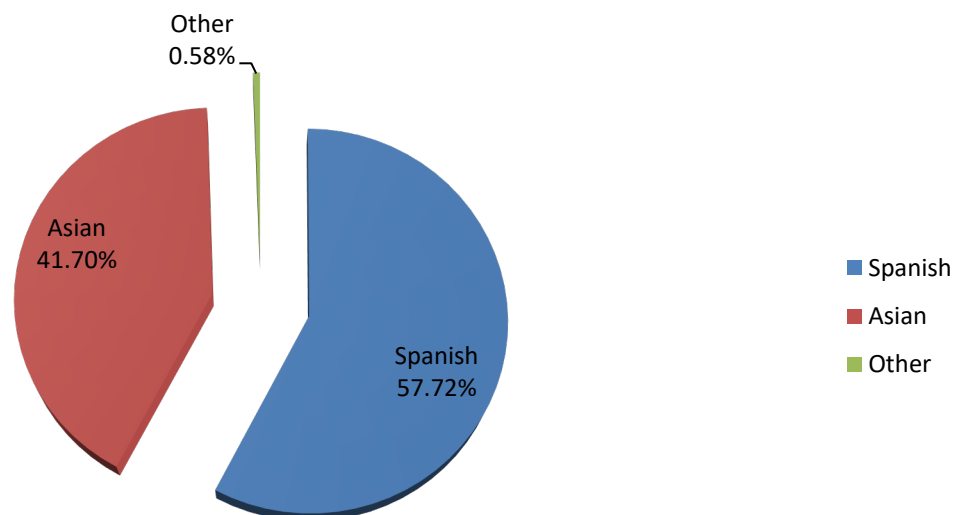
LEP Speakers in Triangle Region by Language Spoken at Home



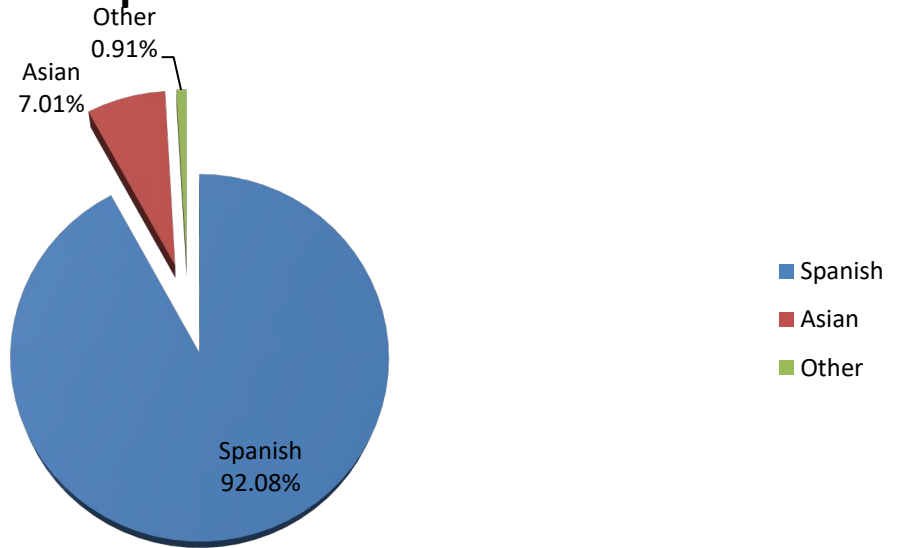
LEP Speakers in Durham County by Language Spoken at Home



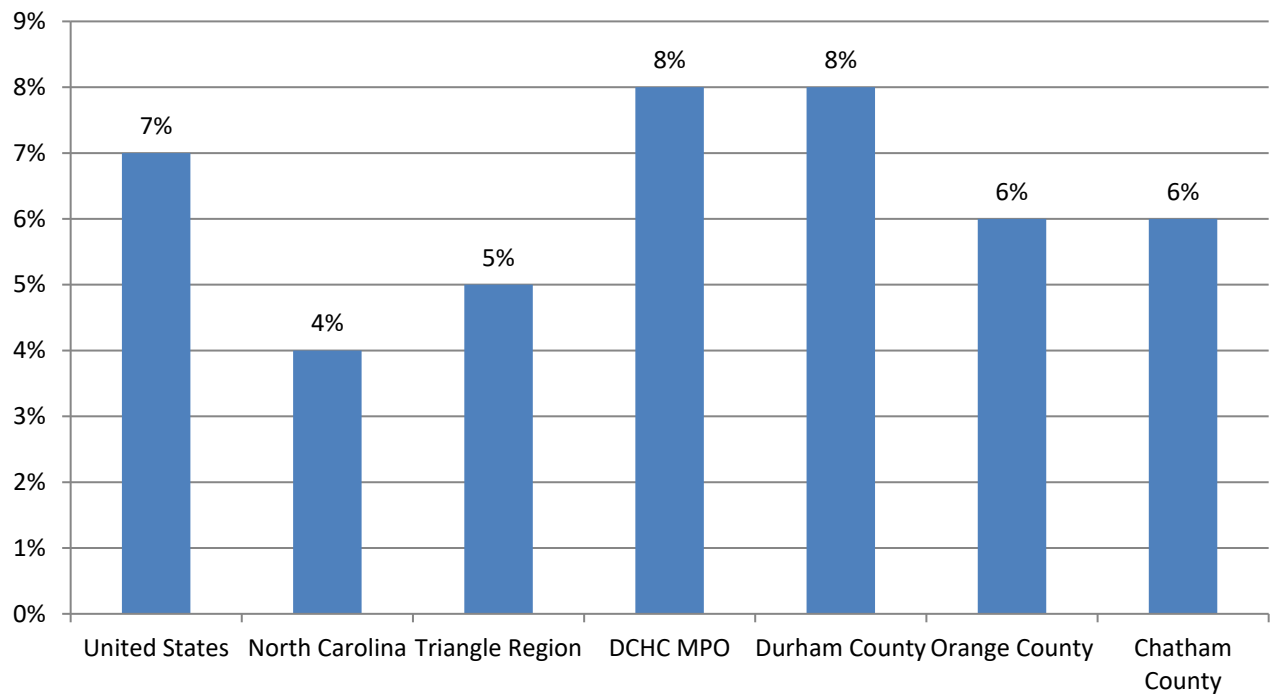
LEP Speakers in Orange County by Language Spoken at Home

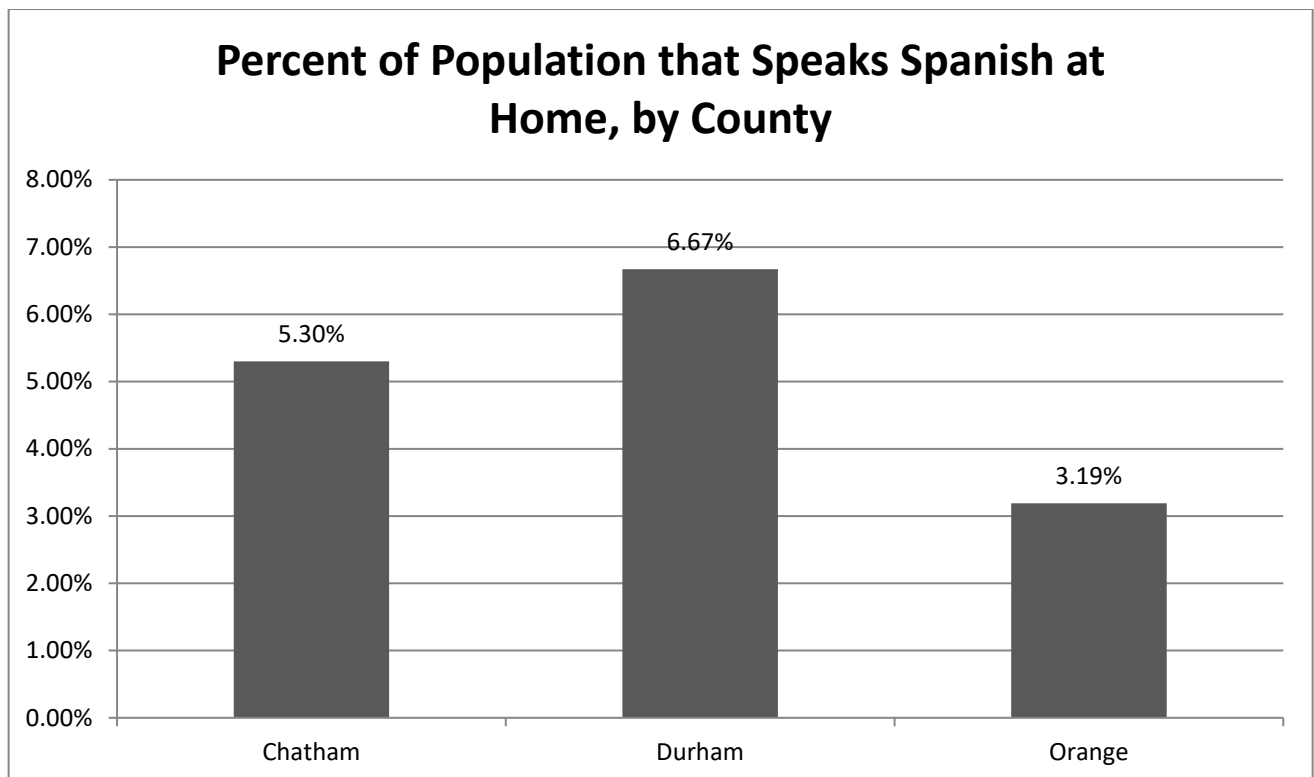
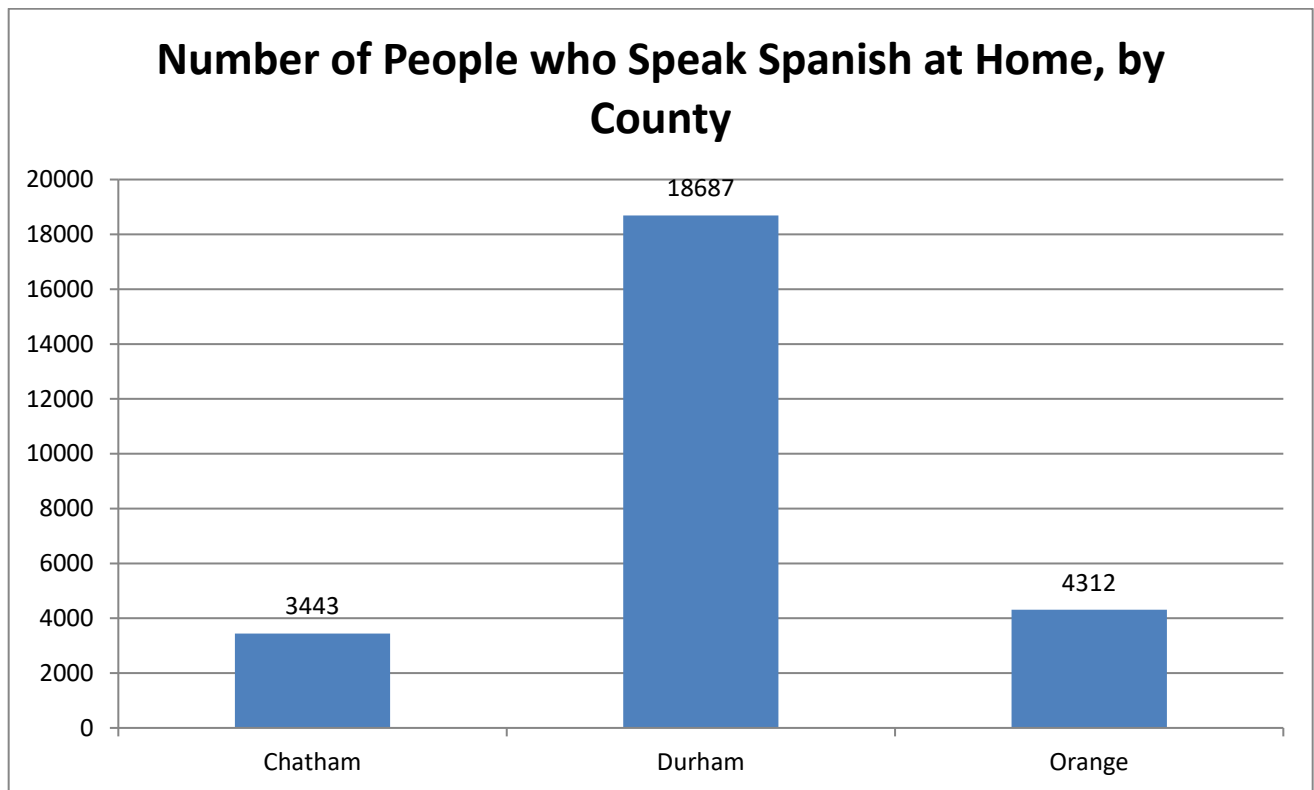


LEP Speakers in Chatham County by Language Spoken at Home



Share of LEP Speakers





December 9, 2020

TO: Transportation Advisory Committee DCHC MPO
 FROM : DCHC MPO Lead Planning Agency
 SUBJECT: Draft FY22 Unified Planning Work Program (UPWP)

This memo presents the draft FY 2021-22 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO). Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

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 described in more detail in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*. The funding tables reflect available federal planning funds and the amounts of non-federal matching funds. The match is provided through either local or state funds or both.

There two are (2) attachments associated with this Item:

Attachment A:

Draft FY22 UPWP – this follows the format and organization of previous UPWP.

Attachment B

New Initiatives (to be included in the FY2022 UPWP if approved by the Board) – The City of Durham, Orange County, and the Lead Planning Agency (LPA) request the MPO Board fund the initiatives contained in this memorandum and illustrated in the attached table. The Board can choose to approve all, none, or any of the proposed initiatives. The rationale for the LPA new initiatives request is to carry out the bold 2050 Metropolitan Transportation Plan (MTP) Goals and Objectives approved by the Board, including equitable engagement, zero deaths, zero disparities, and carbon neutrality by 2050.

1. US 70 E. Access Study from East End Connector to T. W. Alexander (City of Durham/ Durham County). Please see the adjoining memo from City of Durham for more details on this request.
2. US 70 W. Multimodal Corridor Study from NC 119 in Mebane to I-85 in Durham County. Please see the adjoining memo from Orange County for more details on this request.
3. Carbon Emission reduction and monitoring of performance targets. Technical tools and procedures to

analyze carbon emissions; specifically, 1) analyze the impact of climate change on Metropolitan Transportation Plan facilities; 2) calculate baseline inventory of 2020 produced directly or indirectly by MTP activities; 3) calculate total emission per capita; 4) compare climate change impacts of future MTP scenarios and current conditions; and 5) create viable emission strategies to reduce total MTP emissions.

Greenhouse Gas Emission inventories will be used by the MPO to understand sources of emissions, develop strategies to reduce emissions, and track progress. Forecast of emissions, or estimates of future emissions, assist with the development of policies and actions that can be taken to establish reduction goals.

4. MTP resilience assessment and monitoring (in partnership with CAMPO and TJCOG). The Fixing America's Surface Transportation (FAST) Act includes resilience as a Planning Factor the MPO must address (23 USC 134, 23CFR 450). Also, the regulation requires that the MTP "include an assessment of capital investment and other strategies... to reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).
5. Robust equitable engagement; data and analysis tool, including decision making tool for addressing racial injustice in transportation (funding, planning, operational, inclusive growth, etc.).
6. Technical and mapping tool and data processing for evaluating MTP and other MPO measures and targets (i.e. Vision Zero), including framework for monitoring targets and strategic linkage of MPO Goals and Objectives to transportation programming and investments.

Source of Funds

These initiatives, if approved by the Board will be funded from unobligated STBG-DA funds (\$1,080,526) that recently became available for planning. Federal transportation funds are subject to obligation limitation, which is the percentage of apportionment available for programming. A 90% obligation ceiling was applied for MPO STBG-DA allocation for FY 2015 to 2022. However, NCDOT adjusted the FY2021 obligation limitation to 98% based on new assumptions and information (i.e., OA trends and recalibration). This adjustment coupled with the conservative STBG-DA allocation estimates assumed for FY 2021 in previous years resulted in additional funds coming to the MPO.



DRAFT FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE DCHC MPO

1

**MPO Board Meeting
January 13, 2021**

FY 2022 UPWP OVERVIEW

- Federal regulations mandate that the MPO develop an annual work program known as the Unified Planning Work Program (UPWP).
- The annual program must identify transportation planning tasks to be performed with the use of federal transportation funds during the upcoming fiscal year.
- The UPWP is required to be a detailed technical work program for continuing, cooperative and comprehensive (3C) transportation planning in the DCHC MPO.

FY 2022 UPWP OVERVIEW

- Funding is provided by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
- FHWA provides 80% of the UPWP highway funding and requires a 20% local match.
- FTA provides 80% of transit funding. NCDOT provides 10% match (for 5303) and transit agencies provide 10% match.
- FTA provides 80% of 5307 flexed funding and transit agencies provide 20%
- In FY2014, the MPO began cost sharing for the FHWA 20% local match.

IMPORTANCE OF THIS UPWP ...

- Carryout bold goals and targets approved by the MPO, such as carbon neutral by 2050, zero deaths by 2050, disparity and equity engagement.
- Vehicle by which MPO Governance recommendations will be implemented
- Commence planning task associated with the Decennial Census
 - Demographic analyses, functional class, MOU, Boundaries (UZA/MAB), formula/methodology for funding distribution (STBG-DA, 5307, etc.),. Compliance with regulatory requirements resulting from transportation reauthorization.

FY 2022 UPWP

PREAMBLE

- UPWP is the vehicle for implementing core metropolitan planning efforts associated with climate change and resiliency
- Top priority for planning activities envision for FY 2022 will be reducing carbon emissions and increasing climate resilience; as well as reducing vehicle miles traveled (VMT).
- DCHC MPO is committed to minimizing climate change, reducing transportation sector emissions through the implementation of the MTP. These will be accomplished by providing opportunities for greater use of alternative modes of transportation, including public transit, bicycling, and pedestrian movement.
- TDM programs and land use policies that reduce use of single occupant vehicles and promote transportation choices are also important elements of this MPO climate change goals and objectives.

FY 2022 UPWP

DRAFT REPORT ORGANIZATION

- Resolution, Assurance, Self Certification. P 1-5
- Synopsis of FY22 routine/core UPWP activities,
- Federal Requirements & Planning Factors p9-10
- FY22 Emphasis and Special Projects – p11-13
- Summary of Funding Sources p14-15
- Summary of Accomplishments p16-22
- FY22 Proposed New Initiative- p23
- MPO Funding Tables p25-27
- MPO Task Narratives p29-39
- Sub-Recipients Funding Tables and Task Descriptions – p48-106

FY 2022 UPWP

LIST OF FUNDING TASKS

Funding tasks (46 of them) are derived from the *Prospectus* approved by NCDOT and FHWA. Tasks are grouped in following sections:

- Surveillance of Change – (data monitoring, visualization/interactive mapping))
- Long Range Transportation Plan
- Travel Demand Modeling
- Short Range Transit Planning
- Planning Work Program
- Transportation Improvement Program
- Civil Rights/EJ/DBE
- Public Involvement/Engagement
- Incidental Planning/Project Development
- Management and Operations

FY 2022 UPWP

SYNOPSIS OF ACCOMPLISHMENTS

Summary Accomplishments:

- Comprehensive Transportation Plan
- Metropolitan Transportation Plan
- Regional Freight Planning/Oversight
- Multiple Corridor Studies
- SPOT Process/TIP Development
- CMP/TPM/ MRC Annual and State of Region Reports
- ITS Deployment Plan Update
- Web Application and Interactive Maps/Visualization
- Data Development and Maintenance
- State and Regional Coordination
- Routine Planning and UPWP (EJ, Title VI, PIP, etc.)

FY 2022 UPWP

FY 22 CORE EMPHASIS AREAS

UPWP draft contents:

- List of federally mandated planning projects (p 10)
- List of focus areas (p 12) with descriptions including:
 - Triangle Regional Model Enhancement
 - Annual Continuous Travel Behavior Survey
 - Community Viz/land-use/Demographic/SE Data
 - Intelligent Transportation System
 - Data Collection and Management
 - Title VI Planning
 - Freight Planning
 - Response to **Planning Factors**
 - Safety and Security Planning
 - Metropolitan Transportation Plan
 - Climate Change Planning
 - **CENSUS –UZA, functional class, funding**

FY2022 UPWP FUNDING SOURCES

Summary of all funding sources (p 15)

	Federal	State	Local	Total
PL/STBG-DA (FHWA)	\$2,062,603		\$515,561	\$2,867,713
FTA 5303	\$362,440	\$45,405	\$45,305	\$350,000
FTA 5307	\$118,000		\$29,500	\$147,500
Total	\$2,543,046	\$45,305	\$590,456	\$3,993,083

FHWA federal funding includes:

Planning - Section 104(f) federal funding: \$371,121

STBG-DA - Section 133(b)(3)(7) federal funding: \$1,924,049

FY2022 UPWP

Summary of federal funding by agency

	FHWA	FTA Transit Planning		
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$1,771,121			\$1,835,564
Carrboro	\$17,600			\$17,600
Chapel Hill	\$93,200	\$137,200		\$230,400
Chatham County	\$0			\$0
Durham City	\$72,629			\$72,629
Durham County	\$43,043			\$43,004
Hillsborough	\$0			\$0
Orange County	\$0			\$0
TJCOG	\$65,000			\$65,000
GoDurham		\$142,800	\$	\$142,800
GoTriangle			\$118,000	\$
Total	\$2,062,603	\$362,443	\$118,000	\$2,453,064

- Summary funding tables (p 24-25) and by task (p 26).
- Detailed funding tables and task descriptions; p 26 for LPA and p46 for sub-recipients.

FY2022 UPWP

LOCAL MATCH COST SHARING

Agency	Total FY 2022
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

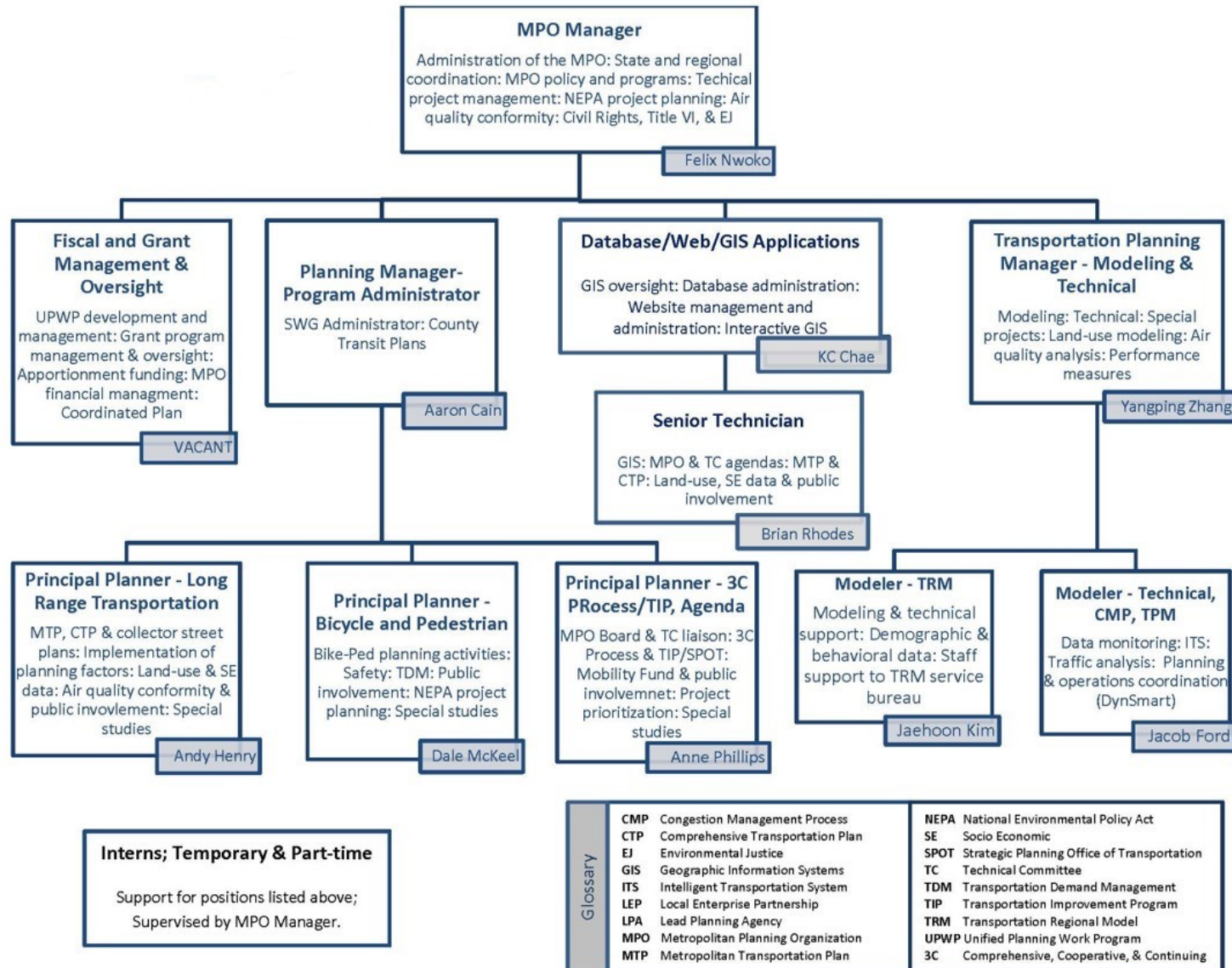
- See p 16 for additional information.
- Approval of UPWP is approval of local match.

FY-22 UPWP New Initiative					
	New Initiative Description	Cost	Federal	Match	Requested by
1	US 70 Access Study: East End Connector to T. W. Alexander (City of Durham/ DCO).	\$100,000	\$80,000	20,000	City of Durham
2	US 70 Multimodal Corridor Study: from NC 119 in Mebane to I/85 in Durham (Orange County request). FY22	\$150,000	\$120,000	30,000	Orange County
	MPO Governance & Performance Placeholder				
3	Carbon Emission reduction and monitoring of performance targets. Technical tools & procedures to analyze carbon emissions	\$75,000	\$60,000	15,000	MPO
4	MTP resilience assessment and monitoring (in partnership with CAMPO and TJCOG). The FAST Act includes resilience as a Planning Factor the MPO must address (23 USC 134, 23CFR 450).	\$50,000	\$40,000	10,000	MPO
5	Robust equitable engagement / disparity; data and analysis tool, including decision making tool for addressing racial injustice in transportation (funding, planning, operational, inclusive growth, etc.)	\$50,000	\$40,000	10,000	MPO
6	Technical and mapping tool and data processing for evaluating MTP & other MPO measures (i.e. Vision Zero)	\$50,000	\$40,000	10,000	MPO
	Total	\$475,000	\$380,000	\$95,000	
	Available funds (Unobligated STBG)		\$1,080,526		
	Balance				

FY 2022 UPWP LEAD PLANNING AGENCY (LPA) EXPENSES

- Salary and Fringe
 - Full Time (9.5 FTE)
 - Interns PT
- Operating

DCHC MPO ORGANIZATIONAL CHART



FY22 UPWP

OPERATING EXPENSES

- Server update and maintenance Cloud hosting
- ESRI annual maintenance
- Cloud hosting and maintenance
- TransCad/Transmoder annual maintenance
- ArcGIS/AGOL
MPO website hosting and maintenance
- ITRE-SB TRM/Rolling Survey
- Granicus/Ilegislate
- HERE network data
- StreetLight
- Remix
- Etc.

FY22 UPWP

OPERATING EXPENSES CONT'

- Office supplies, printing and duplication
- Dues and membership
- Subscription
- On-call contractual services
- Training and professional development
- Fixed asset/non-fixed asset computer software and equipment
- Advertisement
- Other software
 - Adobe
 - MSOffice
 - Statistics/programming, etc.

FY 2022 UPWP DEVELOPMENT SCHEDULE

Dates	DCHC MPO Activity Description
October 2020-December 2020	Development of draft FY2022 UPWP and coordination with the local agencies.
November 2, 2020	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
November 18, 2020	TC reviews draft FY2022 UPWP and recommends Board release for public comment.
December 9, 2020	MPO Board reviews draft of FY2022 UPWP and releases for public comment.
December 23, 2020	TC receives draft of FY2022 UPWP and recommends Board hold public hearing and approve draft at January Board meeting.
January 4, 2021	Draft FY2022 UPWP submitted to NCDOT/PTD
January 13, 2021	MPO Board holds public hearing and approves draft FY2020 UPWP including approval of self-certification process and local match.
February 15, 2021	Deadline for FY2022 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

FY 2022 UPWP COMMITTEE ACTIONS

- TC Recommendation

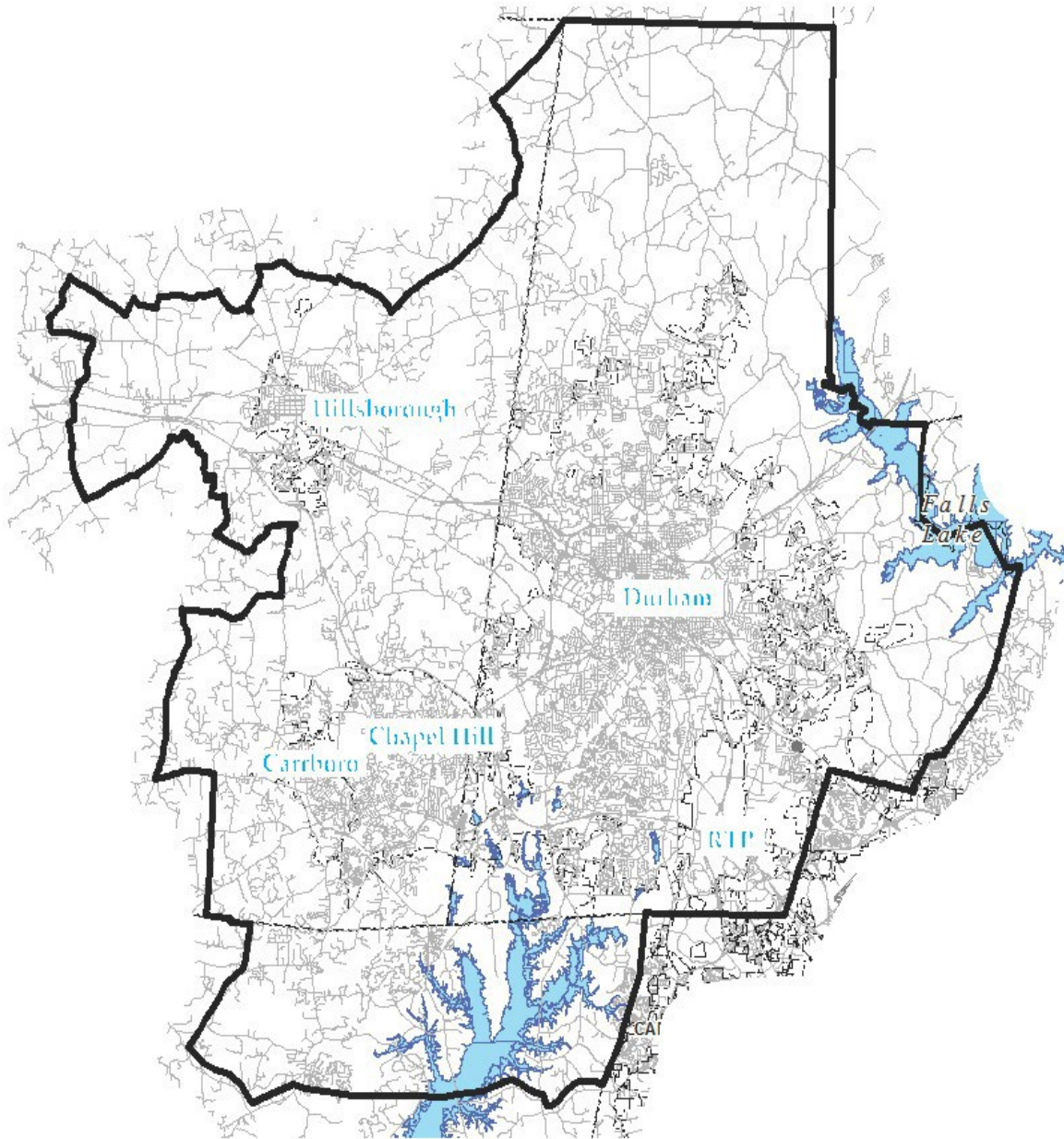
Recommended the Board release the Draft FY2022 UPWP for public comment.

- Board Action (12/9/20):

Authorize release of the Draft FY2022 UPWP for public comment.

FY-22 UPWP New Initiative					
	New Initiative Description	Cost	Federal	Match	Requested by
1	US 70 Access Study: East End Connector to T. W. Alexander (City of Durham/ DCO).	\$100,000	\$80,000	20,000	City of Durham
2	US 70 Multimodal Corridor Study: from NC 119 in Mebane to I/85 in Durham (Orange County request). FY22	\$150,000	\$120,000	30,000	Orange County
	MPO Governance & Performance Placeholder				
3	Carbon Emission reduction and monitoring of performance targets. Technical tools & procedures to analyze carbon emissions	\$75,000	\$60,000	15,000	MPO
4	MTP resilience assessment and monitoring (in partnership with CAMPO and TJCOG.). FAST Act includes resilience as a Planning Factor the MPO must address (23 USC 134, 23CFR 450). Also, the regulation requires that MTP “include an assessment of capital investment and other strategies... to reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).	\$50,000	\$40,000	10,000	MPO
5	Robust equitable engagement / disparity; data and analysis tool, including decision making tool for addressing racial injustice in transportation (funding, planning, operational, inclusive growth, etc.).	\$50,000	\$40,000	10,000	MPO
6	Technical and mapping tool and data processing for evaluating MTP & other MPO measures (i.e. Vision Zero).	\$50,000	\$40,000	10,000	MPO
	Total	\$475,000	\$380,000	\$95,000	
	Available funds (Unobligated STBG)		\$1,080,526		
	Balance				

Draft Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY2022 Unified Planning Work Program



Approved:



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**Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
Resolution Approving the FY2022 Unified Planning Work Program of the DCHC MPO
for FTA and FHWA**

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

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

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

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

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2022.

Now therefore, be it resolved that the MPO Board hereby endorses the FY2022 Unified Planning Work Program for the DCHC MPO Urban Area.

I, Wendy Jacobs, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the ____ day of _____, 2021.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: _____

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

**Resolution Certifying the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Transportation Planning Process for FY2022**

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

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

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

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

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

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

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

Now therefore, be it resolved that the DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the _____ day of _____, 2021.

Wendy Jacobs,
Board Chair

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

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

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

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

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

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

DCHC MPO Title VI Assurances

The Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) (hereinafter referred to as the “Recipient”) HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each “program” and each “facility” as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

The DCHC MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Wendy Jacobs, MPO Board Chair

Date

Felix Nwoko, Ph.D.
DCHC MPO Manager

Date

FY2022 UPWP PREAMBLE

Our region, like rest of the world, faces a crisis of global heating due to ongoing emissions of carbon dioxide and other greenhouse gases. Transportation is the main culprit for the climate crises.

Undoubtedly, transportation remains the largest source of carbon emissions within our region and in recognition of this, the DCHC MPO is committed to meeting the climate change goals of the 2050 MTP and the stated goals of MPO local governments along with the goals of the Paris Agreement. This will require urgent and dramatic changes to our transportation system. Those changes will require shifts away from single-occupancy vehicles and air travel.

To the extent that climate change is not mitigated through a worldwide effort to decrease carbon emissions, large temperature increases and more extreme weather events will also have substantial impacts on our transportation systems. These factors will play a substantial role in the planning activities outlined by this work program. The UPWP will be the vehicle for implementing core metropolitan planning efforts associated with climate resiliency. To that end, the top priority for planning activities for FY 2022 will be reducing carbon emissions and increasing climate resilience as well as reducing vehicle miles traveled (VMT).

Also, the DCHC MPO is committed to minimizing climate change and reducing transportation sector emissions through the implementation of the MTP. These goals will be accomplished by providing opportunities for greater use of alternative modes of transportation, including public transit, bicycling, and pedestrian movement. Transportation Demand Management programs and land use policies that reduce use of single occupant vehicles and promote transportation choices are also important elements of the MPO's climate change goals and objectives.

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 (formerly STP-DA) funds identified in the UPWP for MPO planning. The LPA and MPO jurisdictions use these funds to support the MPO planning functions and regional special projects, such as corridor studies, Community Viz update, Regional Freight Plan implementation and update, transportation performance measurement, data collection geo-database enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc.

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.

Synopsis FY2022 UPWP Activities

DCHC MPO activities and emphasis areas for the FY22 UPWP are summarized as follow:

- Development of the 2050 Metropolitan Transportation Plan (MTP)
- Development of the FY2023-2032 TIP and work 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 and update of Safety Targets
- Monitoring and update of Transit Asset Management (TAM) and State of Good Repair Targets.
- Continuation of routine planning- TIP, UPWP, Data monitoring and monitoring system, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects and programs: transportation resilience planning,
- Continue to explore integrating Big data (StreetLight, HERE, etc.) and Open data into technical and modeling processes
- New Generation-G2 (2016 and 2020) base year – Exploration and analysis of future direction TRM V6, current for project application 2013 base and 2045 MTP horizon: maintenance, enhancement and update.
- TRM-v2, 2016 base year and 2050 MTP development.
- Update CTP and process amendments as necessary and required.
- Update 2045 MTP and process amendments as necessary and required.
- Update and QC of base year data collection/inventory.
- Rolling (continuous) surveys (household, transit onboard, cordon, etc.)
- Regional transit and implementation and coordination, i.e., CRT and BRT).
- Congestion Management Process (CMP)/Mobility Report Card (MRC) data analysis update.
- Implementation of the Regional Freight Plan, including participation stakeholder group.
- 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 and Management and operation

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 emission analysis (REA) pursuant to 40 CFR 93.109(c). Though not required, the Triangle region air quality partners have decided to continue to implement activities including an air quality regional analysis on its MTP and TIP. NCDOT and TJCOG will assist the MPOs in performing this REA on MTP projects.

FY2022 Emphasis Areas and Special Projects Descriptions

Special emphasis projects for the FY2022 UPWP are described below.

Triangle Regional Model (TRM) - Major Model Enhancement

DCHC MPO will continue to review and analyze travel demand and air quality models to determine feasible enhancements to the procedures that are used in the TRM area. DCHC MPO will continue to perform regional travel demand, and micro simulation model runs for existing and future projects. Upon completion of the TRM-V6, the TRM Service Bureau and regional stakeholders will commence revisions and enhancements to respond to the needs and policies of the DCHC MPO and other stakeholders. A first task will be to identify and select enhancements for implementation based on the needs of partners, including local governments, and on the feasibility and costs of desired enhancements. Enhancements within the DCHC MPO include enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies, network quality checks, improved transit ridership forecasting, incorporating tools for policy analysis and responding to policy questions, improving HOV/HOT tools and parking sensitivity enhancements. Additional technical enhancements have also been proposed relative to trip generation, destination choice, and mode choice. Integrated land use and transportation modeling is addressed in a separate item below. Specific activities to develop model enhancements include; staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NCDOT, GoTriangle, CAMPO), consultant assistance in preparing technical specifications and in developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration. The TRM is a regional project, and it is possible that some enhancements sought by DCHC MPO will not be included in the regional model plan, such as the

enhancement of non-motorized trips. In that case, additional activities may include developing extensions to the regional model to meet remaining policy needs of DCHC MPO.

Annual Continuous Travel Behavior Survey (Household Survey)

Work will continue on the tabulation and analysis of the household survey. Also, estimation of parameters 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 Viz scenario planning initiative called Connect 2045. That tool provided a platform for regional socio-economic projection and forecasting. Additionally, it provided an opportunity to explore and debate regional visions for growth, their trade-offs, and alternative development futures. Scenario planning tools, and specifically, Community Viz, will be used throughout the planning process to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system. Results of the scenario planning initiative will be the update and refinement of socio-economic forecasts.

Data Collection and Data Management

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

- 48-hour traffic volume –hourly, bi-directional, classified and 85th percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and

- pedestrians;
- INRIX and HERE data
- StreetLight data
- Travel time and speed survey; and
- Pedestrian and bicycle counts at mid-block and intersections (peak counts and 12-hour counts).
- Crash and safety data
- Transit APC
- Transportation Performance Measures
- Transit Performance Targets data

Transportation models, Congestion Management Programs, federally mandated performance management/targets, and prioritization are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data have been gathered through an ad-hoc, short-term work effort, and have been used to produce model output for multiple years. As the region grows toward more sophisticated models and, as NCDOT and FHWA move toward detailed data-driven processes, it becomes increasingly desirable to undertake comprehensive and systematic data collection and management for the MPO. The on-going MPO data management program is intended to link the model's input directly to existing databases. More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies. Specific products to be 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.

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.

FY2022 UPWP Funding Sources

FY2022 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 FY2022 is below.

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

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

	MPO Total
Federal STBG-DA funds (80%)	\$ 1,691,482
Local match (20%)	\$422,871
Total STBG-DA Funds	\$ 2,114,353

Federal Transit Administration (FTA) Funds

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

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

Section 5303	CHT	GoDurham	LPA	MPO Total
Federal (80%)	\$ 137,200	\$ 142,800	\$ 82,443	\$ 362,443
State (10%)	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
Local (10%)	\$ 17,150	\$ 17,850	\$ 10,305	\$ 45,305
Total Section 5303	\$ 171,500	\$ 178,500	\$ 103,053	\$ 453,053

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

Section 5307	GoDurham	GoTriangle	MPO Total
Federal (80%)		\$ 118,000	\$ 118,000
Local (20%)		\$ 29,500	\$ 29,500
Total Section 5307		\$ 147,500	\$ 147,500

Summary of all Funding Sources

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

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

	FHWA	FTA Transit Planning		
Agency	Planning	5303	5307	Total
Lead Planning Agency	\$ 1,771,121	\$ 82,443		\$ 1,835,564
Town of Carrboro	\$ 17,600			\$17,600
Town of Chapel Hill	\$ 93,200	\$ 137,200		\$ 230,400
City of Durham	\$ 72,639			\$72,639
Durham County	\$ 43,043			\$ 43,043
GoDurham		\$ 142,800		\$ 142,800
GoTriangle			\$ 118,000	\$ 118,000
TJCOG	\$ 65,000			\$ 65,000
Total	\$ 2,062,603	\$ 362,443	\$118,000	\$ 2,543,046

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 FY2022. The local match shares for member jurisdictions referenced below were determined using population and number of data collection locations/segments. GoTriangle is responsible for 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STBG-DA.

Agency	Total FY2022
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 (i.e. the 3-C planning process). The certification resolution is included as part of this work program.

Summary of FY19 - FY20 UPWP Accomplishments

The MPO continued to administer the MPO 3-C Process in order to maintain eligibility for federal funds. The main emphases of the FY2019-20 UPWP were the development of the new generation Triangle Regional Model (TRM-G2) and initial and preparatory work associated with the development of the 2050 Metropolitan Transportation Plan (MTP), updates and amendment of the Comprehensive Transportation Plan, amendment to the 2045 MTP, model enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, Congestion Management Process, development of an interactive Mobility Report Card, MPO data collection and analysis, update of the MPO Data Management System, evaluation of performance indicators, update of Community 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:

Routine MPO Planning Progress and UPWP - The MPO continued to address routine periodic reviews, changes, and progress on the long and short range planning process and changes to the Unified Planning Work Program (UPWP) as required by FAST Act and previous legislation. DCHC MPO will continue to conduct short range transportation and transportation planning activities, and coordinate with necessary local, regional and state agencies to conduct and track transportation projects in the DCHC MPO.

Alternative Transportation 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 MPO, in partnership with CAMPO updated the Regional ITS Deployment Plan. The MPO continue to 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, including monitoring and enhancement of Section 508.

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. MPO staff undertake the model update, improvements and enhancements in coordination with TRM stakeholders; CAMO, NCDOT and GoTriangle.

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. The MPO continues to update safety targets in accordance with provisions of TPM1.

Metropolitan Transportation Plan (MTP)- The MTP and CTP are the centerpieces 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 active transportation and public transportation. Also, the 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 in coordination with partners has embarked on the development of 2050 MTP. The MPO anticipates the next major update of the MTP, the 2050 MTP, will be finalized in late fall 2021.

Development of Comprehensive Transportation Planning and Programs – DCHC MPO continued to evaluate, support, analyze and implement multi-modal transportation plans and programs that foster accessibility, mobility, safety and other FAST Act planning factors. DCHC MPO continued to coordinate with local governments and various transportation stakeholders to develop and promote new programs that will foster better multi-modal transportation options.

MPO Data Development and Maintenance - The MPO continued to collect, tabulate, maintain, and analyze regional information on topics including, but not limited to, census, land use, and related data that is needed for regional demographic forecasting, transportation and land use planning, air quality planning, TRM estimation, calibration and validation, CMP, MRC, transit planning, bike/pedestrian planning, emergency planning, Title VI, and economic development efforts.

Land Use, Socio-Economic, Environmental – DCHC MPO continued to collect, maintain and analyze regional land use, socio-economic and environmental data that will be used in regional demographic forecasting, transportation and land use planning, air quality planning, emergency planning, Title VI, and economic development efforts. DCHC MPO continued to participate, and provide input to NCDOT, in the development of local comprehensive plans, and provide guidance to NEPA/Merger/projected development on land use and zoning issues.

Transportation Plan Reappraisal – DCHC MPO continued to address periodic reviews, changes, and progress on the long-range planning process to foster livable and sustainable communities and transportation systems in the planning area as required by FAST Act and the previous legislations.

Technical Assistance – DCHC MPO continued to perform service requests as well as utilize the expertise and knowledge of the staff in providing technical support services to local governments and interested citizens on transportation planning and other requests that support the planning factors in FAST Act and the previous legislation. This includes coordinating with public transit providers and local units of government in the region to create a regionally seamless transit system that improves accessibility and mobility for all citizens.

Travel Demand Management – Triangle J Council of Governments (TJCOG) on behalf of DCHC MPO continued to implement Travel Demand Management (TDM) strategies to influence individual travel behavior and provide expanded options to reduce the actual demand, or number of vehicles, placed on transportation facilities, and incorporate practices that focus on managing the demand side of the transportation equation rather than increasing supply by widening or building new roads. Progress continued to be made on reduction of peak VMT around the Research Triangle Park employee commute options, and Best Employer for Commute programs.

Regional Strategic Highway Safety Program (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 2019-20 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 the 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. The 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. The MPO continues to perform periodic update and amendments as need be.
5. 2045 Metropolitan Transportation Plan (MTP): The MPO continued to re-evaluate the 2045MTP 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 amendments as required and performing Moves modeling and generating travel demand forecasts, etc.
6. MPO Congestion Management Process (CMP): The MPO continued work on the update, analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, measurement of multi-modal transportation system performance, and implementation of CMP mapping in an interactive GIS.
7. MPO Mobility Report Card (MRC): Staff continued to measure and monitor multi-modal transportation system performance. Other accomplishments included a state-of-the-system report that focuses on measures of system performance for which data collected on an annual basis is used to index overall performance of the MPO transportation system from

- year to year. Data reported included, arterial LOS, intersection LOS, transit services, bicycle facilities, sidewalks, safety, etc. Completed 2019 MRC report as well as online tool.
8. Regional Freight Plan: Staff continued to participate in the Triangle Regional Freight planning and stakeholder coordination with CAMPO, NCDOT and freight logistic companies.
 9. Public Involvement Process: 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, 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. The final report was approved by the Board in the fall of 2020.
 12. US 15-501 Corridor Study: Conducted a corridor study which is undergoing review and public comment.
 13. 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).
 14. Amendments and Administrative Modifications to the TIP: The MPO processed several amendments and administrative modifications to the 2018-27 MTIP and forwarded them to NCDOT to be included in the STIP for BOT approval.
 15. Triangle Regional Model (TRM) Update and Enhancement: The MPO continued to participate in the update and enhancement of the TRM at ITRE. Work tasks accomplished included completion of generation, destination choice and mode choice models, calibration and the validation of 2016 and 2020 Estimation Year TRM-V6. The MPO is a funding partner of the modeling service bureau and continued to provide .5 FTE to ITRE Model Service Bureau.
 16. Bicycle lane restriping. The MPO continued to work with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT.
 17. Other Project Development Planning and NEPA: The MPO continued to participate in project development planning and NEPA for several on-going NCDOT projects within the MPO including; I-40 Managed Lanes Feasibility Study, US 15-501 Corridor Study, US 15-1501 Feasibility Study, NC54 widening project planning, I-40 widening (US15-501 to I-85),

- several bridge replacement projects, resurfacing projects, etc.
18. Oversight, Monitoring and Administration of Transit Grants: The MPO continued to 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.
 19. Service Requests: Staff performed numerous services requests from the public and member agencies.
 20. Management and Operations: Staff continued routine tasks that encompass the administration and support of the 3-C transportation planning process as mandated by federal regulations, Tasks have been divided into the following sub- tasks including, but not limited to:
 - Provided liaisons between DCHC MPO member agencies, transit providers, GoTriangle, CAMPO, NCDOT, NCDEQ, TJCOG, RDU and other organizations at the local, regional, state, and federal levels on transportation-related matters, issues and actions.
 - Provided technical assistance to the MPO Board, member agencies, stakeholders and citizens and other member jurisdictions policy bodies.
 - Participated in joint regional technical meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the region.
 - Reviewed and commented on federal and state transportation-related plans, programs, regulations and guidelines, including review of FAST Reauthorization position papers.
 - Provided assistance to the MPO Board and Technical Committee with meeting preparation, development of agenda and minutes, follow-up to directives to staff, and support of the agenda management system.
 - Updated and provided support for MPO planning documents as required.
 - Administration and oversight of contracts and fiscal management.
 21. Assisted with the compliance of federal and state regulations and mandates.
 22. Training and professional development.

Town of Carrboro UPWP Accomplishments

The Town of Carrboro performed substantial planning work on a range of activities under the DCHC MPO 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. The City 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 purchased 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 2019, 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. The Town implemented a semi- annual bike-ped count reporting system, created a quarterly report on bike-ped-transit metrics and associated work plan, 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.

FY-22 UPWP New Initiative					
	New Initiative Description	Cost	Federal	Match	Requested by
1	US 70 Access Study: East End Connector to T. W. Alexander (City of Durham/ DCO).	\$100,000	\$80,000	20,000	City of Durham
2	US 70 Multimodal Corridor Study: from NC 119 in Mebane to I/85 in Durham (Orange County request). FY22	\$150,000	\$120,000	30,000	Orange County
	MPO Governance & Performance Placeholder				
3	Carbon Emission reduction and monitoring of performance targets. Technical tools & procedures to analyze carbon emissions	\$75,000	\$60,000	15,000	MPO
4	MTP resilience assessment and monitoring (in partnership with CAMPO and TJCOG.). FAST Act includes resilience as a Planning Factor the MPO must address (23 USC 134, 23CFR 450). Also, the regulation requires that MTP “include an assessment of capital investment and other strategies... to reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).	\$50,000	\$40,000	10,000	MPO
5	Robust equitable engagement / disparity; data and analysis tool, including decision making tool for addressing racial injustice in transportation (funding, planning, operational, inclusive growth, etc.).	\$50,000	\$40,000	10,000	MPO
6	Technical and mapping tool and data processing for evaluating MTP & other MPO measures (i.e. Vision Zero).	\$50,000	\$40,000	10,000	MPO
	Total	\$475,000	\$380,000	\$95,000	
	Available funds (Unobligated STBG)		\$1,080,526		
	Balance				

Development Schedule

The proposed development schedule for this UPWP is below. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

Dates	DCHC MPO Activity Description
October -December 2020	Development of draft FY2022 UPWP and coordination with local agencies.
November 2, 2020	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
November 18, 2020	TC reviews draft FY2022 UPWP and recommends Board release for public comment.
December 9, 2020	MPO Board reviews draft of FY2022 UPWP and releases draft for public comment.
December 16, 2020	TC receives draft of FY2022 UPWP and recommends Board approve draft at January 2021 Board meeting.
January 4, 2021	Draft FY2022 UPWP submitted to NCDOT/PTD
January 13, 2021	MPO Board draft FY2022 UPWP, including approval of self-certification process and local match.
January 31, 2021	Deadline for final FY2022 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

MPO Funding Table - Distribution by Agency

Receiving Agency	STBGP Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	20%	0%	80%				
LPA	\$350,000	\$1,400,000	\$92,780	\$371,121	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$453,086	\$10,305	\$1,853,564	\$2,316,955
Carrboro	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
Chapel Hill/CHT	\$23,300	\$93,200	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$40,450	\$17,150	\$230,400	\$288,000
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/GoDurham	\$18,160	\$72,639	\$0	\$0	\$17,850	\$17,850	\$142,800	\$0	\$0	\$0	\$36,010	\$17,850	\$215,439	\$269,299
Durham County	\$10,761	\$43,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,761	\$0	\$43,043	\$53,804
Hillsborough	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$16,250	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,250	\$0	\$65,000	\$81,250
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,500	\$0	\$118,000	\$32,000	\$0	\$118,000	\$150,000
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$422,871	\$1,691,482	\$92,780	\$371,121	\$45,305	\$45,305	\$362,443	\$29,500	\$0	\$118,000	\$592,956	\$45,305	\$2,543,046	\$3,181,308

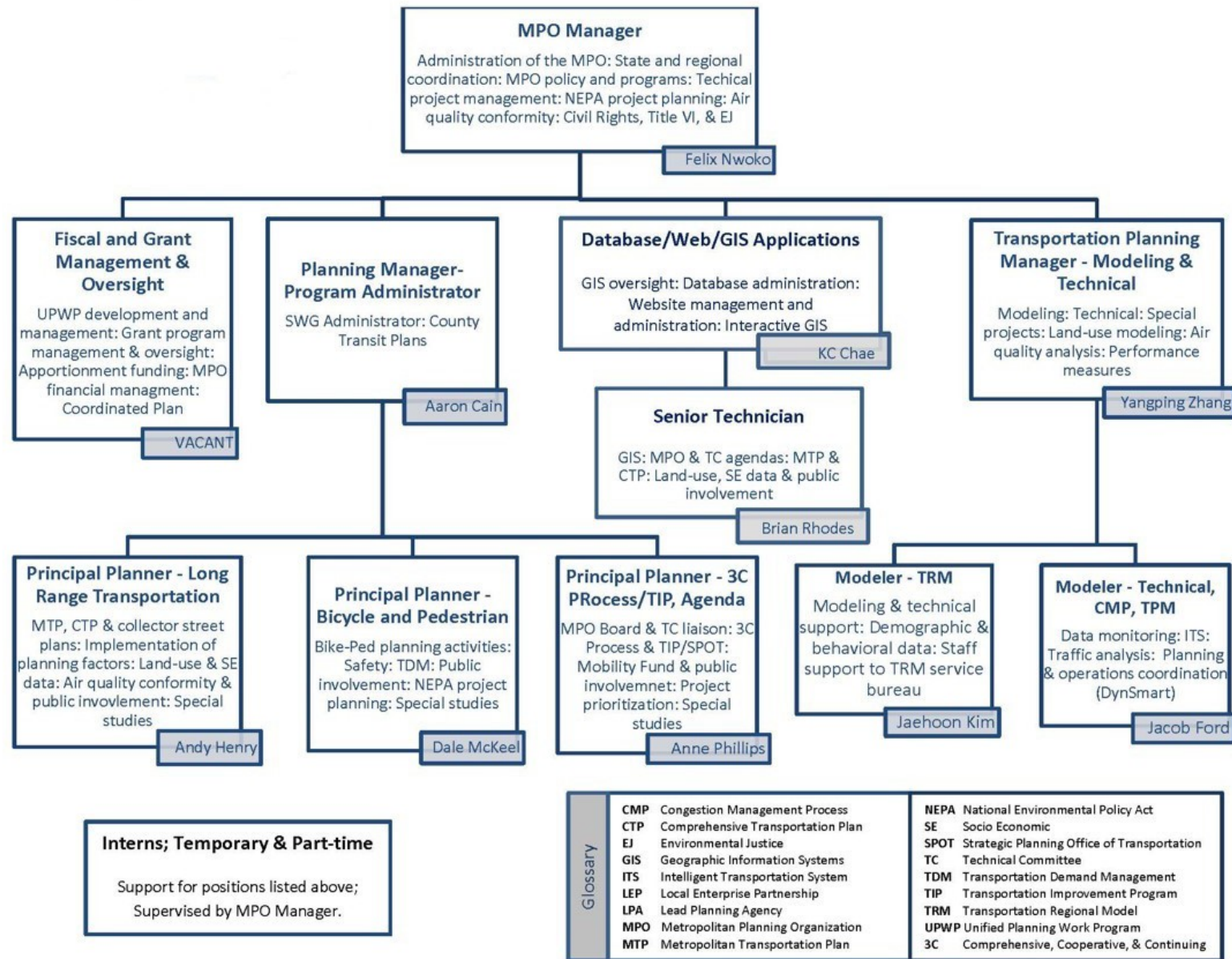
MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STBG P 133(b)(3)(7)		Sec. 104(f) PL		Section 5302 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	20,050	80,200	625	2,500	0	0	0	0	0	0	20,675	-	82,700	103,375
	2 Vehicle Miles of Travel	800	3,200	400	1,600	0	0	0	0	0	0	1,200	-	4,800	6,000
	3 Street System Changes	1,000	4,000	1,120	4,480	0	0	0	0	0	0	2,120	-	8,480	10,600
	4 Traffic Crashes	4,776	19,104	1,080	4,320	0	0	0	0	0	0	5,856	-	23,424	29,280
	5 Transit System Data	3,200	12,800	1,200	4,800	8,444	8,444	67,552	0	0	0	12,844	8,444	85,152	106,440
	6 Dwelling Unit, Pop. & Emp. Change	8,100	32,400	5,000	20,000	0	0	0	0	0	0	13,100	-	52,400	65,500
	7 Air Travel	4,000	16,000	100	400	0	0	0	0	0	0	4,100	-	16,400	20,500
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	14,260	57,040	1,800	7,200	0	0	0	0	0	0	16,060	-	64,240	80,300
	10 Mapping	17,900	71,600	4,800	19,200	3,122	3,122	24,976	0	0	0	25,822	3,122	115,776	144,720
	11 Central Area Parking Inventory	2,240	8,960	625	2,500	0	0	0	0	0	0	2,865	-	11,460	14,325
	12 Bike & Ped. Facilities Inventory	1,820	7,280	1,000	4,000	0	0	0	0	0	0	2,820	-	11,280	14,100
	13 Bike & Ped. Counts	12,040	48,160	1,000	4,000	488	488	3,904	0	0	0	13,528	488	56,064	70,080
II-B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	6,540	26,160	833	3,330	0	0	0	0	0	0	7,373	-	29,490	36,863
	2 Collection of Network Data	3,880	15,520	800	3,200	0	0	0	0	0	0	4,680	-	18,720	23,400
	3 Travel Model Updates	72,080	288,320	4,072	16,288	0	0	0	25,000	0	100,000	101,152	-	404,608	505,760
	4 Travel Surveys	9,000	36,000	3,060	12,240	0	0	0	0	0	0	12,060	-	48,240	60,300
	5 Forecast of Data to Horizon year	526	2,104	240	960	0	0	0	0	0	0	766	-	3,064	3,830
	6 Community Goals & Objectives	360	1,440	1,330	5,320	0	0	0	0	0	0	1,690	-	6,760	8,450
	7 Forecast of Future Travel Patterns	1,920	7,680	1,100	4,400	0	0	0	0	0	0	3,020	-	12,080	15,100
	8 Capacity Deficiency Analysis	5,352	21,408	2,400	9,600	0	0	0	0	0	0	7,752	-	31,008	38,760
	9 Highway Element of th MTP	8,575	34,301	3,800	15,200	0	0	0	0	0	0	12,375	-	49,501	61,876
	10 Transit Element of the MTP	16,647	66,589	3,800	15,200	11,119	11,119	88,955	4,500	0	18,000	36,067	11,119	188,744	235,930
	11 Bicycle & Ped. Element of the MTP	9,498	37,992	2,878	11,512	0	0	0	0	0	0	12,376	-	49,504	61,880
	12 Airport/Air Travel Element of MTP	1,120	4,480	200	800	0	0	0	0	0	0	1,320	-	5,280	6,600
	13 Collector Street Element of MTP	1,794	7,176	600	2,400	0	0	0	0	0	0	2,394	-	9,576	11,970
	14 Rail, Water or other mode of MTP	7,320	29,280	3,350	13,400	0	0	0	0	0	0	10,670	-	42,680	53,350
	15 Freight Movement/Mobility Planning	3,540	14,160	200	800	0	0	0	0	0	0	3,740	-	14,960	18,700
	16 Financial Planning	2,320	9,280	480	1,920	1,306	1,306	10,448	0	0	0	4,106	1,306	21,648	27,060
	17 Congestion Management Strategies	19,036	76,144	1,139	4,555	1,260	1,260	10,080	0	0	0	21,435	1,260	90,779	113,474
	18 Air Qual. Planning/Conformity Anal.	1,960	7,840	1,600	6,400	0	0	0	0	0	0	3,560	-	14,240	17,800
II-C	Short Range Transit Planning														
	Short Range Transit Planning	0	0	0	0	2,850	2,850	22,800	0	0	0	2,850	2,850	22,800	28,500
III-A	Planning Work Program														
	Planning Work Program	7,552	30,208	4,006	16,024	608	608	4,864	0	0	0	12,166	608	51,096	63,870
III-B	Transp. Improvement Plan														
	TIP	18,378	73,512	7,125	28,500	3,775	3,775	30,200	0	0	0	29,278	3,775	132,212	165,265
III-C	Cyl Rgts. Cmp/Otr .Reg. Reqs.														
	1 Title VI	4,183	16,730	1,000	4,000	326	326	2,608	0	0	0	5,509	326	23,338	29,173
	2 Environmental Justice	9,300	37,200	1,640	6,560	384	384	3,072	0	0	0	11,324	384	46,832	58,540
	3 Minority Business Enterprise	2,380	9,520	400	1,600	0	0	0	0	0	0	2,780	-	11,120	13,900
	4 Planning for the Elderly & Disabled	1,746	6,984	400	1,600	384	384	3,072	0	0	0	2,530	384	11,656	14,570
	5 Safety/Drug Control Planning	8,778	35,110	1,600	6,400	0	0	0	0	0	0	10,378	-	41,510	51,888
	6 Public Involvement	22,908	91,632	3,769	15,077	932	932	7,456	0	0	0	27,609	932	114,165	142,706
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.														
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	7,702	30,808	2,600	10,400	0	0	0	0	0	0	10,302	-	41,208	51,510
	3 Special Studies	10,140	40,560	4,668	18,670	1,700	1,700	13,600	0	0	0	16,508	1,700	72,830	91,038
	4 Regional or Statewide Planning	24,546	98,184	3,600	14,400	1,700	1,700	13,600	0	0	0	29,846	1,700	126,184	157,730
III-E	Management & Operations														
	1 Management & Operations	43,604	174,416	11,341	45,365	6,907	6,907	55,256	0	0	0	61,852	6,907	275,037	343,796
	Totals	\$422,871	\$1,691,482	\$92,780	\$371,121	\$45,305	\$45,305	\$362,443	\$29,500	\$0	\$118,000	\$590,456	\$45,305	\$2,543,046	\$3,178,808

LPA

	Task Description	STBGP 153(b)(5)(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%	FIA 80%	Local 10%	NCDOT 10%	FIA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$19,200	\$76,800	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$19,825	\$0	\$79,300	\$99,125
	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	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,425	\$0	\$9,700	\$12,125
	12 Bike & Ped. Facilities Inventory	\$400	\$1,600	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
	13 Bike & Ped. Counts	\$11,640	\$46,560	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,640	\$0	\$50,560	\$63,200
II B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$6,540	\$26,160	\$833	\$3,330	\$0	\$0	\$0	\$0	\$0	\$0	\$7,373	\$0	\$29,490	\$36,863
	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	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$23,839	\$10,305	\$136,579	\$170,724
	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	\$3,350	\$13,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,670	\$0	\$42,680	\$53,350
	15 Freight Movement/Mobility Planning	\$3,540	\$14,160	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,740	\$0	\$14,960	\$18,700
	16 Financial Planning	\$1,000	\$4,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480	\$0	\$5,920	\$7,400
	17 Congestion Management Strategies	\$17,336	\$69,344	\$1,139	\$4,555	\$0	\$0	\$0	\$0	\$0	\$0	\$18,475	\$0	\$73,899	\$92,374
	18 Air Qual. Planning/Conformity Anal.	\$1,960	\$7,840	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,560	\$0	\$14,240	\$17,800
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0							\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-B	Transp. Improvement Plan														
	TIP	\$9,700	\$38,800	\$7,125	\$28,500	\$0	\$0	\$0	\$0	\$0	\$0	\$16,825	\$0	\$67,300	\$84,125
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.														
	1 Title VI	\$4,183	\$16,730	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,183	\$0	\$20,730	\$25,913
	2 Environmental Justice	\$9,300	\$37,200	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$10,940	\$0	\$43,760	\$54,700
	3 Minority Business Enterprise	\$2,380	\$9,520	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,780	\$0	\$11,120	\$13,900
	4 Planning for the Elderly & Disabled	\$1,746	\$6,984	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146	\$0	\$8,584	\$10,730
	5 Safety/Drug Control Planning	\$8,778	\$35,110	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,378	\$0	\$41,510	\$51,888
	6 Public Involvement	\$18,900	\$75,600	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$22,669	\$0	\$90,677	\$113,346
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$4,668	\$18,670	\$0	\$0	\$0	\$0	\$0	\$0	\$7,468	\$0	\$29,870	\$37,338
	4 Regional or Statewide Planning	\$4,436	\$17,744	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,036	\$0	\$32,144	\$40,180
III-E	Management & Operations														
	1 Management & Operations	\$39,800	\$159,200	\$11,341	\$45,365	\$0	\$0	\$0	\$0	\$0	\$0	\$51,141	\$0	\$204,565	\$255,706
	Totals	\$350,000	\$1,400,000	\$92,780	\$371,121	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$453,086	\$10,305	\$1,853,564	\$2,316,955

DCHC MPO Organizational Chart



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 FY2022 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 ortho imagery, 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 TEAAS 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/non-peak) level, segment by trip, segment by time period, spatial analysis (TAZ and census tract) and micro analysis (system level). The MPO will work with regional transit agencies on Onboard transit survey, including collection and analysis of GTFS.

Task II-A-6: Dwelling Unit / Population and Employment Changes

Census data analysis and mapping will form the focus and center piece of this endeavor. 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 processing from various BIG Data sources both peak period and off-peak, 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 G2 (new generation) TRM. 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 transit onboard which was delayed because of COVID-19 pandemic is anticipated to be done in fall of 2021. 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

MPO staff will continues refining Goals and objective to ensure consistency as well as to link them to investments.

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

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

Task II-B-8: Capacity Deficiency Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Task II-B-16: Financial Planning

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

Task II-B-17: Congestion Management Systems Strategies

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

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

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

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

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 FY2023 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 FY2023 UPWP.

Task III-B: Transportation Improvement Program (TIP)

The LPA will continue work associated with the development of the 2023-32 MTIP, including prioritization work (SPOT-6) activities. Also, the MPO will continue to process TIP amendments as needed, including coordinating with the MPO member agencies and conducting public involvement/outreach, and commence work on the development of the TIP ranking and prioritization. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STBG-DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham Transportation Department –Planning Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will examine any possible need to update and amend the current transportation improvement projects (MTIP) that is consistent with the 2045 Metropolitan Transportation Plan, STIP and FHWA/FTA Planning Regulations.

Task III-C: Civil Rights (Title VI) 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. Updating MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board.
2. Developing EJ performance measures.
3. 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.
4. Provide increased opportunities for under-served populations to be represented in the transportation planning process.

5. Define target areas through the use of Census Block Group data from the 2020 Census.
6. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
7. Review existing public outreach and involvement plan.
8. Develop a protocol for responding to issues and concerns regarding environmental justice in general and Hispanic population in particular.
9. 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 paratransit services.

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

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

Task III-C-6: Public Involvement

The MPO will continue to update and enhance the MPO website as well as continue to strive to provide early, proactive, and meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers, to provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process, to assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information. It also includes providing process support, such as developing and preparing informational materials for the MPO website, conducting public outreach, managing the MPO website, preparing and distributing the MPO's newsletter, implementing other social media (Twitter, YouTube and Facebook), and maintaining mailing lists and email lists.

Task III-D: Incidental Planning/Project Development

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

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

Task III-D-3 Special Studies

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include Mobility Report Card, Community Viz integration with RPAT, continuation of the US 15-501 Corridor Study, the regional ITS and Toll studies, MS2 Data portals, funding/E-TIP database, application and portals development, incident management plan, GIS enterprise/GIS online, non-motorized trip model update, land-use model update, bicycle-pedestrian superhighway study, etc. Hillsborough will undertake a corridor study along US 70 Bypass and the City/County of Durham are proposing a corridor access study along US 70.

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					MPO Board 01/13/2021 Item 8
July 1, 2020 to June 30, 2025					
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FY	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Period	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025	July 1, 2025-June 30, 2026
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	TPM	TPM data	VTM data and analysis	TPM data and analysis	TPM data and analysis
1.9	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.
1.10	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial database and GIS enterprise
1.11	Parking inventory	Parking inventory	Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and Reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2023 UPWP	Develop FY 2024 UPWP	Develop FY 2025 UPWP	Develop FY 2026 UPWP	Develop FY 2027 UPWP
2.5	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration
	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
2.7	LPA Local Match Cost Sharing, including preparation of annual report.	LPA Local Match Cost Sharing, including preparation of annual report.	LPA Local Match Cost Sharing, including preparation of annual report.	LPA Local Match Cost Sharing, including preparation of annual report.	LPA Local Match Cost Sharing, including preparation of annual report.
2.8	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.
3	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP	Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning/CTP

DCHC MPO 5-Year Unified Planning Work Program

July 1, 2020 to June 30, 2025

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FY	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Period	July 1, 2021-June 30, 2022	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		Amendment of CTP and 2045 MTP as necessary or required. Re-adoption of the CTP if need be.	Amendment of the 2050 MTP for AQ analysis and conformity as necessary	Amendment of CTP and 2050 MTP as necessary or required. Re-adoption of the CTP if need be.	2050 MTP environmental analysis and consideration
3.2	Refinement of SE forecast to Horizon and intermediate years and mesh with 2020 Census	Integration of resiliency planning.	Framework for incorporating technology and autonomous / connected vehicles into the 2050 MTP	Work associated with Goals, Objectives and targets for 2055 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 2055 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 2050MTP analyses.	Public outreach for deficiency analysis, existing condition and need assessment	Selection of Preferred MTP Option.
3.5	CTP continual update and amendment 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 2055 MTP	AQ analysis and conformity determination process
3.6	Performance measures and targets analysis	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 2055 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 selection of the preferred scenario	CTP continual update and amendment as necessary.	Adoption of 2050 MTP and AQ conformity report
	Development of networks and update of base maps	2050 Goals, Objectives and Performance Measures	Socio-economic and demographic forecasts for 2055 MTP, including 2030 and 2040 intermediate years	Incorporation of freight, airport, safety, EJ, etc.	Initiation of 2055 MTP development and update process
	Existing condition assessment and linkages to the MPO adopted goals and objectives	Initiate Community Viz 3.0 model update and land-use scenario building.	Existing conditions and deficiency analyses continue	Amendment of the 2045 MTP as necessary	Amendment of the 2045 MTP as necessary
	2050 MTP Public and equity engagement continues.	Public outreach and involvement for the 2050 MTP	Assessment of Need for the 2050 MTP		
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of annual continuous household and transit on board survey. Coordination of estimation year data collection	Support MPO 2050 MTP and air quality conformity model applications	Develop TRMvG2: continue estimating models for tour mode choice	Develop TRMvG2: incorporate existing model components for commercial vehicles & external models	Develop TRMvG2: 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 TRM-G2: model applications update and enhancement continue	Develop TRMvG2: initial model calibration and validation begins	Develop TRMvG2: 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 TRMvG2: continue estimating models for tour mode choice	Base-year data collection and tabulation	2020 census TAZ delineation
4.5	Maintain/enhance TRMv6.x: develop improved parking model	Develop TRMvG2: begin developing/adapting application programs for population synthesizer/tour-activity scheduler/router		Base-year network update	

DCHC MPO 5-Year Unified Planning Work Program

July 1, 2021 to June 30, 2026

	1	2	3	4	5
FY	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Period	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025	July 1, 2025-June 30, 2026
4.6	Develop TRMvG2: investigate/specify tour/activity scheduler/router	Develop TRMvG2: begin model estimation and calibration for usual work and school location, activity scheduler, and router			
	Develop TRMvG2: begin preparing data for estimation	Continuous household travel behavior survey	Continuous household travel behavior survey	Continuous household travel behavior survey	Continuous household travel behavior survey
	Develop TRMvG2: available data will be entered in selected data structure				
4.7					
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans	on-going implementation of the bike and pedestrian plans
5.3	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues	Administration of the Staff Working Group (SWG) and support to the Tax districts revenues
6.3	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.	Update, implementation and oversight of Durham and Orange Transit Plans.
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)	MRC report and AGOL	On-going update and enhancement of the MPO Mobility Report Card (MRC)
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Transportation Performance Measures (TPM)	Update of area of influence and congestion networks. Application & reevaluation of definition of congestion		Update of area of influence and congestion networks. Application & reevaluation of definition of congestion	
7.4	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update	Transportation system definition (modes & networks)	TPM web applications update
7.5		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Identification and evaluation of strategies continues
7.9		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
	Review and confirm data to be used in SPOT 6 (2023-2032 STIP)	Submit SPOT 6 Division Needs points assignment	Develop 2023-2032 MTIP including public input and comment process	Update TIP ranking & project prioritization methodology as necessary	Develop 2025-2034 MTIP including public input and comment process
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Adopt 2023-2032 MTIP	Submit SPOT 7 Regional Impact points assignment	Adopt 2025-2034 MTIP
	Submit SPOT 6 Regional Impact points assignment	Adopt 2023-2032 STIP	Review SPOT 7 (2025-2034) project submissions and prepare comparative analysis	Submit SPOT 7 Division Needs points assignment	Review SPOT 8 (2027-2036) project submissions and prepare comparative analysis

Program July 1, 2021 to June 30, 2026

	1	2	3	4	5
FY	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Period	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025	July 1, 2025-June 30, 2026
			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. 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	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update	Community Viz and UrbanSim implementation, maintenance and update
	Monitoring of landuse development and consistency check with SE forecasts	Monitoring of landuse development and consistency check with SE forecasts	Monitoring of landuse development and consistency check with SE forecasts	Monitoring of landuse development and consistency check with SE forecasts	Monitoring of landuse development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
14.1	Development of the MPO Safety plan to reflect State Highway Safety initiatives	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.	Update MPO Safety plan and incorporate features of Vision Plan.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning

DCHC MPO 5-Year Unified Planning Work Program					MPO Board 01/13/2021 Item 8
July 1, 2021 to June 30, 2026					
	1	2	3	4	5
FY	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Period	July 1, 2021-June 30, 2022	July 1, 2022-June 30, 2023	July 1, 2023-June 30, 2024	July 1, 2024-June 30, 2025	July 1, 2025-June 30, 2026
	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination	Ongoing freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation	planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software	Acquire and Maintain Data (ex. Streetlight and other passive data); maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.	Data development and update. Maintenance and update of spatial geodatabase applications and AGOL.
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	Board directives	Board directives	Board directives	Board directives	Board directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
			NC 751 Corridor Study		

Appendix

MPO Board 01/13/2021 Item 8

Common Acronyms and Abbreviations

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)

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 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500
	13 Bike & Ped. Counts	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$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
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$380	\$1,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380	\$0	\$1,520	\$1,900
III-B	Transp. Improvement Plan														
	TIP	\$700	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700	\$0	\$2,800	\$3,500
III-C	Civil Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$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	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Management & Operations	\$220	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220	\$0	\$880	\$1,100
	Totals	\$4,400	\$17,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000

Town of Carrboro
TASK DESCRIPTIONS & NARRATIVES FY
2022 UPWP

Task II-A-10: Mapping

Agencies to update geo-spatial mapping for SE data, development proposals/permits/Cos, Bike-pedestrian networks, development review activities, building permit and Certificate of Occupancy (CO) data, highway element of the 2050 MTP, transit element of the 20505 MTP, etc.

Bike network mapping and attributes

Sidewalk mapping and attributes Transit

route mapping with attributes Transit

segment mapping

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 maps made for the MTP, CTP, and other MPO-related activities
2. Provide any data or maps as requested by the LPA
3. Maintain current GIS data for all transportation planning activities in Carrboro
4. 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 Specialist or GIS Technician; Local Staff hours: 80 hours

Task II-A-12: Bike and Pedestrian facilities Inventory

The Town will continue to update mapping for bike and pedestrian networks.

Objectives

To provide the MPO with updated bike-ped GIS data.

Previous Work

The Town has provided updated bike-ped GIS data to the MPO in past years .

Proposed Activities

The Town will track and update the mileage of bike-ped facilities as they are completed. Expected completions include Jones Creek Greenway and E Main St Bike Lanes.

Products

1. Generate updated bike-pedestrian GIS maps and attributes (including trails).
2. Update of geodatabase of bike-pedestrian inventory
3. Collect Bike-pedestrian facility information for SPOT, CMAQ/TAP funding

Relationship to other plans and MPO activities

2050 MTP, Carrboro 2040 Comprehensive Plan, Carrboro 2019 Updated Bike Plan

Proposed budget and level of effort

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

Task II-A-13: Bike and Pedestrian Counts

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

Objectives

To collect continuous, reliable pedestrian and bicycle volume data that can be averaged over time and disaggregated for independent variables such as month, time, and weather. The Town will also supply bicycle and pedestrian 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, Carrboro 2040 Comprehensive Plan, Carrboro 2019 Updated Bike Plan, Jones Ferry Road Protected Bike Lane Planning

Proposed budget and level of effort

100 percent of work to be completed by the Transportation Planner; Local Staff hours: 40 hours

Task III-A: UPWP

Development of the FY23UPWP, process amendment of the FY22 UPWP as necessary, prepares quarterly invoice and reimbursement requests. The Town will administer the FY 2022 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 FY2022 UPWP activities, and process amendments to the UPWP if necessary. The Town will submit Carrboro's portion of the FY2022 UPWP to the MPO and participate in oversight of the UPWP process.

Previous Work

Town staff has prepared UPWPs each year and tracked the completion of UPWP tasks with quarterly progress reports. Progress reports have made clear how much funding remains for tasks in the fiscal year, guiding whether or not amendments are necessary. Town staff has also participated in LPA oversight meetings.

Proposed Activities

1. Complete quarterly reports for the 2022 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 FY23 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

100 percent of work to be completed by Transportation Planner; Local staff hours: 40 hours

Task III-B: TIP/SPOT

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. NEPA documentation for TIP projects and other pre-TIP planning activities

Products

1. 2021-2029 MTIP local agencies' supplement.
2. MTIP amendments.
3. Summary of public involvement activities.
4. STP-DA/TAP project delivery status.
5. SPOT-6 local prioritization and points assignments
6. STP-DA obligated 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

60 percent of work to be completed by Transportation Planner; 40 percent of work to be completed by Planning Administrator; Local staff hours: 70 hours

Task III-C-6: Public Involvement

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

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 involvement activities in FY 2022, similar to proposed activities described below, and will include increasing use of social media for notice of local matters on transportation matters, MPO meetings and input opportunities, as well as NCDOT and other statewide transportation projects that seek input.

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. Update public involvement mailing list (and email address).
2. Summary of public involvement activities, including means of advertisement, attendance, and response to comments.
3. Report on the analysis of the effectiveness of the local agencies' public involvement.
4. ADA checklist and activities.

Relationship to other plans and MPO activities

This task supports all plans and MPO activities.

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: 120 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. The Town will also work to develop a comprehensive plan, including a local transportation element which can be used to inform local priorities to be included in the 2050 MTP. The Town is also working to plan a Protected Bike Lane on Jones Ferry Road, this process will include a broad range of data collection, public outreach, and assessment of local preference for types of bike lane protection.

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 E Main Street Restriping Plan, 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. Jones Ferry Road Protected Bike Lane Study
3. Related data for use by MPO
4. Transportation Element of local Comprehensive Plan

Relationship to other plans and MPO activities

2050 MTP, 2019 Updated Bicycle Plan, Downtown Parking Study, 2040 Comprehensive Plan

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: 60 hours

III-E-1 Management and Operations.

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

Objectives

To participate in and contribute to MPO-related meetings and adhere to the goals and tasks laid out in the Unified Planning Work Program. Town staff will ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues.

Town staff will also ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues. To improve staff efficiency and knowledge through training sessions and educational materials.

Previous Work

Similar to proposed activities described below.

Proposed Activities

1. Attend and participate in MPO Board, 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

1. Staff reports for Town Council 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: 25

Town of Chapel Hill

		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%				
I	A	Surveillance of Change														
	1	Traffic Volume Counts	\$850	\$3,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850	\$0	\$3,400	\$4,250
	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	\$2,100	\$8,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100	\$0	\$8,400	\$10,500
	11	Central Area Parking Inventory	\$440	\$1,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440	\$0	\$1,760	\$2,200
	12	Bike & Ped. Facilities Inventory	\$1,320	\$5,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600
	13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I	B	Long Range Transp. Plan (MTP)														
	1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Highway Element of th MTP	\$1,350	\$5,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350	\$0	\$5,400	\$6,750
	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	\$1,320	\$5,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600
	17	Congestion Management Strategies	\$1,700	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700	\$0	\$6,800	\$8,500
	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I	C	Short Range Transit Planning														
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A		Planning Work Program														
		Planning Work Program	\$760	\$3,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760	\$0	\$3,040	\$3,800
III-B		Transp. Improvement Plan														
		TIP	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$24,000
III-C		Cvl Rgts. Cmp/Otr. Reg. Reqs.														
	1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Public Involvement	\$1,900	\$7,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900	\$0	\$7,600	\$9,500
	7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D		Incidental Plng./Project Dev.														
	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Special Studies	\$2,800	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$14,000
	4	Regional or Statewide Planning	\$2,360	\$9,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,360	\$0	\$9,440	\$11,800
III-E		Management & Operations														
	1	Management & Operations	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
		Totals	\$23,300	\$93,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,300	\$0	\$93,200	\$116,500

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2022 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 data will serve to support local plans and feed into the MPO Congestion Mitigation Process and other regional studies. The Town is building and will utilize a Town-wide model for more in depth traffic analysis.

Objectives

- Collect local traffic counts
- Utilize 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
- Utilize 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.
- Maintain GIS-Online

Previous Work:

- Mapping for MTP, CTP, 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

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:

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 and identify projects for the 2050 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 roadway and corridor studies

Previous Work:

- 2040 and 2045 MTP
- Travel demand forecast
- Capacity deficiency analysis
- Elliott Road Extension design

Proposed Activities:

- Design local roadways in 2045 MTP
- Work with NCDOT and consultants to design highways in MTP
- Attend meetings and provide data for roadway and corridor studies

Products:

- Designs for NC 54, US 15-501, I-40/NC 86
- MPO roadway and corridor studies

Relationship to Other Plans and MPO Activities:

2045/2050 MTP and CTP, STIP/TIP.

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

Task will be undertaken by Transportation Planners and Division Manager. **140 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, MTP, Orange County Transit Plan

Proposed Budget and Level of Effort (Staff):

Task will be undertaken primarily by the Division Manager. **120 hours**

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 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 FY22 UPWP that describe 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 FY23 UPWP.

Objective:

- Administer the FY22 UPWP
- Develop, maintain, and complete the UPWP quarterly reports and invoices
- Prepare UPWP amendments as necessary
- Prepare the FY23 UPWP

Previous Work:

- Previous UPWPs

Proposed Activities:

- Review and amend relevant portions of the FY22 UPWP
- Prepare and submit quarterly reports
- Develop the FY23 UPWP
- Attend MPO Oversight Committee meetings as required

Products:

- Amendments to the current UPWP as necessary
- Quarterly reports for current UPWP
- FY23 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 help finalize the SPOT 6.0 process and develop 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 list from SPOT 6.0
- TIP amendments as necessary
- Budgets and plans for new STIP projects
- Status updates on existing STIP projects

Relationship to Other Plans and MPO Activities:

2045/2050 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 2022 Community Survey

Products:

- Record of public input opportunities

Relationship to Other Plans and MPO Activities

STIP/TIP, Mobility and Connectivity Plan

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 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
- 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 study and implement specific elements of regional transit and the Orange County Transit Plan. The Town will 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
- Participate in Orange County Transit Plan update process

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, 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 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

	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%	NC DOT 10%	FTA 80%	Local 10%	NC DOT 10%	FTA 80%	Local	NC DOT	Federal	Total
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Bike & Ped. Facilities Inventory 13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th MTP	\$1,511	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,511	\$0	\$6,053	\$7,566
	10 Transit Element of the MTP	\$1,511	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,511	\$0	\$6,053	\$7,566
	11 Bicycle & Ped. Element of the MTP	\$1,511	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,511	\$0	\$6,053	\$7,566
	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
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$454	\$1,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$454	\$0	\$1,816	\$2,270
III-B	Transp. Improvement Plan														
	TIP	\$3,178	\$12,711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,178	\$0	\$12,711	\$15,890
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$908	\$3,632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$908	\$0	\$3,632	\$4,540
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$3,632	\$14,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,632	\$0	\$14,528	\$18,160
	3 Special Studies	\$4,540	\$18,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,540	\$0	\$18,160	\$22,700
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Management & Operations	\$908	\$3,632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$908	\$0	\$3,632	\$4,540
	Totals	\$18,160	\$72,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,160	\$0	\$72,639	\$90,799

City of Durham
TASK DESCRIPTIONS & NARRATIVES
FY 2022 UPWP

MPO Board 01/13/2021 Item 8

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 for the highway element of the 2050 MTP. Specifically, the City will assist in the evaluation of any needed amendments to the plans. Also, the City will identify and evaluate highway 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. Move Durham Study;
5. Travel demand forecast; and,
6. Capacity deficiency analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for highway projects;
3. Re-evaluation of 2045 highway element;
4. Provide support for development of 2050 MTP;
5. Generate highway projects and alternatives;
6. Evaluate highway projects and alternatives; and,
7. 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, 150 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, and Support of the evaluation of the transit element of

the 2050 MTP, including DO-LRT, Commuter rail and BRT activities. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives. An extensive roster of transit routes, projects and services will be identified based on the current routes, 2013 base year, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the CTP/MTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the MTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

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

Previous Work:

1. 2045 MTP;
2. Feasibility studies (regional transit plans , STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, Chapel Hill Transit Master Plan, etc.);
3. Move Durham Study;
4. Transit 5-year TDP and master plans;
5. Travel demand forecast; and,
6. 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, 150 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, and support of the evaluation of the bicycle and pedestrian element of the 2050 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;
2. Collect public input on bicycle and pedestrian facilities and programs to be included in the CTP/2045 MTP/2050 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 2045 MTP;
2. Move Durham Study;
3. 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, in order to capture all

proposed projects within the MPO.

Proposed Budget and Level of Effort

Transportation Planner II, 150 hours

Task III-A: Planning Work Program

Administer the FY 2021-2022 Unified Planning Work Program (UPWP) and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2023 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 2021-2022 UPWP.
2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines.
3. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. Previous UPWPs
2. Previous Amendments to the UPWP

Proposed Activities:

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

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2023 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 2023-2032 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:

Previous DCHC MPO Transportation Improvement Programs.

Proposed Activities:

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

Expected Work Product:

1. Work with the MPO in the development of STI.
2. Assist and provide support to the LPA regarding STI
3. FY 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, 315 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, social media;
3. Advertisements.

Proposed activities:

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

Expected Work Products:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

Transportation Planner II, 90 hours

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

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

Objectives:

1. To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
2. To ensure the needs of the citizens in the City portion of the DCHC MPO planning area are considered in the project planning process.

Previous Work:

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

Proposed Activities:

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

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

The activities of this task are directly related to transportation projects in the long-range

transportation plan and to projects that are being considered for TIP funding.

Proposed Budget and Level of Effort

Transportation Planner II, 360 hours

III-D-3: Special Studies

The City will participate in MPO special studies including the proposed US 70 East Access Study

Objectives

1. To develop focused studies for the US 70 Corridor between the East End Connector and Durham/Wake County Line.

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 70 East Access Study will include analysis related to the Highway and Bicycle and Pedestrian Elements of the MTP, along with existing NCDOT projects in the TIP.

Proposed Budget and Level of Effort

Transportation Planner II, 450 hours

III-E-1: Management and Operations

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

Objective:

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

Previous Work:

1. Management of the 3C process using previous Unified Work Program and prospectus documents, transportation plans, and Memorandum of Understanding. Specifically, previous tasks include but not limited to preparation of Technical Committee (TC) and

the MPO Board meeting agendas, providing technical assistance to the MPO Board, development of the TIP, preparation of the annual UPWP, working with other agencies, such as NC Division of Air Quality, etc.

Proposed Activities:

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

Work Product Expected:

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

Relationship to other plans and MPO activities

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

Proposed Budget and Level of Effort

Transportation Planner II, 90 hours

Durham County

	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
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rate	\$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
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	10 Transit Element of the MTP	\$5,400	\$21,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400	\$0	\$21,600	\$27,000
	11 Bicycle & Ped. Element of the MTP	\$785	\$3,139	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$785	\$0	\$3,139	\$3,924
	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 Strategy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Civil Rights, Comp./Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Planning/Project Dev.														
	1 Transportation Enhancement Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$6,000	\$7,500
III-E	Management & Operations														
	1 Management & Operations	\$1,076	\$4,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076	\$0	\$4,304	\$5,380
	Totals	\$10,761	\$43,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,761	\$0	\$43,043	\$53,804

Durham County
TASK DESCRIPTIONS & NARRATIVES
FY 2022 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.

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

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

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

TJCOG
TASK DESCRIPTIONS & NARRATIVES
FY 2022 UPWP

III-D-4. Regional or Statewide Planning.

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and anchor institution partners.

Objectives

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

Previous work

Facilitation and preparation of Joint 2045 Metropolitan Transportation Plan; MTP and TIP air quality conformity coordination and determination report preparation, TRM executive committee support, facilitate joint MPO technical team meetings, Joint MPO Executive Committee coordination, assist with preparation and conduct of Joint MPO Policy Boards meetings, GoTriangle and county transit plan participation, MPO area plan and project participation. Assist with 2016 TRM estimation year data. Increased validation site data for CommunityViz using intern. Development of 3rd version of CommunityViz growth allocation model. Participation on TCRP transit prioritization panel.

Proposed activities

Major activities will include inputs and scenario creation with CommunityViz 3.0 for use with the 2050 MTP, 2045 MTP follow-up and amendments, including AQ conformity work; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables. Other activity would include: 1) continued transition of some socioeconomic data and method responsibilities from ITRE TRM team to TJCOG CommunityViz team; and 2) helping MPOs track land use, socioeconomic, travel market and housing related performance metrics for the Metropolitan Transportation Plan, county transit plans, MPO small area plans, and major transit capital projects; depending on the scale and scope of expanded activities, a budget amendment may be needed. TJCOG will continue to participate in local and regional projects and conversations related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz 3.0 data and scenario deliverables.
- 2050 work tasks
- 2045 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support
- Triangle Regional Model Executive Committee tasks
- Transportation-land use-affordable housing and travel market data and reports, as appropriate
- Systematic performance metric tracking from 2045 MTP and county transit plans for land use, affordable housing and related socioeconomic characteristics (e.g. in transit station areas or along transit investment corridors or alignments)
- improved validation site database, especially for urban and mixed use place types near transit, with more sites and closer integration with InfoUSA or other employment site data.
- Databases, GIS files and summary reports related to expanded data analysis and warehouse roles.

Relationship to other plans and MPO activities

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

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.

Chapel Hill Transit

	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
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$850	\$3,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850	\$0	\$3,400	\$4,250
	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	\$368	\$368	\$2944	\$0	\$0	\$0	\$368	\$368	\$2,944	\$3,680
	6 Dwelling Unit, Pop. & Emp. Chang	\$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 Rate	\$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	\$2,100	\$8,400	\$0	\$0	\$3122	\$3122	\$24976	\$0	\$0	\$0	\$5,222	\$3122	\$33,376	\$41,720
	11 Central Area Parking Inventory	\$440	\$1,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440	\$0	\$1,760	\$2,200
	12 Bike & Ped. Facilities Inventor	\$1,320	\$5,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$488	\$488	\$3904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon yea	\$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	\$1,350	\$5,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350	\$0	\$5,400	\$6,750
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$488	\$488	\$3904	\$0	\$0	\$0	\$488	\$488	\$3,904	\$4,880
	11 Bicycle & Ped. Element of the MT	\$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	\$1,320	\$5,280	\$0	\$0	\$980	\$980	\$7840	\$0	\$0	\$0	\$2,300	\$980	\$13,120	\$16,400
	17 Congestion Management Strategie	\$1,700	\$6,800	\$0	\$0	\$1260	\$1260	\$10080	\$0	\$0	\$0	\$2,960	\$1260	\$16,880	\$21,100
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$240	\$240	\$1920	\$0	\$0	\$0	\$240	\$240	\$1,920	\$2,400
III-A	Planning Work Program														
	Planning Work Program	\$760	\$3,040	\$0	\$0	\$608	\$608	\$4864	\$0	\$0	\$0	\$1,368	\$608	\$7,904	\$9,880
III-B	Transp. Improvement Plan														
	TIP	\$4,800	\$19,200	\$0	\$0	\$3122	\$3122	\$24976	\$0	\$0	\$0	\$7,922	\$3122	\$44,176	\$55,220
III-C	Civil Rgts. Cmp/Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$384	\$384	\$3072	\$0	\$0	\$0	\$384	\$384	\$3,072	\$3,840
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disable	\$0	\$0	\$0	\$0	\$384	\$384	\$3072	\$0	\$0	\$0	\$384	\$384	\$3,072	\$3,840
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,900	\$7,600	\$0	\$0	\$606	\$606	\$4848	\$0	\$0	\$0	\$2,506	\$606	\$12,448	\$15,560
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	1 Transportation Enhancement Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$2,800	\$11,200	\$0	\$0	\$1700	\$1700	\$13600	\$0	\$0	\$0	\$4,500	\$1700	\$24,800	\$31,000
	4 Regional or Statewide Planning	\$2,360	\$9,440	\$0	\$0	\$1700	\$1700	\$13600	\$0	\$0	\$0	\$4,060	\$1700	\$23,040	\$28,800
III-E	Management & Operations														
	1 Management & Operations	\$1,600	\$6,400	\$0	\$0	\$1700	\$1700	\$13600	\$0	\$0	\$0	\$3,300	\$1700	\$20,000	\$25,000
	Totals	\$23,300	\$93,200	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$40,450	\$17,150	\$230,400	\$288,000

**Chapel Hill Transit
FTA TASK NARRATIVE
TABLE FY2022 UPWP**

1-	MPO	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	DCHC-MPO (Chapel Hill)	
2-	FTA Code	44200	44200	44200	44200	44200	44200	44200	44200	44200	44200	44200	44200	44200	44200	
3-	Task Code	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	II-4-3	
4-	Title of Planning Task	Transit System Data	Mapping	Bicycle and Pedestrian Counts	Transit Element of the	Financial Planning	Congestion Management Strategies	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Special Studies	Regional or Statewide Planning	Management and Operations
5-	Task Objective	Collect daily, weekly and monthly ridership counts; compile service-related information by route. Assemble transit system characteristics. Provide annual TAM and State of Good Repair target inventories	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities	Collect data on existing bicycle and pedestrian activity from transportation impact surveys and Town's network of transit route assessment.	Support the evaluation of the transit element of the 2050 MTP, including Commuter Rail and BRT activities. Implement the Chapel Hill Transit short range transit plan	Monitor implementation of adopted Financial Plan for 2050 MTP, Orange County Transit Plan, and other plans/projects	Support the updates of the MPO CMP and Mobility Report Card activities. Coordinate with Triangle Regional TDM program to implement regionwide TDM program. Review development TIAs and evaluate impacts on transit. Utilize Town model to evaluate impacts.	Transit development plan to support regional County Transit Plans, BRT/commuter rail initiatives, including performance measurement and performance based programming.	Development of the FY22 UPWP, process amendments to the adopted TIP and prepare information for amendments to TIP.	Participate in the SPOT 6.0 process, monitor and implement the adopted TIP and prepare information for amendments to TIP.	Assist with the implementation of the MPO EJ and LEP programs within the Town. Ensure adequate public outreach and input by low income and minorities (EJ community) in the area.	Document ADA planning and outreach activities in transit planning. Implement Town's ADA Transition Plan	Ensure public participation and input throughout the transportation planning process	Prepare special studies to support ongoing transit operations.	Support regional and statewide planning projects, including Triangle Bikeway, Commuter Rail, OC Transit Plan, and others.	Support various transit planning activities
6-	Tangible Product Expected	Ridership counts, routes/service assessment, traffic signal assessment, annual TAM and SGR inventories and targets	MPO Regional GIS database and CMS database.	Data on existing bicycle and pedestrian activity.	Evaluation of transit preferred options, update 2050 transit tables and attributes, update geodatabase of transit preferred options and final 2050 projects	Refinements to the 2050 MTP financial plan, quarterly reports and annual work plan for the OC Transit Plan, other budgets and workplans for transit projects	Preparation of DCHC MPO CMS and other traffic projects. Development of TDM program, developments with appropriate traffic mitigation	5- year and 10-year plan, system performance report, GIS shape files of routes and proposed changes	Draft and final FY23 UPWP, quarterly invoices and reports for ongoing TIP projects, amendments as necessary, transmittal of documentation, work products/deliverable highlighted elsewhere to the LPA	Monitor final SPOT 6.0 projects, budgets and progress reports for ongoing TIP projects, amendments as needed	Updated EJ/LEP mailing list (address and email), community plan activities, route and maps showing ADA target areas	Annual assessment, updated ADA plan activities, route maps showing ADA target areas	Summary of public involvement activities	Participation in design/NEPA for BRT, work on other special studies as needed	Participation in regional, statewide, and local planning initiatives.	Ongoing transit activities and reporting requirements
7-	Expected Completion Date of Product(s)	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022	6/30/2022
8-	Previous Work	Data Collection	Support for development of geo spatial database. Maintained current transit GIS data	Collection of bike and pedestrian count data	Development of 2045 MTP transit projects, Orange County Transit Plan inputs, BRT alternatives analysis	2045 Financial Plan and CHT's Sustainability Plan	2019 Mobility Report Card, previous years' TDM programs and reports	CHT Short Range Transit Plan, CHT financial feasibility plan, DO-LRT planning	Development and management of previous years' UPWPs	SPOT 4.0/5.0 project submissions, current TIP/STIP, monitoring and implementing past TIP projects	Continuous outreach to EJ/LEP communities, strategizing to improve communication. Work with other depts. to increase outreach.	Ongoing monitoring, CHT bus stop facility inventory	Public meetings for 2045 MTP and CTP, meetings and surveys for SRTP and BRT	Mobility and Connectivity Plan, N-S Corridor Study Alternatives Analysis	US 15-501 South Corridor Study, NC 54 Corridor Study	Management of transit planning activities
9-	Prior FTA Funds															
10-	Relationship To Other Activities	Supports implementation of MTP and Orange County Transit Plan. Input to Short-Range Transit Plan and TDM activities	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development and implementation of CMS. Supports implementation of regional TDM programs.	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports implementation of annual work program	Supports implementation of adopted MTP and TIP	Supports all aspects of MPO and local transportation planning.	Supports the MPO ADA Plan	Supports all MPO and Town transportation planning activities	Supports implementation of adopted MTP, TIP and other state/federally funded projects	Supports the implementation of the adopted 2045 MTP, TIP, and the Chapel Hill Short Range Transit Plan.	Supports all other transit planning activities MPO-wide.
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	12- HPR - Highway - NCDOT 20%															
13-	13- HPR - Highway - FHWA 80%															
14-	14- Section 104 (f) PL Local 20%															\$0
15-	15- Section 104 (f) PL FHWA 80%															\$0
16-	16- Section 5303 Local 10%	\$360	\$3,122	\$48	\$48	\$98	\$1,200	\$240	\$608	\$3,122	\$384	\$384	\$606	\$1,700	\$1,700	\$1,700
17-	17- Section 5303 NCDOT 10%	\$368	\$3,122	\$48	\$48	\$98	\$1,200	\$240	\$608	\$3,122	\$384	\$384	\$606	\$1,700	\$1,700	\$1,715
18-	18- Section 5303 FTA 80%	\$2,944	\$24,976	\$3,900	\$3,900	\$7,848	\$10,080	\$1,920	\$4,864	\$24,976	\$3,072	\$3,072	\$4,848	\$13,600	\$13,600	\$13,720
19-	19- Section 5307 Transit - Local 10%															\$0
20-	20- Section 5307 Transit - NCDOT 10%															\$0
21-	21- Section 5307 Transit - FTA 80%															\$0
22-	22- Section 5309 Transit - Local 10%															\$0
23-	23- Section 5309 Transit - NCDOT 10%															\$0
24-	24- Section 5309 Transit - FTA 80%															\$0
		\$3,680	\$31,220	\$4,880	\$4,880	\$9,800	\$12,600	\$2,400	\$6,080	\$31,220	\$3,840	\$3,840	\$6,060	\$17,000	\$17,000	\$17,000
		\$3,680	\$31,220	\$4,880	\$4,880	\$9,800	\$12,600	\$2,400	\$6,080	\$31,220	\$3,840	\$3,840	\$6,060	\$17,000	\$17,000	\$17,000

Anticipated DBE Contracting Opportunities for 2021-2022

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

Check here if no anticipated DBE opportunities

Person Completing Form: Bergen Watterson

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.

GoDurham

	Task Description	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHW 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8076	\$8076	\$64608	\$0	\$0	\$0	\$8,076	\$8076	\$64,608	\$80,760
	6 Dwelling Unit, Pop. & Emp.	\$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 Rate	\$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 Inventor	\$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
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$326	\$326	\$2608	\$0	\$0	\$0	\$326	\$326	\$2,608	\$3,260
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2608	\$0	\$0	\$0	\$326	\$326	\$2,608	\$3,260
	17 Congestion Management Strategy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2610	\$2610	\$20880	\$0	\$0	\$0	\$2,610	\$2610	\$20,880	\$26,100
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$653	\$653	\$5224	\$0	\$0	\$0	\$653	\$653	\$5,224	\$6,530
III-C	Civil Rgts. Comp/Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2608	\$0	\$0	\$0	\$326	\$326	\$2,608	\$3,260
	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	\$326	\$326	\$2608	\$0	\$0	\$0	\$326	\$326	\$2,608	\$3,260
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Management & Operations	\$0	\$0	\$0	\$0	\$5207	\$5207	\$41656	\$0	\$0	\$0	\$5,207	\$5207	\$41,656	\$52,070
	Totals	\$0	\$0	\$0	\$0	\$17,850	\$17,850	\$142,800	\$0	\$0	\$0	\$17,850	\$17,850	\$142,800	\$178,500

[Placeholder for GoDurham FTA Task Narrative Table]

GoDurham
TASK DESCRIPTIONS & NARRATIVES
FY 2022 UPWP

MPO Board 01/13/2021 Item 8

Task Code. Task Code Title (II-A-5)- Transit System DATA

This element of GoDurham is essentially about transit performance measures that are obtained through the compilation and analysis of FTA and NCDOT required service data for the fixed route and paratransit systems. Conduct system-wide surveys while, providing ongoing monitoring of the systems. These performance measures are compared with historical values to gauge the overall service delivery and consumption strength. Provide oversight of passenger amenities including AVL and related technologies, Compile daily, weekly and monthly ridership data and reports for all agencies. Provide ongoing support to MPO in long range transit, UPWP and TIP development.

Objectives

To conduct FTA required passenger information gathering on all buses and vans on a daily, weekly and yearly basis, including reporting such information to NTD database and also using the information to assist in service enhancement. Integrating APC data in to the transit GIS system through routes and stops analysis that are segmented at TAZ levels, improving the geodatabase of transit routes and stops and updating the inventory of all such transit amenities.

Previous work

This same activity has been done in the previous years as an on-going program.

Proposed activities

Passenger count. GFI ridership and system performance data collection and analysis, AVL reviews and information gathering, APC activity.

Products

Ridership by day, week, month and yearly and by route, accident, mileage, revenue and total miles, service performance reports, goals new service monitoring, on-time performance monitoring, Missed trips, Road-calls.

Relationship to other plans and MPO activities

Provided detail explanation of how each proposed work activity relates to and/or supports the MPO's overall FY21 unified work program.

Proposed budget and level of effort

Approximately **1174 hours** of staff time will be used to complete this task.

Task Code. Task Code Title (II-B-10)-Transit Element of the LRTP

The City of Durham-GoDurham will provide on-going support to the MPO's effort toward annual updates of the DCHC -MPO s Long Range Transportation Plan including work on the transit element of the CTP and 2045 MTP. The support would be in the form of transit data compilation, including service area maps, schedules and patron information as a component of the socio economic data needed for the regular update of the LRTP.

Objectives

To provide needed transit support for the MPO's LRTP updates in ordinance with the transit element of the CTP and 2045 MTP.

Previous work

2018 Long Range Transit Planning efforts.

Proposed activities

Provide all necessary transit support as part of the MPO's LRTP initiatives. **This task is to be provided under Management and Operations support.**

Products

Maps, GIS overlays, System-wide surveys, PowerPoint displays, Socioeconomic data gathering and analysis from transit riders.

Relationship to other plans and MPO activities

This program is intended to support various MPO planning efforts toward the update of the LRTP.

Proposed budget and level of effort

Approximately **47.4 hours** of staff will be used to accomplish this task.

Task Code. Task Code Title (II-B-16)- Financial Planning

The City of Durham will participate and assist the MPO and GoTriangle in developing revenue and expenditure assumptions and data related to the Durham County Transit Plan and other MPO-related finances. City staff will develop cost estimates and budgets for TIP, SRTP, LRTP and other projects, and monitor budgets of projects underway.

Objectives

To prepare and monitor fiscal programs for the City of Durham, the FTA and NCDOT, ensuring compliance with all financial procedure. Track all contracts with third party providers ensuring prompt payment and compliance of all purchases with state, federal and local laws.

Previous work

Same as above, since this is an on-going process.

Proposed activities

Apply and monitor Federal and State grants, compile quarterly reports, monitor contracts, provide funding status, submit and prepare Purchase orders and Bid documents.

Products

Grants, budget documents, Purchase orders, Bid documents, Ledgers, Fund balances.

Relationship to other plans and MPO activities

This fiscal activity supports the MPO's overall FY21 unified work program.

Proposed budget and level of effort

Approximately **47.4 hours** of staff time will be used to accomplish this task.

Task Code. Task Code Title (II-C-1)- Short Range Transit Planning (S RTP)

The City of Durham-GoDurham will provide system-wide planning oversight of the fixed route and paratransit services including the monitoring of AVL project, Zonar (pre-trip inspection device), Automatic Passenger counters (APC), On-board camera and video systems and GFI farebox input and output. This task would include the conduct of FTA mandated NTD survey for fixed route system. Also, this task would prepare and monitor the City's fiscal programs including FTA and NCDOT grants. Apply for and administer grants in TrAMS and in City's Munis system. Monitor and ensure complete compliance with all financial procedures. Track all contracts with third party providers ensuring prompt payment and compliance of all purchases with state, federal and local laws.

Objective

To provide system-wide planning oversight of both the fixed route and the paratransit services including monitoring various ridership and passenger data collection devices such as APC, AVL, and MDTs. Also, plan service improvements and revisions in tune with customer demands. To integrate the APC data in to the transit GIS, summarizing and tabulating gathered AVL data, and updating the inventory of transit stops shelters and related amenities and also the development of geo-spatial mapping.

Previous work

Same as above,

Proposed activities

Monitor service performance, compile ridership by route and by bus as well as by time of the day; weekly and monthly. Lead discussion on service changes and seek public input, work with the FTA, MPO and NCDOT to identify operating funds to support service changes. **This task is to be provided aspart of the task under Management and Operations**

Products

Ridership data, Monthly service reports, Safety and Security reports, proposed services changes, Passenger input and survey reports, farebox activity, on-time performance analysis.
Provide date of completion of each work product and/or deliverable.

Relationship to other plans and MPO activities

All the activities noted above relate or supports the MPO's overall FY21 unified work program.

Proposed budget and level of effort

Approximately **379 hours** of staff time will be used to accomplish this task.

Task Code. Task Code Title (III B)- Transportation Improvement Plan (TIP)

The City of Durham will assist the MPO in developing projects for consideration in the next update of the SRTP/TIP. This would be achieved by identifying area of the City needing transit service and also improving upon the current level of service provided through on-going surveys.

Objectives

To continue the development of plans for improving transit service and transportation supply in the MPO as a whole. To integrate APC data into the transit GIS, summarizing and tabulating gathered AVL data, and updating the inventory of transit stop shelters and related amenities, and the development of geo-spatial mapping.

Previous work

On-going work on service development, enhancement and amendments related to the above objectives.

Proposed activities

Identify area of the City needing transportation service and also improving upon the current level of service provided through service monitoring, passenger surveys, ridership analysis, reports, socioeconomic survey. **This task is to be provided under Management and Operations**

Products

Maps of service changes, Public input process and outcomes, Board and Council reports, Service implementation plans and process.

Relationship to other plans and MPO activities

These activities outlined above support the MPO's overall FY21 unified work program.

Proposed budget and level of effort

Approximately **95 hours** of staff time is needed to fulfill this task.

Task Code. Task Code Title (III-C-1)- Title VI

The City of Durham-GoDurham will provide ongoing education, service monitoring and system analysis and data compilation related to service changes in line with anticipation of Title VI Civil Rights mandates. This review would be done related to the DBBS program for the fixed route service in consultation with the FTA in order to ensure that all service changes over and above 10% are done with Title VI mandates in mind to ensure equity and fairness in the delivery of current fixed route transit service. This task will also include a checklist of certified ADA clientele, ADA service quality provided, ADA certification reviews, ADA service efficiency and effectiveness.

Objectives

To provide ongoing education, service monitoring and system analysis and data compilation related to service changes in line with anticipation of Title VI Civil Rights mandates in ordinance with FTA regulations.

Previous work

Provided needed oversight as well as management of the transit system, including budget, personnel, maintenance, federal and state regulations, reports and funding.

Proposed activities

To provide ongoing education, service monitoring and system analysis and data compilation related to service changes.

Products

Service planning, technical reports, operational management safety and training, policy and procedures, service monitoring data.

Relationship to other plans and MPO activities

The named activities above about the Title VI relates to and supports the MPO's overall FY21 unified work program and support various MPO planning efforts toward the update of the LRTP/SRTP.

Proposed budget and level of effort

Equivalent of **47.4 hours** of staff time is needed to accomplish this task.

Task Code. Task Code Title (III-C-6)- Public Involvement

The City of Durham-GoDurham seeks to identify out untapped patrons of the transit service through the use of aggressive public involvement and sustained marketing of the system. Also to engage the Public in all matters related to proposed service changes, to respond to the concerns of the public and to seek their input as it relates to all Title VI matters.

Objectives

To seek out untapped ridership through aggressive public involvement and marketing, also to engage the public in determining the desired transit system for Durham, based on the successful taxing initiative passed by residents of Durham.

Previous work

Conducted series of public forum to get public input on various transit service changes. Also conducted extensive marketing to educate the public about taxing initiative as a ballot measure that recently passed.

Proposed activities

Seek out untapped ridership through aggressive public involvement and marketing, also engage the public in determining the desired transit system for Durham, based on the successful taxing initiative passed by residents of Durham. **This task is to be provided under Management and Operations.**

Products

Public meeting agenda and outcomes, summary of discussion, attendance and briefing of public hearing and transit events to City Council and related transit management.

Relationship to other plans and MPO activities

This effort public involvement effort relates to and supports the MPO's overall FY21 unified work program of enhancing transportation delivery.

Proposed budget and level of effort

Approximately **47.4 hours** of staff time is needed to accomplish this task.

Task Code. Task Code Title (III-E)- Management and Operations

The City of Durham-GoDurham will assist and support the MPO efforts in complying with federal requirements as well as providing overall transit system management and operations oversight of the fixed route and paratransit services, including service delivery, budgeting, service monitoring and reporting, personnel, short and long range system planning and system development as well as capital improvements.

Objectives

To provide general oversight and management of the entire transit system including the fixed route, and paratransit operations. To develop our asset management system, performance measures and targets. Further, to work with City Transportation and Finance staff to develop federally mandated Asset Management including associated performance measures and targets.

Previous work

Provided needed oversight as well as management of the transit system, including budget, personnel, maintenance, federal and state regulations, reports and funding.

Proposed activities

System-wide management, staff oversight, maintenance, operations, funding, budgeting, grants management, technical reports and service improvement oversight, including the tasks outlined below:

- Transit Element of the LRTP
- Short Range Transit Planning
- Planning Work Program
- Transportation Improvement Program
- Public Involvement

Products

Budget outlay, monthly and quarterly financial reports, service planning, technical reports, operational management safety and training, procurement, marketing and service performance.

Relationship to other plans and MPO activities

The named activities above about the transit system management relate to and supports the MPO's overall FY21 unified work program.

Proposed budget and level of effort

Approximately **757.16** of management time is needed to accomplish this task.

Anticipated DBE Contracting Opportunities for 2021-2022

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

Person Completing Form: _____ Telephone Number: 919 560 4366

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

Sample Entry:

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

GoTriangle

	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
I A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$100,000	\$25,000	\$0	\$100,000	\$125,000
	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	\$4,500	\$0	\$18,000	\$4,500	\$0	\$18,000	\$22,500
	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	\$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
I C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations														
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,500	\$0	\$118,000	\$29,500	\$0	\$118,000	\$147,500

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.

Objectives

Support for Triangle Regional Model (TRM) Service Bureau.

Previous Work

Ongoing support of TRM service bureau.

Proposed Activities

Ongoing support of TRM service bureau.

Products

Updated Triangle Regional Model.

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

Task Code-Title	Local 20%	FHW A 80%	Total
II-B-3	\$25,000	\$100,000	\$125,000

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

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.

Objectives

To provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG

Previous Work

Continued and ongoing regional corridor analysis for MTP and other projects

Proposed Activities

Continued and ongoing regional corridor analysis for MTP and other projects.

Products

Technical planning report provided to regional leaders and the MPO; other GIS service needs as required

Relationship to other plans and MPO activities

This supports regional transit planning for capital investments..

Proposed budget and level of effort

Attendance at all MPO, both technical and executive; coordination among MPO, municipal and transit agency staffs; analysis and projections of land use, population, and employment.

Task Code-Title	Local 20%	FHW A 80%	Total
II-B-3	\$4,500	\$18,000	\$22,500

LPA

	Task Description	STBGP 153(b)(5)(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%	FIA 80%	Local 10%	NCDOT 10%	FIA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$19,200	\$76,800	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$19,825	\$0	\$79,300	\$99,125
	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	\$625	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,425	\$0	\$9,700	\$12,125
	12 Bike & Ped. Facilities Inventory	\$400	\$1,600	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
	13 Bike & Ped. Counts	\$11,640	\$46,560	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,640	\$0	\$50,560	\$63,200
II B	Long Range Transp. Plan (MTP)														
	1 Collection of Base Year Data	\$6,540	\$26,160	\$833	\$3,330	\$0	\$0	\$0	\$0	\$0	\$0	\$7,373	\$0	\$29,490	\$36,863
	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	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$23,839	\$10,305	\$136,579	\$170,724
	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	\$3,350	\$13,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,670	\$0	\$42,680	\$53,350
	15 Freight Movement/Mobility Planning	\$3,540	\$14,160	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,740	\$0	\$14,960	\$18,700
	16 Financial Planning	\$1,000	\$4,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480	\$0	\$5,920	\$7,400
	17 Congestion Management Strategies	\$17,336	\$69,344	\$1,139	\$4,555	\$0	\$0	\$0	\$0	\$0	\$0	\$18,475	\$0	\$73,899	\$92,374
	18 Air Qual. Planning/Conformity Anal.	\$1,960	\$7,840	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,560	\$0	\$14,240	\$17,800
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$5,958	\$23,832	\$4,006	\$16,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,964	\$0	\$39,856	\$49,820
III-B	Transp. Improvement Plan														
	TIP	\$9,700	\$38,800	\$7,125	\$28,500	\$0	\$0	\$0	\$0	\$0	\$0	\$16,825	\$0	\$67,300	\$84,125
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.														
	1 Title VI	\$4,183	\$16,730	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,183	\$0	\$20,730	\$25,913
	2 Environmental Justice	\$9,300	\$37,200	\$1,640	\$6,560	\$0	\$0	\$0	\$0	\$0	\$0	\$10,940	\$0	\$43,760	\$54,700
	3 Minority Business Enterprise	\$2,380	\$9,520	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,780	\$0	\$11,120	\$13,900
	4 Planning for the Elderly & Disabled	\$1,746	\$6,984	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146	\$0	\$8,584	\$10,730
	5 Safety/Drug Control Planning	\$8,778	\$35,110	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,378	\$0	\$41,510	\$51,888
	6 Public Involvement	\$18,900	\$75,600	\$3,769	\$15,077	\$0	\$0	\$0	\$0	\$0	\$0	\$22,669	\$0	\$90,677	\$113,346
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.														
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$4,668	\$18,670	\$0	\$0	\$0	\$0	\$0	\$0	\$7,468	\$0	\$29,870	\$37,338
	4 Regional or Statewide Planning	\$4,436	\$17,744	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,036	\$0	\$32,144	\$40,180
III-E	Management & Operations														
	1 Management & Operations	\$39,800	\$159,200	\$11,341	\$45,365	\$0	\$0	\$0	\$0	\$0	\$0	\$51,141	\$0	\$204,565	\$255,706
	Totals	\$350,000	\$1,400,000	\$92,780	\$371,121	\$10,305	\$10,305	\$82,443	\$0	\$0	\$0	\$453,086	\$10,305	\$1,853,564	\$2,316,955

Anticipated DBE Contracting Opportunities for 2021-2022

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

Check here if no anticipated DBE opportunities ☐

Person Completing Form: Margaret Scully

Telephone Number: _919 560-4366

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

Sample Entry:

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

Lead Planning Agency
TASK DESCRIPTIONS & NARRATIVES
FY 2022 UPWP

MPO Board 01/13/2021 Item 8

1-	MPO	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	
2-	FTA Code	442400					
3-	Task Code	HC-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) PL Local 20%						\$0
15-	Section 104 (f) PL FHWA 80%						\$0
16-	Section 5303 Local 10%	\$10,305					\$10,305
17-	Section 5303 NCDOT 10%	\$10,305					\$10,305
18-	Section 5303 FTA 80%	\$82,440					\$82,440
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	\$0	\$103,050

PLANNING & INSPECTIONS DEPARTMENT**Craig N. Benedict, AICP, Director**

Administration
(919) 245-2575
(919) 644-3002 (FAX)
www.orangecountync.gov



131 W. Margaret Lane
Suite 201
P. O. Box 8181
Hillsborough, NC 27278

MEMORANDUM

TO: Felix Nwoko, DCHC MPO Manager
FROM: Nishith Trivedi, Orange County Transportation Planner
CC: Craig Benedict, Orange County Planning Director
 Tom Altieri, Comprehensive Planning Supervisor
DATE: November 18, 2020
SUBJECT: US 70 West Multimodal Study
Attachment: US 70 West Multimodal Corridor Map

Orange County would like to request that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization consider the US 70 West Multimodal Study as part of its FY 2021-2022 Unified Planning Work Program. This study would analyze the US 70 Corridor from NC-119 Bypass - Lake Latham Road intersection - in Mebane to the NC-751 intersection ([attachment 1](#)), evaluating for multi-modal accommodations, safety, access to and through the corridor, potential transit service and facilities, roadway connectivity and collector street plans, and planned and existing roads and interchanges in adopted plans.

The participants for this project would be the City of Mebane and Town of Hillsborough, Orange County, DCHC MPO and BG MPO, and NCDOT. Stakeholders include residents and businesses within the participating jurisdictions. This study can be done over the course of 18 months, which is comparable to the NC 98 Corridor Study timeline. If included in the FY 2022 UPWP, it is anticipated the study would begin early 2022 and end Summer 2023.

Currently, a portion of this corridor – from the I-40/I-85/US-70 Connector to Pleasant Green Road – is in the Comprehensive Transportation Plan with a recommendation for widening, and the study would determine other recommendations for the area between NC 119 Bypass - Lake Latham Road intersection - in the City of Mebane and the I-40/I-85/US-70 Connector. Connections for all modes of traffic across and along US 70 are not addressed in the current plans. Given the length and potential for development in the corridor, current recommendations may not provide adequate multimodal access to the area, resulting in high traffic volumes and auto-oriented roadway cross-sections throughout the corridor.

The future study would address wide variety of issues of equal importance among multiple jurisdictions such as but not limited to:

- Pedestrian safety at rail crossings, interchanges, and intersections
- Future conditions (e.g. growth, traffic patterns, economic development, etc.)
- Local priorities (e.g. climate change, utilities, land use, etc.)
- Multimodal recommendations (transit, freight, bike/ped, rail, and automobile)

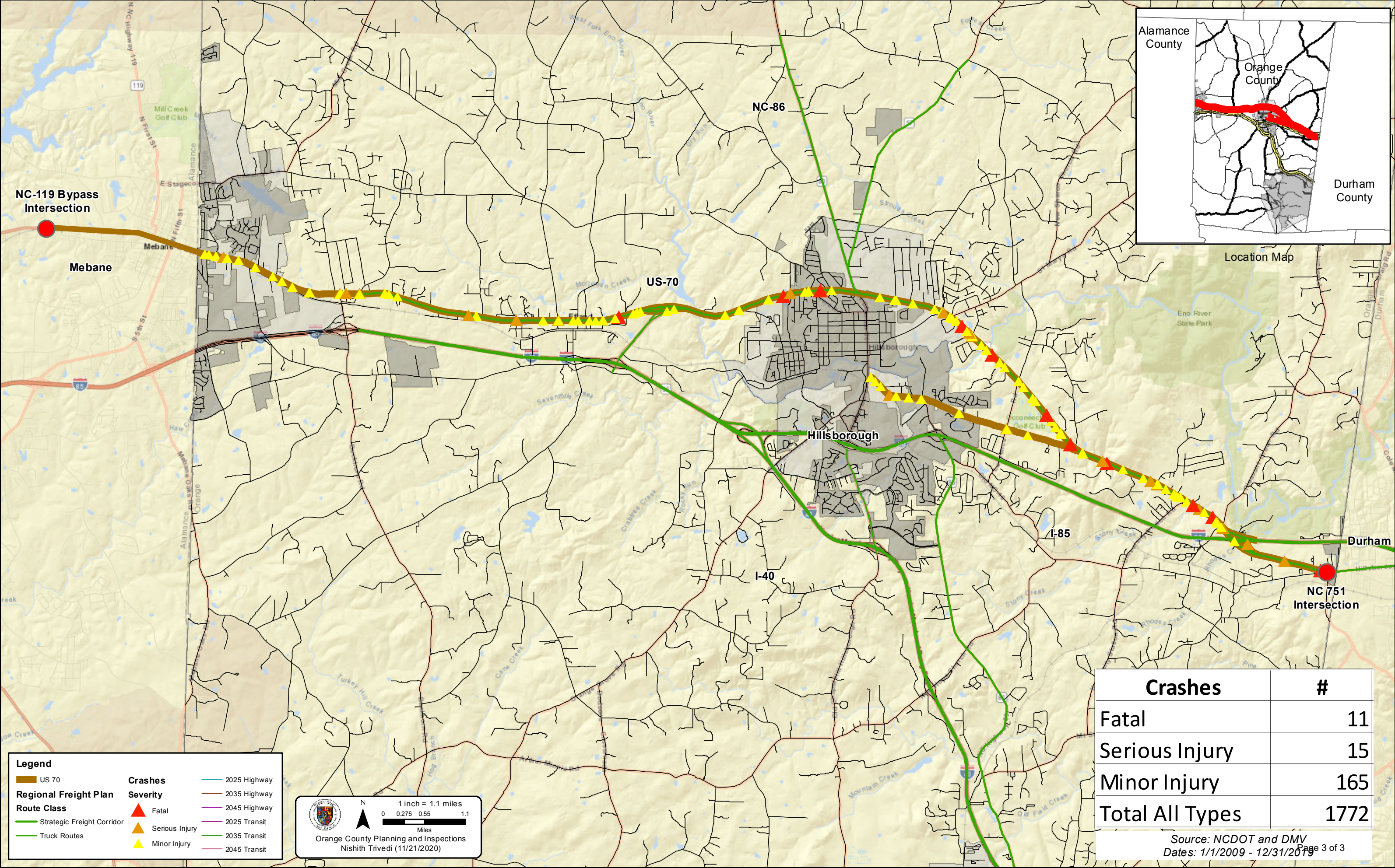
- Multi-jurisdiction/Agency (Mebane, Hillsborough, Orange County, OCPT, Go Triangle, DCHC MPO, BG MPO, Link, ACTA, PART, NCRR, etc.)

The planning work done for this corridor has also not addressed a definitive plan for how traffic from local neighborhoods may access the corridor and how potential improvements can provide access for residents and businesses currently on US 70. Additionally, while there is not currently an emphasis on transit service in this corridor, there are potential opportunities for transit improvements, along with connections to other regional transit service extending to Durham, RTP, RDU or Raleigh, as a supplement to transit work done on I-40 and I-85. The Orange County Transit Plan Update should be completed in the spring 2021, and recommendations included in it for transit improvements along the corridor can help inform the study.

Please consider this study as we hope to better inform the CTP and MTP in planning the future of this corridor. Orange County staff is offering to manage this project while DCHC MPO locally administers it; this will allow coordination in solving multi-jurisdictional problems and providing desired outcomes to all participants. We can set up an additional meeting with all stakeholders involved to coordinate their desire in participating in this study.

Thank you. Sincerely,

Nishith Trivedi, Orange County Transportation Planner



Date: December 1, 2020

To: Felix Nwoko, DCHC MPO Manager
Through: Bill Judge, Assistant Director, Department of Transportation
From: Evan Tenenbaum, MPO/Transportation Planner
Subject: US 70 East Access and Connectivity Study

The City of Durham would like to request that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization consider the US 70 East Access and Connectivity Study as part of its FY 2021-2022 Unified Planning Work Program. This study would analyze the US 70 Corridor from the East End Connector in Durham to the future Aviation Parkway/Northern Durham Parkway interchange (Durham/Wake County Line), evaluating for multi-modal safety and access to and through the corridor, potential transit service and facilities, roadway connectivity and collector street plans in southeast Durham County, and planned and existing roads and interchanges in adopted plans. The participants for this project would be NCDOT Division 5, the MPO, the City of Durham, Durham County, GoDurham, and GoTriangle. Additionally, CAMPO and City of Raleigh will also be informed of the study and provided opportunity to comment/participate as needed. Stakeholders include residents and businesses in southeast Durham, PAC district 1 and PAC district 4. This study can be done over the course of 18 months, comparable to the NC 98 Corridor Study timeline. If included in the FY 2022 UPWP, it is anticipated the study can begin in late Fall 2021 and end Spring 2023.

Currently NCDOT STIP project U-5720, which converts the length of this corridor from a rural highway to a limited-access freeway, is in the very early planning stages, and likely will not be going into ROW until FY 2027. Connections for all modes of traffic across and along US 70 are not addressed in the work already done. The only direct access to the corridor proposed by the NCDOT project is an interchange at Miami Boulevard/Sherron Road, while the 2045 Metropolitan Transportation Plan and the Comprehensive Transportation Plan includes proposed interchanges at Angier Avenue and Glover Road Extension, and grade separations at Pleasant Drive and Page Road Extension. Given the length and potential for development in the corridor, providing only one interchange may not provide adequate multimodal access to the area and may result in high traffic volumes and auto oriented roadway cross-sections at the interchange.

The planning work done for this project has also not addressed a definitive plan for how traffic from local neighborhoods may access the corridor (from Lynn Road, Pleasant Road, Copper Leaf Parkway, Angier Avenue, Leesville Road, or Page Road Extension) and how businesses currently on US 70 can also be accessed after the conversion. Additionally, while there is not currently an emphasis on transit service in this corridor (there is one local GoDurham route that goes to Brier Creek), there are potential opportunities for transit improvements, along with an additional regional transit service to RDU or Raleigh, as a supplement to transit work done on NC 147 and I-40. The Durham County Transit Plan Update should be completed in Spring 2021, and recommendations included in it for transit improvements along the corridor can help inform the study.

A. TASK TITLE: What is the title of the task?
US 70 East Access and Connectivity Study

B. PROJECT LOCATION (name of roadway, intersection, geographic area, etc.):
(Attached maps if necessary)

- US 70 Corridor (See Below)
 - West Terminus: I-885 (East End Connector)
 - East Terminus: Durham/Wake County Line



C. OBJECTIVE/TASK DESCRIPTION (What is the purpose and scope of work for the task)? Please state whether this is a multi-year effort and identify each phase, and for which phase the applicant is requesting funding.

The area around US 70 will continue to experience very fast residential growth; Durham County grew in population by about 20% from 2010 to 2020, and similarly the City of Durham grew by over 22% in that timespan. That rate is not expected to decrease anytime soon. Durham City-County Planning has processed hundreds of residential planning applications in the last few years, a large number of which are in eastern Durham County. The Southeast Regional Lift Station is set to go online in spring 2021, opening up the potential of even more residential demand in southeastern Durham County. In addition, many low-income and minority populations are concentrated in or nearby the corridor, especially between the East End Connector and Miami Boulevard. The US 70 East Access and Connectivity Study will not only create a much needed transportation plan for a fast growing corridor with limited resources, but do so using a unified, coherent process for the City and County, coordination with NCDOT and DCHC MPO which has planning authority in the area.

The principal study tasks will include:

- Analysis of existing conditions/Articulation of problem
 - Land use
 - State and local ordinances
 - Existing STIP, MTP, and CTP
 - Travel patterns and behaviors
 - ADT, VHT, VMT and hourly

- Historic trends
 - Origin/Destination
 - Local Priorities
 - Access/Corridor Connectivity
 - Speed Management
 - Utility relocation
 - Low-Income/Minorities/Environmental Justice
 - Environmental Impact
 - Historic Preservation and Climate Impact
 - Modes
 - Highway
 - Transit service
 - Bike/pedestrian
 - Freight/rail
- Future conditions
 - Land use/development potential
 - Travel patterns/behaviors – especially due to East End Connector
 - Economic Development
 - Residential Growth
 - Housing Trends/Impacts on Commuting
 - New transit/commute options
- Public Engagement
 - Website
 - 2 or 3 rounds of public meetings within CoD or DCo jurisdiction and MPO
- Alternatives evaluation (including potential for bike and ped facilities; impacts on land use, environment, historic properties; ripple effects on other commute routes)
 - No-build
 - STIP U-5720 build
 - Context sensitive
 - Capacity expansion (ultimate)
- Strategies
 - Short-term vs. long-term
 - Recommended Cross-Sections
 - Lighting and Landscaping
 - Implementation
- Action Plan

D. ALIGNMENT WITH NATIONAL PLANNING FACTORS AND TRANSPORTATION LONG RANGE PLANS: Describe which National Planning Factor this project aims to address. Is this project identified in the DCHC MPO 2045 Metropolitan Transportation Plan or Comprehensive Transportation Plan?

This project is identified in the 2045 MTP and CTP (see attached PDFs).

DCHC MPO 2045 MTP Goals

- Goal 1 – Protect Environment and Minimize Climate Change
 - Study will look at access management to mitigate potential congestion and high-traffic volumes
- Goal 2 – Connect People

- Regional corridor traversing multiple local jurisdictions and connecting to an outside MPO
- US 70 is a strategic regional corridor
- Goal 3 – Promote Multimodal and Affordable Travel Choices
 - Focus on multimodal accommodations for future transit, bike/ped, transit and auto
- Goal 4 – Manage Congestion and System Reliability
 - Study will look at access management along the corridor, both to locations and business along the corridor, and to access the corridor
- Goal 5 – Improve Infrastructure Condition
 - Study will provide recommendations on Future Conditions as listed above.
- Goal 6 – Ensure Equity and Participation
 - In the City of Durham, this corridor intersects to 2 Environmental Justice Communities of Concern and in Durham County, to 1 Community of Concern.
- Goal 7 – Promote Safety and Health
 - Study will delineate multi-modal transportation in the corridor and promote the safety of local travelers and residents through transportation choices

E. PARTICIPANTS: Who, besides the DCHC MPO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

- City of Durham
- Durham County
- GoTriangle
- GoDurham
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- North Carolina Department of Transportation (NCDOT) Division 5
- (Optional) Capital Area Metropolitan Planning Organization (CAMPO)
- (Optional) City of Raleigh

F. BUDGET, SCOPE OF WORK AND PROJECT SCHEDULE: Please describe the tasks and anticipated schedule to complete the project. If you are able to estimate the budget for each task, please include that information. Requested funds should be expended by June 30, 2022. Add more rows if needed.

Task Month/Year Task Budget (if known)

Task	Month/Year	Task Budget
1: Project Management and Coordination	October 2021	
2: Existing Conditions Analysis	Spring 2022	
3: Public Engagement and Draft Plan	Fall 2022	
4: Final Plan	Spring 2023	

Requested UPWP Amount	\$100,000 DCHC MPO FY 2022 UPWP
------------------------------	---------------------------------

Non-Federal Cash Match	\$20,000 DCHC Local Funding via FY 2022 UPWP
Other Funding	\$80,000 State/Federal Funding via FY 2022 UPWP
Total Project Cost	\$100,000

G. EXPECTED DELIVERABLES: If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.

- Public Engagement Website
- Draft Plan for US 70 East Access and Connectivity Study
- Final Plan for US 70 East Access and Connectivity Study

H. PROJECT MATCH REQUIREMENT: All municipal applications, including match amounts, must be presented to and approved by the governing body at an advertised public meeting (City/County Council, etc.). If matching funds are required, please attach a letter of support from your governing body to document the availability of the local match. Non-municipal partners would provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability and intent to provide matching funds, etc.

- City of Durham – Staff resources
- Durham County – Staff resources
- Wake County/City of Raleigh/CAMPO – optional staff resources
- DCHC MPO – Transportation Planning Staff manage project

Please consider this study as we hope to better inform the STIP Project U-5720 in planning the future of this corridor. We are fortunate to have the time before this project goes back into planning and design. We would like DCHC MPO to manage this project, in order to coordinate multi-jurisdictional problems and desired outcomes from the City of Durham, Durham County, and NCDOT. We can set up an additional meeting with the County to coordinate their desire in participating in this Study.

If you have any questions regarding the information contained herein, please contact Evan Tenenbaum at evan.tenenbaum@durhamnc.gov

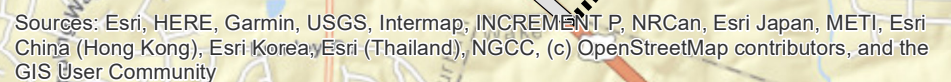
Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Evan Tenenbaum', with a stylized, flowing script.

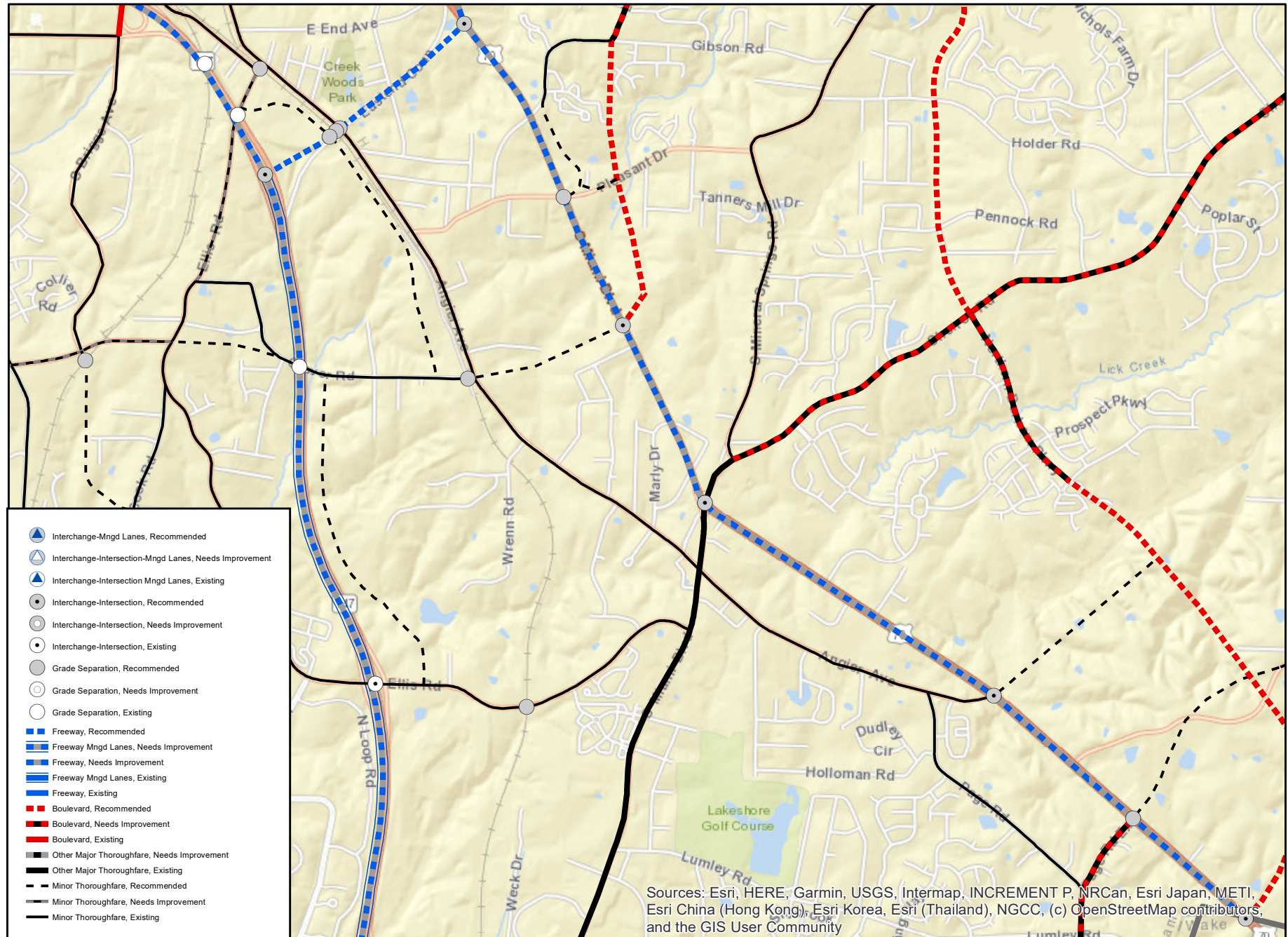
Evan Tenenbaum, MPO/Transportation Planner

MPO Board 01/13/2021 Item 8



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Comprehensive Transportation Plan (CTP)

MPO Board 01/13/2021 Item 8



RESOLUTION

**TO APPROVE AMENDMENT #1 TO THE FY 2021 UNIFIED PLANNING WORK
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN
PLANNING ORGANIZATION (DCHC MPO)**

January 13, 2021

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 2021 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 2021

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 2021 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 13th day of January, 2021

Signature of 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: January 13, 2021

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

GoDurham UPWP Amendment		FTA 5307						FTA 5307		
Task Description		Amendment #1 5307			Proposed Changes (-/-)			Original -Approved UPWP		
		Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA
		10%	10%	80%	20%	10%	80%	20%		80%
II-A	<u>Surveillance of Change</u>									
1	Traffic Volume Counts	\$0	\$0	\$0	0	0		\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	0	0		\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	0	0		\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	0	0		\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	(11,084)	0	(44,336)	\$11,084	\$0	\$44,336
6	Dwelling Unit, Pop. & Emp. Ch	\$0	\$0	\$0	0	0		\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	0	0		\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	0	0		\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Mapping	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Central Area Parking Inventory	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Bike & Ped. Counts	\$0	\$0	\$0	0	0		\$0	\$0	\$0
II-B	<u>Long Range Transp. Plan</u>									
1	Collection of Base Year Data	\$0	\$0	\$0	0	0		\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	0	0		\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	0	0		\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	0	0		\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	0	0		\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	0	0		\$0	\$0	\$0
7	Forecast of Future Travel Pattern	\$0	\$0	\$0	0	0		\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	0	0		\$0	\$0	\$0
9	Highway Element of the LRTP	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Transit Element of the LRTP	\$0	\$0	\$0	(1,016)	0	(4,064)	\$1,016	\$0	\$4,064
#	Bicycle & Ped. Element of the L	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Airport/Air Travel Element of LR	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Collector Street Element of LRT	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Rail, Water or other mode of LR	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Freight Movement/Mobility Plan	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Financial Planning	\$0	\$0	\$0	(19,663)	0	(78,672)	\$19,663	\$0	\$78,672
#	Congestion Management Strateg	\$0	\$0	\$0	0	0		\$0	\$0	\$0
#	Air Qual. Planning/Conformity A	\$0	\$0	\$0	0	0		\$0	\$0	\$0
II-C	<u>Short Range Transit Planning</u>									
1	Short Range Transit Planning	\$0	\$0	\$0	(21,124)	0	(84,496)	\$21,124	\$0	\$84,496
III-A	<u>Planning Work Program</u>									
	Planning Work Program	\$0	\$0	\$0	0	0		\$0	\$0	\$0
III-B	<u>Transp. Improvement Plan</u>									
		\$0	\$0	\$0	(2,036)	0	(8,144)	\$2,036	\$0	\$8,144
III-C	<u>Cvl Rgts. Cmp./Otr. Reg. Reqs.</u>									

1	Title VI	\$0	\$0	\$0	(736)	0	(2,944)	\$736	\$0	\$2,944
2	Environmental Justice	\$0	\$0	\$0	0	0		\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	0	0		\$0	\$0	\$0
4	Planning for the Elderly & Disab	\$0	\$0	\$0	0	0		\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	0	0		\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	(1,972)	0	(7,383)	\$1,972	\$0	\$7,383
7	Private Sector Participation	\$0	\$0	\$0	0	0		\$0	\$0	\$0
III-D										
	Incidental Plng./Project Dev.									
	1 Transportation Enhancement Pln	\$0	\$0	\$0	0	0		\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng	\$0	\$0	\$0	0	0		\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	0	0		\$0	\$0	\$0
4	Regional or Statewide Planning	\$0	\$0	\$0	0	0		\$0	\$0	\$0
III-E	Management & Operations									
	1 Management & Operations	\$0	\$0	\$0	(4,328)	0	(17,312)	\$4,328	\$0	\$17,312
Totals		\$0	\$0	\$0	-\$61,964	\$0	-\$247,356	\$61,964	\$0	\$247,356

INSTRUCTIONS FOR EXECUTING GRANT AGREEMENTS PUBLIC BODY GRANTEES

Included in this correspondence is an electronic file in a PDF format of the grant agreement(s) to be executed between the local grant recipient and the North Carolina Department of Transportation.

1. The person officially authorized by resolution of the governing body to accept the department's offer of financial assistance should electronically sign each agreement where indicated. The signature must be witnessed. Stamped signatures are not acceptable.
2. Enter your agency's **Federal Tax ID Number** and Fiscal Year-End on the signature page. Complete the section on the table for **Contract Administrators:** **For the Contractor: "If Delivered by US Postal Service" and "If Delivered by Any Other Means"**.
3. ***Do not date the agreements.*** This will be done upon execution by the department.
4. ***Return 1 copy within thirty (30) days*** via DocuSign.

A fully executed agreement will be returned to you via email and will be available for review in EBS upon the approval of your Agreement.

In the event the contract cannot be returned within thirty (30) days, please call me immediately at (919) 707-4672.

Please note that the department cannot reimburse the grant recipient for any eligible project expenses until the agreements are fully executed.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 16, 2020

Ms. Wanda Page, Interim City Manager
City of Durham
101 City Hall Plaza
Durham, North Carolina 27701-3328

RE: FY21 Metropolitan Planning Grant Program (Section 5303)
Project No. 21-08-103
WBS Element No. 36230.10.19.6
Agreement ID.:
Period of Performance: 7/1/2020 – 6/30/2021

Dear Ms. Page:

On April 2, 2020, the Board of Transportation approved your organization's request for a FY21 Metropolitan Planning Program Grant in the amount of \$453,050. The Agreement to be executed between City of Durham and NCDOT is enclosed. The individual authorized to enter into this agreement for the financial assistance on behalf of your agency will sign the agreement. Please provide a copy of the agreement to all parties that will be involved in the administration of the grant, and request that the agreement be reviewed carefully. Instructions for completion of the grant agreement process are enclosed.

Please refer to Section 6b of the grant agreement that requires sub-recipients to submit monthly or quarterly requests for reimbursement.

If you have any question related to the grant agreement, please contact Myra Freeman, Financial Manager at 919-707-4672 or your assigned Accounting Specialist. In any correspondence, please reference your assigned project number, WBS element, Agreement number and period of performance referenced on this letter.

Sincerely,

A handwritten signature in cursive script that reads "Heather J. Hildebrandt".

Heather J. Hildebrandt
Interim Director

HH\mf

Attachments

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

and

CITY OF DURHAM

on behalf of

Durham-Chapel Hill- Carrboro Metropolitan Planning Organization**PUBLIC TRANSPORTATION GRANT AGREEMENT FOR****METROPOLITAN PLANNING GRANT PROGRAM*****Federal Award Identification***

Agreement Number:

NCDOT Project Number: **21-08-103**Approved Indirect Cost Rate: **N/A**FAIN Number(s): **NC-2019-062-01**CFDA Number: **20.505**DUNS Number: **075566695**Total Amount of Award: **\$453,050****Federal Funded Programs:****5303 Metropolitan Planning Grant****5307 Urbanized Area Formula Grant****5310 Elderly and Disabled Formula Grant****5311 Community Transportation Rural Formula Grant****5311 Appalachian Development Transit Assistance Program Grant****5311f Intercity Bus Grant****5316 Job Access Reverse Commute Grant****5317 New Freedom Grant****5339 Bus and Bus Facility Grant**

THIS AGREEMENT made this the ____ day of _____, 20____, (hereinafter referred to as AGREEMENT) by and between the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter referred to as "Department", an agency of the State of North Carolina) and **CITY OF DURHAM on behalf of Durham-Chapel Hill-Carrboro metropolitan Planning Organization**, (acting in its capacity as the grant recipient hereinafter referred to as the "Subrecipient" and together with Department as "Parties").

1. Purpose of Agreement

The purpose of this Agreement is to provide for the undertaking of nonurbanized and small urban public transportation services as described in the project application (hereinafter referred to as "Project") and to state the terms and conditions as to the manner in which the Project will be undertaken and completed. This Agreement contains the entire agreement between the parties and there are no understandings or agreements, verbal or otherwise, regarding this Agreement except as expressly set forth herein. This Agreement is solely for the benefit of the identified parties to the Agreement and is not intended to give any rights, claims, or benefits to third parties or to the public at large.

2. Availability of Funds

All terms and conditions of this Agreement are dependent upon, and, subject to the allocation of funds for the purpose set forth in the Agreement and the Agreement shall automatically terminate if funds cease to be available.

3. Period of Performance

This Agreement shall commence upon the date of execution with a period of performance for all expenditures that extends from **July 1, 2020 to June 30, 2021**. Any requests to change the Period of Performance must be made in accordance with the policies and procedures established by the Department or FTA. The Subrecipient shall commence, carry on, and complete the approved Project in a sound, economical, and efficient manner.

4. Project Implementation

- a. Scope of Project. **The City of Durham on behalf of Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, (DCHC), proposes to use 5303 program funds for transit planning in the MPO area.**
- b. The Subrecipient shall undertake and complete the project in accordance with the procedures, terms, and conditions herein and as included in the related grant application for financial assistance, the terms of which are incorporated by reference.

- c. Amendment. Any amendment to this Agreement shall be done in writing and in accordance with established policies and procedures and only by mutual consent of the Parties.

5. Cost of Project/Project Budget

The total cost of the Project approved by the Department is **FOUR HUNDRED FIFTY-THREE THOUSAND FIFTY DOLLARS (\$453,050)** as set forth in the Project Description and Budget, incorporated into this Agreement as **Attachment A**. The Department shall provide, from Federal and State funds, the percentages of the actual net cost of the Project as indicated below, not in excess of the identified amounts for eligible Administrative, Operating, and Capital expenses. The Subrecipient hereby agrees that it will provide the percentages of the actual net cost of the Project, as indicated below, and any amounts in excess of the Department's maximum (Federal plus State shares) contribution. The net cost is the price paid minus any refunds, rebates, or other items of value received by the Subrecipient which have the effect of reducing the actual cost.

Planning WBS	Planning Total	Planning Federal (80%)	Planning State (10%)	Planning Local (10%)
36230.10.19.6	\$453,050	\$362,440	\$45,305	\$45,305
Agreement #				
Project Total	Project Total	Project Total Federal	Project Total State	Project Total Local
	\$453,050	\$362,440	\$45,305	\$45,305

6. Project Expenditures, Payments, and Reimbursement

- a. General. The Department, utilizing available state and federal funds, shall reimburse the Subrecipient for allowable costs for work performed under the terms of this Agreement.
- b. Reimbursement Procedures. The Subrecipient shall submit for reimbursement all eligible costs incurred within the agreement Period of Performance.
- i. Claims for reimbursement shall be made no more than monthly or less than quarterly, using the State's grant system, Enterprise Business Services (EBS) Partner Application.
 - ii. All requests for reimbursement must be submitted within (30) days following the end of the project's reporting period. Any Subrecipient that fails to submit a request for reimbursement for the first two quarters of agreement fiscal year by January 31 or the last two quarters by July 31 will forfeit its ability to receive reimbursement for those periods.

- iii. All payments issued by the Department will be on a reimbursable basis unless the Subrecipient requests and the Department approves an advance payment.
 - iv. Supporting documentation for proof of payment may be requested.
- c. Subrecipient Funds. Prior to reimbursement, the Subrecipient shall provide the Department with proof that the Subrecipient has met its proportionate share of project costs from sources other than FTA or the Department. Any costs for work not eligible for Federal and State participation shall be financed one hundred percent (100%) by the Subrecipient.
- d. Operating Expenditures. In order to assist in financing the operating costs of the project, the Department shall reimburse the Subrecipient for the lesser of the following when providing operating assistance:
 - i. The balance of unrecovered operating expenditures after deducting all farebox revenue, or
 - ii. The percentage specified in the Approved Project Budget of the allowable total operating expenditures which shall be determined by available funding.
- e. Travel Expenditures. The Subrecipient shall limit reimbursement for meals, lodging and travel to rates established by the State of North Carolina Travel Policy. Costs incurred by the Subrecipient in excess of these rates shall be borne by the Subrecipient.
- f. Allowable Costs. Expenditures made by the Subrecipient shall be reimbursed as allowable costs to the extent they meet all of the requirements set forth below. They must be:
 - i. Consistent with the Project Description, plans, specifications, and Project Budget and all other provisions of this Agreement
 - ii. Necessary in order to accomplish the Project
 - iii. Reasonable in amount for the goods or services purchased
 - iv. Actual net costs to the Subrecipient, i.e., the price paid minus any refunds (eg, refundable sales and use taxes pursuant to NCGS 105-164.14), rebates, or other items of value received by the Subrecipient that have the effect of reducing the cost actually incurred

- v. Incurred (and be for work performed) within the period of performance and period covered of this Agreement unless specific authorization from the Department to the contrary is received
 - vi. Satisfactorily documented
 - vii. Treated uniformly and consistently under accounting principles and procedures approved or prescribed by the Department
- g. Excluded Costs.** The Subrecipient understands and agrees that, except to the extent the Department determines otherwise in writing, the Department will exclude:
- i. Any Project cost incurred by the Subrecipient before the period of performance of the agreement,
 - ii. Any cost that is not included in the latest Approved Project Budget,
 - iii. Any cost for Project property or services received in connection with a third-party contract, sub-agreement, lease, or other arrangement that is required to be, but has not been, concurred in or approved in writing by the Department, and
 - iv. Any cost ineligible for FTA participation as provided by applicable Federal or State laws, regulations, or directives.
- h. Final Allowability Determination.** The subrecipient understands and agrees that payment to the subrecipient on any Project cost does not constitute the Federal or State Government's final decision about whether that cost is allowable and eligible for payment and does not constitute a waiver of any violation by the subrecipient of the terms of this Agreement. The subrecipient acknowledges that the Federal or State Government will not make a final determination about the allowability and eligibility of any cost until an audit of the Project has been completed. If the Federal or State Government determines that the subrecipient is not entitled to receive any portion of the Federal or State assistance the subrecipient has requested or provided, the Department will notify the Subrecipient in writing, stating its reasons. The Subrecipient agrees that Project closeout will not alter the Subrecipient's responsibility to return any funds due the Federal or State Government as a result of later refunds, corrections, or other transactions; nor will Project closeout alter the Federal or State Government's right to disallow costs and recover funds on the basis of a later audit or other review. Unless prohibited by Federal or State law or regulation, the Federal or State Government may recover any Federal or State assistance funds made available for the Project as necessary to satisfy any outstanding monetary claims that the Federal or State Government may have against the Subrecipient.

- i. Federal or State Claims, Excess Payments, Disallowed Costs, Including Interest.
 - ii. Subrecipient's Responsibility to Pay. Upon notification to the Subrecipient that specific amounts are owed to the Federal or State Government, whether for excess payments of Federal or State assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Subrecipient agrees to remit to the Department promptly the amounts owed, including applicable interest and any penalties and administrative charges within 60 days of notification.
 - iii. Interest Paid to the Department. The Subrecipient agrees to remit to the Department interest owed as determined in accordance with NCGS § 147-86.23.
 - iii. Interest and Fees Paid on Federal Funds. For amounts owed by the Subrecipient to the Federal Government, whether for excess payments of Federal assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Subrecipient agrees to remit to the Federal Government promptly the amounts owed, including applicable interest, penalties and administrative charges as established by the Federal Transit Authority Master Agreement with NCDOT.
- j. De-obligation of Funds. The Subrecipient agrees that the Department may de-obligate unexpended Federal and State funds for grants that are inactive for six months or more.
- k. Project Closeout. Project closeout occurs when the Department issues the final project payment or acknowledges that the Subrecipient has remitted the proper refund. The Subrecipient agrees that Project closeout by the Department does not invalidate any continuing requirements imposed by this Agreement.

7. Accounting Records

- a. Establishment and Maintenance of Accounting Records. The Subrecipient shall establish and maintain separate accounts for the public transportation program, either independently or within the existing accounting system. All costs charged to the program shall be in accordance with most current approved Project Budget and shall be reported to the Department in accordance with NCDOT Uniform Public Transportation Accounting System (UPTAS) guide.
- b. Documentation of Project Costs. All costs charged to the Project, including any approved services performed by the Subrecipient or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in detail the nature and propriety of the charges.

8. Reporting, Record Retention, and Access

- a. Progress Reports. The Subrecipient shall advise the Department, through EBS, regarding the progress of the Project at a minimum quarterly, and at such time and in such a manner as the Department may require. Such reporting and documentation may include, but not be limited to: operating statistics, equipment usage, meetings, progress reports, and monthly performance reports. The Subrecipient shall collect and submit to the Department such financial statements, data, records, contracts, and other documents related to the Project as may be deemed necessary by the Department. Reports shall include narrative and financial statements of sufficient substance to be in conformance with the reporting requirements of the Department. Progress reports throughout the useful life of the project equipment shall be used, in part, to document utilization of the project equipment. Failure to fully utilize the project equipment in the manner directed by the Department shall constitute a breach of contract, and after written notification by the Department, may result in termination of the Agreement or any such remedy as the Department deems appropriate.
- b. Failure to comply with grant reporting and compliance guidelines set forth in the NCDOT PTD State Management Plan could result in financial penalties up to and including loss of current and future grant funding.
- c. Record Retention. The Subrecipient and its third party subrecipients shall retain all records pertaining to this Project for a period of five (5) years from the date of final payment to the Subrecipient, or until all audit exceptions have been resolved, whichever is longer.
- d. Project Closeout. The Subrecipient agrees that Project closeout does not alter the reporting and record retention requirements of this Agreement.
- e. State Auditor Oversight. The Subrecipient agrees to audit oversight by the Office of the State Auditor, to provide the Office of the State Auditor with access to accounting records, and to make available any audit work papers in the possession of any auditor of the Subrecipient.
- f. Financial Reporting and Audit Requirements. In accordance with 09 NCAC 03M.0205, all reports shall be filed with the Department in the format and method specified by the agency no later than three (3) months after the end of the recipient's fiscal year, unless the same information is already required through more frequent reporting. Audit Reports must be provided to the funding agency no later than nine (9) months after the end of the recipient's fiscal year.
- g. Parts Inventory. Financial audits must address parts inventory management.

- h. Third Party Loans. Within 30 days of receipt, the Subrecipient shall disclose to the Department any loans received from a local government entity or other entity not party to this agreement.
- i. Audit Costs. Unless prohibited by law, the costs of audits made in accordance with Title 2 CFR 200, Subpart F "Audit Requirements" are allowable charges to State and Federal awards. The charges may be considered a direct cost or an allocated indirect cost, as determined in accordance with cost principles outlined in Title 2 CFR 200, Subpart E "Cost Principles." The cost of any audit not conducted in accordance with Title 2 CFR 200 and NCGS§ 159-34 is unallowable and shall not be charged to State or Federal grants.

9. Compliance with Laws and Regulations

- a. No terms herein shall be construed in a manner that conflicts with the rules and regulations of the Department or with state or federal law.
- b. The Subrecipient agrees to comply with all applicable state and federal laws and regulations, including titles 09 NCAC 3M and 19A NCAC 5B, as amended.

10. Conflicts of Interest Policy

The subrecipient agrees to file with the Department a copy of the subrecipient's policy addressing conflicts of interest that may arise involving the subrecipient's management employees and the members of its board of directors or other governing body. The subrecipient's policy shall address situations in which any of these individuals may directly or indirectly benefit, except as the subrecipient's employees or members of its board or other governing body, from the subrecipient's disbursing of State funds, and shall include actions to be taken by the subrecipient or the individual, or both, to avoid conflicts of interest and the appearance of impropriety. The conflicts of interest policy shall be filed with the Department prior to the Department disbursing funds to the subrecipient.

Prohibition on Bonus or Commission Payments

The Subrecipient affirms that it has not paid and will not pay any bonus or commission to any party to obtain approval of its Federal or State assistance application for the Project.

11. Tax Compliance Certification

The Subrecipient shall complete and submit to the Department a sworn written statement pursuant to NCGS 143C-6-23(c), stating that the Subrecipient does not have any overdue tax debts, as defined by GS 105-243.1, at the Federal, State, or local level. The Subrecipient acknowledges that the written statement must be submitted to the Department prior to execution of this Agreement and disbursement of funds. The certification will be incorporated into this Agreement as Attachment B.

12. Assignment

- a. Unless otherwise authorized in writing by the Department, the Subrecipient shall not assign any portion of the work to be performed under this Agreement, or execute any contract, amendment, or change order thereto, or obligate itself in any manner with any third party with respect to its rights and responsibilities under this Agreement without the prior written concurrence of the Department.
- b. The Subrecipient agrees to incorporate the terms of this agreement and any applicable State or Federal requirements into written third-party contracts, sub-agreements, and leases, and to take the appropriate measures necessary to ensure that all Project participants comply with applicable Federal and State laws, regulations, and directives affecting their performance, except to the extent the Department determines otherwise in writing.

13. Hold Harmless.

Except as prohibited or otherwise limited by law, the Subrecipient agrees to indemnify, save, and hold harmless the Department, the State of North Carolina and the United States of America and its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Subrecipient of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under the Project.

14. Real Property, Equipment, and Supplies.

Federal or State Interest. The Subrecipient understands and agrees that the Federal or State Government retains an interest in any real property, equipment, and supplies financed with Federal or State assistance (Project property) until, and to the extent, that the Federal or State Government relinquishes its Federal or State interest in that Project property. With respect to any Project property financed with Federal or State assistance under this Agreement, the Subrecipient agrees to comply with the following provisions, except to the extent FTA or the Department determines otherwise in writing:

- a. Use of Project Property. The Subrecipient agrees to maintain continuing control of the use of Project property. The Subrecipient agrees to use Project property for appropriate Project purposes (which may include joint development purposes that generate program income, both during and after the award period and used to support public transportation activities) for the duration of the useful life of that property, as required by FTA or the Department. Should the Subrecipient unreasonably delay or fail to use Project property during the useful life of that property, the Subrecipient agrees that it may be required to return the entire amount of the Federal and State assistance expended on that property. The Subrecipient further agrees to notify the Department immediately when any Project

property is withdrawn from Project use or when any Project property is used in a manner substantially different from the representations the Subrecipient has made in its Application or in the Project Description for this Agreement for the Project. In turn, the Department shall be responsible for notifying FTA.

- b. Maintenance and Inspection of Vehicles. The Subrecipient shall maintain vehicles at a high level of cleanliness, safety, and mechanical soundness in accordance with the minimum maintenance requirements recommended by the manufacturer and comply with the Department's State Management Plan ("SMP"). The Subrecipient shall register all vehicle maintenance activities into the Department's Asset Management System (AssetWorks) or an electronic version of same. The Department shall conduct frequent inspections to confirm proper maintenance pursuant to this subsection and the SMP. The Subrecipient shall collect and submit to the Department at such time and in such manner as it may require information for the purpose of the Department's Asset Management System (AssetWorks) and the Transit Asset Maintenance ("TAM") Plan.
- c. Maintenance and Inspection of Facilities and Equipment. The Subrecipient shall maintain any Project facility, including any and all equipment installed into or added on to the facility as part of the Project, in good operating order and at a high level of cleanliness, safety and mechanical soundness in accordance with good facility maintenance and upkeep practices and in accordance with the minimum maintenance requirements recommended by the manufacturer for all equipment installed in or added to the facility as part of the Project. Such maintenance shall be in compliance with applicable Federal and state regulations or directives that may be issued, except to the extent that the Department determines otherwise in writing. The Subrecipient shall document its maintenance program in a written plan. The Department shall conduct inspections as it deems necessary to confirm proper maintenance on the part of the Subrecipient pursuant to this subsection and SMP. Such inspections may or may not be scheduled ahead of time but will be conducted such that they shall not significantly interfere with the ongoing and necessary functions for which the Project was designed. The Subrecipient shall make every effort to accommodate such inspections by the Department in accordance with the Department's desired schedule for such inspections.
- d. The Subrecipient shall collect and submit to the Department at such time and in such manner as the Department may require information for the purpose of updating the TAM Plan Inventory and any and all other reports the Department deems necessary. The Subrecipient shall also maintain and make available to the Department upon its demand all documents, policies, procedures, purchase orders, bills of sale, internal work orders and similar items that demonstrate the Subrecipient's maintenance of the facility in good operating order and at a high level of cleanliness, safety and mechanical soundness.
- e. Incidental Use. The Subrecipient agrees that any incidental use of Project property will not exceed that permitted under applicable laws, regulations, and directives.

- f. Title to Vehicles. The Certificate of Title to all vehicles purchased under the Approved Budget for this Project shall be in the name of the Subrecipient. The Department's Public Transportation Division shall be recorded on the Certificate of Title as first lien-holder. In the event of project termination or breach of contract provisions, the Subrecipient shall, upon written notification by the Department, surrender Project equipment and/or transfer the Certificate(s) of Title for Project equipment to the Department or the Department's designee within 30 days of request.
- g. Encumbrance of Project Property. The Subrecipient agrees to maintain satisfactory continuing control of Project property as follows:
 - (1) Written Transactions. The Subrecipient agrees that it will not execute any transfer of title, lease, lien, pledge, mortgage, encumbrance, third party contract, subagreement, grant anticipation note, alienation, innovative finance arrangement (such as a cross border lease, leveraged lease, or otherwise), or any other obligation pertaining to Project property, that in any way would affect the continuing Federal and State interest in that Project property.
 - (2) Oral Transactions. The Subrecipient agrees that it will not obligate itself in any manner to any third party with respect to Project property.
 - (3) Other Actions. The Subrecipient agrees that it will not take any action adversely affecting the Federal and State interest in or impair the Subrecipient's continuing control of the use of Project property.
- h. Alternative Use, Transfer, and Disposition of Project Property. The Subrecipient understands and agrees any alternative uses, transfers, or disposition of project property must be approved by the Department and done in accordance with Departmental procedures.
- i. Insurance Proceeds. If the Subrecipient receives insurance proceeds as a result of damage or destruction to the Project property, the Subrecipient agrees to:
 - (1) Apply those insurance proceeds to the cost of replacing the damaged or destroyed Project property taken out of service, or
 - (2) Return to the Department an amount equal to the remaining Federal and State interest in the damaged or destroyed Project property.
- j. Misused or Damaged Project Property. If any damage to Project property results from abuse or misuse occurring with the Subrecipient's knowledge and consent, the Subrecipient agrees to restore the Project property to its original condition or refund the value of the Federal and State interest in that property, as the Department may require.

- k. Responsibilities after Project Closeout. The Subrecipient agrees that Project closeout by the Department will not change the Subrecipient's Project property management responsibilities, and as may be set forth in subsequent Federal and State laws, regulations, and directives, except to the extent the Department determines otherwise in writing.

15. Insurance

The Subrecipient shall be responsible for protecting the state and/or federal financial interest in the facility construction/renovation and equipment purchased under this Agreement throughout the useful life. The Subrecipient shall provide, as frequently and in such manner as the Department may require, written documentation that the facility and equipment are insured against loss in an amount equal to or greater than the state and/or federal share of the real value of the facility or equipment. Failure of the Subrecipient to provide adequate insurance shall be considered a breach of contract and, after notification may result in termination of this Agreement. In addition, other insurance requirements may apply. The Subrecipient agrees to comply with the insurance requirements normally imposed by North Carolina State and local laws, regulations, and ordinances, except to the extent that the Department determines otherwise in writing.

16. Termination

- a. Either party may terminate the Agreement by providing 60 days written notice to the other party, or as otherwise permitted by law.
- b. Should the Subrecipient terminate the Agreement without the concurrence of the Department, the Subrecipient shall reimburse the Department one hundred percent (100%) of all costs expended by the Department and associated with the work.

17. Additional Repayment Requirements and Remedies

- a. The repayment requirements and remedies addressed in this Paragraph are in addition to those repayment requirements and other remedies set forth elsewhere in this Agreement, including the requirements to repay unspent funds. No remedy conferred or reserved by or to the Department is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy provided for in this Agreement, or now or hereinafter existing at law, in equity, or by statute, and any such right or power may be exercised from time to time and as often as may be deemed expedient.
- b. If there is a breach of any of the requirements, covenants or agreements in this Agreement (including, without limitation, any reporting requirements), or if there are any representations or warranties which are untrue as to a material fact in this Agreement or in relation to the Project (including the performance thereof),

the Subrecipient agrees that the Department may require repayment from the Subrecipient of an amount of funds to be determined in the Department's sole discretion but not to exceed the amount of funds the Subrecipient has already received under this Agreement.

18. Civil Rights and Equal Opportunity

Under this Agreement, the Subrecipient shall at all times comply with the requirements included as part of this agreement in the Federal Terms and Conditions.

19. Choice of Law and Venue

This agreement is to be interpreted according to the laws of the State of North Carolina. The Parties hereby agree that the proper venue for any claims filed as a result of this Agreement shall be the Superior Court of Wake County, North Carolina.

20. Severability

If any provision of the FTA Master Agreement or this Agreement for the Project is determined invalid, the remainder of that Agreement shall not be affected if that remainder would continue to conform to the requirements of applicable Federal or State laws or regulations.

21. Incorporated Terms and Conditions

In addition to the Terms and Conditions contained in this agreement and the terms and conditions included in the grant application, which are hereby incorporated by reference, additional terms and conditions incorporated by reference into this agreement are checked below.



Federal Terms and Conditions, Attached

22. Federal Terms and Conditions

State Management Plan. The State Management Plan for Federal and State Transportation Programs and any subsequent amendments or revisions thereto, are herewith incorporated by reference, and are on file with and approved by the Department. Nothing shall be construed under the terms of this Agreement by the Department or the Subrecipient that shall cause any conflict with Department, State, or Federal statutes, rules, or regulations.

Allowable Costs. Eligible costs are those costs attributable to and allowed under the FTA program and the provisions of 2 CFR Parts 200 and 1201, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards."

No Federal Government Obligations to Third Parties. The Subrecipient acknowledges and agrees that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Agreement, absent the express written consent by the Federal Government, the Federal Government is not a party to this Agreement and shall not be subject to any obligations or liabilities to the Subrecipient or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Agreement.

The Subrecipient agrees to include the above clause in each contract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Program Fraud and False or Fraudulent Statements or Related Acts. The Subrecipient acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to its actions pertaining to this project. Upon execution of the underlying Agreement, the Subrecipient certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying Agreement or the FTA assisted project for which this Agreement work is being performed. In addition to other penalties that may be applicable, the Subrecipient further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Subrecipient to the extent the Federal Government deems appropriate.

The Subrecipient also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 USC chapter 53, the Government reserves the right to impose the penalties of 18 USC § 1001 and 49 USC § 5323(l) on the Subrecipient, to the extent the Federal Government deems appropriate.

The Subrecipient agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

Access to Records and Reports.

a. Record Retention. The Subrecipient will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the Agreement, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third-party agreements of any type, and supporting materials related to those records.

c. Access to Records. The Subrecipient agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this Agreement as reasonably may be required.

d. Access to the Sites of Performance. The Subrecipient agrees to permit FTA and its contractors access to the sites of performance under this Agreement as reasonably may be required.

Federal Changes. The Subrecipient agrees to comply with all applicable federal requirements and federal guidance. All the standards or limits included in this agreement are minimum requirements. The federal requirements and guidance that applied at the time of the award this Agreement may be modified from time to time, and the modifications will apply to the Subrecipient.

Civil Rights and Equal Opportunity. Under this Agreement, the Subrecipient shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. Nondiscrimination. In accordance with Federal transit law at 49 USC § 5332, the Subrecipient agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Subrecipient agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Race, Color, Religion, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 USC § 2000e et seq., and Federal transit laws at 49 USC § 5332, the Subrecipient agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 USC § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 USC § 2000e note. The Subrecipient agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such

action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

3. Age. In accordance with the Age Discrimination in Employment Act, 29 USC §§ 621634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 CFR part 1625, the Age Discrimination Act of 1975, as amended, 42 USC § 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 CFR part 90, and Federal transit law at 49 USC § 5332, the Subrecipient agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

4. Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 USC § 794, the Americans with Disabilities Act of 1990, as amended, 42 USC § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 USC § 4151 et seq., and Federal transit law at 49 USC § 5332, the Subrecipient agrees that it will not discriminate against individuals on the basis of disability. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

Disadvantaged Business Enterprises. It is the policy of the North Carolina Department of Transportation that Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26 shall have the equal opportunity to compete fairly for and to participate in the performance of contracts financed in whole or in part by Federal Funds. The Subrecipient is also encouraged to give every opportunity to allow DBE participation in Supplemental Agreements. The Subrecipient, subconsultant, and subcontractor shall not discriminate on the basis of race, religion, color, national origin, age, disability or sex in the performance of this contract. The Subrecipient shall comply with applicable requirements of 49 CFR Part 26 in the award and administration of federally assisted contracts. Failure by the Subrecipient to comply with these requirements is a material breach of this contract, which will result in the termination of this contract or such other remedy, as the Department deems necessary.

When payments are made to Disadvantaged Business Enterprise (DBE) Subrecipients, including material suppliers, Subrecipients at all levels (Subrecipient, Subconsultant or Subrecipient) shall provide the Contract Administrator with an accounting of said payments. The accounting shall be listed on the Department's Subrecipient Payment Information Form (Form DBE-IS). In the event the Subrecipient has no DBE participation, the Subrecipient shall indicate this on the Form DBE-IS by entering the word 'None' or the number 'zero' and the form shall be signed. Form DBE-IS may be accessed on the website at: <https://apps.dot.state.nc.us/quickfind/forms/Default.aspx>.

A responsible fiscal officer of the payee Subrecipient, subconsultant or Subrecipient who can attest to the date and amounts of the payments shall certify that the accounting is

correct. A copy of an acceptable report may be obtained from the Department of Transportation. This information shall be submitted as part of the requests for payments made to the Department.

Prompt payment provisions. When a subcontractor has performed in accordance with the provisions of his contract, the contractor shall pay to his subcontractor and each subcontractor shall pay to his subcontractor, within seven days of receipt by the contractor or subcontractor of each periodic or final payment, the full amount received for such subcontractor's work and materials based on work completed or service provided under the subcontract NCGS §22C-1.

Incorporation of FTA Terms. Provisions of this Agreement include, in part, certain standard terms and conditions required by the U.S. DOT. All contractual provisions required by the U.S. DOT, as set forth in FTA Circular 4220.1, as amended, are incorporated by reference. Anything to the contrary herein notwithstanding, all FTA-mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Subrecipient shall not perform any act, fail to perform any act, or refuse to comply with any Department request, which would cause the Department to be in violation of FTA terms and conditions, as referenced in the current FTA Master Agreement shall prevail and be the instrument governing the receipt of Federal assistance from the Federal Transit Administration.

Energy Conservation. The Subrecipient agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

Debarment, Suspension, Ineligibility and Voluntary Exclusion. The Subrecipient shall comply and facilitate compliance with U.S. DOT regulations, "Non-procurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Government-wide Debarment and Suspension (Non-procurement)," 2 CFR part 180. As such, the Subrecipient shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded Agreement and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting this Agreement, Subrecipient certifies as follows:

The certification in this clause is a material representation of fact relied upon by the Department. If it is later determined by the Department that the Subrecipient knowingly rendered an erroneous certification, in addition to remedies available to the Department, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The Subrecipient agrees to comply with the requirements of 2 CFR part 180, subpart C, as supplemented by 2 CFR part 1200, throughout the period of this Agreement. The Subrecipient further agrees to include a provision requiring such compliance in its lower tier covered transactions. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount.

Lobbying Restrictions. The Subrecipient agrees that neither it nor any third-party participant will use federal assistance to influence any officer or employee of a federal agency, member of Congress or an employee of a member of Congress, or officer or employee of Congress on matters that involve this agreement, including any extension or modification, according to the following:

(1) Laws, Regulations, Requirements, and Guidance. This includes:

(a) The Byrd Anti-Lobbying Amendment, 31 USC § 1352, as amended,

(b) U.S. DOT regulations, "New Restrictions on Lobbying," 49 CFR part 20, to the extent consistent with 31 USC § 1352, as amended, and

(c) Other applicable federal laws, regulations, requirements, and guidance prohibiting the use of federal assistance for any activity concerning legislation or appropriations designed to influence the U.S. Congress or a state legislature, and

(2) Exception. If permitted by applicable federal law, regulations, requirements, or guidance, such lobbying activities described above may be undertaken through the subrecipient's proper official channels.

The Subrecipient agrees to submit a signed and dated Certification on Lobbying that appears in the attachment.

Clean Air Act and Federal Water Pollution Control Act. The Subrecipient agrees:

1) It will not use any violating facilities;

2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"

3) It will report violations of use of prohibited facilities to FTA; and

4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 USC §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 USC §§ 1251-1387).

Public Transportation Employee Protective Arrangements. The Subrecipient agrees to comply with the following employee protective arrangements of 49 USC § 5333(b):

1. Sections 5307 and 5339. Under this Agreement or any Amendments thereto that involve public transportation operations that are supported with 49 USC § 5307 or 49 USC § 5339 federal assistance, a certification issued by U.S. DOL is a condition of the Contract.
2. Section 5311. When the Agreement involves public transportation operations and is supported with federal assistance appropriated or made available for 49 USC § 5311, U.S. DOL will provide a Special Warranty for its Award. The U.S. DOL Special Warranty is a condition of the Agreement.
3. Section 5310. The conditions of 49 USC § 5333(b) do not apply to Subrecipients providing public transportation operations pursuant to 49 USC § 5310. FTA reserves the right to make case-by-case determinations of the applicability of 49 USC § 5333(b) for all transfers of funding authorized under title 23, United States Code (flex funds), and make other exceptions as it deems appropriate, and, in those instances, any special arrangements required by FTA will be incorporated herein as required.

Charter Service. The Subrecipient agrees to comply with 49 USC 5323(d), 5323(r), and 49 CFR part 604, which provides that recipients and subrecipients of FTA assistance are prohibited from providing charter service using federally funded equipment or facilities if there is at least one private charter operator willing and able to provide the service, except as permitted under:

1. Federal transit laws, specifically 49 USC § 5323(d);
2. FTA regulations, "Charter Service," 49 CFR part 604;
3. Any other federal Charter Service regulations; or
4. Federal guidance, except as FTA determines otherwise in writing.

The Subrecipient agrees that if it engages in a pattern of violations of FTA's Charter Service regulations, FTA may require corrective measures or impose remedies on it. These corrective measures and remedies may include:

1. Barring it or any subcontractor operating public transportation under its Award that has provided prohibited charter service from receiving federal assistance from FTA;
2. Withholding an amount of federal assistance as provided by Appendix D to part 604 of FTA's Charter Service regulations; or
3. Any other appropriate remedy that may apply. The Subrecipient should also include the substance of this clause in each subcontract that may involve operating public transit services.

School Bus Operations. The Subrecipient agrees to comply with 49 USC 5323(f), and 49 CFR part 605, and not engage in school bus operations using federally funded equipment or facilities in competition with private operators of school buses, except as permitted under:

1. Federal transit laws, specifically 49 USC § 5323(f);
2. FTA regulations, "School Bus Operations," 49 CFR part 605;
3. Any other Federal School Bus regulations; or
4. Federal guidance, except as FTA determines otherwise in writing.

If Subrecipient violates this School Bus Agreement, FTA may:

1. Bar the Subrecipient from receiving Federal assistance for public transportation; or
2. Require the Subrecipient to take such remedial measures as FTA considers appropriate.

When operating exclusive school bus service under an allowable exemption, the contractor may not use federally funded equipment, vehicles, or facilities.

The Subrecipient shall include the substance of this clause in each subcontract or purchase under this contract that may operate public transportation services.

Substance Abuse Requirements (Recipients of Sections 5307, 5311, and 5339 funds only). The Subrecipient agrees to establish and implement a drug and alcohol testing program that complies with 49 CFR parts 40 and 655, produce any documentation necessary to establish its compliance with part 655, and permit any authorized representative of the United States Department of Transportation or its operating administrations or the Department to inspect the facilities and records associated with the implementation of the drug and alcohol testing program as required under 49 CFR part 655 and review the testing process. The Subrecipient agrees further to submit the Drug and Alcohol Management Information System (DAMIS) reports before February 15 to NCDOT Public Transportation Compliance Office or its designee.

23. Contract Administrators.

All notices permitted or required to be given by one Party to the other and all questions about this Agreement from one Party to the other shall be addressed and delivered to the other Party's Contract Administrator. The name, postal address, street address, telephone number, fax number, and email address of the Parties' respective initial Contract Administrators are set out below. Either Party may change the name, postal address, street address, telephone number, fax number, or email address of its Contract Administrator by giving timely written notice to the other Party.

For the Department:

Name: Myra Freeman
Title: Financial Manager
Agency: NCDOT/PTD
Email: Msfreeman1@ncdot.gov
MSC: 1550 Mail Service Center – Raleigh, NC 27699-1550
Physical Address: 1 S. Wilmington St, Rm 542, Transportation Building, Raleigh, NC 27601
Phone: 919-707-4672 Fax: 919-733-2304

For the Subrecipient:

Name: _____
Title: _____
Agency: _____
Email: _____
Phone: _____

IN WITNESS WHEREOF, this Agreement has been executed by the Department, an agency of the State of North Carolina, and the Subrecipient by and through a duly authorized representative and is effective the date and year first above written.

CITY OF DURHAM
on behalf of Durham-Chapel Hill-
Carrboro Metropolitan Planning
Organization

 SUBRECIPIENT'S FEDERAL TAX ID

NUMBER: _____

SUBRECIPIENT'S FISCAL YEAR END: _____

JUNE 30, 2021

BY: _____

TITLE: _____

CITY MANAGER

ATTEST: _____

TITLE: _____

DEPARTMENT OF
 TRANSPORTATION

BY: _____

TITLE: _____

**DEPUTY SECRETARY FOR
 MULTI-MODAL TRANSPORTATION**

ATTEST: _____

TITLE: _____

Attachment
Certification Regarding Lobbying

The Subrecipient certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Subrecipient shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Subrecipient's Authorized Representative: _____

Title: _____

Date: _____

APPENDIX A

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
PROJECT NUMBER: 21-08-103
APPROVED BUDGET SUMMARY
EFFECTIVE DATE 07/1/2020

PROJECT SPONSOR: CITY OF DURHAM

PROJECT DESCRIPTION: FY2021 METROPOLITAN PLANNING GRANT PROGRAM (SECTION 5303)

I. TOTAL PROJECT EXPENDITURES

DEPARTMENT - 4526 PLANNING I -	36230.10.19.6	\$453,050
PERIOD OF PERFORMANCE JULY 01, 2021 - JUNE 30, 2021		

II. TOTAL PROJECT FUNDING

		TOTAL	FEDERAL	STATE	LOCAL
PLANNING -	36230.10.19.6	100%	80%	10%	10%
AGREEMENT		\$453,050	\$362,440	\$45,305	\$45,305
TOTAL		\$453,050	\$362,440	\$45,305	\$45,305

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
APPROVED PROJECT BUDGET

PROJECT: 21-08-103
SPONSOR: CITY OF DURHAM
WBS: 36230.10.19.6

----- DEPARTMENT 4526 - PLANNING I -----		
<u>OBJECT</u>	<u>TITLE</u>	<u>APPROVED BUDGET</u>
M302	442100-PROG SUPT ADMIN	76,450
M303	442200-GEN DEV/COMP PLN	16,800
M304	442301-L-RNG TRN PLN SYS	31,220
	PEF 442302-L-RNG TRN PLN PROJ	42,210
M306	442400-S-RNG TRNSP PLN	235,210
M307	442500-TRANSP IMPROV PRG	34,920
M313	442700-OTHER ACTIVITIES	16,240
TOTAL PLANNING		\$ 453,050



NORTH CAROLINA
Department of Transportation

5303
Metropolitan Transportation
Planning

FEDERAL

Planning

PRINCIPLE	This guidance is for all subrecipients receiving planning assistance to support multimodal transportation planning projects in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by the Federal Transportation Administration (FTA) and the Federal Highway Administration (FHWA), which provides additional planning funding.
ELIGIBLE SUBRECIPIENTS and ACTIVITIES	PTD is the Designated Recipient (DR) and is the only entity eligible to apply for and receive this program assistance directly from FTA. PTD is required by law to distribute these funds to each UZA, or portion of a UZA, within North Carolina (NC), according to a formula developed by the State of NC in cooperation with the MPO and approved by FTA. Eligible activities are: develop transportation plans and programs; plan, design and evaluate a public transportation projects; and conduct technical studies related to public transportation.
FINANCIAL CAPACITY and MANAGEMENT	Subrecipients must have sufficient funds to match FTA funds. Subrecipients must have fiscal control and accounting procedures sufficient to permit tracking and reporting of grant funds. Any funds borrowed from a parent organization or governmental organization must be reported to NCDOT within 15 days.
AUDIT REPORTS and FINANCIAL STATEMENTS	Subrecipients that expend more than \$500,000 in federal funds from all sources per 09 NCAC 03M .0205 Minimum Reporting Requirements for Recipients and Subrecipients (including federal funds provided through NCDOT) in a year must submit the annual single audit required and evidence of resolution of findings related to the transit program to NCDOT.
PROGRAM REPORTING	Subrecipients are required to report monthly or quarterly when claims are submitted and at the end of the year with the final claim. Penalties will be imposed when reports have not been submitted by the published reporting deadlines.
OVERSIGHT	Oversight is performed through desk reviews of financial and grant project reporting, correspondence, and phone calls, as needed.
REFERENCES	Section 5303 Circular - C 8100.1C Award Management Requirements 5010.1E OMB's Uniform Administrative Requirements 2 CFR 200 NC Public Transportation Business Guide 09 NCAC 03M .0205 Minimum Reporting Requirements for Recipients and Subrecipients State Management Plan
UPDATES/REVISIONS	Original Date: 4/20/2018 Last Amended Date:



Date: January 6, 2021

To: Anne Phillips, Principal Planner, DCHC MPO
From: Evan Tenenbaum, Transportation Planner, City of Durham Transportation
Subject: Public Comment on TIP Amendment #3 Regarding C-4928 Morreene Road

The City of Durham wishes to submit the following public comment for TIP amendment #3.

Morreene Road Sidewalks (C-4928), a locally administered project, is subject to a proposed schedule modification as part of Transportation Improvement Program (TIP) Amendment #3. The current STIP has right-of-way for this project beginning in FY 2020 and construction in FY 2021. The proposed amendment will change these dates to ROW in FY 2021 and construction in FY 2021.

City of Durham Public Works is managing this project, and has indicated that due to authorization delays from NCDOT in FY 2020 caused by their spending freeze, the schedule in the TIP needs to be further changed to better align with the revised project timetable:

- Anticipated Right-of-Way Acquisition Start: January 2021
- Anticipated Right-of-Way Completion: April 2022
- Anticipated Bid Advertisement: July 2022
- Anticipated Construction Start: December 2022
- Anticipated Construction Completion: May 2024

The City of Durham recommends changing the TIP schedule for project C-4928, to keep right-of-way in FY 2021, but delay Construction until 2023, as seen below.

	Current STIP	Amendment #3 Proposal	Adjustment Recommended
Right-of-way	FY 2020	FY 2021	FY 2021
Construction	FY 2021	FY 2021	FY 2023

Additionally, the City of Durham is concerned that the revised schedule caused by NCDOT's spending freeze may result in increased right-of-way and utility costs. The City has estimated the general cost of inflation for this delay will result in a cost increase of over \$500,000 to this project. The total cost currently allocated for this project is \$10.4 million, while revised estimates to account for this inflation indicates the total will need to be around \$10.96 million.

The City may decide to pursue another TIP amendment for this project in the future, but for now will monitor this project as it progresses through the right-of-way phase before making the determination to request an increase in its budget.

Please consider this information about scheduling and potential cost increases on Project C-4928 before approving TIP Amendment #3. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan Tenenbaum", written in a cursive style.

Evan Tenenbaum, Transportation Planner

Cc: Bill Judge, Assistant Director, Transportation
David Cates, Public Works
Brian Taylor, Transportation Planner

Re: Durham Freeway

Dave Olverson <dolverson@gmail.com>

Wed 12/23/2020 3:45 PM

To: Egan, Sean <Sean.Egan@durhamnc.gov>

Cc: Judge, Bill <Bill.Judge@durhamnc.gov>; Phillips, Anne <Anne.Phillips@durhamnc.gov>; Nwoko, Felix <Felix.Nwoko@durhamnc.gov>

Thank you for the quick response!

I see that you have included Anne Phillips on this email, so I will make my comments here:

Ms. Phillips - As Mr. Egan suggested, I would like to advocate for equitable community engagement and a process for feedback on the projects that are affected by Amendment 3. I have a particular interest in the study of NC 147. It is not surprising that NCDOT is not interested in pushing this study forward as it would not benefit them or their goals in any way. They wouldn't particularly care about a thriving downtown Durham or increased property tax revenue. Their success is measured by transportation metrics, but as transportation is an induced demand, there are other ways to achieve a better Durham.

Given this misalignment of goals, it is incumbent upon DCHC MPO and the City of Durham to listen to citizens of Durham and to help us advocate for projects that will make Durham a better place, not merely one with more car capacity. The study of NC 147 is particularly important given that there may be additional federal funding on the horizon based on incoming Transportation Secretary Pete Buttigieg's recent comments supporting the removal of freeways that were a part of urban renewal. We need to act quickly to be prepared to use that funding if and when it becomes available.

Thank you and let me know if you have any questions or need additional feedback from me.

Best,
Dave

MPO Board
December 9, 2020

FY 2020-2029 TIP Amendment #3 Summary Sheet

See full report for additional information on each project.

- **B-5674* US 15-501/Cornwalis Road bridge replacement:** Delay ROW from FY 20 to 22 and CON from FY 22 to 24 to balance funds.
- **B-6037 NC 86 bridge replacement over NCRR:** Delay ROW from FY 21 to FY 24 and CON from FY 23 to FY 25 to balance funds.
- **C-5650 Smith Level Road/South Greensboro Street sidewalk construction:** Delay ROW from FY 20 to 21 and CON from FY 21 to 22 to allow additional time for planning.
- **HB-9999 Bridge Inspection Program:** Project added at the request of Structures Management Unity and will replace B-9999.
- **I-0305 I-85 widening, Orange Grove Road to Sparger Road:** Delay ROW from FY 25 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **I-3306AA I-40 widening, I-85 to NC 86:** Project to utilize GARVEE Bonds, accelerate CON from FY 23 to 21 to conform to bond spend targets.
- **I-3306AB I-40 widening, NC 86 to Durham County Line:** Project to utilize GARVEE Bonds, delay ROW from FY 20 to 21 and CON from FY 22 to FY 21 to conform to bond spend targets.
- **I-3306AC I-40, NC 86 interchange improvements:** Delay ROW from FY 20 to 21, accelerate construction from FY 22 to 21 to conform to bond spend targets.
- **I-5707 I-40, NC 55 to NC 147, construct westbound auxiliary lane:** Delay ROW from FY 21 to 34 and CON from FY 23 to 26 to assist in balancing funds.
- **I-5942 I-85 pavement rehabilitation, Midland Terrace to NC 56:** Delay CON from FY 25 to 28 to assist in balancing funds.
- **I-5958 I-40/I-85 pavement rehabilitation, Buckhorn Road to Orange Grove Road:** Delay CON from FY 24-27 to assist in balancing funds.
- **I-5959 I-85 pavement rehabilitation, Orange Grove road to Durham County Line:** Delay CON from FY 25 to 28 to assist in balancing funds.
- **I-5967 I-85/South Churton Street interchange:** Delay ROW from FY 22 to 25 and CON from FY 25 to FY 28 to assist in balancing funds.
- **I-5984 I-85/NC 86 interchange:** Delay ROW from 24 to 27 and CON from FY 26 to 29 to assist in balancing funds.
- **I-5993 I-40 pavement rehabilitation, US 15/US 501 to NC 147:** Project to no longer use GARVEE bonds and delay CON from FY 22 to 25 to assist in balancing funds.
- **I-5994 I-40 bridge rehabilitation, US 15/501 to NC 147 bridge rehabilitation:** Project to no longer use GARVEE bonds and delay CON from FY 22 to 25 to assist in balancing funds.
- **I-5995 I-40 pavement rehabilitation, NC 147 to Airport Boulevard:** Delay CON from FY 22 to 25 to assist in balancing funds.
- **I-5995 I-40/Airport Boulevard pavement rehabilitation:** Project will no longer use GARVEE Bond funding.
- **I-5998 I-540 pavement rehabilitation, I-40 to US 70:** Delay CON from FY 23 to 25 to assist in balancing funds.

- **I-6000 I-540 bridge rehabilitation, I-40 to US 1:** Delay CON from FY 22 to 25 to assist in balancing funds.
- **I-6006 I-40 Managed Motorway, NC 54 to Wade Avenue:** Delay ROW from FY 25 to 28 and CON from FY 25 to 29 to assist in balancing funds
- **I-6010 I-85 widening, Midland Terrace to Red Mill Road:** Delay ROW from FY 27 to 29 to assist in balancing funds.
- **M-0414 Municipal Bridge Inspection Program:** Add inspection funds not previously programmed at request of Structures Management Unit.
- **P-5706 East Durham Railroad Safety Project:** Delay construction from FY 26 to 27 to assist in balancing funds.
- **R-5753 Federal Lands Transportation Program and Emergency Relief for Federally Owned Roads, road and bridge improvements to be constructed on transportation facilities that are owned by the federal government that provide access to federal lands:** Add Emergency Relief for Federally Owned Roads Program funds not previously programmed.
- **R-5821A NC 54 operational improvements, Orange Grove Road to Old Fayetteville Road:** Cost increase exceeding \$2 million and 25% thresholds. Project to use BUILD NC Bonds, delay ROW from FY 21 to FY 26 and CON from FY 22 to FY 28.
- **RX-2100 Passenger Rail Crossing Safety Improvement Inventory Program:** Add Preliminary Engineering not previously programmed at request of Rail Division.
- **T-0006 Statewide 5339 (b) Discretionary Grant for Facility Construction:** Project added at the request of NCDOT.
- **TC-0005 Statewide 5339 (b) Discretionary Grant for Facility Construction:** Project added at the request of NCDOT.
- **TC-0007 Statewide 5339 (b) Discretionary Grant for Construction Project:** Project added at the request of NCDOT.
- **TC-0008 Statewide 5339 (b) Discretionary Grant for Facility Construction:** Project added at the request of NCDOT
- **TC-0010 Statewide 5339 (b) Discretionary Grant for Facility Construction:** Project added at the request of NCDOT
- **TC-0011 Statewide 5339 (b) Discretionary Grant for Facility Construction:** Project added at the request of NCDOT
- **TC-0012 Statewide 5339 (b) Discretionary Grant to purchase electric buses and charging stations:** Project added at the request of NCDOT
- **TC-0013 5310 Discretionary Grant from FTA:** Project added at the request of NCDOT Integrated Mobility Division.
- **TG-0002 Statewide FY 21 5307 SBUS capital:** Project added at the request of NCDOT.
- **TG-0004 Statewide FY 21 5307 SBUS capital:** Project added at the request of NCDOT.
- **TG-0005 Statewide FY 21 5307 SBUS capital:** Project added at the request of NCDOT.
- **TG-0006 Statewide FY 21 5307 SBUS capital:** Project added at the request of NCDOT.
- **TM-0010 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.

- **TM-0012 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.
- **TM-0014 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.
- **TM-0015 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.
- **TM-0020 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.
- **TM-0022 Statewide FY 21 5307 operating funds:** Project added at the request of NCDOT.
- **U-5304A US 15/US 501/NC 86 interchange improvements:** Delay ROW from FY 26 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5304B US 15/US 501, NC 86 to NC 54, capacity improvements:** Delay ROW from FY 26 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5304D US15/US 501, NC 54 to Ephesus Church Road capacity improvements:** Delay ROW form FY 26 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5304E US 15/US 501, Manning Drive interchange:** Delay ROW from FY 26 to FY 29 and Construction from FY 29 to post year to assist in balancing funds.
- **U-5304F US15/US 501, Ephesus Church Road to I-40, capacity improvements:** Delay ROW form FY 26 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5516 Roxboro/Latta/Infinity Intersection Improvements:** Delay ROW from FY 21 to FY 25 and CON from FY 23 to 27 to assist in balancing funds.
- **U-5518 US 70 upgrade, T.W. Alexander to I-540:** Delay ROW and CON from FY 22 to 25.
- **U-5717 US 15/501/Garrett Road interchange:** Delay CON from FY 23 to 26 to assist in balancing funds.
- **U-5720A US 70 (Miami Blvd)/Sherron Road upgrade:** Delay ROW from FY 24 to 27 and CON from FY 27 to post year to assist in balancing funds.
- **U-5720B US 70 (Miami Blvd), South Miami Blvd/Sherron Road to East of Page Road Extension:** Delay ROW from FY 24 to 27 and CON from FY 27 to post year to assist in balancing funds.
- **U-5774B NC 54 widening - Barbee Chapel Road to I-40; interchange improvements:** Delay ROW from FY 25 to 27 and CON from FY 29 to post year to assist in balancing funds.
- **U-5774C NC 54 widening - Barbee Chapel Road to I-40; upgrade:** Delay ROW from FY 25 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5774F I-40/NC 54 Interchange change improvements:** Delay ROW from FY 25 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-5845 I-40, South Churton Street to Eno River, widening:** Project to no longer utilize GARVEE Bonds and delay ROW from FY 22 to 26 and CON from FY 25 to 29 to assist in balancing funds.
- **U-5934 NC 147 widening and pavement rehabilitation, I-40 to future I-885:** Delay ROW CON from FY 24 to 28 to assist in balancing funds.

- **U-5937 NC 147 operational improvements, West Chapel Hill Street to Briggs Avenue:** Delay ROW from FY 23 to 27 and CON from FY 27 to post year to assist in balancing funds.
- **U-5968 City of Durham Signal System Upgrade:** Project to utilize Build NC Bonds.
- **U-6021 Fayetteville Road widening, Woodcroft Parkway to Barbee Road:** Project to utilize BUILD NC Bonds and delay ROW from FY 21 to 29 and CON from FY 23 to post year to assist in balancing funds.
- **U-6067 US 15/501 upgrade, I-40 to Southwest Durham Drive:** Delay ROW from FY 25 to 29 and CON from FY 29 to post year to assist in balancing funds.
- **U-6192 US 15-501, US 64 Bypass to Smith Level Road, Synchronized Street:** Project to no longer utilize BUILD NC Bonds and delay ROW from FY 25 to 26 and CON from FY 27 to post year to assist in balancing funds.

Locally Administered Projects

- **C-4928 Morreene Road Sidewalks:** ROW in FY 21 and CON in FY 23 to reflect current project delivery schedule.
- **C-5181 Jones Creek Greenway:** Begin CON in FY21 to reflect current project delivery schedule.
- **C-5183B Alston Avenue Sidewalks:** Begin CON to FY21 to reflect current project delivery schedule.
- **C-5605A Downtown Multi-Use Path:** Delay PE and ROW to FY 23 and CON to FY 24 to reflect current project delivery schedule.
- **C-5650 S. Greensboro Street Sidewalks:** Delay ROW from FY 20 to FY 21 and CON from FY 21 to FY 22 to reflect current project delivery schedule.
- **EB-5703 LaSalle Street Sidewalks:** ROW in FY 21 to reflect current project delivery schedule.
- **EB-5704 Raynor Street Sidewalks:** Delay ROW and CON to FY 21 to reflect current project delivery schedule.
- **EB-5708 NC 54 Sidewalk:** Begin ROW in FY 21 to reflect current project delivery schedule.
- **EB-5715 N. Duke Street Sidewalk:** Begin ROW in FY 21 to reflect current project delivery schedule.
- **EB-5720 Bryant Bridge Trail:** Delay ROW from FY 20 to FYb21 and CON from FY 21 to FY 23 to reflect current project delivery schedule.
- **EB-5721 Orange County Route 1 (Fordham):** Delay CON to FY 22 to reflect current project delivery schedule.
- **EB-5834 Guess Road Sidewalks:** Delay ROW from FY 21 to FY 25 and CON from 22 to FY 26 to assist in balancing funds.
- **EB-5835 NC 55 Sidewalks:** Delay PE, ROW, and CON from FY 20, 22, and 23, to FY 25, 27, and 28, respectively, to assist in balancing funds.
- **EB-5837 Third Fork Creek Trail:** Delay ROW from FY 20 to FY 21 and CON from FY 21 to FY 23 to assist in balancing funds.
- **EB-5880 Jones Ferry Road Sidewalk:** Delay PE, ROW, and CON from FY 22, FY 23, and FY 24 to FY 23, FY 24, and FY 25, respectively, to reflect current project delivery schedule.

- **EB-5886A Estes Drive Bike/Ped:** Delay PE, ROW, and CON from FY 20, 21, and 22 to FY 22, 24, and 26, respectively, to reflect current project delivery schedule.
- **EB-5886B Estes Drive Bike/Ped:** Delay PE, ROW, and CON from FY 20, 21, and 22 to FY 22, 23, and 25, respectively, to reflect current project delivery schedule.
- **EB-5890 Barnes Street Sidewalk:** Delay PE, ROW, and CON from FY 22, 23, and 24, to FY 23, 24, and 25, respectively, to reflect current project delivery schedule.
- **EB-5994 NC 54 Sidepath:** Delay PE, ROW, and CON to FY 24, 26, and 28, respectively, to reflect current project delivery schedule.
- **EB-5998 Fordham Boulevard Bike/Ped:** Delay PE, ROW, and CON to FY 23, 24, and 26, respectively, to reflect current project delivery schedule.
- **EL-4828 Morgan Creek Greenway:** Begin CON in FY 21 to reflect current project delivery schedule.
- **U-4724 Cornwallis Road Sidewalks:** Begin ROW in FY 21 to reflect current project delivery schedule.
- **U-4726HN Hillandale Road Bike/Ped:** ROW and CON in FY 21 to reflect current project delivery schedule.
- **U-4726HO Carpenter Fletcher Bike/Ped:** Delay ROW and CON to FY 21 to reflect current project delivery schedule.
- **U-4726IK Homestead Road Sidewalks:** Begin CON in FY 21 to reflect current project delivery schedule.
- **U-5823 Woodcroft Parkway Extension:** ROW in FY 21 and CON in FY 25 to reflect current project delivery schedule.

*** Projects highlighted in yellow were affected by the STIP reprogramming.**

DCHC Projects Affected by STIP Reprogramming

MPO Board 01/13/2021 Item 11

TIP #	Location	Description	Change	Current		Proposed	
				ROW	CON	ROW	CON
U-6192	Chatham	US 15/501 convert to superstreet - Smith Level Road to US 64	ROW delayed 1 year; CON delayed 3 years	2025	2027	2026	2030
B-5674	Durham	US 15/501 bridge replacement over Cornwallis Road	All phases delayed 2 years	2020	2022	2022	2024
I-5707	Durham	I-40 westbound auxiliary lane from NC 147 to NC 55	All phases delayed 3 years	2021	2023	2024	2026
I-5942	Durham	I-85 pavement rehab - Midland Terrace to NC 56	Delayed 3 years		2025		2028
I-5993	Durham	I-40 pavement rehab - US 15/501 to NC 147	Delayed 4 years		2021		2025
I-5994	Durham	I-40 bridge rehab - US 15/501 to NC 147	Delayed 4 years		2021		2025
I-5995	Durham	I-40 pavement rehab - NC147 to Airport Blvd	Delayed 3 years		2022		2025
I-5998	Durham	I-540 pavement rehab - I-40 to US 70	Delayed 2 years		2023		2025
I-6000	Durham	I-540 bridge rehab - I-40 to US 1	Delayed 3 years		2022		2025
I-6006	Durham	I-40 Managed Motorway from NC 54 to Wade Avenue	ROW delayed 3 years; CON delayed 4 years	2025	2025	2028	2029
I-6010	Durham	I-85 widening - Red Mill Road to Midland Terrace	ROW delayed 2 years	2027	FYU	2029	FYU
P-5706	Durham	East Durham Railroad Safety Project (straightening a curve and a combination grade separations and closures)	Construction delayed 1 year		2026		2027
U-5516	Durham	US 501/Latta/Infinity intersection	All phases delayed 4 years	2021	2023	2025	2027
U-5518	Durham	US 70 upgrade - I-540 to TW Alexander Drive	All phases delayed 4 years	2021	2021	2025	2025
U-5717	Durham	US 15/501/Garrett Road interchange	Delayed 3 years		2023		2026
U-5720	Durham	US 70 (Miami Blvd)/Sherron Road Upgrade to Controlled-Access Facility and Convert Sherron Road intersection to interchange	ROW and CON delayed 3 years	2024	2027	2027	FYU
U-5774C/F	Durham	NC 54 widening - Barbee Chapel Road to I-40; improve I-40 interchange	All phases delayed 4 years	2025	2029	2029	FYU
U-5823	Durham	Woodcraft Parkway Extension	ROW delayed 9 years; CON delayed 10 years	2020	2021	2029	2031

U-5868	Durham	City of Durham Signal System Upgrade	Project to use BUILD NC Bonds, under construction				
U-5934	Durham	NC 147 widening - East End Connector to NC 147	All phases delayed 4 years	2024	2024	2028	2028
U-5937	Durham	NC 147 operational improvements - Chapel Hill Street to Briggs Avenue	ROW delayed 4 years; CON delayed 3	2023	2027	2027	2030
U-6021	Durham	Fayetteville Road widening - Barbee Road to Woodcroft Parkway	All phases delayed 8 years	2021	2023	2029	2031
U-6067	Durham	US 15/501 upgrade - I-40 to SW Durham Drive	All phases delayed 4 years	2025	2029	2029	FYU
B-6037	Orange	NC 86 bridge replacement over NCRR	ROW delayed 3 years; CON delayed 1 year	2021	2024	2024	2025
EB-5721	Orange	Upgrade existing off-road path and construct a new section of Bicycle Route 1	Construction delayed 1 year		2020		2021
EB-5886	Orange	Bicycle and Pedestrian improvements on Estes Drive from N. Greensboro St to NC 86	Phase B ROW and Construction delayed 1 year	2020	2021	2021	2022
I-0305	Orange	I-85 widening - Orange Grove Road to Sparger Road	ROW delayed 4 years; CON delayed 1	2025	2029	2029	2030
I-3306	Orange	Widen I-40 from I-85 to US 15-501; interchange improvements at NC 86	ROW delayed 1 year; CON accelerated 1 year	2020	2022	2021	2021
I-5958	Orange	I-40/I-85 pavement rehab - Buckhorn Road to Orange Grove Road	Delayed 3 years		2024		2027
I-5959	Orange	I-85 pavement rehab - Orange Grove Road to Durham County Line	Delayed 3 years		2025		2028
I-5967	Orange	I-85/South Churton interchange	All phases delayed 3 years	2022	2025	2025	2028
I-5984	Orange	I-85/NC 86 interchange	Delayed 3 years	2024	2026	2027	2029
R-5821A	Orange	NC 54 operational improvements	Delayed 6 years	2020	2022	2026	2028
U-5304	Orange	US 15/501 widening and operational improvements	Delayed 3 years	2026	2029	2029	2032
U-5774B	Orange	NC 54 from US 15/501 to Barbee Chapel Road, upgrade roadway and convert Barbee Chapel Road intersection to interchange	ROW delayed 3 years; CON delayed 1	2025	2029	2027	2030

U-5845	Orange	South Churton Street widening	ROW and CON delayed 4 years	2022	2025	2026	2029
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FYU - Future Year Unfunded

**RESOLUTION TO MODIFY THE 2020-2029 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #3
January 13, 2021**

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

WHEREAS, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

WHEREAS, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

WHEREAS, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2020-2029 Transportation Improvement Program as described in the attached sheets; and

WHEREAS, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; and

WHEREAS, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2045 Metropolitan Transportation Plan (MTP); and

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #3 to the FY 2020-2029 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on December 11, 2019, and as described in the “FY 2020-2029 TIP Amendment #3 Summary Sheet” on this, the 13th day of January, 2021.

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: January 13, 2021

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

**DURHAM • CHAPEL HILL • CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

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



Date: December 9, 2020

To: Mike Stanley, NCDOT STIP Office
From: Felix Nwoko, DCHC MPO
Subject: TIP Amendment #3 and Locally Administered Projects

As part of TIP Amendment #3, DCHC MPO is amending several locally administered projects to reflect more realistic project delivery schedules. A list of amended locally administered projects is attached.

Based on discussions with the STIP office, three locally administered projects are being delayed to allow U-5823 Woodcroft Parkway Extension, which had a construction delay until FY 31 in the STIP reprogramming exercise, to move into construction in FY 25. These projects are:

- EB-5837 Third Fork Creek Trail
- EB-5834 Guess Road Sidewalks
- EB-5835 NC 55 Sidewalks

MPO and City of Durham staff are proposing schedule delays to these three projects — instead of an over ten-year delay to the Woodcroft Parkway Extension project — so that the City of Durham does not lose design work that has already been completed on the Woodcroft Parkway Extension. The City of Durham has paid for the design of the Woodcroft Parkway Extension with local funds.

Should you have any questions or comments, please contact Anne Phillips of the DCHC MPO staff at (919) 886-0258 or anne.phillips@durhamnc.gov.

Locally Administered Projects Amended by DCHC MPO

TIP #	Jurisdiction	Description	Current STIP			Proposed STIP Amendment		
			PE	ROW	CON	PE	ROW	CON
C-5181	Carrboro	Jones Creek Greenway			2021			2021
C-5605A	Carrboro	Downtown Multi-Use Path	2021		2020	2023	2023	2024
C-5650	Carrboro	S. Greensboro Street Sidewalks		2020	2021		2021	2022
EB-5880	Carrboro	Jones Ferry Road Sidewalk	2022	2023	2024	2023	2024	2025
EB-5886A	Carrboro	Estes Drive Bike/Ped	2020	2021	2022	2022	2024	2026
EB-5890	Carrboro	Barnes Street Sidewalk	2022	2023	2024	2023	2024	2025
EB-5994	Carrboro	NC 54 Sidepath	2022	2024	2026	2024	2026	2028
EL-4828	Carrboro	Morgan Creek Greenway						2021
EB-5721	Chapel Hill	Orange County Route 1 (Fordham)			2021			2022
EB-5886B	Chapel Hill	Estes Drive Bike/Ped	2020	2021	2022	2022	2023	2025
EB-5998	Chapel Hill	Fordham Boulevard Bike/Ped	2022		2024	2023	2024	2026
U-4726IK	Chapel Hill	Homestead Road Sidewalks			2020			2021
C-4928	Durham	Morreene Road Sidewalks		2020	2021		2021	2023
C-5183B	Durham	Alston Avenue Sidewalks			2021			2021
EB-5703	Durham	LaSalle Street Sidewalks		2020	2022		2021	2022
EB-5704	Durham	Raynor Street Sidewalks		2020	2021		2021	2021
EB-5708	Durham	NC 54 Sidewalk		2020	2022		2021	2022
EB-5715	Durham	N. Duke Street Sidewalk		2020	2022		2021	2022
EB-5720	Durham	Bryant Bridge Trail		2020	2021		2021	2023
EB-5834	Durham	Guess Road Sidewalks		2021	2022		2025	2026
EB-5835	Durham	NC 55 Sidewalks	2020	2022	2023	2025	2027	2028
EB-5837	Durham	Third Fork Creek Trail		2020	2021		2021	2023
U-4724	Durham	Cornwallis Road Sidewalks		2020	2024		2021	2024
U-4726HN	Durham	Hillandale Road Bike/Ped		2020	2020		2021	2021
U-4726HO	Durham	Carpenter Fletcher Bike/Ped		2020	2020		2021	2021
U-5823	Durham	Woodcroft Parkway Extension*		2021			2021	2025

* Construction of the Woodcroft Parkway Extension (U-5823) was delayed to FY 31 in the STIP reprogramming exercise. The TIP has not been amended to reflect this change. In accordance with discussions with the STIP office, DCHC MPO is modifying the schedules of three projects (EB-5837, EB-5834, and EB-5835) to allow U-5823 to move into construction in FY 25. This would allow the City of Durham to use the design work that has been completed for this project. NCDOT can amend the STIP to reflect these changes once the DCHC MPO Board approves TIP Amendment #3.

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

B-5674 DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501 NORTHBOUND, REPLACE BRIDGE 310080 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM. <u>TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF- WAY FROM FY 20 TO 22 AND CONSTRUCTION FROM FY 22 TO FY 24.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 -	\$110,000	(NHPB)
				FY 2024 -	<u>\$2,209,000</u>	(NHPB)
					\$2,319,000	
* B-6037 ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 86, REPLACE BRIDGE 670049 OVER NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN RAILROAD. <u>TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF- WAY FROM FY 21 TO 24 AND CONSTRUCTION FROM FY 23 TO FY 25.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2024 -	\$250,000	(NHPB)
				FY 2025 -	<u>\$2,500,000</u>	(NHPB)
					\$2,750,000	
* I-5995 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION. <u>PROJECT TO NO LONGER UTILIZE GARVEE BOND FUNDING.</u>	CONSTRUCTION	FY 2022 -	<u>\$5,272,000</u>	(NHPIM)
					\$5,272,000	
* R-5821A ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 54, SR 1006 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS. TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2021 -	\$630,000	(T)
				FY 2021 -	\$100,000	(T)
				FY 2022 -	\$12,675,000	(T)
				FY 2023 -	\$12,675,000	(T)
				FY 2024 -	\$12,675,000	(T)
				FY 2025 -	<u>\$12,675,000</u>	(T)
					\$51,430,000	

* INDICATES FEDERAL AMENDMENT

Thursday, August 6, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* TC-0005 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0005 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CONSTRUCTION	FY 2021 - <u>\$1,668,000</u> \$1,668,000	(5339)
* TC-0006 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0006 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CONSTRUCTION	FY 2021 - <u>\$335,000</u> \$335,000	(5339)
* TC-0007 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT <u>ADD PROJECT TC-0007 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$1,189,000</u> \$1,189,000	(5339)
* TC-0008 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0008 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$4,000,000</u> \$4,000,000	(5339)
* TC-0010 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0010 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CONSTRUCTION	FY 2021 - <u>\$1,135,000</u> \$1,135,000	(5339)

* INDICATES FEDERAL AMENDMENT

Thursday, August 6, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* TC-0011 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0011 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$2,391,000</u> (5339) \$2,391,000
* TC-0012 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS. <u>ADD PROJECT TC-0012 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ACQUISITION	FY 2021 - <u>\$894,000</u> (5339) \$894,000
* TG-0002 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0002 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$21,000</u> (5307) \$21,000
* TG-0004 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0004 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$168,000</u> (5307) \$168,000
* TG-0005 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0005 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$168,000</u> (5307) \$168,000

* INDICATES FEDERAL AMENDMENT

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**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* TG-0006 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0006 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021 - <u>\$122,000</u> \$122,000	(5307)
* TM-0010 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0010 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021 - <u>\$142,000</u> \$142,000	(5307)
* TM-0012 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0012 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021 - <u>\$129,000</u> \$129,000	(5307)
* TM-0014 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0014 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021 - <u>\$75,000</u> \$75,000	(5307)
* TM-0015 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0015 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021 - <u>\$145,000</u> \$145,000	(5307)

* INDICATES FEDERAL AMENDMENT

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**REVISIONS TO THE 2020-2029 STIP
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STATEWIDE PROJECT

STIP ADDITIONS

* TM-0020 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0020 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021 -	<u>\$45,000</u> \$45,000	(5307)
* TM-0022 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0022 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021 -	<u>\$18,000</u> \$18,000	(5307)

* INDICATES FEDERAL AMENDMENT

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**REVISIONS TO THE 2020-2029 STIP
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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

I-0305 DURHAM ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85, WEST OF SR 1006 (ORANGE GROVE ROAD) IN ORANGE COUNTY TO WEST OF SR 1400 (SPARGER ROAD) IN DURHAM COUNTY. ADD LANES. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2029 -	\$900,000	(NHP)
			UTILITIES	FY 2029 -	\$500,000	(NHP)
			CONSTRUCTION	POST YR.	\$132,000,000	(NHP)
					\$133,400,000	
* I-3306AA ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, I-85 TO NC 86 <u>PROJECT TO UTILIZE GARVEE BONDS. ACCELERATE CONSTRUCTION FROM FY 23 TO FY 21 TO CONFORM TO BOND SPEND TARGETS.</u>	RIGHT-OF-WAY	FY 2021 -	\$250,000	(NHP)
			UTILITIES	FY 2021 -	\$98,000	(NHP)
			GARVEE CON CONSTRUCTION	FY 2021 -	\$5,663,000	(NHP)
				FY 2022 -	\$5,663,000	(NHP)
				FY 2023 -	\$5,663,000	(NHP)
				FY 2024 -	\$5,663,000	(NHP)
				FY 2025 -	\$5,663,000	(NHP)
				FY 2026 -	\$5,663,000	(NHP)
				FY 2027 -	\$5,663,000	(NHP)
				FY 2028 -	\$5,663,000	(NHP)
				FY 2029 -	\$5,663,000	(NHP)
				POST YR.	\$33,975,000	(NHP)
				FY 2021 -	\$5,500,000	(S(M))
				FY 2022 -	\$5,500,000	(S(M))
				FY 2023 -	\$5,500,000	(S(M))
				FY 2024 -	\$5,500,000	(S(M))
					\$107,290,000	

* INDICATES FEDERAL AMENDMENT

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-3306AB ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, NC 86 TO DURHAM COUNTY LINE <u>PROJECT TO UTILIZE GARVEE BONDS. DELAY RIGHT- OF-WAY FROM FY 20 TO FY 21. ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 TO CONFORM TO BOND SPEND TARGETS.</u>	RIGHT-OF-WAY UTILITIES GARVEE CON	FY 2021 - \$250,000 (NHP) FY 2021 - \$97,000 (NHP) FY 2021 - \$3,604,000 (NHP) FY 2022 - \$3,604,000 (NHP) FY 2023 - \$3,604,000 (NHP) FY 2024 - \$3,604,000 (NHP) FY 2025 - \$3,604,000 (NHP) FY 2026 - \$3,604,000 (NHP) FY 2027 - \$3,604,000 (NHP) FY 2028 - \$3,604,000 (NHP) FY 2029 - \$3,604,000 (NHP) POST YR. \$21,618,000 (NHP)
			CONSTRUCTION	FY 2021 - \$113,000 (NHP) FY 2021 - \$3,500,000 (S(M)) FY 2022 - \$112,000 (NHP) FY 2022 - \$3,500,000 (S(M)) FY 2023 - \$113,000 (NHP) FY 2023 - \$3,500,000 (S(M)) FY 2024 - \$112,000 (NHP) FY 2024 - \$3,500,000 (S(M)) \$68,851,000
I-3306AC ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, NC 86 INTERCHANGE IMPROVEMENTS <u>DELAY RIGHT-OF-WAY FROM FY 20 TO FY 21. ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 TO CONFORM TO BOND SPEND TARGETS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2021 - \$4,900,000 (NHP) FY 2021 - \$600,000 (NHP) FY 2021 - \$3,800,000 (NHP) FY 2022 - \$3,800,000 (NHP) FY 2023 - \$3,800,000 (NHP) FY 2024 - \$3,800,000 (NHP) \$20,700,000

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-5707 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 21 TO FY 24 AND CONSTRUCTION FROM FY 23 TO FY 26.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2024 - \$1,225,000 (NHP) FY 2024 - \$55,000 (NHP) FY 2026 - \$3,800,000 (NHFP) FY 2026 - <u>\$3,800,000</u> (NHP) \$8,880,000
I-5942 DURHAM GRANVILLE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85 / US 15, NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 25 TO FY 28.</u>	CONSTRUCTION	FY 2028 - <u>\$9,187,000</u> (NHPIM) \$9,187,000
I-5958 ORANGE PROJ.CATEGORY STATEWIDE	- BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40 / I-85, WEST OF SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1006 (ORANGE GROVE ROAD). PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 24 TO FY 27.</u>	CONSTRUCTION	FY 2027 - \$4,345,000 (NHPIM) FY 2028 - <u>\$4,345,000</u> (NHPIM) \$8,690,000
I-5959 ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85, WEST OF SR 1006 (ORANGE GROVE ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 25 TO FY 28.</u>	CONSTRUCTION	FY 2028 - \$5,578,000 (NHPIM) FY 2029 - <u>\$5,578,000</u> (NHPIM) \$11,156,000

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-5967 ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85, SR 1009 (SOUTH CHURTON STREET) IN HILLSBOROUGH. INTERCHANGE IMPROVEMENTS. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 22 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 28.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$825,000 (NHP) FY 2026 - \$2,475,000 (NHP) FY 2025 - \$125,000 (NHP) FY 2026 - \$375,000 (NHP) FY 2028 - \$5,634,000 (NHP) FY 2029 - \$5,633,000 (NHP) POST YR. <u>\$5,633,000</u> (NHP) \$20,700,000
I-5984 ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85, NC 86 IN HILLSBOROUGH. UPGRADE INTERCHANGE. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 24 TO FY 27 AND CONSTRUCTION FROM FY 26 TO FY 29.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2027 - \$1,900,000 (NHP) FY 2027 - \$2,300,000 (NHP) FY 2029 - \$6,967,000 (NHP) POST YR. <u>\$13,933,000</u> (NHP) \$25,100,000
* I-5993 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, US 15 / US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. <u>PROJECT TO NO LONGER UTILIZE GARVEE BOND FUNDING. TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 22 TO FY 25.</u>	CONSTRUCTION	FY 2025 - \$9,000,000 (NHPIM) FY 2026 - <u>\$9,000,000</u> (NHPIM) \$18,000,000
* I-5994 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, US 15 / US 501 TO EAST OF NC 147. BRIDGE REHABILITATION - MULTIPLE STRUCTURES. <u>PROJECT TO NO LONGER UTILIZE GARVEE BOND FUNDING. TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 22 TO FY 25.</u>	CONSTRUCTION	FY 2025 - <u>\$9,100,000</u> (NHPIM) \$9,100,000

* INDICATES FEDERAL AMENDMENT

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-5995 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 22 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	<u>\$5,272,000</u> \$5,272,000	(NHPIM)
* I-5998 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	I-540, I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	<u>\$3,800,000</u> \$3,800,000	(NHPIM)
* I-6000 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	I-540, I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION / REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 22 TO FY 25.</u>	CONSTRUCTION	FY 2025 -	<u>\$4,541,000</u> \$4,541,000	(NHPIM)

* INDICATES FEDERAL AMENDMENT

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

I-6006 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONENTS. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 28 AND CONSTRUCTION FROM FY 25 TO FY 29.</u>	RIGHT-OF-WAY	FY 2028 -	\$10,000	(NHP)
			UTILITIES	FY 2028 -	\$10,000	(NHP)
			CONSTRUCTION	FY 2029 -	\$13,633,000	(NHP)
				POST YR.	<u>\$40,897,000</u>	(NHP)
					\$54,550,000	
I-6010 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-85 / US 15, EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 27 TO FY 29.</u>	RIGHT-OF-WAY	FY 2029 -	\$3,750,000	(NHP)
				POST YR.	\$3,750,000	(NHP)
			UTILITIES	FY 2029 -	\$3,371,000	(NHP)
				POST YR.	\$3,371,000	(NHP)
			CONSTRUCTION	POST YR.	<u>\$53,300,000</u>	(NHP)
					\$67,542,000	
P-5706 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OF GRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END (734737A), GLOVER ROAD (734735L), AND WRENN <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY	FY 2021 -	\$3,109,000	(T)
				FY 2022 -	\$3,109,000	(T)
				FY 2023 -	\$3,109,000	(T)
			CONSTRUCTION	FY 2027 -	\$10,891,000	(T)
				FY 2027 -	\$167,000	(O)
				FY 2028 -	\$10,891,000	(T)
				FY 2028 -	\$166,000	(O)
				FY 2029 -	\$10,891,000	(T)
				FY 2029 -	<u>\$167,000</u>	(O)
					\$42,500,000	

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* R-5821A ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 54, SR 1006 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS <u>PROJECT TO UTILIZE BUILD NC BONDS. TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF-WAY FROM FY 21 TO FY 26 AND CONSTRUCTION FROM FY 22 TO FY 28.</u>	RIGHT-OF-WAY UTILITIES BUILD NC CON CONSTRUCTION	FY 2026 - FY 2026 - FY 2028 - FY 2029 - POST YR. FY 2028 - FY 2029 - POST YR.	\$630,000 (T) \$100,000 (T) \$2,574,000 (T) \$2,574,000 (T) \$33,462,000 (T) \$2,675,000 (T) \$2,675,000 (T) \$5,350,000 (T)	
					\$50,040,000	
U-5304A ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, NC 86 (SOUTH COLUMBIA STREET). INTERCHANGE IMPROVEMENTS. <u>TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF- WAY FROM FY 26 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - POST YR. FY 2029 - POST YR. POST YR.	\$5,000,000 (T) \$5,000,000 (T) \$520,000 (T) \$520,000 (T) \$22,000,000 (T)	
					\$33,040,000	
U-5304B ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, NC 86 (SOUTH COLUMBIA STREET) TO NC 54 (RALEIGH ROAD). CAPACITY IMPROVEMENTS , WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. <u>TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF- WAY FROM FY 26 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - POST YR. FY 2029 - POST YR. POST YR.	\$3,000,000 (T) \$3,000,000 (T) \$142,000 (T) \$143,000 (T) \$22,000,000 (T)	
					\$28,285,000	
U-5304D ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, NC 54 (RALEIGH ROAD). TO SR 1742 (EPHESUS CHURCH ROAD). CAPACITY IMPROVEMENTS , WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. <u>TO ASSIST IN BALANCING FUNDS. DELAY RIGHT-OF- WAY FROM FY 26 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - POST YR. FY 2029 - POST YR. POST YR.	\$2,500,000 (T) \$2,500,000 (T) \$172,000 (T) \$172,000 (T) \$30,000,000 (T)	
					\$35,344,000	

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5304E ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, SR 1902 (MANNING DRIVE). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 26 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2029 -	\$6,000,000	(T)
				POST YR.	\$6,000,000	(T)
			UTILITIES	FY 2029 -	\$223,000	(T)
				POST YR.	\$223,000	(T)
			CONSTRUCTION	POST YR.	<u>\$25,000,000</u>	(T)
					\$37,446,000	
U-5304F DURHAM ORANGE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, SR 1742 (EPHESUS CHURCH ROAD) TO I-40. CORRIDOR CAPACITY IMPROVEMENTS. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 26 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2029 -	\$3,000,000	(T)
				POST YR.	\$3,000,000	(T)
			UTILITIES	FY 2029 -	\$363,000	(T)
				POST YR.	\$363,000	(T)
			CONSTRUCTION	POST YR.	<u>\$27,000,000</u>	(T)
					\$33,726,000	
* U-5516 DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 21 TO FY 25 AND CONSTRUCTION FROM FY 23 TO FY 27.</u>	RIGHT-OF-WAY	FY 2025 -	\$4,341,000	(NHP)
				FY 2025 -	\$2,000,000	(L)
			CONSTRUCTION	FY 2027 -	<u>\$12,400,000</u>	(NHP)
					\$18,741,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5518 DURHAM WAKE PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	US 70 (GLENWOOD AVENUE), WEST OF SR 3067 (T.W. ALEXANDER DRIVE) TO I-540 IN RALEIGH. UPGRADE ROADWAY TO IMPROVE CAPACITY, SAFETY AND TRAFFIC OPERATIONS INCLUDING INTERCHANGES AT VARIOUS LOCATIONS. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY AND CONSTRUCTION FROM FY 22 TO FY 25.</u>	GARVEE ROW	FY 2025 - \$9,524,000 (NHP) FY 2026 - \$9,524,000 (NHP) FY 2027 - \$9,524,000 (NHP) FY 2028 - \$9,524,000 (NHP) FY 2029 - \$9,524,000 (NHP) POST YR. \$95,237,000 (NHP)	
			RIGHT-OF-WAY	FY 2025 - \$2,604,000 (NHP) FY 2025 - \$18,500,000 (S(M)) FY 2026 - \$2,604,000 (NHP) FY 2026 - \$18,500,000 (S(M))	
			UTILITIES	FY 2025 - \$12,720,000 (NHP)	
			GARVEE CON	FY 2025 - \$9,781,000 (NHP) FY 2026 - \$9,781,000 (NHP) FY 2027 - \$9,781,000 (NHP) FY 2028 - \$9,781,000 (NHP) FY 2029 - \$9,781,000 (NHP) POST YR. \$97,813,000 (NHP)	
			CONSTRUCTION	FY 2025 - \$2,525,000 (NHP) FY 2025 - \$9,500,000 (S(M)) FY 2026 - \$2,525,000 (NHP) FY 2026 - \$9,500,000 (S(M)) FY 2027 - \$2,525,000 (NHP) FY 2027 - \$9,500,000 (S(M)) FY 2028 - \$2,525,000 (NHP) FY 2028 - \$9,500,000 (S(M)) \$392,603,000	
* U-5717 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$10,667,000 (NHP) FY 2027 - \$10,667,000 (NHP) FY 2028 - \$10,666,000 (NHP) \$32,000,000	

* INDICATES FEDERAL AMENDMENT

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5720A DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 70 (MIAMI BOULEVARD), LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD). <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 24 TO FY 27 AND CONSTRUCTION FROM FY 27 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2027 -	\$7,225,000	(T)
				FY 2028 -	\$7,225,000	(T)
				FY 2029 -	\$7,225,000	(T)
				POST YR.	\$7,225,000	(T)
			UTILITIES	FY 2027 -	\$325,000	(T)
				FY 2028 -	\$325,000	(T)
				FY 2029 -	\$325,000	(T)
				POST YR.	\$325,000	(T)
			CONSTRUCTION	POST YR.	\$32,500,000	(T)
					\$62,700,000	
U-5720B DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 70 (MIAMI BOULEVARD), SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD) TO EAST OF SR 2095 (PAGE ROAD EXTENSION). <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 24 TO FY 27 AND CONSTRUCTION FROM FY 27 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2027 -	\$12,600,000	(T)
				FY 2028 -	\$12,600,000	(T)
				FY 2029 -	\$12,600,000	(T)
				POST YR.	\$12,600,000	(T)
			UTILITIES	FY 2027 -	\$1,400,000	(T)
				FY 2028 -	\$1,400,000	(T)
			CONSTRUCTION	POST YR.	\$41,600,000	(T)
					\$94,800,000	
U-5774B DURHAM ORANGE PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 54, US 15 / US 501 IN ORANGE COUNTY TO SR 1110 (BARBEE CHAPEL ROAD) IN DURHAM COUNTY, UPGRADE ROADWAY CORRIDOR AND CONVERT AT- GRADE INTERSECTION WITH SR 1110 TO INTERCHANGE. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 27 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2027 -	\$9,112,000	(T)
				FY 2028 -	\$9,111,000	(T)
				FY 2029 -	\$9,111,000	(T)
			UTILITIES	FY 2027 -	\$1,000,000	(T)
			CONSTRUCTION	POST YR.	\$30,900,000	(T)
					\$59,234,000	
U-5774C DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 54, SR1110 (BARBEE CHAPEL ROAD) TO I-40. UPGRADE ROADWAY CORRIDOR. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2029 -	\$3,876,000	(T)
			UTILITIES	FY 2029 -	\$1,000,000	(T)
			CONSTRUCTION	POST YR.	\$23,700,000	(T)
					\$28,576,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5774F DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	I-40, NC 54, I-40 / NC 54 INTERCHANGE IMPROVEMENTS <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - \$1,000,000 (NHP) POST YR. \$111,238,000 (NHP) FY 2029 - \$800,000 (NHP) POST YR. <u>\$39,300,000</u> (NHP) \$152,338,000
* U-5823 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	WOODCROFT PARKWAY EXTENSION, SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 20 TO FY 29 AND CONSTRUCTION FROM FY 21 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - \$301,000 (BGANY) FY 2029 - \$75,000 (L) FY 2029 - \$1,295,000 (BGANY) FY 2029 - \$324,000 (L) POST YR. \$1,438,000 (BGANY) POST YR. <u>\$360,000</u> (L) \$3,793,000
* U-5845 ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1009 (SOUTH CHURTON STREET), I-40 TO ENO RIVER IN HILLSBOROUGH. WIDEN TO MULTILANES. <u>PROJECT TO NO LONGER UTILIZE BUILD NC BONDS. TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 22 TO FY 26 AND CONSTRUCTION FROM FY 25 TO FY 29.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - \$4,626,000 (T) FY 2027 - \$4,625,000 (T) FY 2026 - \$555,000 (T) FY 2027 - \$555,000 (T) FY 2029 - \$9,848,000 (T) POST YR. <u>\$39,390,000</u> (T) \$59,599,000
U-5934 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 147, I-40 TO FUTURE I-885 (EAST END CONNECTOR) IN DURHAM. ADD LANES AND REHABILITATE PAVEMENT. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY AND CONSTRUCTION FROM FY 24 TO FY 28.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2028 - \$825,000 (NHP) FY 2028 - \$1,323,000 (NHP) FY 2028 - \$8,855,000 (NHP) FY 2029 - \$42,062,000 (NHP) POST YR. <u>\$126,183,000</u> (NHP) \$179,248,000

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5937 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NC 147 (DURHAM FREEWAY), SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM.	RIGHT-OF-WAY	FY 2027 -	\$4,950,000	(T)
		CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	UTILITIES	FY 2028 -	\$4,950,000	(T)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 23 TO FY 27 AND CONSTRUCTION FROM FY 27 TO POST YEAR.</u>	CONSTRUCTION	FY 2027 -	\$594,000	(T)
				FY 2028 -	\$594,000	(T)
				POST YR-	\$47,000,000	(T)
					\$58,088,000	
* U-5968 DURHAM PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	VARIOUS, CITY OF DURHAM. UPGRADE ITS / SIGNAL SYSTEM. <u>PROJECT TO UTILIZE BUILD NC BONDS.</u>	BUILD NC CON	FY 2021 -	\$1,038,000	(T)
				FY 2022 -	\$1,038,000	(T)
				FY 2023 -	\$1,038,000	(T)
				FY 2024 -	\$1,038,000	(T)
				FY 2025 -	\$1,038,000	(T)
				FY 2026 -	\$1,038,000	(T)
				FY 2027 -	\$1,038,000	(T)
				FY 2028 -	\$1,038,000	(T)
				FY 2029 -	\$1,038,000	(T)
				POST YR-	\$6,231,000	(T)
					\$15,573,000	
* U-6021 DURHAM PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	SR 1118 (FAYETTEVILLE ROAD), WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	RIGHT-OF-WAY	FY 2029 -	\$1,288,000	(T)
		<u>PROJECT TO NO LONGER UTILIZE BUILD NC BONDS. TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 29 AND CONSTRUCTION FROM FY 23 TO POST YEAR.</u>	UTILITIES	POST YR-	\$3,863,000	(T)
				FY 2029 -	\$615,000	(T)
				POST YR-	\$1,845,000	(T)
			CONSTRUCTION	POST YR-	\$13,770,000	(T)
					\$21,381,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-6067 DURHAM PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	US 15 / US 501, I-40, SR (MOUNT MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 29 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2029 -	\$12,500,000	(T)
				POST YR.	\$37,500,000	(T)
			UTILITIES	FY 2029 -	\$1,220,000	(T)
				POST YR.	\$3,663,000	(T)
			CONSTRUCTION	POST YR.	<u>\$140,300,000</u>	(T)
					\$195,183,000	
* U-6192 CHATHAM ORANGE PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION	US 15 / US 501, US 64 BYPASS TO SR 1919 (SMITH LEVEL ROAD). CONVERT REMAINING NON- SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET. <u>PROJECT TO NO LONGER UTILIZE BUILD NC BONDS. TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 27 TO POST YEAR.</u>	RIGHT-OF-WAY	FY 2026 -	\$3,100,000	(T)
				FY 2027 -	\$3,100,000	(T)
				FY 2028 -	\$3,100,000	(T)
			UTILITIES	FY 2026 -	\$10,000,000	(T)
				FY 2027 -	\$10,000,000	(T)
				FY 2028 -	\$10,000,000	(T)
			CONSTRUCTION	POST YR.	<u>\$78,400,000</u>	(T)
					\$117,700,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* TC-0013 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY

MOBILITY FROM ALL GRANT OPPORTUNITY FROM
THE FTA.5310 DISCRETIONARY GRANT AWARDED BY
FTA.

CAPITAL

2021	\$70,000	(L)
2021	<u>\$280,000</u>	(5310)
	\$350,000	

**ADD PROJECT TC-0013 TO STIP FOR FY 21. NEW
PROJECT DEVELOPED FOR FEDERAL FUNDING
AWARD. PROJECT ADDED AT THE REQUEST OF
INTEGRATED MOBILITY DIVISION**

STIP MODIFICATIONS

* M-0414 - STATEWIDE PROJECT
STATEWIDE

VARIOUS, MUNICIPAL BRIDGE INSPECTION PROGRAM

IMPLEMENTATIO

**ADD INSPECTION FUNDS NOT PREVIOUSLY
PROGRAMMED AT REQUEST OF STRUCTURES
MANAGEMENT UNIT.**

FY 2020 -	\$800,000	(BGOFF)
FY 2020 -	\$200,000	(L)
FY 2021 -	\$800,000	(BGOFF)
FY 2021 -	\$200,000	(L)
FY 2022 -	\$800,000	(BGOFF)
FY 2022 -	\$200,000	(L)
FY 2023 -	\$800,000	(BGOFF)
FY 2023 -	\$200,000	(L)
FY 2024 -	\$800,000	(BGOFF)
FY 2024 -	\$200,000	(L)
FY 2025 -	\$800,000	(BGOFF)
FY 2025 -	\$200,000	(L)
FY 2026 -	\$800,000	(BGOFF)
FY 2026 -	\$200,000	(L)
FY 2027 -	\$800,000	(BGOFF)
FY 2027 -	\$200,000	(L)
FY 2028 -	\$800,000	(BGOFF)
FY 2028 -	\$200,000	(L)
FY 2029 -	\$800,000	(BGOFF)
FY 2029 -	<u>\$200,000</u>	(L)
	\$10,000,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP MODIFICATIONS

* R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS. <u>ADD EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS PROGRAM FUNDS NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2020 - \$8,434,000 (FLTP) FY 2021 - \$670,000 (ERFO) FY 2021 - \$21,440,000 (FLTP) FY 2022 - \$24,116,000 (FLTP) FY 2023 - <u>\$27,295,000</u> (FLTP) \$81,955,000
* RX-2100 STATEWIDE	- STATEWIDE PROJECT	VARIOUS, PASSENGER RAIL CROSSING SAFETY IMPROVEMENT INVENTORY PROGRAM <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED AT REQUEST OF RAIL DIVISION.</u>	ENGINEERING	FY 2021 - \$500,000 (T) FY 2022 - \$500,000 (T) FY 2023 - \$500,000 (T) FY 2024 - \$500,000 (T) FY 2025 - <u>\$500,000</u> (T) \$2,500,000

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

C-5650	- DURHAM-CHAPEL HILL-CARRBORO	SR 1919 (SMITH LEVEL ROAD / S. GREENSBORO ST),	RIGHT-OF-WAY	FY 2021 -	\$100,000	(BGANY)
ORANGE	METROPOLITAN PLANNING ORGANIZATION	PUBLIC WORKS DRIVE TO N. END OF OLD PITTSBORO		FY 2021 -	\$25,000	(L)
PROJ.CATEGORY		ROAD IN CARRBORO. CONSTRUCT 3,100 LF SIDEWALK	CONSTRUCTION	FY 2022 -	\$440,000	(CMAQ)
DIVISION		ON ONE SIDE.		FY 2022 -	\$530,000	(BGANY)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING. DELAY</u>		FY 2022 -	\$748,000	(L)
		<u>RIGHT-OF-WAY FROM FY 20 TO FY 21 AND</u>				
		<u>CONSTRUCTION FROM FY 21 TO FY 22.</u>			\$1,843,000	

* INDICATES FEDERAL AMENDMENT

Thursday, October 8, 2020

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* HB-9999 - STATEWIDE PROJECT

STATEWIDE

PROJ.CATEGORY

STATEWIDE

REGIONAL

DIVISION

BRIDGE INSPECTION PROGRAM.

PROJECT ADDED AT REQUEST OF STRUCTURES

MANAGEMENT UNIT. PROJECT WILL REPLACE B-9999.

IMPLEMENTATIO

FY 2021 - \$26,000,000 (BG)

FY 2022 - \$26,000,000 (BG)

FY 2023 - \$26,000,000 (BG)

FY 2024 - \$26,000,000 (BG)

FY 2025 - \$26,000,000 (BG)

FY 2026 - \$26,000,000 (BG)

FY 2027 - \$26,000,000 (BG)

FY 2028 - \$26,000,000 (BG)

FY 2029 - \$26,000,000 (BG)

\$234,000,000

* INDICATES FEDERAL AMENDMENT

Thursday, October 8, 2020

US 15-501 Corridor Study – Follow-On

Board Directive

At their November meeting, the DCHC MPO Board directed staff to develop a proposal to finish the US 15-501 Corridor Study. The Board stated that the Study's proposed transportation system for the Chapel Hill segment and the I-40/US 15-501 quadrant area did not meet the newly adopted Goals and Objectives of the DCHC MPO and the interests of several people who provided comments to the Board concerning the final Study. In summary, the design of the Chapel Hill segment favored vehicle travel over that of bicyclists and pedestrians, and the sole interchange proposed for the quadrant area provided inadequate access to the Patterson Place and New Hope Commons developments. This document outlines the staff proposal to finish the US 15-501 Corridor Study.

Process

1. Create Stakeholder groups – The MPO will identify two stakeholder groups: one for the Chapel Hill segment; and, one for the I-40/US 15-501 quadrant area. There are two groups because the issues and expected membership of each group will be fairly distinct. For example, a Chapel Hill group member is unlikely to have much interest in the roadway grade separation issues of the quadrant area, and vice-versa. The MPO will use the Study contact list, which includes anyone who has participated in the US 15-501 Corridor Study by attending public workshops, submitting comments, etc., to request membership for each stakeholder group. Local staff and elected officials may participate in stakeholder groups. The MPO will not limit membership of the stakeholder group unless a very compelling reason arises to do so.
2. Identify Transportation Needs – The stakeholder groups will participate in a facilitated meeting to identify the transportation needs that are not met by the current US 15-501 Corridor Study. There will be one meeting for each stakeholder group. The product will be a simple and specific lists of the unmet needs, and might include maps and conceptual designs.
3. Develop Solutions – The stakeholder groups will participate in one, or more, facilitated meetings to identify proposed solutions to the unmet transportation needs. The meeting format, e.g., charrette, will be determined when the MPO knows more about the number of participants, identified needs, and capabilities of the technical support. The product will be text, maps, conceptual designs, drawings, or anything else that is needed to convey the ideas of the stakeholder group.
4. Conduct Public Input – The transportation needs and proposed solutions for the Chapel Hill segment and the I-40/US 15-501 quadrant area will be published for public comment. The public will be encouraged to comment on the proposed solutions and directly address the DCHC MPO Board at a public hearing. This public input process will be limited to the issues in the Chapel Hill segment and I-40/US 15-501 quadrant area – not the entire study corridor.

5. Incorporate in Final Report – The approved solutions will be incorporated in to the final US 15-501 Corridor Study report, summary report, and conceptual design.

Support

Consultant – The MPO will employ a consultant to lead the meetings, provide transportation technical and design support at the meetings, develop proposed solutions, and depict the graphs and conceptual design of the approved solutions for the final report. The consultant will be chosen from among firms that are known for their creative bicycle, pedestrian, and transit planning solutions, or could possibly be an entity such as NACTO (National Association of City Transportation Officials), Smart Growth America, etc.

MPO Staff – Staff will organize the stakeholder groups, execute meeting logistics, conduct the public input and hearing process, and edit text for the final reports.

Other Things to Know

Consultant and budget – MPO staff is currently identifying potential consultants, drafting a project scope, and identifying the budget. Once a consultant is identified, staff will use the consultant's expertise to further develop the details for the type of meetings to be conducted, the meeting products, and the method to incorporate the solutions into the final US 15-501 Corridor Study.

Timeline and Coordination – Although there is no urgency to finish the US 15-501 Corridor Study, it would be advantageous to approve the Study by mid-year. That timeline would allow the Study to incorporate projects and policies from the Durham County and Orange County transit plans, and produce projects for the 2050 Metropolitan Transportation Plan (MTP). The MPO will have a detailed timeline once a consultant is hired.

DCHC MPO Board – Staff will provide the project status as needed to the DCHC MPO Board meeting.

Virtual meetings – At this time, no one knows when public agencies will begin conducting in-person meetings in the post-pandemic era. Thus, it is best to assume that this effort will conduct virtual meetings.

DCHC MPO -- Draft Performance Measures

MPO Board 01/13/2021 Item 13

DCHC Goals	DCHC Objectives	Performance Measures
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions	a) and b) Total and per capita transportation GHG (CO ₂) featured. Also calculate ozone (NO _x), CO (carbon monoxide), and particulate matter emissions, and energy consumption (fossil fuel?)
	b) Achieve net zero carbon emissions	
	c) Reduce negative impacts on natural and cultural environment	c) Proportion of planned investment in existing highways
		c) Vehicle Miles Traveled (VMT) per capita
II. Ensure Equity and Participation	a) Ensure that transportation investments do not create disproportionate negative impacts for communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.
	b) Ensure equitable public participation among communities of concern	Staff is working to identify this performance measure. See list of potential equity measures on the page that follows this table.
III. Connect People and Places	a) Increase mobility options for all communities -- particularly communities of concern	a) Percentage of work and non-work trips by transit less than 40 minutes (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
		a) Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway transit service
	b) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups	b) Percentage of work and non-work trips by auto less than 20 minutes (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	a) Enhance transit services, amenities and facilities	a) Per capita transit service hours <u>Note:</u> Staff is assessing the feasibility of adding "per capita expenditure for amenities and facilities."
	b) Improve bicycle and pedestrian facilities	b) MPO total programming per capita on bicycle and pedestrian facilities <u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
		b) Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks
	c) Increase utilization of affordable non-auto travel modes	c) Total transit boardings per capita

DCHC MPO -- Draft Performance Measures

MPO Board 01/13/2021 Item 13

DCHC Goals	DCHC Objectives	Performance Measures
		<p>c) Percentage of transit and bicycle/pedestrian mode shares in Travel Choice Neighborhoods (TCN) (by MPO, and by low-income, minority and zero-car households)</p> <p>This performance measure is new - it was not in the 2045 MTP.</p>
V. Promote Safety, Health and Well-Being	a) Achieve zero deaths and serious injuries on our transportation system	<p>a) FHWA TPMs (highway)</p> <ul style="list-style-type: none"> - Number of non-motorized fatalities and serious injuries (by low-income, minority and zero car households) - Number of motorized fatalities - Rate of motorized fatalities (per 100m VMT) - Number of motorized serious injuries - Rate of motorized serious injuries (per 100m VMT)
		<p>a) FHWA TPMs (transit)</p> <ul style="list-style-type: none"> - Fixed-route (FR) and demand response (DR) total fatalities and fatalities per 100k vehicle revenue miles (VRM) - FR and DR total injuries and injuries per 100k VRM - FR and DR total safety events and safety events per 100k VRM - FR and DR system reliability (distance between major mechanical failures) <p>This performance measure is new - it was not in the 2045 MTP.</p>
	b) Provide all residents with active transportation choices	See performance measure for Goal IV, Objective C.
VI. Improve Infrastructure Condition and Resilience	a) Increase proportion of highways and highway assets in 'Good' condition	<p>a) FHWA TPMs</p> <ul style="list-style-type: none"> - Percent of interstate pavement in good and poor condition - Percent of National Highway System (NHS) pavement in good and poor condition - Percent of NHS bridges in good and poor condition
	b) Maintain transit vehicles, facilities, and amenities in the best operating condition	<p>b) FTA TPMs:</p> <ul style="list-style-type: none"> - Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB) - Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB - Percentage of facilities with a condition rating below 3 on the Federal Transit Agency's Transit Economic Requirements Model (TERM)
	c) Improve the condition of bicycle and pedestrian facilities and amenities	See performance measure for Goal IV, Objective B (per capita programming on bicycle and pedestrian facilities)
	d) Promote resilience planning and practices	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
	e) Support autonomous, connected, and electric vehicles	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
VII. Manage Congestion & System Reliability	a) Allow people and goods to move with greater reliability	<p>a) FHWA TPMs: (there are 2- and 4-year targets for Interstate)</p> <ul style="list-style-type: none"> - Interstate LOTTR (level of travel time reliability) - Non-interstate NHS LOTTR

DCHC MPO -- Draft Performance Measures

MPO Board 01/13/2021 Item 13

DCHC Goals	DCHC Objectives	Performance Measures
		a) Daily minutes of delay per capita (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
	b) Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)	b) Percentage of peak-hour travelers driving alone
		b) Total individuals provided TDM support via programs and activities
		b) ITS investments Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
VIII. Stimulate Inclusive Economic Vitality	a) Ensure equitable distribution of transportation investments especially to communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.
	b) Improve freight movement	b) FHWA TPM : (there is a 2- and 4-year target) - Interstate truck TTR
	c) Coordinate land use and transportation	See performance measure for Goal I, Objective C (vehicle miles of travel per capita); Goal III, Objectives A, B and C (percentage of jobs near transit, and percentage of trips under specified travel time)
	d) Invest in cost-effective solutions to improve travel reliability and safety	Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
	e) Improve project delivery for all modes	Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.

PM - MPO Performance Measure

TPM - Transportation Performance Measures required by federal rules and adopted by MPO

Def - Performance Measure to be used in Deficiency Analysis and Needs Assessment stage of MTP process (spring 2021)

Alts - Performance Measure to be used in Alternatives Analysis stage of MTP process (summer 2021)

PrefOpt - Performance Measure to be used in Preferred Option stage of MTP process (fall 2021)

Potential Performance Measures

MPO Board 01/13/2021 Item 13

for Equity and Participation

GOAL II. Ensure Equity and Participation	Objective B. Promote equitable public participation among all communities, especially among communities of concern.
Category	Performance Measure
Increase diversity and number of participants	Number of persons from under-represented populations who participate in public input process, sign-up for email/subscriptions, and participate in surveys
	Number of comments received from persons of under-represented populations
	Percent of persons representing EJ communities on project committees or working groups
Evaluate	Level of event accessibility, participant engagement, and participant influence based on surveys that are conducted at the end of public meetings, workshops, or any engagement activity.
	Each final plan or study document includes public participation process evaluation ("after-action review")
	MPOs prepare annual Public Impact Statement based on process evaluations and participant satisfaction surveys
Early, Continuous, Intentional Planning for community	Percent of planning efforts that have a documented public engagement strategy or plan.
	Percent of staff who have completed annual Title VI and equity training
	Update map of Communities of Concern bi-annually
Policy	Develop and update quadrennially an equity policy/resolution from the MPO Executive Board
	Update MPO public participation plans bi-annually
Increase use of variety of engagement tools & techniques	Percent of in-person public meetings that are replicated and available online
Increase transparency and access for engagement	Percent of comments that receive MPO response within a specified timeframe
	Percent of in-person public meetings that are held within 1/4 mile of transit
	Percent of in-person public meetings that are held at ADA accessible locations

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DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

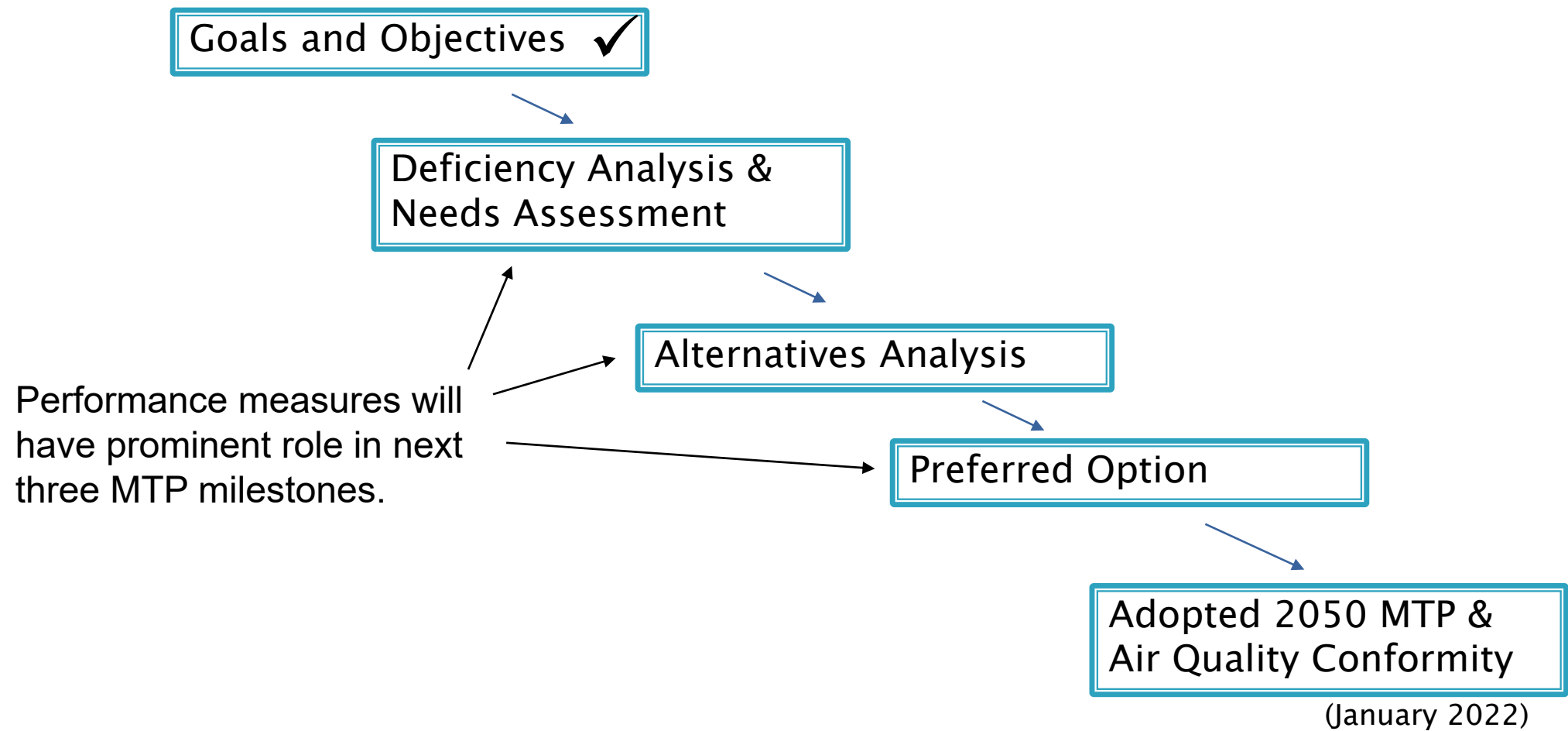
2050 MTP – Performance Measures

Andy Henry, Transportation Planner, DCHC MPO

Today's Presentation

- Introduce performance measures to Technical Committee (TC) and MPO Board
- This presentation does not have complete Goals/Objectives/Performance Measures table – see separate document in agenda packet
- No action today – staff want TC and MPO Board feedback

2050 MTP Milestones



Alignment of Goals/Objectives/Performance Measures

DCHC MPO Board already approved
Goals and Objectives for use in 2050
MTP process

Next step is to review proposed
Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures
III. Connect People and Places	a) Increase mobility options for all communities -- particularly communities of concern	a) Percentage of work and non-work trips by transit less than 40 minutes (by MPO, and by low-income, minority and zero-car households).
	b) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups	b) Percentage of work and non-work trips by auto less than 20 minutes (by MPO, and by low-income, minority and zero-car households).

- Above table is example excerpt from full table.
- See meeting packet for full table of Goals/Objectives/Performance Measures (3 pages)
- DCHC MPO and CAMPO have same Performance Measures

Development of Performance Measures

- At least one Performance Measure for each Objective.
- Objectives without a Performance Measure
 - Can't find valid and reliable measure
 - Measure is too costly to produce (e.g., staff time, data purchase)
 - Staff will continue search for measure in the future
(example: access to pedestrian facilities; total investment in bicycle facilities)
- Objectives with multiple Performance Measures
 - Performance Measures considered strong; Objective considered important
 - Performance Measure relatively easy to produce

Development of Performance Measures (cont.)

- Equity measures included when geographical data available
 - Measures include: length of work trips and transit trips; mode share; travel delay; and, bicycle/pedestrian safety
 - 2050 MTP Environmental Justice report to assess distribution of investment
- Federal Transportation Performance Measures (TPM) are included
- There is a lot of data
 - 8 Goals → 24 Objectives → 21 sets of Performance Measures → 77 values

Use of Performance Measures

MPO will use for Deficiency Analysis, Alternatives Analysis, and Preferred Option.
 In 2045 MTP final report...

1- Table with results and trend

Goals	Objectives	Performance Measures	Data	Desired	Actual	Trend
I. Protect Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption	1. Total and per capita transportation GHG (CO ₂), ozone (NO _x), CO, and particulate matter emissions (in kilograms; August)	Total (five-county area inside TRM) 2013 CO ₂ : 16.8m 2045 CO ₂ : 17m 2013 NO _x : 26,807 2045 NO _x : 5,698 2013 CO: 209,762 2045 CO: 107,392 2013 PM: 646 2045 PM: 268	↓	↓	-46%
			Per Capita (five-county area inside TRM) 2013 CO ₂ : 13.7 2045 GHG: 7.6 2013 NO _x : 0.022 2045 NO _x : 0.003 2013 CO: 0.17 2045 CO: 0.05 2013 PM: 0.001 2045 PM: 0.0001	↓	↓	-70%
		2. Total and per capita mobile energy consumption (daily gallons of auto gasoline)	Total (five-county area inside TRM) 2016: 1.8m 2045: 1.8m	↓	↓	- 9%
			Per Capita (five-county area inside TRM) 2016: 1.44 2045: 0.8	↓	↓	- 42%

↑ Increase Transit and Non-automobile Trip Share (All Trips)

Why Increase This Share?	How to Increase Transit & Non-Motorized Share?	Trends and Targets														
<ul style="list-style-type: none">▪ <u>Reduce Pollution</u> – Automobiles are major emitters of carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide (greenhouse gas), and several other toxins that are linked to increased health ailments or climate change.▪ <u>Reduce Congestion</u> – The percent of congested peak travel miles in the Triangle has risen steadily the last several decades. Transit, bicycle and	<ul style="list-style-type: none">▪ <u>Transportation</u> – Increase investment in transit, bicycle and pedestrian facilities and programs.▪ <u>Transportation</u> – Require bicycle and pedestrian facilities on new and improved roadways, as appropriate.▪ <u>Ordinance</u> – Require transit, bicycle and pedestrian facilities and supportive design in new and renovated developments.▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors.▪ <u>Land Use</u> – Permit more mixed-use development.	<div>Transit & Non-Motorized Trip Share (All Trips)</div> <table><thead><tr><th>Year</th><th>Share (%)</th></tr></thead><tbody><tr><td>2015</td><td>18%</td></tr><tr><td>2045e+c</td><td>19%</td></tr><tr><td>2045</td><td>21%</td></tr><tr><td>Good</td><td>22%</td></tr><tr><td>Better</td><td>23%</td></tr><tr><td>Best</td><td>25%</td></tr></tbody></table>	Year	Share (%)	2015	18%	2045e+c	19%	2045	21%	Good	22%	Better	23%	Best	25%
Year	Share (%)															
2015	18%															
2045e+c	19%															
2045	21%															
Good	22%															
Better	23%															
Best	25%															

2- Selected 8 key measures, created targets, and developed one-page narrative for each measure.

Use of Performance Measures (continued)

Possible broader application for Performance Measures?

- Use Performance Measures with any process that is to be related to the Goals/Objectives. For example UPWP (Unified Planning Work Program) and CMP (Congestion Management Plan).
- Create Web page dashboard using several key Performance Measures

- Today... staff want feedback from TC and MPO Board on proposed Performance Measures
- MPO will use Performance Measures for upcoming milestones: Deficiency Analysis, Alternatives Analysis, and Preferred Option
- Later in MTP process...
 - develop broader applications, i.e., set Targets for ongoing dashboard
 - Adopt Performance Measures with Goals/Objectives

The 2050 Metropolitan Transportation Plan -- Steps and Scenarios --

John Hodges-Copple
Triangle J Council of Governments

January 2021

Outline

- ❖ The 12 steps to the 2050 Metropolitan Transportation Plan
- ❖ From markets to mobility investments
- ❖ Framework for Creating Development & Mobility Investment Scenarios
 - ❑ The CommunityViz Growth Tool
- ❖ Conversation Starters

Context

- ❖ The “MTP” is the foundation for other plans and studies (these are transit examples, but the context applies to roads or other modes)
 - ❑ 2050 Metropolitan Transportation Plan
 - ❑ County Transit Plan updates in Wake, Durham and Orange Counties
 - ❑ Project Studies and Designs:
 - **Commuter Rail** between Wake and Durham (and maybe extending to Johnston County in initial investment and Orange County in a latter phase)
 - Relocation of GoTriangle’s **Regional Transit Center**
- ❖ Opportunities & challenges to consider...
 - ❑ ... post-COVID conditions
 - ❑ ... technology change
 - ❑ ... balancing transportation **demand** concerns with **supply** concerns
 - ❑ ... rethinking land use, affordable housing, transit pricing and parking policies

The 2050 Metropolitan Transportation Plan

1. Build the Planning Tools
 - a. CommunityViz Growth Allocation (TJCOG)
 - b. Triangle Region Transportation Model (ITRE-NCSU)
2. Determine Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Conduct a “Deficiency and Needs” Analysis

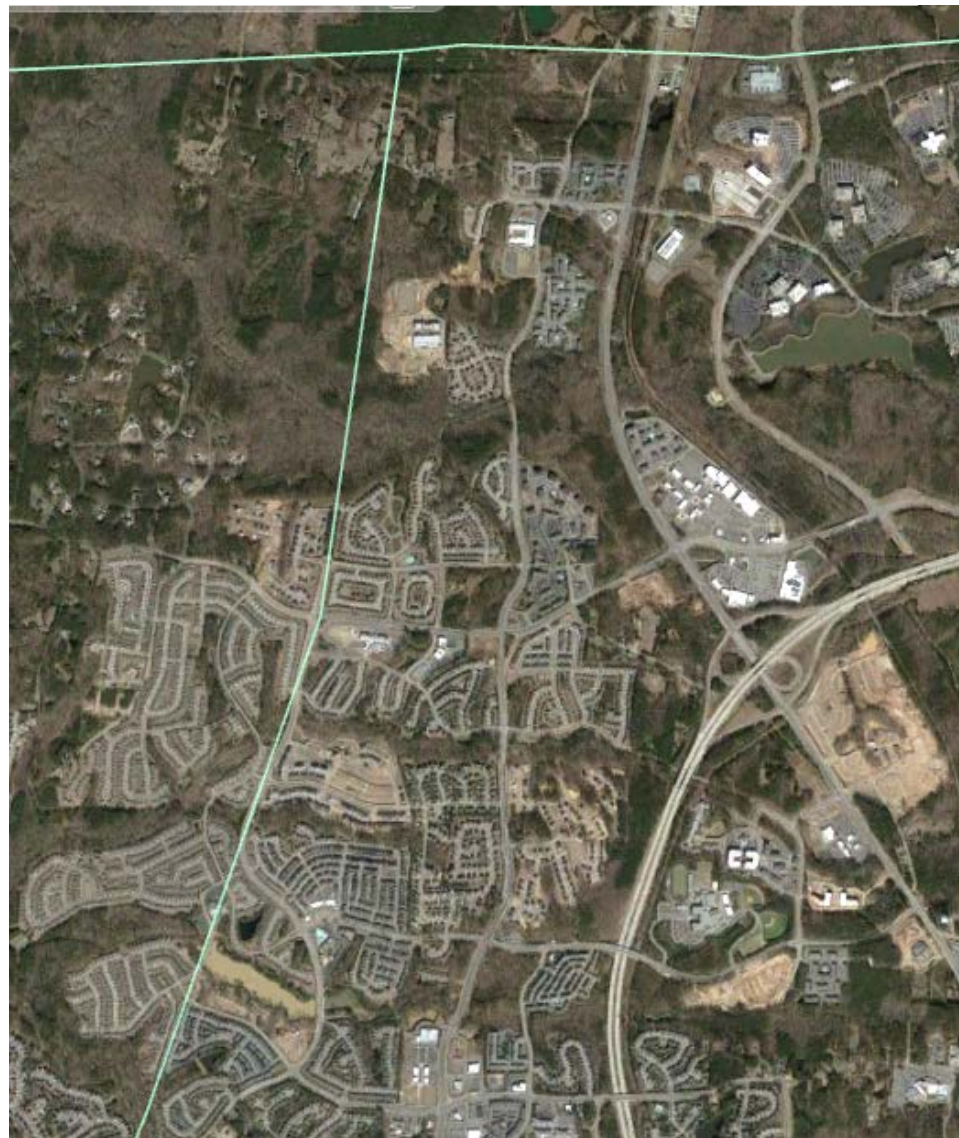
The 2050 Metropolitan Transportation Plan

7. Analyze a “Learning Scenario” based on *Connect2045* and updated population and job data and forecasts
8. Refine and Use Tools to Create Detailed Scenarios
9. Conduct Alternatives Analysis of Scenarios
10. Select a Preferred Scenario
11. Complete 2050 MTP Report
12. Adopt the 2050 MTP and Demonstrate Air Quality Conformity (late 2021/early 2022)

Why: An example of the importance of looking at future scenarios



October 2008



February 2019

Why: Scenarios Can Inform Decisions

❖ Development ...



influences

❖ Travel ...



which is served by

❖ Mobility Investments

A robust analysis looks at each of these elements:
development, travel markets, and investments



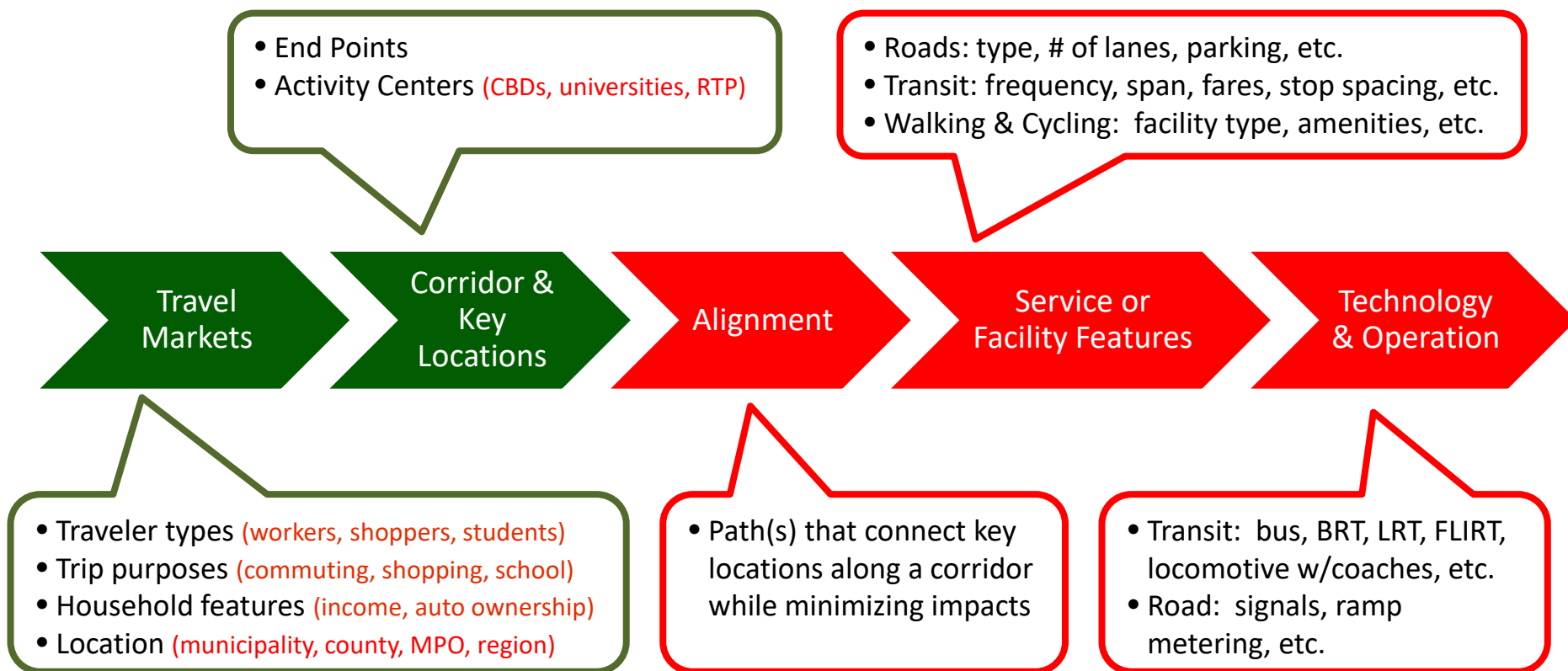
**CommunityViz
growth forecast**

**transportation
model**

**2050
transportation
plan**

From Travel Markets to Mobility Investments

-- mobility investments are one foundation of a scenario --



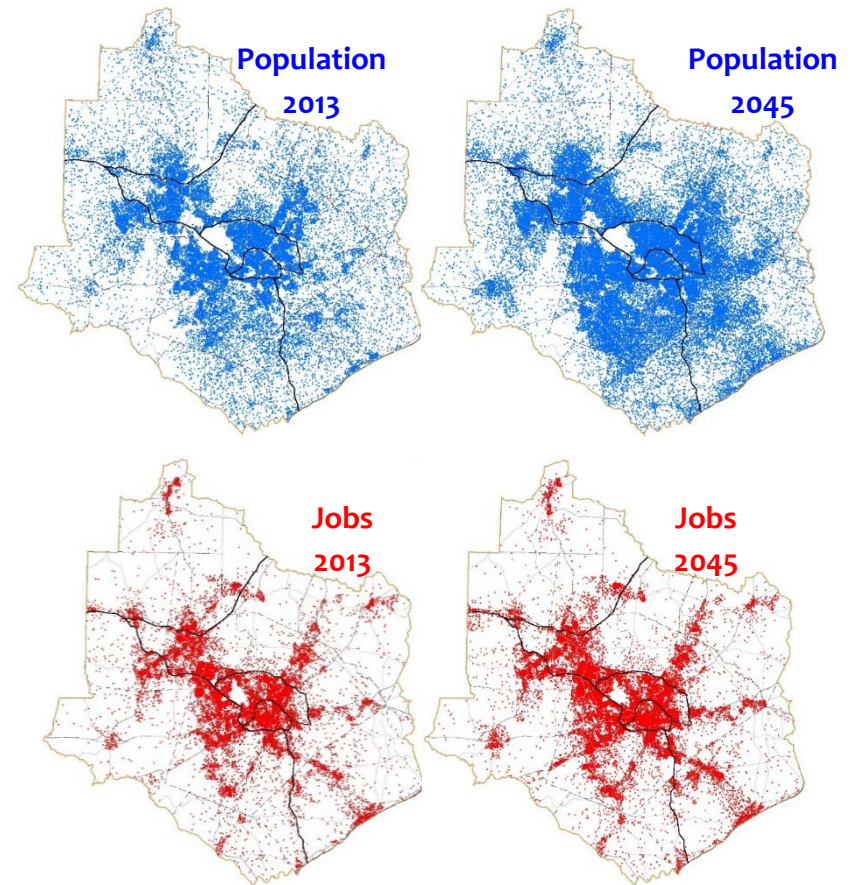
How: Beginning With The End In Mind

❖ During 2021

- ❑ Creating different future growth scenarios
- ❑ Allocating growth based on the scenarios
 - Population
 - Jobs
- ❑ Evaluating the differing impacts among scenarios

❖ Late 2021 or Early 2022

- ❑ 2050 MTP adopted by CAMPO and DCHC MPO





2045 MTP results: each dot is 50 jobs or people

-
- A map of the Research Triangle area in North Carolina, showing counties and major highways. The counties labeled are Person, Orange, Durham, Granville, Franklin, Chatham, Wake, Johnston, and Harnett. Major highways shown include I-85, I-40, I-440, I-540, I-95, and various US routes (40, 50, 52, 54, 57, 64, 70, 77, 15, 18, 22, 30, 42, 55, 66, 78, 101, 198, 264, 301, 302, 401, 405, 42, 501, 505, 511, 515, 517, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000). The map also shows a scale bar (0 to 10 miles) and a north arrow.

Scenario Framework

- ❖ *"Prediction is very difficult, especially if it's about the future."*
 -- Nils Bohr, Nobel laureate in Physics

Connect 2050 Scenario Matrix (example from 2045 MTP)



Connect 2050 Scenario Matrix (example from 2045 MTP)							
			Mobility Investment Foundation				
			Existing & Committed	Constrained	Moderate	Aspirational	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	This cell is the base for all scenarios				
		Existing Zoning		✓			
		Community Plans			Community Plans Scenario		
		Aspirational			✓	Aspirational Scenario	
		Build-Out					If unlimited \$ and capacity growth

Note: Green cells were scenarios analyzed in 2045 MTP; check-marked cells were considered for analysis, but not analyzed in detail.

The Development Foundation

-- a focus on important trip origins and destinations --

❖ *Key Hubs*

Hubs	Description	Examples
 Anchors	Places with the highest concentrations of jobs and services, plus places with moderate intensity and an anchor institution that can influence mobility-based policy decisions	<ul style="list-style-type: none"> • Metropolitan CBDs • Major Universities • Medical Centers • Research Triangle Park
 Mainstays	Places with regionally significant concentrations of jobs, either outright or in comparison to their surroundings	<ul style="list-style-type: none"> • Many mid-sized town and city centers • Some suburban centers, often along major transportation corridors

❖ *REINVEST Neighborhoods – equity centered places*

RE	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
IN	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
VE	Vehicles – the degree to which households in the neighborhood report having no vehicles available
ST	Status – the degree to which a neighborhood has a specific characteristic, e.g. the # of legally-binding, affordability-restricted (LBAR) housing units

Conversation Starters

1. What key mobility investments should be part of one or more scenarios?
2. If our transportation investment decisions are to avoid being “silo-ed,” what are other policy issues that should be front and center in 2050 MTP scenario discussions?
3. What else should we be mindful of as we consider long term investments for mobility within the Triangle?
4. What is most important to measure as we compare scenarios?



Note: this is a review draft -- please read for content, not formatting

Transportation Policy Priorities FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural – was home to 35% of the state's growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:



Economic Development
& the Attraction of
Diverse Talent



Healthy, Complete
Communities Equitable for
All Residents



Safety for All
Travelers, From
Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- ➔ Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- ➔ Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part - they need a handshake, not a handout from the state - a committed partner to match regional action with state action.



- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- ➔ Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and be funded on their merits. Businesses tell us that the risks, uncertainties, and changing rules stifle success - transportation investment is a key business for the state and its communities.



- \$1 million invested in transit generates 4,200 job-hours; \$1 million in roadway investment generates 2,400 job-hours -

ENABLE CRITICAL CORRIDOR INVESTMENTS TO BE MORE COST EFFECTIVE

- ➔ Relax the cap on statewide tier funding within a corridor.

While the reasoning behind a cap is sound, its application can lead to inefficient, piece-meal spending which costs more in the long run and affects travelers throughout the state. The cap can also prevent investments on parallel reliever roadways that could be cost-effective and complimentary investments.



- 30% of vehicles on the Triangle's busiest stretch of I-40 - which is hampered by the corridor cap - is from areas outside Wake and Durham counties -

REMOVE FUNDING BARRIERS FOR SMALL TOWNS AND RURAL AREAS IN DIVISIONS WITH LARGE MPOS

- ➔ Exempt Surface Transportation Block Grant-Direct Allocation Funding from the STI Allocation.

These funds are allocated from the federal government to MPOs to address additional mobility challenges of congested urban areas. Exempting these funds from the STI formula at the Division Tier would allow funding to be more evenly distributed and let small towns and rural counties better compete for funds.



- STI already exempts 8 other categories of transportation revenues -

MAKE NC A LEADER IN ACTIVE TRANSPORTATION INVESTMENTS

- ➔ Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects.

Whether its a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are pedestrian or cyclists; the state is a necessary partner in solutions -

STRENGTHEN SUPPORT FOR DEMAND-MANAGEMENT AND TECHNOLOGY

- ➔ Stabilize and grow the state's investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) plan for roadways and transit.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.



- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

RECOGNIZE STATEWIDE PROJECTS IN OTHER MODES, NOT SOLELY ROADWAYS AND FREIGHT RAIL

- ➔ Establish standards and scoring criteria for designated statewide passenger rail and trail investments.

Just as major highways serve statewide interests, so do other modes. Passenger rail from Charlotte to Raleigh serves 5 NCDOT divisions and 3 NCDOT regions. Great trails also traverse the state - the East Coast Greenway stretches from VA to SC and the Mountains-to-Sea Trail runs 1,175 miles from the Great Smokey Mountains to the Outer Banks.



- Passenger rail between Charlotte and Raleigh contributes \$60 million to business output and \$30 million to GSP annually-





Invest for Success



A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process. Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.



- State funding for shovel-ready and shovel-worthy projects may drive any federal stimulus funding decisions -

Opportunity comes to those who are prepared for it. North Carolina needs special transportation funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions:

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success

North Carolina awarded \$47.5 million CRISI grant to purchase freight line for future passenger service

The 10-mile line is called the "missing link" for future high-performance passenger rail service between Raleigh, N.C., and Richmond, Va.

Author — Mischa Wanek-Libman
Sep 21st, 2020



Key Policy Considerations

- Understanding federal scoring systems and tailoring projects for maximum success
- Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful
- Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget

Types of Projects that Might Benefit

- BRT and passenger rail projects through the Federal Transit Administration's Capital Investment Grants (CIG) program
- Roadway, transit and bike-ped projects seeking BUILD funding
- Projects eligible for any infrastructure stimulus legislation that may occur

Economic Development Funding for Mobility Investments in Key Hubs

What success looks like: A state economic development fund that can quickly respond to mobility needs of major economic development projects

Examples from Successful Regions



Key Policy Considerations

- Understanding how federal programs like Opportunity Zones and FTA Joint Development could leverage economic development and serve key travel markets
- Determining the best source(s) for revenues and the best way to allocate funds to worthy projects
- Building partnerships between transportation staffs and economic development staffs

Types of Projects that Might Benefit

- Major expansions or relocations that prioritize fast and reliable transit
- Mega-site industrial employers that expect good freight rail and highway access
- Projects eligible for any infrastructure stimulus legislation that may occur

Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT, NC Department of Commerce, Economic Development Partnership of NC and State legislators on legislative proposals
- Work with NCDOT and regional partners to build expertise in federal grant opportunities and scoring mechanisms, and identify eligible projects
- Work with partners to conduct feasibility studies to move top projects into shovel-ready or shovel-worthy status
- Build and nurture relationships with federal agencies that oversee competitive grant funding
- Understand typical mobility-related "asks" of major economic development projects
- Understand the region's "mega sites" and the mobility investments that could serve them better

How to Invest for Success in Your Community

- Fund the planning and feasibility studies needed to make projects shovel-ready and shovel-worthy
- Consider a transportation bond to provide local matching funds to leverage federal funds
- Work with businesses and anchor institutions to develop collaborative partnerships and solutions
- Revise land use, parking & affordable housing policies to align with multi-modal corridor standards



This policy document was produced by Triangle J Council of Governments. Visit tjcog.org/focus-areas/transportation for additional information.





Make NC a Leader in Active Transportation Investments



A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of **Complete Streets** projects and
- **Active Routes to School, Parks, and Transit** approaches that have demonstrated health, equity, and academic performance benefits.

Complete Streets

What success looks like: NCDOT Complete Streets policy implementation is based on the land use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street



Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier.
- Lower the local match requirements to incentivize more investments.
- Leverage all funding programs, including safety, for active transportation.
- Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

Active and Safe Routes to Schools, Parks and Transit

What success looks like: Communities partner with NCDOT, MPOs, schools and transit agencies to expand the reach of the Active Routes to School program to link neighborhoods to parks, transit routes, existing schools and planned schools.

A Successful Active School



Key Policy Considerations

- Physical activity has a proven positive impact on learning and health
- Schools that participate see improvements in academic performance as well as classroom behavior
- Working together, NCDOT and MPOs can use flexible funding for active routes to schools, parks and transit
- "A 'Vision Zero' approach can lead to safety funding proportional to biking and walking fatalities

Next Steps for the Metropolitan Planning Organizations

- Dedicate MPO staff time to work with NCDOT on tracking complete streets implementation progress.
- Work with NCDOT to develop modified procedures and standards that can make the design, funding, and maintenance of complete street elements easier to accomplish.
- Maintain the current emphasis on active and safe routes to schools, but expand the focus to parks, transit stops, job hubs, and grocery stores.
- Work with legislators to restore state funds for stand-alone bike/pedestrian projects.
- Give priority to projects with active transportation elements in existing funding programs.

How to Support Active Transportation Investment in Your Community

- School staff and PTAs organize 'walking and cycling school bus' efforts.
- Staff and advisory boards give input at early stages of school siting and design processes, and design criteria for schools support walking and biking access.
- Active transportation investments and strategies are infused in all local land use, transportation, parks and school planning efforts, focusing on equitable investments to connect neighborhoods to key hubs and services.





Strengthen Support for Demand Management & Technology



A Triangle Metro Region Transportation Priority

Stabilize and grow state investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) Plan for roadways and transit.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.



- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

The Triangle Metro Region is already a leader in the state in deploying emerging technologies and demand management solutions that optimize roadway and transit capital projects. Two key focus areas should be:

- Taking the already successful Regional Transportation Demand Management Partnership to the next level.
- A three-pronged approach to Smart Cities Technology Applications that optimizes how we travel and paves the way for automated, connected vehicles.

Regional Transportation Demand Management Partnership

What success looks like: NCDOT, the Triangle Metro's MPOs and key partners collaborate to recruit, recognize and reward employers and communities that implement different tiers of Transportation Demand Management practices.

Employer Success



Key Ingredients

- A regional collaboration between NCDOT, both MPOs and Triangle J COG with 14 competitively-selected service providers.
- Employer-focused with emphasis on anchor institutions, city centers and the RTP
- Coordinated outreach, including virtual webinars on telecommuting during COVID.

Success Metrics (FY19)

- 6.5 million vehicle trips avoided
- 70 million commute miles reduced
- 2.9 million gallons of gas saved
- 58 million pounds of carbon dioxide release prevented.
- 32 designated Best Workplaces for Commuters

What success looks like: Technology applications that overcome uncertainty and take evidence-based steps to better manage freeways, local streets and travel in our region's hubs.

Active Freeway Management

- Melds communications, controls and optimization strategies
- Reduces delay and increases reliability
- Provides as much as an additional lane of freeway capacity
- More cost-effective than traditional road projects
- Can be used with managed lanes and toll facilities

Traffic Signal Systems

- Integrated, community-wide network for maximum benefit
- Linked to a traffic management center.
- Efficient congestion management and faster incident response.
- Key element for connected & automated vehicle infrastructure.

Mobility in Regional Hubs

- City centers and anchor institutions are key destinations
- Combination of technology, pricing and parking strategies
- People-friendly actions, rather than vehicle-oriented
- Apply lessons learned from Durham's Bloomberg Mayor's Challenge Grant to other key job hubs.

Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT to use federal Congestion Mitigation and Air Quality (CMAQ) funding on eligible TDM and technology projects.
- Work with NCDOT and other partners to transform the Best Workplaces program into a tiered "best in class" statewide recognition program for employers and communities with TDM programs.
- Lead the implementation of the new Regional Intelligent Transportation Systems (ITS) plan by forming a work group and prioritizing actions.
- Work with state officials to reinstate the ability of local communities to adopt TDM ordinances in places where criteria for travel alternatives can be met.
- Include equity concerns in TDM funding decisions and program monitoring.

How to Support TDM and Technology in Your Community

- Engage large employers, including local government, to implement TDM practices.
- Seek opportunities to deploy emerging technologies.
- Participate in the new Regional ITS Deployment Plan Working Group.
- Work with NCDOT and MPOs on signal system and active freeway management opportunities.



MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: January 13, 2021

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

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP) – Amendment #3

- Release for public comment – February 2021
- Public hearing – March 2021
- Adoption– April 2021

2050 Metropolitan Transportation Plan (MTP)

- ✓ Approve Public Engagement Plan – September 2020
- ✓ Approve Goals and Objectives – September 2020
- Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- Release Deficiency Analysis – April 2021
- Release Alternatives Analysis for public comment – June 2021
- Release Preferred Option for public comments – September 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – March 2021

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 – March 2020
- ✓ MPO submits projects to NCDOT – July 2020

- LPA staff conducts data review – Spring 2021
- LPA updates local ranking methodology – May 2021
- Board approves local ranking methodology – June 2021
- MPO applies local ranking methodology for Regional projects – August 2021
- Board releases MPO initial Regional points list for public input/comments – September 2021
- Approval of Regional Impact points – October 2021
- MPO applies local ranking methodology for Division projects – November 2021
- Board releases MPO initial Division points list for local input/public comments – December 2021
- Approval of Division Needs points – January 2022
- Draft STIP Released – February 2022
- Board of Transportation adopts FY2023-2032 STIP – June 2022
- MPO Board adopts FY2023-2032 MTIP – September 2022

US 15-501 Corridor Study

- ✓ 3rd public workshop: evaluate alternative strategies – October 2019
- ✓ Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – completed August 2020
- ✓ Board releases final draft for public comment – September 2020
- ✓ Board holds public hearing on final draft – October 2020
- Address comments from Board on technical aspects of Plan – Winter 2021
- MPO Board approval of final plan – Spring 2021

Regional Intelligent Transportation System

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- ✓ Analysis of existing conditions
- ✓ Assessment of need and gaps
- ✓ Review existing deployments and evaluate technologies
- ✓ Identification of ITS strategies
- ✓ Update Triangle Regional Architecture
- ✓ Develop Regional Architecture Use and maintenance
- ✓ Develop project prioritization methodology
- ✓ Prepare Regional ITS Deployment Plan and Recommendation

Project Development/NEPA

- US 70 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

MPO Website Update and Maintenance

- ✓ Post Launch Services – Continuous/On-going
- ✓ Interactive GIS – Continuous/On-going
- ✓ Facebook/Twitter management – Continuous/On-going
- ✓ Enhancement of Portals – Continuous/On-going

Upcoming Projects

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

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 12/07/2020 Latest Payment Date: 12/15/2020		Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 05/29/2022 Construction Progress: 31.94%
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Maira A. Ibarra Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. Contractor Name: DRAGADOS USA INC Contract Amount: \$141,949,500.00 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 12/22/2020 Latest Payment Date: 12/30/2020		Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 02/22/2021 Construction Progress: 93.37%
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). Contractor Name: ZACHRY CONSTRUCTION CORPORATION Contract Amount: \$39,756,916.81 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 12/15/2020 Latest Payment Date: 12/23/2020		Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Construction Progress: 75.43%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 11/30/2020 Latest Payment Date: 12/04/2020		Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 20.88%
Contract Number: C204256 Division: 5 TIP Number:		Route: NC-98, SR-1800, SR-1809 SR-1811, US-70 County: Durham

Length: 15.89 miles		Federal Aid Number: STATE FUNDED		MPO Board 01/13/2021 Item 19	
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680			
Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS.					
Contractor Name: CAROLINA SUNROCK LLC					
Contract Amount: \$3,782,133.02					
Work Began: 03/13/2020		Letting Date: 10/16/2018			
Original Completion Date: 11/30/2019		Revised Completion Date: 07/15/2021			
Latest Payment Thru: 09/22/2020					
Latest Payment Date: 09/28/2020		Construction Progress: 58.69%			

Contract Number: C204520		Route: US-501			
Division: 5		County: Durham			
TIP Number:					
Length: 17.68 miles		Federal Aid Number: STATE FUNDED			
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680			
Location Description: 1 SECTION OF US-501, 1 SECTION OF US-501 BUSINESS, AND 32 SECTIONS OF SECONDARY ROADS.					
Contractor Name: CAROLINA SUNROCK LLC					
Contract Amount: \$0.00					
Work Began: 03/15/2021		Letting Date: 10/20/2020			
Original Completion Date: 07/01/2022		Revised Completion Date:			
Latest Payment Thru:					
Latest Payment Date:		Construction Progress: 0%			

Contract Number: DE00309		Route: NC-751			
Division: 5		County: Durham			
TIP Number:					
Length: 0.05 miles		Federal Aid Number: 15405.1032012			
NCDOT Contact: James M. Nordan, PE		NCDOT Contact No: (919)220-4680			
Location Description: NC 751 ACADEMY RD AND BUS 501 DURHAM CHAPEL HILL BLVD					
Contractor Name: MOFFAT PIPE INC					
Contract Amount: \$972,575.00					
Work Began: 09/28/2020		Letting Date: 09/09/2020			
Original Completion Date: 01/15/2021		Revised Completion Date:			
Latest Payment Thru: 10/31/2020					
Latest Payment Date: 11/06/2020		Construction Progress: 13.96%			

NCDOT DIVISION 5
DURHAM PROJECT LIST _ 5-YEAR PROGRAM
December 2020

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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
15BPR.70	Rehab Brgs 310132, 310179, 310185, 310048 and 310422			Raleigh Letting (LET)		03/18/25	Kristy Alford, PE					\$3,650,000	
SM-5705AH		02/03/23	02/10/23	Division POC Let (DPOC)		04/10/24	Stephen Davidson						
SM-5705B	Construct right turn lane on eastbound US-70 Bus (Hillsborough Rd) at US-15/501 southbound ramp.			Division POC Let (DPOC)		04/27/22	Stephen Davidson						Letting delayed due to cash balance shortfall.
SM-5705I	Construct Left Turn Lane on US 15/501 Southbound Ramp at US 70 Bus (Hillsborough Road)			Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$350,000	Letting delayed due to cash balance shortfall.
SM-5705X	Construct Turn Lanes at Intersection of US 15/501 Northbound and SR 1317 (Morreene Road)	08/26/19		Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$550,000	Letting delayed due to cash balance shortfall.
SM-5705AA	Construct Right Turn Lane on US 15/501 Southbound Exit Ramp at SR 1317 (Morreene Road)			Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$600,000	Letting delayed due to cash balance shortfall.
48937				Division POC Let (DPOC)		09/08/21	Stephen Davidson						HILC - NC 54 at Falconbridge. Design in progress.
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902			Division POC Let (DPOC)		02/10/21	Lisa B. Gilchrist, EI	MOVE FORWARD				\$1,500,000	
BP5-R116	BRIDGE 96 OVER BURDENS CREEK ON SR 1945 (S ALSTON AVENUE)			Division POC Let (DPOC)		07/11/29					\$51,070	\$1,021,398	
BP5-R142	PIPE TO BRIDGE ON (SR 1800) HEREFORD ROAD			Division POC Let (DPOC)		07/11/29					\$75,000	\$1,500,000	
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.	01/21/28	01/21/28	Raleigh Letting (LET)		01/16/29	PAM R. WILLIAMS				\$20,000	\$54,530,000	
BP5-R134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD)			Division POC Let (DPOC)		08/09/28					\$37,883	\$757,651	
BP5-R133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)			Division POC Let (DPOC)		07/26/28					\$165,696	\$3,313,920	
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	03/19/27		Division Design Raleigh Let (DDRL)		12/21/27	CHRISTOPHER A. HOFFMAN					\$9,187,000	No Change in Status
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT		10/19/27	Design Build Let (DBL)		10/19/27	PAM R. WILLIAMS				\$2,148,000	\$177,100,000	
BP5-R126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)			Division POC Let (DPOC)		03/10/27					\$12,167	\$243,340	
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	03/31/21	05/21/21	Raleigh Letting (LET)		01/19/27	BRADLEY SMYTHE				\$9,327,000	\$33,173,000	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	10/18/24	10/18/24	Division Design Raleigh Let (DDRL)		10/20/26	JOHN W. BRAXTON JR		Shelved at Final Planning Document	09/30/19	\$6,341,000	\$12,400,000	Project is suspended due to cash balance shortfall.
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/18/19	10/20/23	Raleigh Letting (LET)		06/16/26	PAM R. WILLIAMS				\$1,280,000	\$7,600,000	

NCDOT DIVISION 5
DURHAM PROJECT LIST _ 5-YEAR PROGRAM
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Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
BP5-R084	BRIDGE 61 OVER MOUNTAIN CREEK ON SR 1464 (S LOWELL ROAD)			Division POC Let (DPOC)		04/08/26					\$20,948	\$418,968	
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	04/23/19	04/23/19	Division Design Raleigh Let (DDRL)		10/21/25	JOHN W. BRAXTON JR		Shelved at R/W Plans Complete	09/30/19	\$53,500,000	\$32,000,000	ROW acquisition 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.	10/18/24		Division POC Let (DPOC)		01/22/25	CHRISTOPHER A. HOFFMAN					\$3,800,000	No Change in Status
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.	08/15/24		Division Design Raleigh Let (DDRL)		01/21/25	CHRISTOPHER A. HOFFMAN					\$5,272,000	No Change in Status
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.	10/18/24		Division POC Let (DPOC)		01/21/25	CHRISTOPHER A. HOFFMAN					\$4,541,000	No Change in Status
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION	09/05/23		Division Design Raleigh Let (DDRL)	12/19/23	12/17/24	CHRISTOPHER A. HOFFMAN					\$2,973,000	No Change in Status
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)		12/17/24	CHRISTOPHER A. HOFFMAN					\$18,000,000	No Change in Status
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)		12/17/24	CHRISTOPHER A. HOFFMAN					\$9,100,000	No Change in Status
BP5-R117	BRIDGE 110 OVER LITTLE CREEK ON SR 1110 (FARRINGTON ROAD)			Division POC Let (DPOC)		09/11/24					\$185,481	\$3,709,612	
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/16/22	09/16/22	Raleigh Letting (LET)		01/16/24	KEVIN FISCHER				\$110,000	\$2,209,000	
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.		06/20/22	NON - DOT LET (LAP)		09/20/23	RAYMOND JOSEPH HAYES				\$50,000	\$525,000	
P-5717	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	09/01/21	09/01/21	Raleigh Letting (LET)		06/20/23	KUMAR TRIVEDI				\$4,378,000	\$23,100,000	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED" BLANK OUT SIGNS AT SIX LOCATIONS			Division POC Let (DPOC)		12/07/22	JEREMY WARREN					\$62,000	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager.)
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THE AMERICAN TOBACCO TRAIL IN DURHAM	09/01/21	10/15/21	NON - DOT LET (LAP)		10/15/22	RAYMOND JOSEPH HAYES				\$17,000	\$3,215,000	
EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PATH AND CONNECTING SIDEWALKS.	09/30/21	10/15/21	NON - DOT LET (LAP)		09/30/22	RAYMOND JOSEPH HAYES				\$14,000	\$4,432,000	
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP	10/01/19		Division POC Let (DPOC)		09/21/22	STEPHEN REID DAVIDSON		Shelved at Final Plans	06/15/20		\$460,000	Letting delayed due to cash balance shortfall.
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVE TO SR 1407 (WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES.		06/30/21	NON - DOT LET (LAP)		09/20/22	RAYMOND JOSEPH HAYES				\$204,000	\$589,000	
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.	04/01/21	06/01/21	NON - DOT LET (LAP)		08/15/22	RAYMOND JOSEPH HAYES				\$2,233,000	\$5,018,000	

NCDOT DIVISION 5
DURHAM PROJECT LIST _ 5-YEAR PROGRAM
December 2020

MPO Board 01/13/2021 Item 19

Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5904	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	09/04/18	09/04/18	NON - DOT LET (LAP)		07/14/22	RAYMOND JOSEPH HAYES				\$7,100,000	\$3,750,000	
EB-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDEFROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	07/14/20	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES				\$515,000	\$1,440,000	
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	07/16/19	05/31/21	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES				\$169,000	\$510,000	
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	09/01/20	03/31/21	NON - DOT LET (LAP)		05/30/22	RAYMOND JOSEPH HAYES				\$177,000	\$491,000	
C-4928	SR 1317 (MORREENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	04/21/20	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES				\$2,937,000	\$6,844,000	
U-4726HN	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	04/18/19	04/30/21	NON - DOT LET (LAP)		04/30/22	RAYMOND JOSEPH HAYES					\$2,860,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	05/31/21	05/31/21	Division POC Let (DPOC)		04/13/22	STEPHEN REID DAVIDSON				\$85,000	\$800,000	PE work suspended due to cash balance shortfall.
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	04/14/20	03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES				\$829,000	\$2,680,000	
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).		03/31/21	NON - DOT LET (LAP)		03/31/22	RAYMOND JOSEPH HAYES					\$4,413,816	
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	07/19/21	07/19/21	Division POC Let (DPOC)		03/23/22	STEPHEN REID DAVIDSON				\$210,000	\$630,000	Survey in progress.
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM			On Call Contract (OCC)		12/09/21	JEREMY WARREN					\$14,000	On hold due to cash balance shortfall.
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)			On Call Contract (OCC)		10/06/21	JEREMY WARREN					\$80,000	On hold due to cash balance shortfall.
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE			On Call Contract (OCC)		09/07/21	JEREMY WARREN					\$20,000	On hold due to cash balance shortfall.
W-5705V	NC 54 AT HUNTINGRIDGE ROAD			On Call Contract (OCC)		09/07/21	JEREMY WARREN					\$80,000	On hold due to cash balance shortfall.
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM			NON - DOT LET (LAP)		08/18/21	RAYMOND JOSEPH HAYES				\$99,000	\$706,000	
C-5605E	DURHAM BIKE LANE STRIPING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$504,000	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$605,000	

Project ID	Description	R/W Plans Complete	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM			NON - DOT LET (LAP)		03/31/21	RAYMOND JOSEPH HAYES					\$540,883	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 01/13/2021 Item 19

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
U-6245 49187.1.1 49187.2.1 49187.3.1	Construct paved shoulders, turn lanes and overlay on SR 1146 (West Ten Road) from SR 1114 (Buckhorn Road) to west of SR 1137 (Bushy Cook Road)	Oct. 2020	Nov. 2020	\$829,000	Construction 100% complete	Chad Reimakoski
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Feb. 2022	Mar. 2022	\$50,400	Funds approved 9/5/19 and released 6/23/20	Chad Reimakoski Derek Dixon
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2021	FY2023	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
I-3306A 34178.1.3 34178.1.4 34178.1.5 34178.2.2 34178.3.GV3	I-40 widening from I-85 to Durham Co. line (US 15/501 Interchange) in Chapel Hill	8/17/2021	FY2024	\$175,600,000	Planning and design activities underway, RFQ Advertisement DB 11/3/20	Laura Sutton
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	Jun. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski
SS-6007E 49115.1.1 49115.3.1	All Way Stop installation and flashing beacon revisions at the intersection of SR 1005 (Old Greensboro Road) and SR 1956 (Crawford Dairy Road/Orange Chapel Clover Garden Road)	Jun. 2022	Sept. 2022	\$28,800	Funds approved 3/5/20 but not released	Dawn McPherson
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/17/2026	FY2028	\$8,690,000	PE funding approved 10/10/17	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/19/2027	FY2030	\$16,900,000	PE funding approved 9/8/17, Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 01/13/2021 Item 19

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/16/2027	FY2029	\$11,156,000	PE funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chris Smitherman
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/20/2028	FY2031	\$50,700,000	PE funding approved 10/10/17, Planning activities underway, Coordinating with NC54 West Corridor Study	Chris Smitherman
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	7/18/2028	FY2031	\$49,238,000	PE funding approved 5/14/15, Planning and Design activities underway, Coordinate with U-5848 and I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/21/2028	FY2031	\$20,900,000	PE funding approved 10/10/17, Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/1/2040	FY2044	\$132,000,000	PE funding approved 6/5/18, Planning and design activities underway, Project reinstated per 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

North Carolina Department of Transportation

1/14/2021

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. DIVISION 5	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	5/29/2022	25.9	31.94
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	54.79	77.64
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
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	12/26/2020	100	81.39
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				
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	5/28/2019	3/1/2022	7/29/2019	6/10/2022	67	66.32

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--January 2021

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 2030	TBD	TBD	Greg Davis (910) 773-8022	\$117,700,000	Right of Way FY 2026
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$1,121,000	

Pandemic could be to blame for NC's jump in fatal crashes

WRAL.com By Laura Leslie, WRAL Capitol Bureau chief

Posted December 28, 2020 7:55 p.m. EST

RALEIGH, N.C. — The number of fatal crashes on North Carolina's highways has gone up this year, even though the number of cars on the road went down during the pandemic.

With three days left in the year, 1,573 people have died in vehicle crashes statewide in 2020, an 8 percent increase from a year ago, said Mark Ezzell, director of the Governor's Highway Safety Program.

"That is just incredible, especially given the decrease in traffic volume," Ezzell said.

By some estimates, traffic volume has been down as much as a third this year, especially during the spring, when a statewide stay-at-home order was in place to slow the spread of coronavirus.

Raleigh driver Scott Johnston said he noticed a lot more speeders than usual back then.

"At the beginning of the pandemic, as far as like out on the highway, like [Interstates] 540 [and] 40, people were really flying with the lighter traffic," Johnston said.

Ezzell said the open roads did lead to more speeding – and likely more fatal crashes.

"Congested traffic, for better or worse, does have one positive effect, and that is you drive slower," he said.

The pandemic also likely created more distracted drivers, contributing to even more fatal crashes, he said.

"We talk a lot about physical distractions – the cell phone and other people in the car. We don't talk much about emotional distractions," he said. "I think they have really been paramount this year. We're worried about our jobs, we're worried about our health, we're worried about our future."

Ezzell said seatbelt use was also lower in fatal crashes this year, while the number of fatalities involving impaired driving was higher. Drugs – both legal and illegal – were involved in a higher percentage of fatal accidents than usual.

State officials are working on programs to reverse those trends.

"In the meantime," Ezzell said, "we're just encouraging people to count to 10 before they get behind the wheel, take a deep breath, watch for other drivers [and] put on their seatbelt."