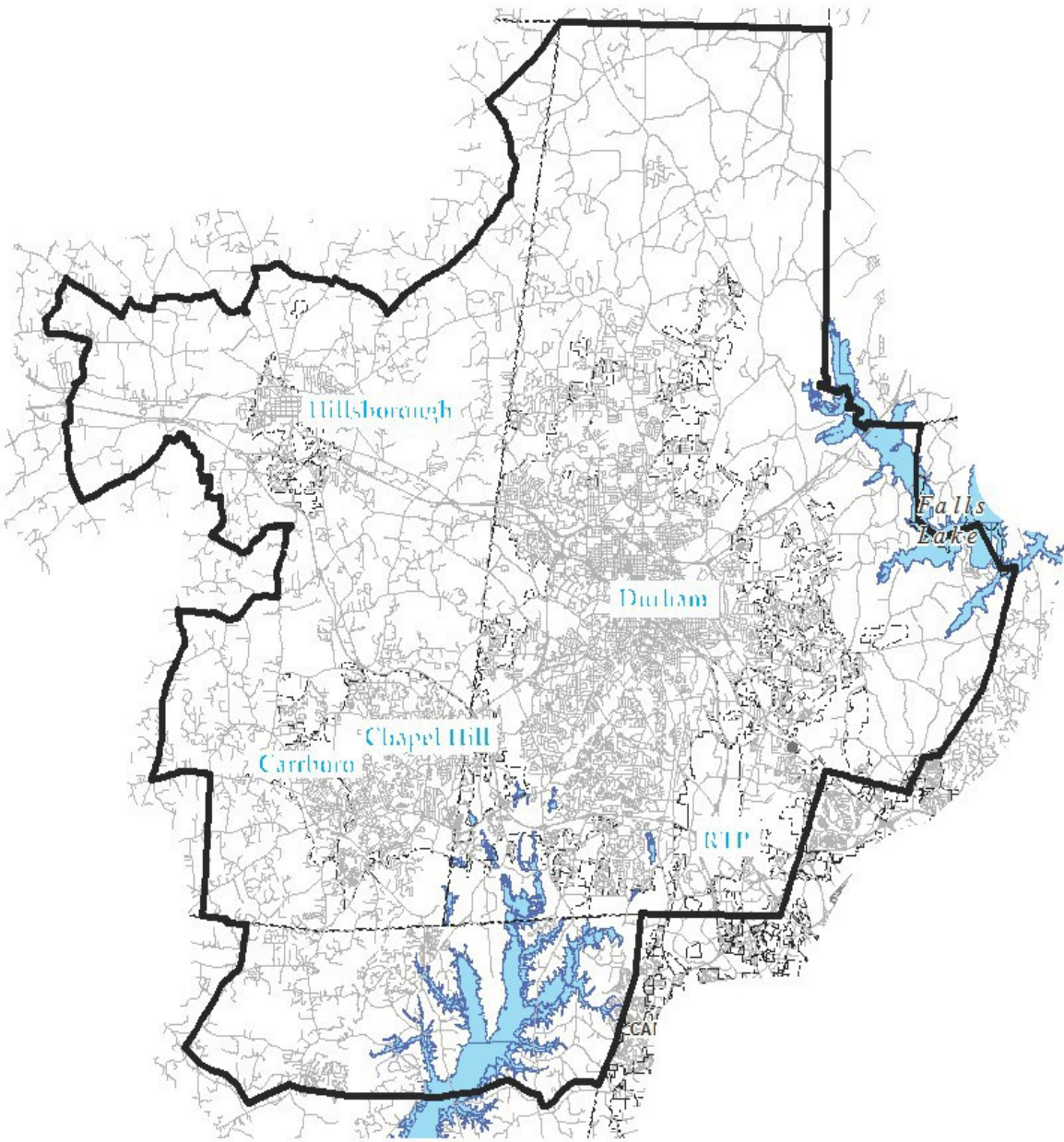


**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY2022 Unified Planning Work Program**



Approved: 2/10/2021



Table of Contents

Adopting Resolution (FTA and FHWA).....	1
Self-Certification Resolution	2
Self-Certification Process Statutes & Checklist.....	3
DCHC MPO Title VI Assurance Certification	5
FY2022 Preamble	7
Introduction.....	8
Proposed FY2022 UPWP Activities and Emphasis Areas.....	9
Metropolitan Planning Factors and Federal Requirements	9
FY2022 Emphasis Areas and Special Projects Descriptions	11
FY2022 UPWP Funding Sources	14
LPA Local Match Cost Sharing	16
Certification of DCHC MPO Transportation Planning Process.....	16
Summary of FY19-20 UPWP Accomplishments	16
FY 22 New Initiatives.....	23
Development Schedule	26
Table: DCHC MPO Funds Distribution by Agency	27
Table: DCHC MPO Summary - All Funding Sources.....	28
Lead Planning Agency Task Funding Table.....	29
Lead Planning Agency Organizational Chart	30
DCHC MPO General Task Description & Deliverables.....	31
Five-Year Work Program	42
Appendix A - List of Acronyms	47
Appendix B – FHWA/FTA Agency Funding Source Tables and Project Narratives	
Town of Carrboro - Task Funding Table and Supporting Documents.....	49
Town of Chapel Hill - Task Funding Table and Supporting Documents	58
City of Durham - Task Funding Table and Supporting Documents	72
Durham County - Task Funding Table and Supporting Documents.....	81
TJCOG - Task Funding Table and Supporting Documents	86
Appendix C – FTA Transit Agency Project Narratives, Funding Tables & DBE Forms	
Chapel Hill - FTA Funding Table and Supporting Documents	90
GoDurham - FTA Funding Table and Supporting Documents.....	93
GoTriangle - FTA Funding Table and Supporting Documents	103
Lead Planning Agency – FTA Funding Table and Supporting Documents.....	106

**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 JENN WEAVER and seconded by MPO Board Member MICHAEL PARKER 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 10th day of FEBRUARY, 2021.

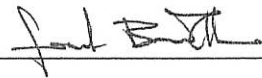

Wendy Jacobs, MPO Board Chair

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: FEBRUARY 10, 2021




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;

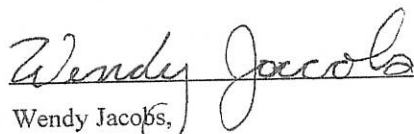
Whereas, the MPO Board has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

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);

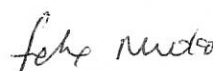
Whereas, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming Metropolitan Transportation Plan (MTP);

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 16th day of February, 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:

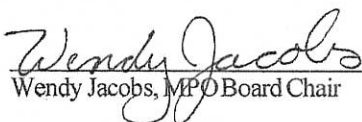
1. That the Recipient agrees that each “program” and each “facility” as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, 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

2/10/21
 Date


 Felix Nwoko, Ph.D.
 DCHC MPO Manager

2/10/21
 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 (80%)	\$511,177
Local match	\$127,794
Total	\$638,971

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 (80%)	\$1,810,926
Local match	\$452,732
Total	\$2,263,658

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)	\$2,322,103		\$580,526	\$2,867,713
FTA 5303 (FTA)	\$362,443	\$45,305	\$45,305	\$453,050
FTA 5307 (FTA)	\$118,000		\$29,500	\$672,320
Total	\$2,802,546	\$45,305	\$655,331	\$3,993,083

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

Agency	FHWA	FTA Transit Planning		
	Planning	5303	5307	Total
Lead Planning Agency	\$2,322,103	\$82,443		\$2,404,546
Town of Carrboro	\$17,600			\$17,600
Town of Chapel Hill	\$93,200	\$137,200		\$230,400
City of Durham	\$72,639			\$72,639
Town of Hillsborough				\$0
Chatham County				\$0
Durham County	\$43,043			\$43,043
GoDurham		\$142,800		\$142,800
GoTriangle			\$118,000	\$118,000
TJCOG	\$84,500	\$0		\$84,500
Total	\$2,633,085	\$362,443	\$118,000	\$3,113,528

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.

FY22 New Initiatives

The following new initiatives will be included in the FY2022 UPWP if approved by the Board. The City of Durham, Orange County, the Triangle J Council of Governments, 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).
2. US 70 W. Multimodal Corridor Study from NC 119 in Mebane to I-85 in Durham County.
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,
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.
7. Congestion Management Strategies (CMP). Work with MPO staff to define the framework, charge, membership, and schedule for a Regional ITS Implementation Work Group. Set meeting dates, times and locations, and arrange meeting logistics. Develop meeting agendas, host and facilitate meetings, and develop meeting summaries. Develop implementation strategy priorities, detailed tasks and schedules,

and responsibilities. Undertake technical activities required to begin implementation of the strategies.

8. Define the framework, work plan, and schedule for a performance metrics tracking and reporting system. Clearly depict what metrics can relate to which local, MPO, state and federal policy decisions or scoring mechanisms. Help staff and decision makers better understand the pluses and minuses of different data sources and methods. Prioritize performance metrics based on data quality, availability, and timeliness. Make recommendations for data proxies or new data collection if it would benefit local and MPO decision-making. Leverage TJCOG's experience and expertise related to TDM, the Triangle Clean Cities Coalition, and MPO air quality conformity work to develop a comprehensive air quality, and greenhouse gas performance metrics approach. Leverage TJCOG expertise and experience as the regional data center to maintain, track, and communicate Census 2020, ACS, and LEHD/LODES related metrics.

FY-22 UPWP New Initiatives					
	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	\$200,000	\$160,000	40,000	Orange County
	MPO Governance & Performance Placeholder				
3*	Carbon Emission reduction and monitoring of performance targets. Technical tools & procedures to analyze carbon emissions	\$0	\$0	0	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)).	\$0	\$0	0	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.).	\$0	\$0	0	MPO
6*	Technical and mapping tool and data processing for evaluating MTP & other MPO measures (i.e. Vision Zero).	\$0	\$0	0	MPO
7	<i>Congestion Management Strategies (TJCOG)</i>	\$9,375	\$7,500	1,875	TJCOG
8	<i>Community Goals and Objectives Performance Measures</i>	\$12,500	\$10,000	2,500	TJCOG
	Total	\$321,875	\$257,500	\$64,375	
	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
January 13, 2021	MPO Board Release Draft UPWP for Public Comment
February 10, 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.

MPO Funding Table - Distribution by Agency

Receiving Agency	STBGP			Section 104(f)			Section 5303				Section 5307			
	Sec. 133(b)(3)(7)			PL			Highway/Transit				Transit			
	Local	FHWA	ToTal	Local	FHWA	Total	Local	NCDOT	FTA	Total	Local	NCDOT	FTA	Total
20%	80%	100%	20%	80%	100%	10%	10%	80%	100%	20%	0%	80%	100%	
LPA	\$374,986	\$1,499,944	\$1,874,930	\$127,794	\$511,177	\$638,971	\$10,305	\$10,305	\$82,443	\$103,054	\$0	\$0	\$0	\$0
Carrboro	\$4,400	\$17,600	\$22,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Chapel Hill/CHT	\$23,300	\$93,200	\$116,500	\$0	\$0	\$0	\$17,150	\$17,150	\$137,200	\$171,500	\$0	\$0	\$0	\$0
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/GoDurham	\$18,160	\$72,639	\$90,799	\$0	\$0	\$0	\$17,850	\$17,850	\$142,800	\$178,500	\$0	\$0	\$0	\$0
Durham County	\$10,761	\$43,043	\$53,804	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$21,125	\$84,500	\$105,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,500	\$0	\$118,000	\$0
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$452,732	\$1,810,926	\$2,263,658	\$127,794	\$511,177	\$638,971	\$45,305	\$45,305	\$362,443		\$29,500	\$0	\$118,000	\$0

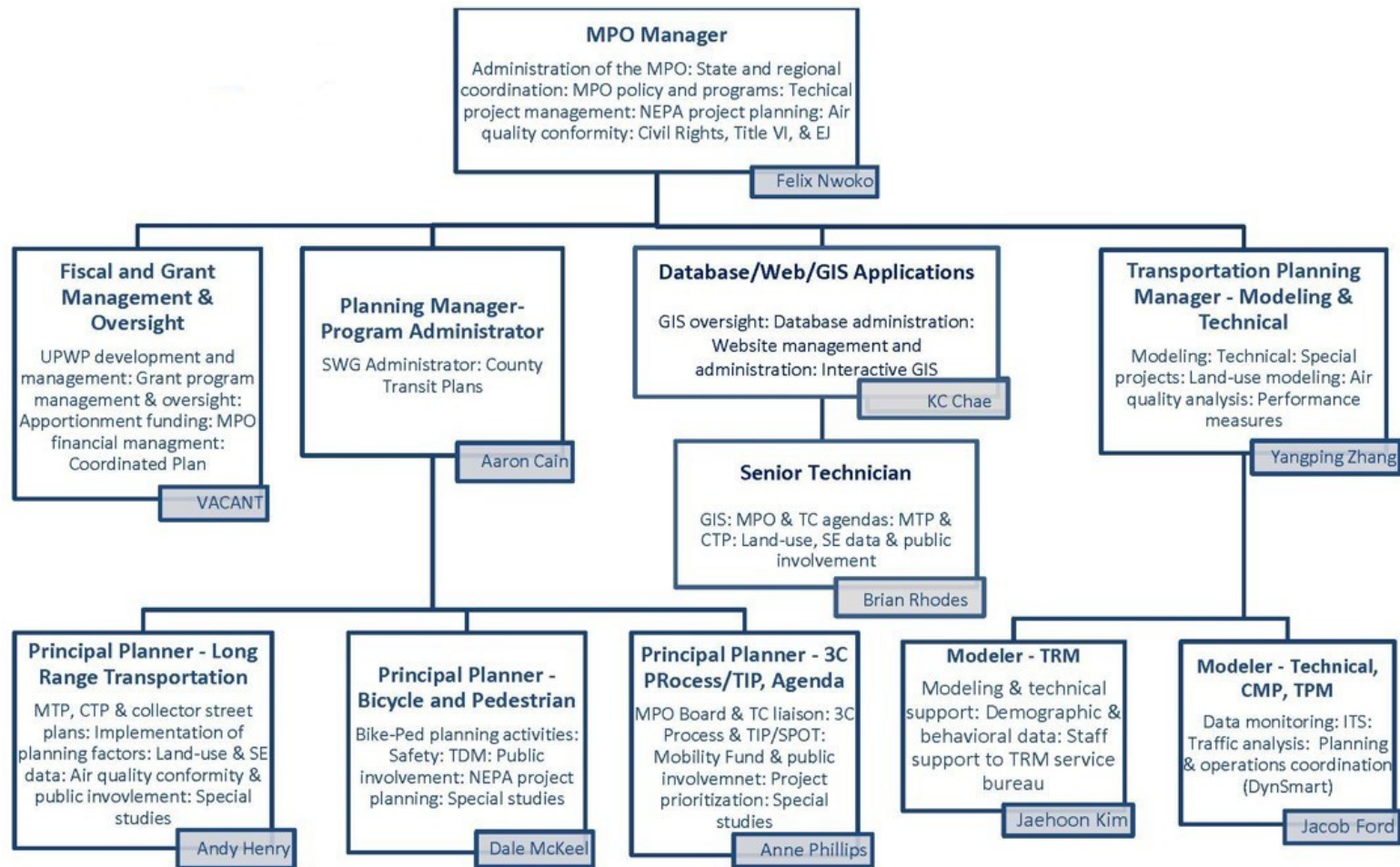
MPO Wide - Detail Funding Tables - All Funding Sources

Task Description	STBGP 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit				Section 5307 Transit			
	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local 20%	NCDOT 0	FTA 80%	Total 100%
II-A Surveillance of Change														
1 Traffic Volume Counts	20,050	80,200	100,250	625	2,500	3,125	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	800	3,200	4,000	400	1,600	2,000	0	0	0	0	0	0	0	0
3 Street System Changes	1,000	4,000	5,000	1,120	4,480	5,600	0	0	0	0	0	0	0	0
4 Traffic Crashes	4,776	19,104	23,880	1,080	4,320	5,400	0	0	0	0	0	0	0	0
5 Transit System Data	3,200	12,800	16,000	1,200	4,800	6,000	8,444	8,444	67,552	84,440	0	0	0	0
6 Dwelling Unit, Pop. & Emp. Change	8,100	32,400	40,500	5,000	20,000	25,000	0	0	0	0	0	0	0	0
7 Air Travel	4,000	16,000	20,000	100	400	500	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	14,260	57,040	71,300	1,800	7,200	9,000	0	0	0	0	0	0	0	0
10 Mapping	17,900	71,600	89,500	4,800	19,200	24,000	3,122	3,122	24,976	31,220	0	0	0	0
11 Central Area Parking Inventory	2,240	8,960	11,200	625	2,500	3,125	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	1,820	7,280	9,100	1,000	4,000	5,000	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	12,040	48,160	60,200	1,000	4,000	5,000	488	488	3,904	4,880	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II-B Long Range Transp. Plan (MTP)														
1 Collection of Base Year Data	6,540	26,160	32,700	833	3,330	4,163	0	0	0	0	0	0	0	0
2 Collection of Network Data	3,880	15,520	19,400	800	3,200	4,000	0	0	0	0	0	0	0	0
3 Travel Model Updates	37,066	148,264	185,330	39,086	156,344	195,430	0	0	0	0	25,000	0	100,000	125,000
4 Travel Surveys	9,000	36,000	45,000	3,060	12,240	15,300	0	0	0	0	0	0	0	0
5 Forecast of Data to Horizon year	526	2,104	2,630	240	960	1,200	0	0	0	0	0	0	0	0
6 Community Goals & Objectives	2,860	11,440	14,300	1,330	5,320	6,650	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	1,920	7,680	9,600	1,100	4,400	5,500	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	5,352	21,408	26,760	2,400	9,600	12,000	0	0	0	0	0	0	0	0
9 Highway Element of th MTP	8,575	34,301	42,876	3,800	15,200	19,000	0	0	0	0	0	0	0	0
10 Transit Element of the MTP	16,647	66,589	83,236	3,800	15,200	19,000	11,119	11,119	88,955	111,194	4,500	0	18,000	22,500
11 Bicycle & Ped. Element of the MTP	9,498	37,992	47,490	2,878	11,512	14,390	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of MTP	1,120	4,480	5,600	200	800	1,000	0	0	0	0	0	0	0	0
13 Collector Street Element of MTP	1,794	7,176	8,970	600	2,400	3,000	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of MTP	7,320	29,280	36,600	3,350	13,400	16,750	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	3,540	14,160	17,700	200	800	1,000	0	0	0	0	0	0	0	0
16 Financial Planning	2,320	9,280	11,600	480	1,920	2,400	1,306	1,306	10,448	13,060	0	0	0	0
17 Congestion Management Strategies	20,911	83,644	104,555	1,139	4,555	5,694	1,260	1,260	10,080	12,600	0	0	0	0
18 Air Qual. Planning/Conformity Anal.	1,960	7,840	9,800	1,600	6,400	8,000	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II-C Short Range Transit Planning														
Short Range Transit Planning	0	0	0	0	0	0	2,850	2,850	22,800	28,500	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A Planning Work Program														
Planning Work Program	7,552	30,208	37,760	4,006	16,024	20,030	608	608	4,864	6,080	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-B Transp. Improvement Plan														
TIP	18,378	73,512	91,890	7,125	28,500	35,625	3,775	3,775	30,200	37,750	0	0	0	0
	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	4,183	16,730	20,913	1,000	4,000	5,000	326	326	2,608	3,260	0	0	0	0
2 Environmental Justice	9,300	37,200	46,500	1,640	6,560	8,200	384	384	3,072	3,840	0	0	0	0
3 Minority Business Enterprise	2,380	9,520	11,900	400	1,600	2,000	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	1,746	6,984	8,730	400	1,600	2,000	384	384	3,072	3,840	0	0	0	0
5 Safety/Drug Control Planning	8,778	35,110	43,888	1,600	6,400	8,000	0	0	0	0	0	0	0	0
6 Public Involvement	22,908	91,632	114,540	3,769	15,077	18,846	932	932	7,456	9,320	0	0	0	0
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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.	7,702	30,808	38,510	2,600	10,400	13,000	0	0	0	0	0	0	0	0
3 Special Studies	70,140	280,560	350,700	4,668	18,670	23,338	1,700	1,700	13,600	17,000	0	0	0	0
4 Regional or Statewide Planning	25,046	100,184	125,230	3,600	14,400	18,000	1,700	1,700	13,600	17,000	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-E Management & Operations														
1 Management & Operations	43,604	174,416	218,020	11,341	45,365	56,706	6,907	6,907	55,256	69,070	0	0	0	0
Totals	\$452,732	\$1,810,926		\$127,794	\$511,177	638,971	\$45,305	\$45,305	\$362,443	453,054	\$29,500	\$0	\$118,000	147,500
3 Special Studies US 70 Corridor Study Durham	20,000	80,000	100,000											
3 Special Studies US 70 Corridor Study Orange	40,000	160,000	200,000											

LPA

	Task Description	STBGP 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit				
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$19,200	\$76,800	\$96,000	\$625	\$2,500	\$3,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$800	\$3,200	\$4,000	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$1,000	\$4,000	\$5,000	\$1,120	\$4,480	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$4,776	\$19,104	\$23,880	\$1,080	\$4,320	\$5,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$3,200	\$12,800	\$16,000	\$1,200	\$4,800	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$8,100	\$32,400	\$40,500	\$5,000	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$4,000	\$16,000	\$20,000	\$100	\$400	\$500	\$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	\$14,260	\$57,040	\$71,300	\$1,800	\$7,200	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$15,000	\$60,000	\$75,000	\$4,800	\$19,200	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$1,800	\$7,200	\$9,000	\$625	\$2,500	\$3,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$400	\$1,600	\$2,000	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$11,640	\$46,560	\$58,200	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0			\$0								\$0
II B	Long Range Transp. Plan (MTP)			\$0			\$0								\$0
	1 Collection of Base Year Data	\$6,540	\$26,160	\$32,700	\$833	\$3,330	\$4,163	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$3,880	\$15,520	\$19,400	\$800	\$3,200	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$37,066	\$148,264	\$185,330	\$39,086	\$156,344	\$195,430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$9,000	\$36,000	\$45,000	\$3,060	\$12,240	\$15,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$526	\$2,104	\$2,630	\$240	\$960	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$360	\$1,440	\$1,800	\$1,330	\$5,320	\$6,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$1,920	\$7,680	\$9,600	\$1,100	\$4,400	\$5,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$5,352	\$21,408	\$26,760	\$2,400	\$9,600	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th MTP	\$3,712	\$14,848	\$18,560	\$3,800	\$15,200	\$19,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the MTP	\$9,734	\$38,936	\$48,670	\$3,800	\$15,200	\$19,000	\$10,305	\$10,305	\$82,443	\$103,054	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the MTP	\$7,200	\$28,800	\$36,000	\$2,878	\$11,512	\$14,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of MTP	\$1,120	\$4,480	\$5,600	\$200	\$800	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$1,794	\$7,176	\$8,970	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$7,320	\$29,280	\$36,600	\$3,350	\$13,400	\$16,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$3,540	\$14,160	\$17,700	\$200	\$800	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$1,000	\$4,000	\$5,000	\$480	\$1,920	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$17,336	\$69,344	\$86,680	\$1,139	\$4,555	\$5,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$1,960	\$7,840	\$9,800	\$1,600	\$6,400	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0			\$0								\$0
II C	Short Range Transit Planning			\$0			\$0								\$0
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0								\$0
				\$0			\$0								\$0
III-A	Planning Work Program			\$0			\$0								\$0
	Planning Work Program	\$5,958	\$23,832	\$29,790	\$4,006	\$16,024	\$20,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0			\$0								\$0
III-B	Transp. Improvement Plan			\$0			\$0								\$0
	TIP	\$9,700	\$38,800	\$48,500	\$7,125	\$28,500	\$35,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0			\$0								\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.			\$0			\$0								\$0
	1 Title VI	\$4,183	\$16,730	\$20,913	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$9,300	\$37,200	\$46,500	\$1,640	\$6,560	\$8,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$2,380	\$9,520	\$11,900	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$1,746	\$6,984	\$8,730	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$8,778	\$35,110	\$43,888	\$1,600	\$6,400	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$18,900	\$75,600	\$94,500	\$3,769	\$15,077	\$18,846	\$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								\$0
III-D	Incidental Png./Project Dev.			\$0			\$0								\$0
	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	\$17,350	\$2,600	\$10,400	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$62,800	\$251,200	\$314,000	\$4,668	\$18,670	\$23,338	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$4,436	\$17,744	\$22,180	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				\$0			\$0								\$0
III-E	Management & Operations			\$0			\$0								\$0
	1 Management & Operations	\$39,800	\$159,200	\$199,000	\$11,341	\$45,365	\$56,706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$374,986	\$1,499,944	\$1,874,930	\$127,794	\$511,177	\$638,971	\$10,305	\$10,305	\$82,443	\$103,054	\$0	\$0	\$0	\$0
	3 Special Studies- US70 Durham	\$20,000	\$80,000	\$100,000											
	3 Special Studies-US70 Orange	\$40,000	\$251,200	\$291,200											

DCHC MPO Organizational Chart



Interns; Temporary & Part-time
Support for positions listed above;
Supervised by MPO Manager.

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

DCHC MPO Task Description and Deliverables or Products

The major products of the transportation planning process, in addition to the UPWP, are the Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), Public Participation Process, project development, and the Transportation Improvement Program (TIP). Numerous special reports, corridor/subarea studies and analyses on a wide variety of transportation issues are also produced on a regular basis.

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to feed into MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, Mobility Report Card project development, Title VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the 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. New studies in FY 22 include:

- Durham County: US 70 E. Access Study from East End Connector to T. W. Alexander
- Orange County: US 70 W. Multimodal Corridor Study from NC 119 in Mebane to I-85 in Durham County.

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

July 1, 2020 to June 30, 2025

	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
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system	ADT count and TMC annual and seasonal, including update of count database system
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer	Street System Changes update. Update of INRIX/HERE Street layer
1.4	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses
1.5	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data
1.6	Housing, POP, Emp. Data, including development review/permits, CO, Census, INFOUSA (employment & household data), etc.	Housing, POP, Emp. Data, including development review/permits, CO, Census, INFOUSA (employment & household data), etc.	Housing, POP, Emp. Data, including development review/permits, CO, Census, INFOUSA (employment & household data), etc.	Housing, POP, Emp. Data, including development review/permits, CO, Census, INFOUSA (employment & household data), etc.	Housing, POP, Emp. Data, including development review/permits, CO, Census, INFOUSA (employment & household data), etc.
1.7	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation	Air travel. Continual monitoring of RDU passenger activities and ground transportation
1.8	TPM	TPM data	VTPM 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 Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial database and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geospatial 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					
	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, 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

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
			Develop & submit TIP Project Priority List for SPOT 7 (2025-2034 TIP)	One-on-one discussion between the MPO and NCDOT	Develop & submit TIP Project Priority List for SPOT 8 (2027-2036 TIP)
			Review and confirm data for SPOT 7 (2025-2034 STIP)	Adopt 2025-2034 STIP	Review and confirm data for SPOT 8 (2027-2036 STIP)
	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application	TIP Web Application
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Continuous update of Title VI programs, including Assurance Certification, EJ and LEP. Evaluate effectiveness of programs and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process	Social media in MPO public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim 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

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

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 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	\$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 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.	\$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 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%						
I A	Surveillance of Change																
	1 Traffic Volume Counts	\$850	\$3,400	\$0	\$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	\$0	\$0
	3 Street System Changes	\$0	\$0	\$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	\$0	\$0
	5 Transit System Data	\$0	\$0	\$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	\$0	\$0
	7 Air Travel	\$0	\$0	\$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	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$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	\$0	\$2,100	\$0	\$8,400	\$10,500	
	11 Central Area Parking Inventory	\$440	\$1,760	\$0	\$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	\$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	\$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	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$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	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$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	\$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	\$0	\$0
	11 Bicycle & Ped. Element of the MTP	\$0	\$0	\$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	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$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	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$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	\$0	\$1,320	\$0	\$5,280	\$6,600	
	17 Congestion Management Strategies	\$1,700	\$6,800	\$0	\$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	\$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	\$0	\$0
III-A	Planning Work Program																
	Planning Work Program	\$760	\$3,040	\$0	\$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	\$0	\$4,800	\$0	\$19,200	\$24,000	
III-C	Cvl Rgts. Cmp./Otr. Reg. Req.																
	1 Title VI	\$0	\$0	\$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	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$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	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$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	\$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	\$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	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$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	\$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	\$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	\$0	\$1,600	\$0	\$6,400	\$8,000	
	Totals	\$23,300	\$93,200	\$0	\$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%	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	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$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	\$0
	7 Air Travel	\$0	\$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	\$0
	9 Travel Time Studies	\$0	\$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	\$0
	11 Central Area Parking Inventory 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory 13	\$0	\$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
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	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$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	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th MTP	\$1,513	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,513	\$0	\$6,053	\$7,566	
	10 Transit Element of the MTP	\$1,513	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,513	\$0	\$6,053	\$7,566	
	11 Bicycle & Ped. Element of the MTP	\$1,513	\$6,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,513	\$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	\$0
	13 Collector Street Element of MTP	\$0	\$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	\$0
	15 Freight Movement/Mobility Planning	\$0	\$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	\$0
	17 Congestion Management Strategies	\$0	\$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
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	\$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	\$15,889	
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	\$0
	2 Environmental Justice	\$0	\$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	\$0
	4 Planning for the Elderly & Disabled	\$0	\$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	\$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	\$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	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$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	\$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

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 Trave	\$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. 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	\$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 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 Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysi	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th 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 MT	\$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 Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategie	\$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 & Disable	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$1,500	\$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	STBGP 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Crashes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
II B	Long Range Transp. Plan (MTP)	\$0	\$0												
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$10,000	\$12,500
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of MTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$1,875	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875	\$0	\$7,500	\$9,375
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
II C	Short Range Transit Planning	\$0	\$0												
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-A	Planning Work Program	\$0	\$0												
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-B	Transp. Improvement Plan	\$0	\$0												
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$0	\$0												
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0												
III-D	Incidental Plng./Project Dev.	\$0	\$0												
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$16,750	\$67,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,750	\$0	\$67,000	\$83,750
		\$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		\$21,125	\$84,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,125	\$0	\$84,500	#####

**Task Narrative Description:
Triangle J Council of Governments**

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 Metropolitan Transportation Plans; 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, facilitate development and revisions of Joint MPO Policy Priorities. Development of 3rd version of CommunityViz growth allocation model. Participation on TCRP transit prioritization panel.

Proposed activities

Major activities will include use of CommunityViz 3.0 for the preferred alternative for the 2050 MTP; facilitating and co-authoring the Connect2050 MTP document; any 2045 MTP amendments, including AQ conformity work; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. TJCOG will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz 3.0 data and preferred scenario deliverables.
- 2050 MTP work tasks
- 2050 MTP final report and appendices
- 2045 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support and Joint Policy Priorities revisions
- Triangle Regional Model Executive Committee tasks

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-4 – Regional or Statewide Planning	\$16,750	\$67,000	\$83,750

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding participation from CAMPO and GoTriangle as in previous years.

II-B-17. Congestion Management Strategies.

Facilitate implementation of the Regional ITS Deployment Plan.

Objectives

Bring together MPO and NCDOT staff in a regional ITS workgroup to prioritize and begin to implement specific recommendations of the Regional ITS Plan assigned to the MPOs as the lead organization.

Previous work

None.

Proposed activities

Work with MPO staff to define the framework, charge, membership and schedule for a Regional ITS Implementation Work Group. Set meeting dates, times and locations and arrange meeting logistics. Develop meeting agendas, host and facilitate the meetings and develop meeting summaries. Develop implementation strategy priorities, detailed tasks and schedules and responsibilities. Undertake technical activities required to begin implementation of the strategies.

Products

- Creation of Regional ITS Implementation Work Group.
- Work Group meeting agendas and summaries
- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on initial tasks, including preparation of any STI SPOT submittals.
- Status reporting on ITS Plan recommendations designated for MPO lead role
- Presentations as needed to technical and policy boards

Task Code - Title	Local 20%	FHWA 80%	Total
II-B-17 – Congestion Management Strategies	\$1,875	\$7,500	\$9,375

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding participation by CAMPO.

II-B-6. Community Goals and Objectives.

2050 MTP Performance Metrics

Objectives

Develop and begin implementing a clear, concise, robust tracking and reporting system for priority 2050 MTP performance metrics (surveillance of change) that are derived from the adopted Goals and Objectives, with an emphasis on equitable investment and climate change & air quality

Previous work

None.

Proposed activities

Define the framework, workplan and schedule for a performance metrics tracking and reporting system. Clearly depict what metrics can relate to which local, MPO, state and federal policy decisions or scoring mechanisms. Help staff and decision makers better understand the pluses and minuses of different data sources and methods. Prioritize performance metrics based on data quality, availability and timeliness. Make recommendations for data proxies or new data collection if it would benefit local and MPO decision-making. Leverage TJCOG’s experience and expertise related to TDM, the Triangle Clean Cities Coalition and MPO air quality conformity work to develop a comprehensive air quality and greenhouse gas performance metrics approach. Leverage TJCOG expertise and experience as the regional data center to maintain, track and communicate Census 2020, ACS and LEHD/LODES related metrics.

Products

- Performance Metrics work plan and schedule
- Data summaries and technical analyses, including how metrics can be used to inform local and MPO decisions
- Creation of a web-based dashboard
- Presentations as needed to technical and policy boards
- Note: the budget does not account for the acquisition of any additional external data sources, but can be adjusted if initial work indicates the desire by the MPOs to purchase data.

Task Code - Title	Local 20%	FHWA 80%	Total
II-B-6 – Community Goals and Objectives	\$2,500	\$10,000	\$12,500

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding participation by CAMPO.

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 Trave	\$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	\$440	\$0	\$1,760	\$2,200		
	12 Bike & Ped. Facilities Inventor	\$1,320	\$5,280	\$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 Futurel Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	8 Capacity Deficiency Analysi	\$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	\$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	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	\$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)	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	44200	44200
3-	Task Code	II-A-3	II-A-3	II-A-3	II-A-3	II-B-16	II-B-7	II-B-7	II-B-7	III-C-1	III-C-2	III-C-4	III-C-6	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Transit System Data	Mapping	Bicycle and Pedestrian Counts	Transit Element of the MTP	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	TOTALS
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 counters as part 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 FY23 UPWP, process amendments to the adopted FY22 UPWP as necessary, prepare quarterly invoice and 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 database of transit preferred options and final 2050 projects	Refinements to 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 needed	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 and groups. Summary of EJ/LEP outreach and analysis. Update demographic profile based local data of EJ/LEP communities.	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	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, 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 departments 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 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 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 implementation of annual work program	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	Town of Chapel Hill
12-	HPFR - Highway - NCDOT 20%																
13-	HPFR - Highway - FHWA 80%																
14-	Section 104 (f) PL Local 20%																\$0
15-	Section 104 (f) PL FHWA 80%																\$0
16-	Section 5303 Local 10%	\$360	\$3,172	\$48	\$48	\$98	\$1,267	\$24	\$608	\$3,122	\$38	\$384	\$606	\$1,700	\$1,700	\$1,700	\$17,150
17-	Section 5303 NCDOT 10%	\$368	\$3,172	\$48	\$48	\$98	\$1,267	\$24	\$608	\$3,122	\$384	\$606	\$1,700	\$1,700	\$1,700	\$1,700	\$17,150
18-	Section 5303 FTA 80%	\$2,944	\$24,976	\$3,900	\$3,900	\$7,846	\$10,080	\$1,928	\$4,864	\$24,976	\$3,072	\$3,072	\$4,848	\$13,606	\$13,606	\$13,606	\$137,200
19-	Section 5307 Transit - Local 10%																\$0
20-	Section 5307 Transit - NCDOT 10%																\$0
21-	Section 5307 Transit - FTA 80%																\$0
22-	Section 5309 Transit - Local 10%																\$0
23-	Section 5309 Transit - NCDOT 10%																\$0
24-	Section 5309 Transit - FTA 80%																\$0
		\$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	\$171,500
		\$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	\$0

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
---------	-------------------------	------------------------------	------------	----------	----------

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 Trave	\$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 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 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	\$326	\$326	\$2608	\$0	\$0	\$0	\$326	\$326	\$2,608	\$3,260
	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	\$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 Strategic	\$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	\$6,330
III-C	Cvl Rgts. Cmp/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 & Disable	\$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 Plng./Project Dev.														
	1 Transportation Enhancement Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$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

GoDurham
TASK DESCRIPTIONS & NARRATIVES
FY 2022 UPWP

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 (SRTP)

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 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
---------	-------------------------	------------------------------	------------	----------	----------

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
IA	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
IB	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
IC	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	\$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	Cvl 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 Plng./Project Dev.														
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$3,470	\$13,880	\$2,600	\$10,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,070	\$0	\$24,280	\$30,350
	3 Special Studies	\$2,800	\$11,200	\$4,668	\$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	\$2,316,953

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
---------	-------------------------	------------------------------	------------	----------	----------

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**

1-	MPO	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	DCHC MPO (LPA)	
2-	FTA Code	442400					
3-	Task Code	H-C-1					
4-	Title of Planning Task	Short Range Transit Planning					TOTALS
5-	Task Objective	Support development and implementation of regional County Transit Plans, BRT/commuter rail initiatives, implementation of Coordinated Human Services Public Transit Transportation Plan, and coordination with FTA grant projects.					
6-	Tangible Product Expected	County transit plans, update or amendment of coordinated plan as needed, BRT and CRT plans, studies and agreements					
7-	Expected Completion Date of Product(s)	6/30/2021					
8-	Previous Work	County transit plans, coordinated plan, DO-LRT, BRT and CRT planning					
9-	Prior FTA Funds						
10-	Relationship To Other Activities	Supports development and implementation of MTP, county transit plans, coordinated plan, and other MPO-related activities including coordination with FTA grants					
11-	Agency Responsible for Task Completion	Lead Planning Agency					
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) 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