FY26 DRAFT UPWP

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Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY2026 Unified Planning Work Program

July 1, 2025 to June 30, 2026

Anticipated Adoption Date: November 11, 2024
Prepared by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization for its member jurisdictions

MPO Board Members 2025

Name	Affiliation	Member / Alternate
Karen Howard (Chair)	Chatham County	Member
Javiera Cabellero (Vice Chair)	City of Durham	Member
Jamezetta Bedford	Orange County	Member
Carl Rist	City of Durham	Member
Melissa McCullough	Town of Chapel Hill	Member
Wendy Jacobs	Durham County	Member
Valerie Jordan	NC Board of Transportation	Member
Michael Parker	GoTriangle	Member
Danny Nowell	Town Of Carrboro	Member
Mark Bell	Town of Hillsborough	Member
Mike Fox	NC Board of Transportation	Member
Amy Fowler	Orange County	Alternate
Nida Allam	Durham County	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Matt Hughes	Town Of Hillsborough	Alternate
Brenda Howerton	GoTriangle	Alternate
Leonardo Williams	City of Durham	Alternate
Catherine Fray	Town Of Carrboro	Alternate
Camile Berry	Town of Chapel Hill	Alternate
Mike Dasher	Chatham County	Alternate
Vacant	*Federal Highway Administration*	*Non-Voting Member*

Prepared in cooperation with the North Carolina Department of Transportation, and the Federal Highway Administration, and the Federal Transit Administration - U.S. Department of Transportation. The views and opinions of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

INTRODUCTION

This document is the DCHC MPO's annual Unified Planning Work Program (UPWP) for the fiscal year beginning on July 1, 2025, and ending on June 30, 2026. It is intended to meet federal regulations implementing transportation planning and policy required by 23 CFR §450.308. The UPWP is the foundation for all DCHC MPO staff work, transportation planning partners' work, grant applications, and financial passthrough arrangements in North Carolina's western Triangle region.

This UPWP contains:

- A summary of proposed planning activities,
- Framework for interaction with other DCHC MPO USDOT certification activities,
- Regional metropolitan transportation and required federal planning factors,
- Funding resource descriptions,
- Key initiatives and special studies,
- Specific planning delivery unit tasks and budgets for DCHC MPO,
- Specific planning delivery unit tasks and budgets for pass-through agencies, and
- Appendices for required supporting documentation.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) annually provide funding allocations for the DCHC MPO's continuing, cooperative, and comprehensive (3-C) transportation planning activities. The UPWP identifies MPO planning tasks that use federal transportation funds including highway and transit programs. The UPWP categorizes work program elements and delivery units by alphanumeric task codes and descriptions. The MPO's 5-year Prospectus for Continuing Transportation Planning, most recently approved by the MPO Board on November 10, 2021, guides annual UPWP development.

The UPWP contains special projects and FTA project descriptions. The responsible passthrough member agencies provide special project descriptions. The UPWP also includes FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables.

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 DCHC MPO staff to support MPO planning functions. Section 133(b)(3)(7) funds are the portion of STBG-DA funds identified in the UPWP for MPO planning. The DCHC MPO and its jurisdictions use these funds to support the MPO planning functions and regional special projects, such as corridor studies, CommunityViz 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.

The Federal Transit Administration's Section 5303 is a source of funds for transit planning for Chapel Hill Transit (CHT), GoDurham, and the DCHC MPO staff. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies may also use portions of their Section 5307 funds for planning. The MPO Board must approve these funds as part of the UPWP approval process.

FEDERAL CERTIFICATION REVIEW

Every four years, FHWA and FTA are required to review, in full, the planning processes of any MPO covering a UZA that contains a population of over 200,000 (also known as a Transportation Management Area or TMA). The certification review was conducted for the DCHC MPO in the fall of 2021 and evaluated whether the MPO complied with Federal regulations. FHWA completed its certification review report in June 2022.

Ultimately, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 U.S.C. 5303 and is, in effect, certified. Furthermore, the DCHC MPO received one commendation for noteworthy practices from the review team and three recommendations for process or program improvements.

The following is a noteworthy practice that the DCHC MPO is doing well in the transportation planning process:

1. The MPO has excelled in obtaining public participation in its Board (formerly TAC) meetings and the Board uses this feedback to guide its decision-making.

The recommendations received by DCHC MPO were:

2. It is recommended that the MPO update its MOU.
3. While using STBG-DA funds to fund salaries and staff operations are eligible activities, it is recommended the Unified Planning Work Program (UPWP) provide greater detail on the planning tasks being performed by the staff and the products being developed, particularly for staff not directly employed by the Lead Planning Agency.
4. It is recommended that the next Metropolitan Transportation Plan (MTP) provide additional details on the assumptions made for toll roadway, local, and private revenue forecasts.

METROPOLITAN PLANNING FACTORS & FEDERAL REQUIREMENTS

Federal transportation regulations (23 CFR 450.306(b)) 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. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

FHWA AND FTA PLANNING EMPHASIS AREAS AND THE FY2026 UPWP

The FHWA and FTA jointly issued new Planning Emphasis Areas in December 2021. These Planning Emphasis Areas are:

Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future – help to ensure the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from climate change.

Equity and Justice40 in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities to help ensure public involvement in the planning process and that plans reflect various perspectives, concerns, and priorities from affected areas.

Complete Streets – review current policies, rules, and procedures to determine their impact on safety for all road users, including providing provisions for safety in future transportation infrastructure, particularly those outside automobiles. To be considered complete, roads should include safe pedestrian facilities, safe transit stops, and safe crossing opportunities at intervals necessary for accessing destinations.

Public Involvement - conduct early, effective, and continuous public involvement that brings diverse viewpoints into the decision-making process, including by integrating virtual public involvement tools while ensuring access to opportunities for individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination – coordinate with US Department of Defense representatives in transportation planning and programming processes on infrastructure and connectivity needs for STRAHNET routes and other roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination – coordinate with FLMAs in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring opportunities to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

Planning and Environment Linkages – implement Planning and Environment linkages as part of the overall transportation planning and environmental review process.

Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process through developing and advancing data sharing principles among the MPO, state, regional, and local agencies.

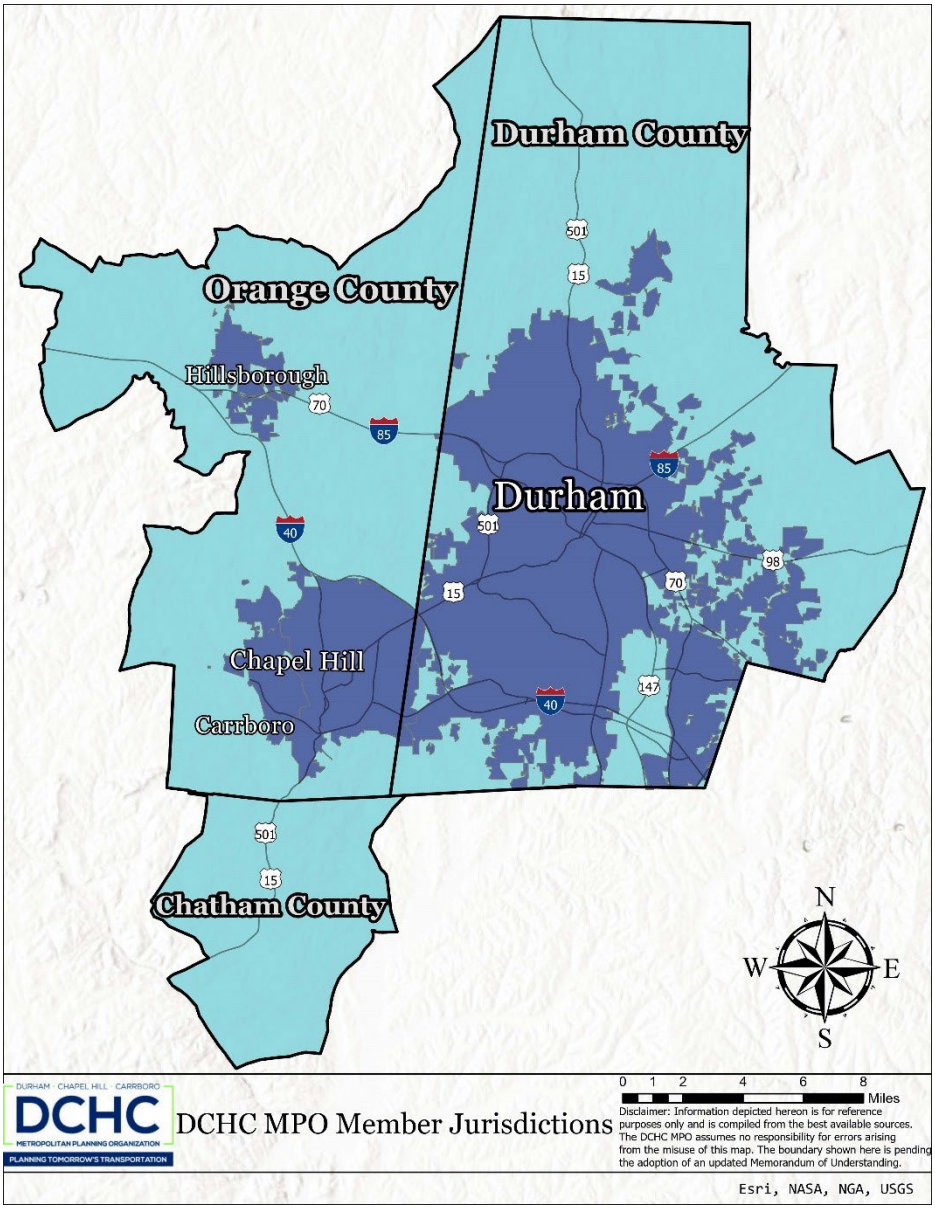
The planning work of the DCHC MPO endeavors to consider each of these areas thoughtfully and thoroughly.

DEFINITION OF SERVICE AREA

Based on the 2020 Census, the U.S. Census Bureau defined a boundary for the Durham Urbanized Area (UZA), which encompasses the western part of the Research Triangle area in North Carolina.

The DCHC urbanized area includes:

- Durham County (entire county)
- A portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County



FY2026 FUNDING SOURCES

FY2026 UPWP funding levels and descriptions of funding sources are summarized below. The full budget table by task code can be found on page 25.

FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

Metropolitan 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.

Local Match (20%)	Federal Match (80%)	Total (100%)
$117,925	$471,700	$589,625

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

Safe & Accessible Transportation Options – Metro Planning (Y-410) – In 2022, the Infrastructure Investment and Jobs Act has added a new Metro Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y-410).

Local Match	Federal (100%)	Total (100%)
n/a	$12,700	$12,700

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

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. Below is the STBG-DA request by and for MPO staff and member agency planning activities.

Local Match (20%)	Federal Match (80%)	Total (100%)
$855,980	$3,423,920	$4,279,900

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

FEDERAL TRANSIT ADMINISTRATION FUNDS (FTA)

Two types of funds are used for transit planning 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 – Section 5303 funds provide assistance to urbanized areas for transit planning and technical studies related to urban public transportation. They are provided by the FTA through NCDOT to DCHC MPO local transit operators and DCHC MPO (80% from FTA, 10% from NCDOT, and 10% local match). The MPO supports the 5303 program through administrative processes. The full budget table by task code can be found on page 26.

Agency	Local Match (10%)	NCDOT/State Match (10%)	Federal Match (80%)	Total (100%)
GoDurham	$28,589.89	$28,589.89	$228,719.09	$274,687.14
Chapel Hill Transit	$27,468.71	$27,468.71	$219,749.71	$285,898.86
TOTAL	**$56,058.60**	**$56,058.60**	**$448,468.80**	**$560,586.00**

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

Section 5307 funds – Section 5307 funds may be used for planning as well as other purposes and are distributed through a formula by FTA. GoDurham, Chapel Hill Transit, Orange Public Transit, and GoTriangle are eligible to use Section 5307 funds from the FTA for assistance with a wide range of planning activities.
These funds require a 20% local match, which is provided by the transit agencies.

Section 5309 funds – Section 5309 funds are a discretionary Capital Investment Grant (CIG) program that provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. The Town of Chapel Hill Transit Department will receive federal funding under FTA's 5309: Fixed Guideway Capital Investment Grants (CIG) FAST Act section 3005(b) Expedited Project Delivery Pilot Program allocations, to reimburse planning expenditures related to the North-South Bus Rapid Transit (NSBRT) project. The project and budget are described in Appendix C.

Section 5310 Areas of Persistent Poverty Projects funds – Section 5310 Areas of Persistent Poverty Program funds support initiatives to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future. The Town of Chapel Hill Transit Department will receive federal funding under 5310 to financially plan and design a new, app-based, on-demand micro-transit system to serve a two-mile corridor of the planned North-South bus rapid transit route. The project and budget are described in Appendix H.

SUMMARY OF FEDERAL FUNDING PROGRAMMING BY AGENCY*

This table indicates the amount of federally reimbursable funds by the agency.

Agency	FHWA			FTA	TOTAL
	STBG-DA (80%)	PL (80%)	Y-410 (100%)	5303 (80%)	
MPO	$2,023,920	$471,700	$12,700	$-	**$2,508,320**
Chapel Hill Transit	$-	$-	$-	$219,749.71	**$219,749.71**
GoDurham	$-	$-	$-	$228,719.09	**$228,719.09**
TOTAL	**$2,023,920**	**$471,700**	**$12,700**	**$448,469.80**	**$2,956,788.80**

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

MPO LOCAL MATCH AND COST-SHARING

MPO Match Contribution

To receive the aforementioned federal funds through FHWA, the MPO must provide the local match associated with its total budget. The DCHC MPO member agencies contribute to the local match requirement through annual local cost sharing, and the proportionate share of the local match is determined on an annual basis during the UPWP development. The DCHC MPO Memorandum of Understanding (MOU) guides the required local match shares for member agencies.

The Direct Reserve Pro Rata creates a small fund that the MPO can use for direct expenses not eligible for federal funding.

Member	% UZA Population *	FY25-26 Member Share Pro Rata	FY25-26 Direct reserve Pro Rata	Anticipated July 2025 Invoice
City of Durham	58.38%	$442,505	$8,144	**$522,287**
Durham County	11.15%	$84,514	$1,555	**$99,656**
Chapel Hill	12.33%	$93,458	$1,720	**$111,235**
Carrboro	4.22%	$31,987	$589	**$37,516**
Hillsborough	1.98%	$15,008	$276	**$17,754**
Orange County	7.03%	$53,286	$981	**$62,912**
Chatham County	4.91%	$37,217	$685	**$44,077**
Community Member (93% gross)	*100.00%*	$757,974	$13,950	$895,437
GoTriangle (7% gross)		$57,052	$1,050	$67,399
*NC Demographer's Office	TOTALS:	$815,026	$15,000	**$962,836**

**This is an approximation based on FY25. When new figures become available in Fall 2024, this will be updated.*

FY2026 UPWP DEVELOPMENT SCHEDULE

The FY2026 UPWP development schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines. Amendments to the UPWP after adoption are administered as needed.

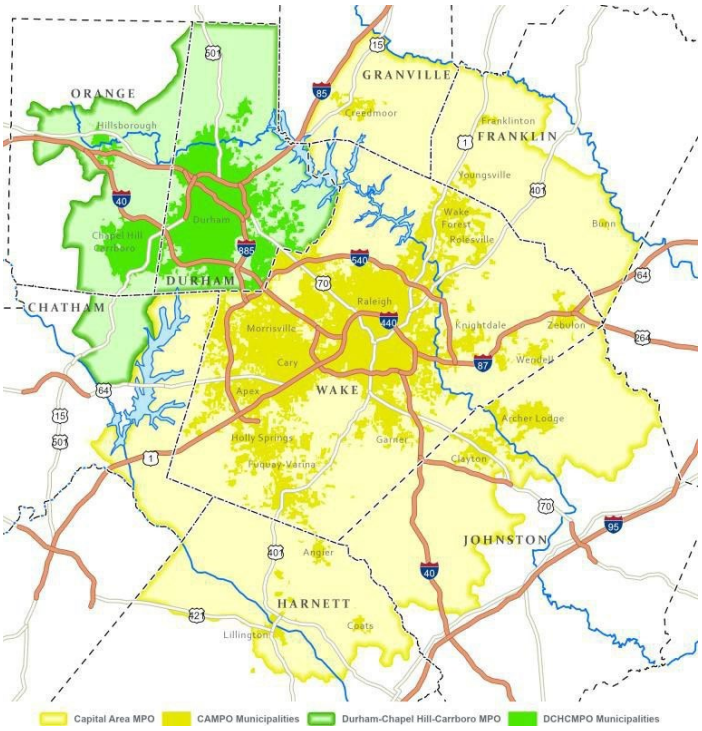
Dates	Actions
May 31, 2024	Formal Call for Special Studies announcement
June 2024	Individual special study scoping meetings and discussions as needed
July 1, 2024	Special study applications with all supporting materials due to MPO Staff
July 2024/Sept. 2024	MPO Staff reviews special study requests and develops funding recommendations —not needed this year as no requests for special studies were received.
August 30, 2024	Draft UPWP Walkthrough with TC members
September 10, 2024	Technical Committee reviews draft FY2026 UPWP and recommends Board release for public comment
September 24, 2024	MPO Board reviews draft FY2026 UPWP and releases for public comment
October 22, 2024	MPO Board holds a public hearing on draft FY2026 UPWP
November 5, 2024	Technical Committee receives final FY2026 UPWP and recommends Board approval
November 19, 2024	MPO Board approves final FY2026 UPWP including approval of self-certification process and local match
January 31, 2025	Draft FY2026 UPWP due to NCDOT
March 28, 2025	Adopted FY2026 UPWP due to NCDOT

FY2026 KEY INITIATIVES

2055 Metropolitan Transportation Plan (MTP)

The DCHC MPO and CAMPO are working collaboratively to develop Destination 2055, the next Metropolitan Transportation Plan (MTP) for the Triangle Region. Destination 2055 will be a long-range plan for transportation improvements across the region, including roadway, transit, rail, bicycle, pedestrian, and other transportation projects over the next 30 years.

MTPs – which are fiscally constrained – are developed by Metropolitan Planning Organizations (MPOs) to guide decision-making about future investments in transportation projects within the MPOs' respective planning areas. The areas covered by this plan include Durham and Wake Counties and portions of Chatham, Franklin, Granville, Harnett, Johnston, and Orange Counties as shown in the map below. Areas shown in green are part of the DCHC MPO, while those shown in yellow are part of CAMPO.



Comprehensive Transportation Plan (CTP)

The DCHC MPO CTP is a 20 to 30-year long-range multimodal transportation plan that is not fiscally constrained. The recommendations within the CTP are needs-based and developed for roadway, public transportation, rail, bicycle, and pedestrian facilities within the DCHC MPO urbanized area. Most importantly, it analyzes deficiencies in the transportation networks and provides recommendations for new facilities and improvements for current facilities. This information helps citizens and planners know whether to reserve right-of-way for future roadways and passenger rail during the development review process and how to budget for future facilities. The DCHC MPO, in coordination with NCDOT, will be developing a new CTP in tandem with the development of the 2055 MTP.

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 that 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 the 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.

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 Central Pines Regional Council will assist the MPOs in performing this REA on MTP projects.

Locally Administered Projects Program (LAPP)

The Locally Administered Projects Program is used by DCHC MPO to prioritize and program local transportation projects in the region that utilize federal funding including STBG-DA and Congestion Mitigation for Air Quality (CMAQ) funds. LAPP is a competitive funding program managed by DCHC MPO that prioritizes locally administered projects in the urbanized area. These projects are funded using federal funding sources directly attributed to the region with a minimum 20% local match.

Congestion Management Process (CMP) and Mobility Report Card (MRC)

The CMP, which is required by Federal law, is a systematic approach to managing new and existing transportation systems for relieving congestion and maximizing the safety and mobility of people and goods.
The measured system performance and defined strategies should be incorporated into the process of the MTP and the TIP.
As part of the CMP, the MPO works to identify and manage congestion in a multi-modal manner. A Mobility Report Card helps with this effort by providing detailed performance, safety, and activity data on the specific vehicle, transit, bicycle, and pedestrian facilities in the MPO planning area. The Report Card provides a trend analysis in cases where historical data is available.

Regional Transit and Rail Coordination
DCHC MPO supports the regional discussion around transit through coordination and planning. This work is guided by the work program outlined in the Durham and Orange Transit Plans, Staff Work Group (SWG) activities, identified needs through special studies and public engagement, and discussion at committee

meetings with regional partners including Capital Area MPO (CAMPO), GoTriangle, NCDOT Divisions, and DCHC MPO member jurisdictions.

Safety / Safe Streets for All

The DCHC MPO was awarded funding under the FY2022 Safe Streets and Roads for All Program. This project will help fund the development of a Comprehensive Safety Action Plan (CSAP) for regional improvements covering the Durham urbanized area in partnership with its member jurisdictions, which include four municipalities and three Counties: The City of Durham; the Towns of Chapel Hill, Carrboro, and Hillsborough; and the Counties of Chatham, Durham, and Orange. All jurisdictions share a commitment to moving towards a Vision Zero goal and planning for low-cost, high-impact safety improvements, and the development of CSAP will help advance regional goals of preventing death and serious injuries on roads and streets.

The DCHC MPO is committed to safety and equity as demonstrated in the adopted Connect 2050 Plan, some of the foundations of which include investments in safer streets, user-focused transit services, and greater access to job hubs from traditionally under-represented neighborhoods. As a regional effort led by the MPO, the project will lead with an equity focus to promote investment in underserved communities in the region.
A diverse group of public and private stakeholders will be engaged to promote regional buy-in for the CSAP such as the North Carolina Department of Transportation, County Health Departments, and others such as local universities, community groups, and large employers in the region.

SPECIAL STUDIES

FY2026 Special Studies

No New Special Studies for FY2026.

FY2025 Continuing Special Studies

Chapel Hill Transit High-Capacity Transit Corridor Feasibility Study

This study will identify and assess options and develop an action plan for enhanced, high-capacity transit connections (including but not limited to express bus service, bus rapid transit, bus on-shoulder access, transit queue jumps, etc.) in Chapel Hill Transit's service area. The Study will prioritize corridors
connecting to regional destinations including Durham County, Chatham County, and Alamance County, a stated priority of all regional stakeholders. To help with this effort a consultant will be procured for this study.
The total cost of the project is $300,000, with $240,000 coming from federal funds (STBG-DA) and
$60,000 as a local match provided by Chapel Hill Transit. The study will be managed by Chapel Hill Transit.

Orange County Bicycle & Pedestrian Plan

Orange County currently has several bicycle and pedestrian projects throughout the County in various plans, and this study intends to create a single plan to incorporate all of them into one document.
Additionally, Orange County's adoption of its Complete Street and Vision Zero policy in October 2022, its participation in two MPO Safety Action Plans currently in progress (DCHC MPO and BG MPO), and
Orange County Transportation Service's collaboration with the Department of Environment, Agriculture, Parks and Recreation (DEAPR) to improve non-highway infrastructure throughout rural Orange County will help inform this study and contribute to its success.

The total cost of the project is $250,000, with $200,000 coming from federal funds (STBG-DA) and
$50,000 as a local match provided by Orange County. The study will be managed by Orange County with consultant procurement and administrative support provided by the MPO.

Durham-to-Roxboro Rail Trail Feasibility Study in Durham County

The proposed Durham-to-Roxboro Rail Trail is a multi-county corridor that encompasses Durham and Person counties. For this study, Durham County will focus on the southern portion of the trail that resides within Durham County, which will help support the current feasibility study underway for the northern portion of the rail corridor within Person County. The planning study will analyze the corridor to determine the rail trail project's feasibility along with any potential environmental and human impacts to be caused by its construction. The study will address potential design options that will not only make this trail an effective transportation corridor but also a cultural and community resource that resembles its adjacent communities.

The overall project promotes multimodal and affordable travel choices by creating a regional bicycle and pedestrian facility connecting Person County and Northern Durham to the City of Durham and the subsequent network of greenways that stem from Downtown Durham. This project also supports connecting people, as rural residents in unincorporated Durham County would have access to education, job, and business opportunities closer to City limits, and residents within a historically disadvantaged portion of the City of Durham would be able to access job opportunities within the Treyburn Corporate Park as well as cultural and recreational resources farther north. The planning study will analyze the corridor to determine the rail trail project's feasibility along with any potential environmental and human impacts to be caused by its construction. The study will address potential design options that will not only make this trail an effective transportation corridor but also a cultural and community resource that resembles its adjacent communities. To help with this effort a consultant will be procured for this study.

The total cost of the project is $500,000, with $400,000 coming from federal funds (STBG-DA) and $100,000 as a local match made up of $33,334 in Durham County funds, $33,333 in City of Durham funds, and $33,333 in funding from the East Coast Greenway Alliance. The study will be managed by MPO Staff.

MPO Managed Transportation Planning Studies

MPO-managed transportation planning studies are regionally focused projects, use MPO funds, and are managed by MPO staff. The 20% local match requirement for these studies is provided by MPO members as part of their annual member dues. The following summarizes the MPO-managed transportation planning studies included in the FY2026 UPWP.

Joint MPO Rail Strategic Plan Study

As a result of recent work by the CAMPO and DCHC MPO Rail Subcommittees, the two MPOs will collaborate on a strategic rail study to explore an implementation strategy that will move the region closer to delivering increased frequency passenger rail, including developing a vision for future passenger rail services. The study will identify TIP projects and planning efforts that are in place and will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. To help with this effort a consultant will be procured for this study.

The budget for this project is $100,000, with $80,000 coming from federal funds (STBG-DA, $40,000 each from DCHC MPO and CAMPO) and $20,000 as a local match ($10,000 each from DCHC MPO and CAMPO).

FAST 2 Study

NCDOT's Integrated Mobility Division (IMD) will manage the study in conjunction with regional partners. Contributions to the FAST 2 Study will be a coordinated effort among regional partners including DCHC MPO, Durham County, Orange County, Wake County, Chatham County, Johnston County, Town of Cary, Town of Chapel Hill, City of Durham, City of Raleigh, CAMPO, GoTriangle, RDU Airport, RTA (Regional Transportation Alliance) and NCDOT. The DCHC MPO proposes a $50,000 contribution (80% STBG-DA funds + 20% local match) to the overall $800,000 project budget from our work program.

The regional Freeway, Arterial, Street, and Tactical (FAST) transit study is a follow-up initiative to the original FAST study conducted in 2020-21. FAST is a scalable approach for quickly integrating "transit advantage" infrastructure along the roadway system to support enhanced transit service. The FAST approach prioritizes transit efficiency and reliability while improving universal mobility. The objectives of the FAST 2.0 transit study are to make our freeways and regional boulevards "transit-ready", elevate and identify one or more BRT corridors that directly link with RDU Airport, and advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors.

The FAST 2 Study was originally amended into DCHC MPO's FY2024 UPWP, though this request proposes the study be moved to the FY2025 UPWP as no funds are expected to be expended until FY2025. The budget for this project is $50,000, with $40,000 coming from federal funds (STBG-DA) and $10,000 as a local match.

US 15-501 Corridor Study

The DCHC MPO completed a detailed study of the US 15-501 corridor from Ephesus Church Road in Chapel Hill to University Drive in Durham in 2021. The project team analyzed existing conditions, proposed recommendations, and created a final report and conceptual design. However, the MPO Board determined the study's recommended improvements did not meet the Board's adopted Goals and Objectives and declined to adopt the study. The MPO Board updated the Metropolitan Transportation Plan project description for the corridor from a freeway conversion to a boulevard conversion and modernization in 2022. As part of this study, DCHC MPO will procure a consultant to collaborate with stakeholders to create a multimodal corridor solution that supports the MPO's adopted Metropolitan Transportation Plan's goals and objectives. This study seeks a recommended corridor alternative that provides access for all users, decreases energy consumption and emissions, improves safety, increases operational efficiency, and respects the natural and built environments. The budget for this project is $500,000, with $400,000 coming from federal funds (STBG-DA) and $100,000 as a local match. The study will be administered by MPO staff.

Local Project Delivery Study

The DCHC MPO prioritizes supporting its members in advancing and delivering local projects. To help with this effort, a consultant will be procured to study the DCHC MPO project delivery process from MPO approval to project closeout for the MPO's members and partners. The consultant will report on the findings and propose actions to improve project delivery in the MPO area. The budget for this project is $100,000, with $80,000 coming from federal funds (STBG-DA) and $20,000 as a local match. The study will be administered by MPO staff.

FY2024 Continuing Special Studies

The following table lists special studies programmed in the FY2024 UPWP that have carried over into FY2026 due to ongoing planning work. The funds and details for these studies – including consultant procurement - are reflected in the FY2024 UPWP budget only.

Agency	FY2025 Ongoing Study	Local Match (20%)	Federal Match (80%)	Total (100%)	CAMPO
MPO	Orange County Multimodal Transportation Plan	$30,000	$120,000	$150,000	n/a
MPO	Durham Freeway (NC 147) Corridor Study	$90,000	$360,000	$450,000	n/a
MPO	Durham-to-Roxboro Rail Trail Feasibility Study in Durham County	$100,000	$400,000	$500,000	n/a
TOTAL		**$220,000**	**$880,000**	**$1,100,000**	n/a

FY2025 Continuing Special Studies

The following table lists special studies programmed in the FY2025 UPWP that have carried over into FY2026 due to ongoing planning work. The funds and details for these studies – including consultant procurement - are reflected in the FY2025 UPWP budget only.

Agency	FY2025 Ongoing Study	Local Match (20%)	Federal Match (80%)	Total (100%)	CAMPO
MPO	US 70 East Corridor Study: Phase 2	$16,000	$64,000	$80,000	n/a
MPO*	Joint MPO Rail Strategic Plan Study	$10,000	$40,000	$50,000	$50,000
MPO	FAST 2 Study	$10,000	$40,000	$50,000	n/a
MPO**	Durham City/County Bicycle and Pedestrian Plan	$72,000	$288,000	$360,000	n/a
MPO	US 15-501 Corridor Study	$100,000	$400,000	$500,000	n/a
MPO	Local Project Deliver Study	$20,000	$80,000	$100,000	n/a
MPO***	Orange County Bicycle & Pedestrian Plan	$50,000	$200,000	$250,000	n/a
MPO	Downtown Hillsborough Parking Study	$15,000	$60,000	$75,000	n/a
MPO	Orange County Short Range Transit Plan	$46,000	$184,000	$230,000	n/a
Chapel Hill Transit	Chapel Hill Transit High-Capacity Transit Corridor Feasibility Study	$60,000	$240,000	$300,000	n/a
TOTAL		**$399,000**	**$1,596,000**	**$1,995,000**	**$50,000**

**CAMPO's funds were programmed in their FY2025 UPWP and are not part of DCHC MPO's funding request*

***Local match and co-management provided by the City of Durham and Durham County. DCHC MPO provides project oversight, and administration and is the fiduciary agent. Contract agreements, invoicing, and payments are to be handled by the Central Pines Regional Council.*

****Local match and management provided by Orange County. DCHC MPO provides project oversight, and administration and is the fiduciary agent. Contract agreements, invoicing, and payments are to be handled by the Central Pines Regional Council.*

MPO TASK DESCRIPTIONS AND NARRATIVES

This section describes the general work being undertaken by the MPO in FY2026.

II-A: Data and Planning Support

II-A-1: Networks and Support Systems

This task, through a variety of methods, creates and maintains data about the DCHC MPO transportation networks and the networks' functionality. This data and information support transportation decision-making for MPO Staff, the Technical Committee, and the MPO Policy Board. A firm or consultant would be procured to assist with data collection. The methodology includes:

- **Vehicle Miles Traveled (VMT) & Person Mile Traveled (PMT)**: The MPO monitors targets and annual VMT growth and will compare them to MTP and other performance measure targets. The MPO will continue to refine the methodology for tracking multimodal PMT. This information will help to develop performance measures required in MAO-21 by federal legislation and also help determine if the Plan targets are being met.
- **Street System Changes:** The MPO supports land-use mapping like aerial photography, street centerlines, and property addresses. MPO and TRM Service Bureau accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas. The MPO will update the transportation network and major street traffic signals for accurate input to the TRM.
- **Traffic Crashes and Safety Data:** The MPO will collect, tabulate, and analyze traffic crash data by type and corridor and prepare a summary and analysis of high crash locations and corridors. Additionally, the MPO will conduct specialized analyses of crash data related to bicycle and pedestrian trips. The MPO's Safe Streets and Roads for All (SS4A) funding award will enhance this methodology to include a comprehensive and publicly driven regional safety evaluation and plan.
- **Central Area Parking Inventory:** The MPO will collect parking data for the Central Business Districts (CBD), major generators, and universities. Parking data supports TRM calibration and maintenance.
- **Bicycle and Pedestrian Facilities & Counts Inventory:** MPO staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to regional partners and stakeholders. The MPO will inventory bicycle and pedestrian facilities as part of the CMP.
- **Level of Traffic Stress (LOTS) for Bicycle and Pedestrian**: The MPO will continue to work on LOTS which can help on understanding what encourages or discourages people from walking and biking as well as identifying streets that work well and areas that need improvement. **Network Data Collection:** The MPO will continue to update transportation/model network data through traffic Count data, StreetLight Data, Nearmap subscription which provides high resolution satellite imagery for planning purposes, travel time and speed, Transit APC, transportation performance measures, and transit performance targets.
- **Capacity Deficiency Analysis:** MPO staff will undertake a systemwide planning level capacity deficiency analysis will be made to determine existing and projected street deficiencies as well as the transit deficiencies by passengers over transit seat capacity. Link vehicle capacities will be calculated according to the latest HIGHWAY CAPACITY MANUAL edition and other resources.
- **Land Use, Socio-Economic, and Environmental Data Analysis:** The MPO supports member jurisdictions' local comprehensive plan processes. The MPO also provides guidance to NCDOT Project Development/ NEPA on land use and zoning issues affecting project development.

II-A-2: Travelers and Behavior

This task, through a variety of methods, creates and maintains data about the people and goods that rely on DCHC MPO transportation networks. This data and information support transportation decision-making for MPO Staff, the Technical Committee, and the MPO Policy Board. The Streetlight Data and Remix subscriptions will be utilized to assist with data collection and analysis. The methodology includes:

- **Dwelling Unit, Population, and Employment Changes:** The MPO supports land use mapping activities like aerial orthoimagery for geographically accurate data. The MPO maintains dwelling units, population, and employment inventories to compare with planning documents and technical tools.
- **Vehicle Occupancy Rates:** The MPO will collect vehicle occupancy counts across the service area to measure the effectiveness of transportation investments and operations. The information demonstrates Clean Air Act compliance. Vehicle occupancy is an important input into the travel modeling phase and other parts of the Metropolitan Transportation Plan.
- **Travel Time Studies:** The MPO will study BIG Data, travel time, and speed data. HERE, INRIX, and TREDIS data provide travel times/speeds within the MPO. These products supply information for CMP, Mobility Report Card, CTP, MTP, corridor studies, and feasibility studies.
- **Travel Time Reliability Measures:** The MPO will collect the related travel time data, and monitors targets and annual Level of Travel Time Reliability (LOTTR) and annual Level of Truck Travel Time Reliability (LOTTTR) for the entire region and national highway corridors.
- **Rolling Biennial Travel Behavior Survey (Household Survey):** The MPO will tabulate and analyze the continuous household survey data.

The DCHC MPO funds additional user data collection through our partnerships with ITRE and CPRC.

II-A-3: Transportation Modeling

The DCHC MPO will 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 perform regional travel demand and microsimulation model runs for transportation projects. The MPO, ITRE, and regional stakeholders will develop TRM tools and enhancements to support transportation decision-making. The procurement of a modeling consultant will assist with these efforts. In addition, the VisionEval model, including Rapid Policy Analysis Tool (RPAT) will be utilized to assist with the evaluation of the potential effect of growth policies on regional travel. The methodology includes:

- **Forecast of Data to Horizon Year:** The MPO will provide the approved socioeconomic forecasts and continue to generate and update socio-economic and demographic projections and forecasts. CTP and MTP forecasts are continuously evaluated and refined for local land use plans as well as State and regional land use policy consistency.

- **Financial Planning:** The MPO will generate and update travel demand forecasts for future years included in the MTIP, SPOT, CMP, MRC, etc., and use these forecasts to project expenditures and financial needs for the processes.

- **FTA STOPS and CIG Technical Analysis & Planning:** The MPO, along with TRM partners, will update, maintain, and enhance regional transit modeling capacity that supports Capital Investment Grant modeling for FTA capital projects.

- **Intersection/Corridor Traffic Simulation Models:** The MPO will update, maintain, and enhance traffic simulation models of intersections/corridors to support CMP/MRC and corridor/sub-area study.

- **Community Viz:** The MPO, CAMPO, and CPRC will update and enhance the Community Viz tool. Results from the model help develop the DCHC MPO's next socio-economic forecasts and the Metropolitan Transportation Plan.

II-B: Planning Process

II-B-1: Targeted Planning

MPO staff undertake and support targeted planning efforts for specific study criteria to provide outcome data applicable to defined processes. This targeted planning supports vital MPO work and other regional and local initiatives. The methodology includes:

- **Air Quality Planning/Conformity Analysis:** The MPO makes determinations as to whether the MTP and TIP conform to the intent of the State Implementation Plan (STIP). Staff will begin building the land use and travel demand modeling, and transportation networks needed for travel conformity determination in FY 2026.

- **Alternative Fuels/Vehicles:** The MPO supports transportation projects that reduce mobile source emissions and fuel supply vulnerability and enhance fuel security during extreme weather events or other reasons for petroleum scarcity.

- **Congestion Management Process:** The MPO must undertake a congestion management process because it is a transportation management area exceeding 200,000 people. After CMP completion, we will plan, coordinate, and educate the public about congestion management strategies.

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

- **Intelligent Transportation System (ITS) Plan**: The MPO, in partnership with CAMPO, NCDOT and CPRC, will maintain and update the regional ITS plan.

- **Climate Change Planning:** The MPO, in partnership with CAMPO and CPRC, will assess resilience with the MTP. DCHC will also work to identify strategies for incorporating climate mitigation planning into required planning, standalone activities, and resiliency planning.

- **Environmental Planning:** The MPO supports the implementation of transportation planning that addresses and mitigates environmental concerns. The MPO will work collaboratively with regional stakeholders to evaluate existing infrastructure that intersects wildlife corridors and insert recommendations into new plans to support wildlife crossings and reduce vehicle collisions.

CPRC will conduct activities in this line item as described in Appendix B of this document. An ITS consultant may be selected by CPRC or the DCHC MPO

II-B-2: Regional Planning

One of DCHC's core functions is guiding effective and efficient transportation infrastructure investment.

The MPO advises its local, regional, state, and federal stakeholders to align their policies and actions through the North Carolina Comprehensive Transportation Plan (CTP) process and the USDOT-required long-range Metropolitan Transportation Plan (MTP) process. The methodology is as follows:

- **Comprehensive Transportation Plan (CTP):** The MPO will conduct periodic reviews, amend, and monitor progress on CTP. The MPO will also work with NCDOT and regional partners to update the CTP to new NCDOT requirements.
- **Metropolitan Transportation Plan (MTP):** The MPO will conduct periodic reviews, amend, and monitor progress on the adopted 2050 MTP. The MPO will also work with regional partners to provide continuous feedback loops on the 2055 MTP process. As part of the 2055 MTP process, the MPO will work with the Capital Area MPO (CAMPO) and Central Pines Regional Council to develop and publish a deficiency analysis and assessment of the region's transportation system. The MPO will subsequently create transportation scenarios and further develop some of these scenarios as alternatives for addressing the identified deficiencies. These MTP steps will include public engagement. The MPO will also begin identifying the transportation system costs and revenues through the 2055 horizon year to develop the MTP financial plan.
- **Planning Project Development:** The MPO will develop planning project elements of regional significance using its staff, or with the assistance of qualified consultants who have unique expertise in the project's focus area.

II-B-2: Target Planning (Safe & Accessible Transportation Options)

In 2022, the Infrastructure Investment and Jobs Act added a new Metro Planning set-aside for increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410).

Planning work related to these funds includes the adoption of Complete Streets standards or policies; development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street; regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and the development of transportation plans and policies that support transit-oriented development.

II-B-3: Special Studies

No new Special Studies for FY26.

II-B-3A: Administration of Special Studies

Administrative operations and project management are conducted by MPO staff to support the many facets of special studies outlined in the FY2026 UPWP. Work includes consultant procurement, providing support to and oversight of consultants hired to conduct special studies, serving as fiduciary agent for the special study, and facilitating discussion with the study team.

III-A: Unified Planning Work Program

III-A-1: Unified Planning Work Program

DCHC MPO, in cooperation with the State of North Carolina, MPO member agencies, operators of publicly owned transit, and under the guidance of the Technical Committee, will develop an annual UPWP to meet the requirements of 23 CFR Part 420 A. The UPWP will present the proposed planning work program for the next year and review recent planning process accomplishments. The UPWP will be cross-referenced with the Prospectus to minimize repetitive documentation. The UPWP will be reviewed and approved by the MPO Policy Board, the North Carolina Department of Transportation, and Federal agencies providing planning funds for continuing transportation planning.

The MPO will amend the UPWP as necessary.

III-A-2: Metrics and Performance Measures

Tracking the region's transportation system performance through data collection, analysis, outreach, and education including data sharing and management in support of FTA/FHWA planning emphasis areas.

The MPO will coordinate transportation system performance metric targets with State and transit agencies. The MPO will integrate into the metropolitan planning process, directly and by reference, the goals, objectives performance measures, and targets described in other State transportation plans and processes, as well as any public transportation provider plans required as part of a performance-based program.

III-B: Transportation Improvement Program

III-B-1: Project Prioritization

The MPO will evaluate projects in development and the MPO's priorities regarding the funding schedule on already programmed projects, the acceleration of long-term projects into the program, and the addition of new projects to the STIP. This process will include a competitive call for local projects from MPO members. This process is also in conjunction with the state's evaluation process hosted by the Strategic Prioritization Office of Transportation (SPOT).

III-B-2: Metropolitan TIP

This task objective manages a list of fiscally constrained capital improvement and technical study projects including STBG-DA, CMAQ, and other transportation funding resources. This task conforms to current North Carolina and federal legislation to effectively implement the Metropolitan Transportation Plan. The TIP also includes an additional five (5) years of projects committed but not assigned funding. This process assembles a capital and technical priority project list with identified funding resources and recognition in the Metropolitan Transportation Plan. The MPO will help merge the Comprehensive Transportation Plan (CTP) and other adopted plans to efficiently address travel demand, energy conservation, government budgets, and physical, social, and environmental impacts.
The MPO will coordinate TIP and STIP alignment with NCDOT.

III-B-3: Merger/Project Development

The MPO will continue its involvement in the Merger Process, collaborating with key agencies such as NCDOT, consulting firms, FHWA, and member agencies to streamline project development and permitting processes. This will include thorough evaluations of the Comprehensive Transportation Plan (CTP) and selected alternative plans, with a focus on criteria set by the goals and objectives reevaluation study, alongside environmental impacts.

Additionally, the MPO will be engaged in the DCHCMPO Local Project Delivery Initiative, focusing on local project delivery to improve the efficiency and effectiveness of transportation project implementation. This initiative will align with the broader objectives of the Merger Process, ensuring that local projects are developed with careful consideration of environmental, social, and economic impacts, and in compliance with regulatory requirements.

III-C: Regulatory Compliance

III-C-1: Title VI
The MPO will work with NCDOT and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation. The MPO will update related policies regularly, as well as maintain and implement these policies. The MPO will also continue to improve connections and coordination related to public participation with federal, state, regional, and local partners.

III-C-2: Environmental Justice Report
The MPO will use its Environmental Justice report in cooperation with an analysis of transportation-disadvantaged communities to evaluate and avoid disparate transportation system impacts. This report will also be updated regularly alongside policies pertaining to Title VI and Limited English Proficiency.

III-C-3: Minority Business Enterprise Planning
The MPO will engage with and encourage participation from MBEs for potential transportation services.

III-C-4: Planning for the Elderly and Disabled
The MPO will continue to evaluate and prioritize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA. These activities include managing the FTA's Section 5310 grant and regularly updating the regional Coordinated Public Transit-Human Services Plan.

III-C-5: Safety/Drug Control Planning
The MPO will continue to evaluate and prioritize safety in its transportation planning processes for motorized and non-motorized users. These activities include but are not limited to Vision Zero initiatives, Safe Streets and Roads for All (SS4A) initiatives, wildlife crossing planning, safety audits, safety data collection and analysis, and the evaluation of safety in plan and project review.

III-C-6: Public Participation
The MPO will update and enhance the MPO website and provide early, proactive, and meaningful public participation and input throughout the transportation planning process.

The MPO will regularly assess and update the MPO's Public Involvement Policy to ensure continuous improvement of processes. The MPO will also continue to provide 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 (X/Twitter, YouTube, and Facebook), and maintaining email lists. Consulting support from a firm or firms will be procured to assist with communications, rebranding of the MPO, and increasing and enhancing public engagement.

III-D: Statewide and Extra Regional Planning

The MPO will continue to coordinate and plan with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. This involvement will include but is not limited to collection and compilation of data; participation in related workshops, conferences, and meetings; and review and administrative approval or endorsement of documentation.

CPRC will conduct activities in this line item as described in Appendix B.

III-E: Board Support, Member Services and Administration

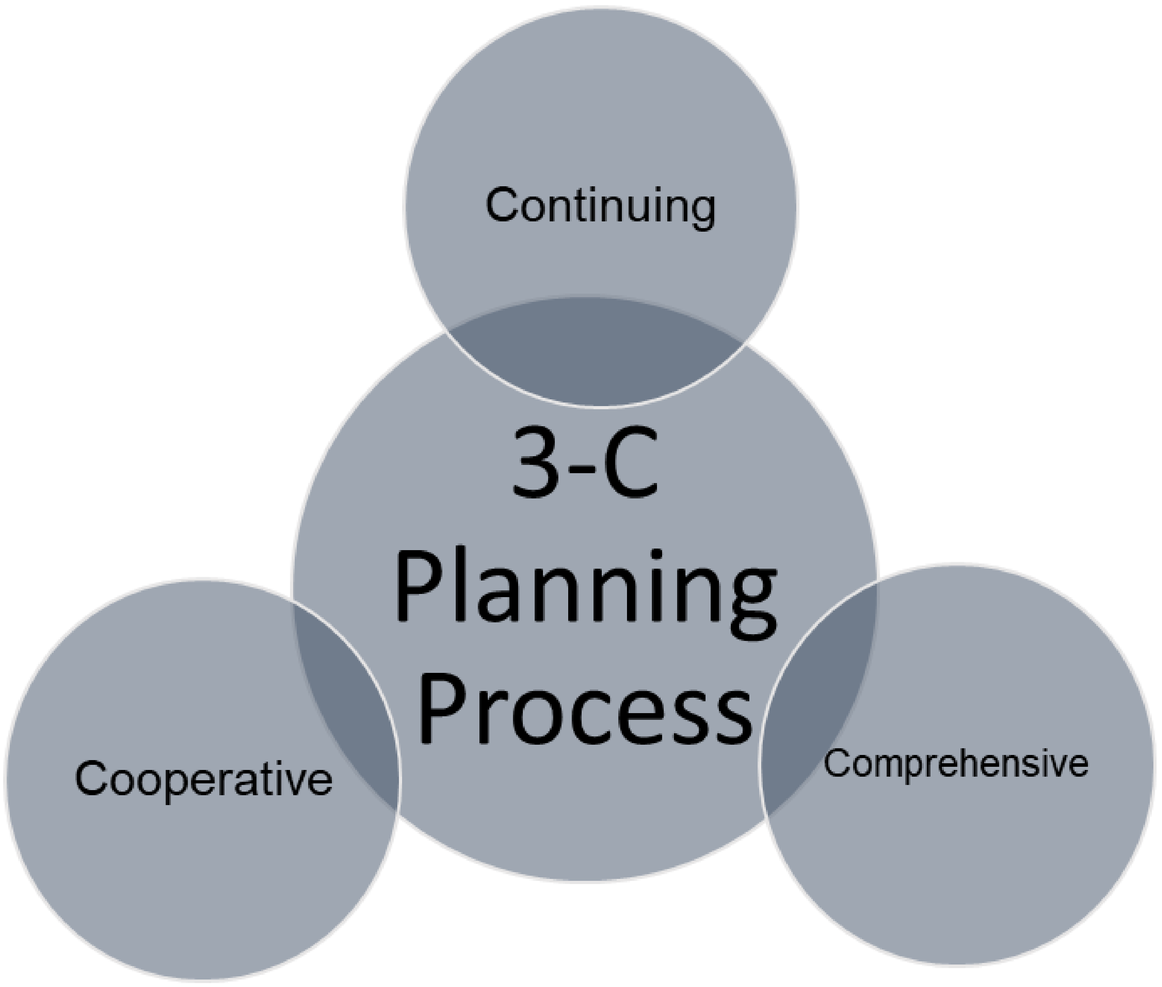
The MPO will assist and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning process according to applicable federal and state requirements as described in the 3-C Memorandum of Understanding. This work includes attending monthly committee meetings, preparing agendas 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. The MPO will consult with other agencies involved within 3-C 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 establishing MPO work priorities. The MPO is committed to adequate training and professional development resources for staff to provide high-level technical and administrative service to its member agencies.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

www.dchcmpo.org | 101 City Hall Plaza, Durham, NC 27701 | (919) 560-4366 | @DCHCMPO

WHAT IS AN MPO?

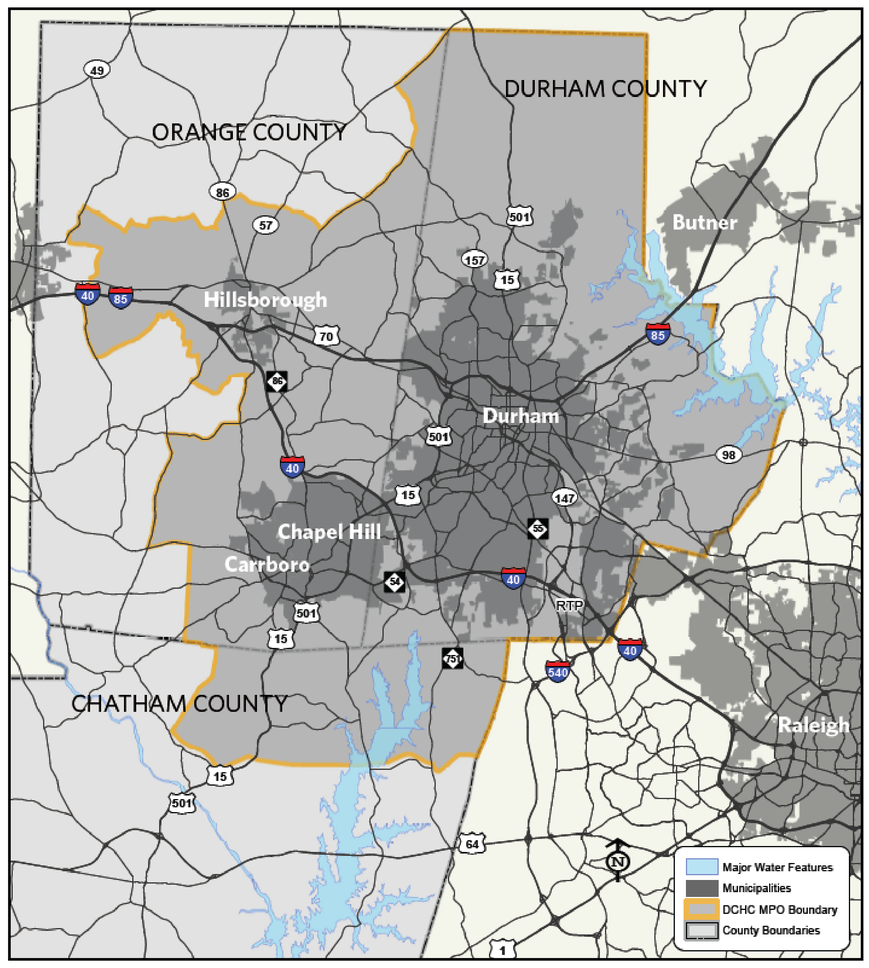
Metropolitan Planning Organizations (MPOs) are responsible for transportation planning in areas that have 50,000 or more people. Durham is a member of the Durham-Chapel Hill-Carrboro (DCHC) MPO. MPOs follow a continuing, comprehensive, and cooperative transportation planning process, known as 3-C, that includes the development of a long-range transportation plan.



DCHC MPO AREA

The DCHC urbanized area includes:

- **Durham County (entire county)**
- **A portion of Orange County including the towns of Chapel Hill, Carrboro, and Hillsborough**
- **Northeast Chatham County**



DCHC MPO GOVERNANCE

The DCHC MPO is an umbrella organization comprised of the MPO Board, the Technical Committee, and staff.

The MPO Board is made up of elected officials that make decisions on transportation planning and policies. The members include:

Two elected officials for City of Durham; and one elected official each from Durham County, Orange County, Chapel Hill, Carrboro, Hillsborough, Chatham County, GoTriangle, the NC Board of Transportation, and the Federal Highway Administration.

The Technical Committee serves to advise the MPO Board, and membership consists of staff from cities and counties, as well as from partner agencies such as NCDOT, transit agencies, universities, and Triangle J Council of Governments). The MPO has a staff of ten employees that carries out the Board's policies.

DCHC MPO meetings are open to the public when meeting in person, and are live-streamed on YouTube. MPO Board meetings occur on the 2nd Wednesday of each month, and Technical Committee meetings occur on the 4th Wednesday of each month.

STAFF WORKING GROUP

The Staff Working Group reviews the Durham County Transit Plan and recommends changes, reviews and makes recommendations to the Annual Transit Work Plan, prepares and communicates quarterly and annual progress reports on Transit Plan implementation, and evaluates material changes to the Durham County Transit Plan and recommends action on requested changes.

The Staff Working Group has three voting members: one from Durham County, one from the DCHC MPO, and one from GoTriangle. Other groups that participate include the City of Durham, Triangle J Council of Governments, Research Triangle Park, Duke University, North Carolina Central University, and Durham Technical Community College.

MPO STAFF

FTA Code	Task Code	Task Description	Salary & Fringe	Indirect Costs 39.44%	Direct Costs	Total	Total Rounded Up	STBG-DA Local 20%	STBG-DA FHWA 80%	STBG-DA Total 100%	Metropolitan Planning (PL104) Local 20%	Metropolitan Planning (PL104) FHWA 80%	Metropolitan Planning (PL104) Total 100%	Safe & Acc Transp Options PL104 set aside (Y410) Federal 100%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5303 Highway/Transit Total 100%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary TOTAL	REMAINING	
	II-A	**Data and Planning Support**																						
44.24.00	II-A-1	Networks and Support Systems	$ 116,749	$ 46,046	$ 181,500	$ 344,295	$ 344,300	$ 44,460	$ 177,840	$ 222,300	$ 20,000	$ 80,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 64,460	$ -	$ 257,840	$ 322,300	$ 22,000	
44.23.01	II-A-2	Travelers and Behavior	$ 46,403	$ 18,301	$ 147,000	$ 211,705	$ 211,800	$ 43,460	$ 173,840	$ 217,300	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 43,460	$ -	$ 173,840	$ 217,300	$ (5,500)	
44.23.02	II-A-3	Transportation Modeling	$ 328,214	$ 129,448	$ 197,500	$ 655,161	$ 655,200	$ 74,460	$ 297,840	$ 372,300	$ 24,000	$ 96,000	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 98,460	$ -	$ 393,840	$ 492,300	$ 162,900	
	II-B	**Planning Process**																					$ -	
44.23.02	II-B-1	Targeted Planning/CMP	$ 99,748	$ 39,341	$ 60,000	$ 199,088	$ 199,100	$ 39,700	$ 158,800	$ 198,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 39,700	$ -	$ 158,800	$ 198,500	$ 600	
44.23.01	II-B-2	Regional Planning	$ 297,161	$ 117,200	$ 106,000	$ 520,362	$ 520,400	$ 66,820	$ 267,280	$ 334,100	$ 13,925	$ 55,700	$ 69,625	$ -	$ -	$ -	$ -	$ -	$ 80,745	$ -	$ 322,980	$ 403,725	$ 116,675	Rounded up to nearest 100
		Y410 - Safe & Accessible Transportation Options	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,700	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,700	$ 12,700	$ (12,700)	
44.27.00	II-B-3	Special Studies (not subject to indirect rate)			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
44.27.00	II-B-3A	*Administration of Special Studies (staff time) (see below for specific studies)*	$ 198,819	$ 78,414		$ 277,233	$ 277,300	$ 32,180	$ 128,720	$ 160,900	$ 16,000	$ 64,000	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ 48,180	$ -	$ 192,720	$ 240,900	$ 36,400	
	III-A	**Planning Work Program**								$ -													$ -	
44.21.00	III-A-1	Planning Work Program	$ 52,303	$ 20,628	$ 1,000	$ 73,932	$ 74,000	$ 18,660	$ 74,640	$ 93,300	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,660	$ -	$ 74,640	$ 93,300	$ (19,300)	
44.24.00	III-A-2	Metrics and Performance Measures	$ 44,261	$ 17,457	$ 1,000	$ 62,718	$ 62,800	$ 5,520	$ 22,080	$ 27,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,520	$ -	$ 22,080	$ 27,600	$ 35,200	
	III-B	**Transp. Improvement Plan**																					$ -	
44.25.00	III-B-1	Prioritization	$ 88,515	$ 34,910	$ -	$ 123,426	$ 123,500	$ 17,640	$ 70,560	$ 88,200	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,640	$ -	$ 70,560	$ 88,200	$ 35,300	
44.25.00	III-B-2	Metropolitan TIP	$ 49,504	$ 19,524	$ -	$ 69,028	$ 69,100	$ 17,960	$ 71,840	$ 89,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,960	$ -	$ 71,840	$ 89,800	$ (20,700)	
44.25.00	III-B-3	Merger/Project Development	$ 41,772	$ 16,475	$ -	$ 58,247	$ 58,300	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 58,300	
	III-C	**Civil Rights Compliance (Title VI) and Other Regulatory Requirements**																					$ -	
44.27.00	III-C-1	Title VI	$ 14,071	$ 5,550	$ -	$ 19,621	$ 19,700	$ 2,160	$ 8,640	$ 10,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,160	$ -	$ 8,640	$ 10,800	$ 8,900	
44.27.00	III-C-2	Environmental Justice	$ 33,061	$ 13,039	$ -	$ 46,100	$ 46,100	$ 10,240	$ 40,960	$ 51,200	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,240	$ -	$ 40,960	$ 51,200	$ (5,100)	
44.27.00	III-C-3	Minority Business Enterprise Planning	$ 7,036	$ 2,775	$ -	$ 9,810	$ 9,900	$ 920	$ 3,680	$ 4,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 920	$ -	$ 3,680	$ 4,600	$ 5,300	
44.27.00	III-C-4	Planning for the Elderly & Disabled	$ 17,491	$ 6,899	$ -	$ 24,390	$ 24,400	$ 3,260	$ 13,040	$ 16,300	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,260	$ -	$ 13,040	$ 16,300	$ 8,100	
44.27.00	III-C-5	Safety/Drug Control Planning	$ 59,616	$ 23,512	$ -	$ 83,128	$ 83,200	$ 16,000	$ 64,000	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,000	$ -	$ 64,000	$ 80,000	$ 3,200	
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	$ 142,441	$ 56,179	$ 82,000	$ 280,620	$ 280,700	$ 15,240	$ 60,960	$ 76,200	$ 20,000	$ 80,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 35,240	$ -	$ 140,960	$ 176,200	$ 104,500	
44.27.00	III-C-7	Private Sector Participation	$ -	$ -	$ -	$ -	$ -	$ 340	$ 1,360	$ 1,700	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 340	$ -	$ 1,360	$ 1,700	$ (1,700)	
44.27.00	III-D	**Statewide & Extra-Regional Planning**																					$ -	
44.27.00	III-D	Statewide & Extra-Regional Planning	$ 58,460	$ 23,057	$ 100,814	$ 182,331	$ 182,400	$ 32,140	$ 128,560	$ 160,700	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 32,140	$ -	$ 128,560	$ 160,700	$ 21,700	
44.27.00	III-E	**Board Support, Member Services and Administration**																					$ -	
44.27.00	III-E	Board Support, Member Services and Administration	$ 206,949	$ 81,621	$ 236,936	$ 525,506	$ 525,600	$ 64,820	$ 259,280	$ 324,100	$ 24,000	$ 96,000	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 88,820	$ -	$ 355,280	$ 444,100	$ 81,500	Rounded up to nearest 100
																							$ -	
		Totals	**$ 1,902,576**	**$ 975,831**	**$ 1,113,750**	**$ 3,992,156**	**$ 3,767,800**	**$ 505,980**	**$ 2,023,920**	**$ 2,529,900**	**$ 117,925**	**$ 471,700**	**$ 589,625**	**$ 12,700**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 623,905**	**$ -**	**$ 2,508,320**	**$ 3,132,225**	$ 635,575	
								Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL		
								STBG-DA			PL104			Y410	Section 5303 Transit Planning				Subtotals					

To determine the amount of indirect costs to be billed per CPRC's agreement,

direct salaries and wages and related fringe benefits should be summed and multiplied by the rate. All other program costs should be eliminated from the calculation.

		Special Studies	STBG-DA		
		Subtotal for Special Studies contracts (not subject to LPA's indirect rate)			
44.27.01	**II-B-3**	**Special Studies**			
44.27.00	II-B-3		$ -	$ -	$ -
44.27.00	II-B-3		$ -	$ -	$ -
44.27.00	II-B-3		$ -	$ -	$ -
44.27.00	II-B-3		$ -	$ -	$ -
44.27.00	II-B-3		$ -	$ -	$ -
			$ -	**$ -**	**$ -**
			Local	Federal	Total

117,925	471,700	589,625	12,700	1,121	1,121	8,970	11,212		

UPWP AMENDMENT SCHEDULE (Draft 09/11/2024)				
UPWP Amendment	Deadline for Submission to MPO	TC Action Date	Board Action Date	Submittal Date to NCDOT
FY26 UPWP Adoption November 19, 2024				
FY26 Amendment #1	5/1/2025	6/2025	6/2025	7/2025
FY26 Amendment #2	8/1/2025	9/2025	9/2025	10/2025
FY26 Amendment #3	10/2025	11/2025	11/2025	12/2026
FY26 Amendment #4	1/1/2026	2/2026	02/2026	03/2026

Section 5303 Budget Table

Hold for 5303 Budget Table

Appendix A: Commonly Used Acronyms

3-C
Comprehensive, Cooperative, and Continuing

ACS
American Community Survey

ADA
Americans with Disabilities Act (1990)

ADT
Average Daily Traffic

AGOL
ArcGIS Online

APC
Automatic Passenger Counter

AQ
Air Quality

AVL
Automatic Vehicle Location

Bike/Ped
Bicycle and Pedestrian

BOT
Board of Transportation

BRT
Bus Rapid Transit

CAMPO
Capital Area Metropolitan Planning Organization

CBD
Central Business District

CFR
Code of Federal Regulations

CHT
Chapel Hill Transit

CMAQ
Congestion Mitigation and Air Quality Improvement Program

CMP
Congestion Management Process

CMS
Congestion Management System

CO
Certificate of Occupancy

CPRC
Central Pines Regional Council

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

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

MTP
Metropolitan Transportation Plan

MTIP
Metropolitan Transportation Improvement Program

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)

PMP
Program Management Plan

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

SRTP
Secure Real-time Transportation Protocol

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

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

Appendix B: Central Pines Regional Council Task Narrative

II-B-1. Targeted Planning/CMP

Facilitate and manage the Regional ITS Working Group and coordinate Regional ITS planning efforts.

Objectives

To manage and support the Regional ITS Working Group and procure consultant assistance to coordinate regional ITS planning efforts including but not limited to: evaluation of regional ITS projects and strategies, prioritization of ITS projects, peer evaluation and technical implementation planning work.

Previous Work

Central Pines Regional Council planning staff has provided administrative support to the Regional ITS Working Group since the adoption of the Triangle Region ITS Strategic Deployment Plan Update in 2020.

Requested Activities

- Host quarterly Regional ITS Working Group meetings.
- Procure services of consultant to provide technical assistance to Working Group, including assistance with facilitation of the Working Group.
- Support for Intelligent Transportation Systems (ITS) activities, including coordination of activities related to the Regional ITS Plan.

Products

- Administration of the ITS Working Group.
- Regional ITS Working Group meeting agendas and summaries.
- Coordination of process to procure technical assistance for Regional ITS coordination and oversight of consultant work.
- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on designated tasks.
- Status reporting on ITS Plan recommendations.

Relationship to other plans and MPO activities

This work is a key component in the development and implementation of the Congestion Management Process (CMP).

Proposed budget and level of effort

This work will be performed partly by Central Pines Regional Council staff and partly by consultants. The CPRC staff time component is budgeted at $4,900 for approximately 0.1 FTE of staff time split between the Transportation Director and a Planner position. The remaining $20,000 is budgeted for consultant time and expenses. The total budget for this task is $24,900.

III-D. Statewide & Extra-Regional Planning.

Facilitate and 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 (MTPs); MTP and TIP air quality conformity coordination and determination report preparation; Triangle Regional Model (TRM) executive

committee support; facilitation of joint MPO technical team meetings, joint MPO executive committee meetings, and joint MPO Policy Board meetings; participation in GoTriangle and county transit plans, MPO area plans and project prioritization; facilitation of joint MPO Policy Priorities documents; development and coordination of CommunityViz growth allocation model; participation in MPO committees.

Requested Activities

Major activities include the following:

- General regional planning tasks related to development and completion of the 2055 MTP, including coordination of joint MPO policy board, technical staff, and TRM-related committees, air quality-related tasks, and general technical support of the plan's development;
- Participation in DCHC-specific projects and committees as needed, as a representative for region-wide perspectives;
- Data and GIS tasks related to work on the 2055 MTP and preparation for the next MTP cycle, including growth forecasts, development tasks on the CommunityViz land use model, and other tasks to develop socioeconomic data for the Triangle Regional Model;
- Focused work on documentation of the 2055 MTP and the associated air quality conformity process.

Tasks will include continued development work on the 2055 MTP; support for any amendments to MTPs or TIPs requiring air quality conformity documentation; support of the TRM executive committee and technical team; 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. Central Pines Regional Council will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA and NCDOT activities/efforts) and in selected projects of statewide or national impact.

Products

- CommunityViz model and data updates, including final scenarios for use in 2055 MTP development.
- Work on documents, materials, and online resources related to the development of the 2055 MTP, including any necessary coordination on air quality conformity.
- Meeting support and documentation for the Joint MPO technical coordination meetings, Joint MPO Executive Committee meetings, and Joint MPO Board meetings, including any revisions to the Joint MPO policy priorities.
- Meeting support and documentation for the Triangle Regional Model (TRM) Executive Committee and Technical Team.
- Presentations on CPRC work tasks as needed to the MPO technical and policy boards.
- Documentation of performance metrics for use in the 2055 MTP, in coordination with the MTP goals and objectives, and creation of a web-based metrics dashboard.
- Note: the budget includes costs for maintenance of necessary software licenses to support this work (ArcGIS and CommunityViz, as well as necessary credits for online GIS service usage) and the acquisition of data from external sources when needed (e.g. purchased economic forecast data, etc.).

Relationship to other plans and MPO activities

This work relates to several MPO core responsibilities, including MTP and TIP updates and amendments, air quality conformity determinations, development of data used in modeling and analysis, performance measurement, and incorporation of results from small areas, corridors, and modal plans.

Proposed budget and level of effort

This work will be performed by Central Pines Regional Council staff (approximately 1.9 FTEs of staff time split between the Transportation Director, GIS Analyst, Senior Program Analyst, and Planner positions). The total budget for this task is $103,966.

Appendix C: Chapel Hill Transit 5309: Fixed Guideway Capital Investment Grant

Hold for Chapel Hill Transit 5309

Appendix D: Approval Resolution

Hold for Approval Resolution

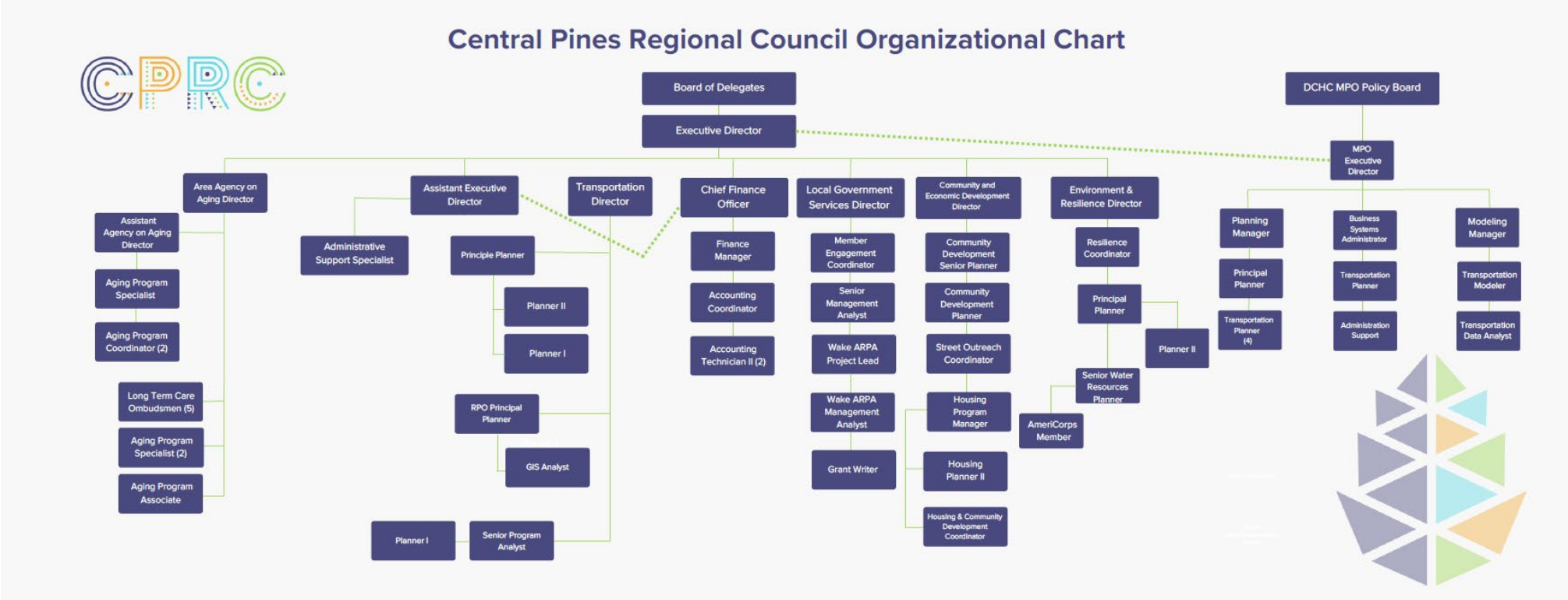
Appendix E: Certification Resolution

Hold for Certification Resolution

Appendix F: DCHC MPO Title VI Assurances

Hold for Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Title VI Assurances

Appendix G: DCHC MPO Organizational Chart



Appendix H: Chapel Hill Transit 5310 AOPP Grant Award

Hold for Chapel Hill Transit Grant Award

Appendix I: DCHC Self-Certification

Checklist
Responses

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)].

Yes. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is 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 to manage a continuing, cooperative, and comprehensive ("3-C") transportation planning process for all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County.

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 CF R 450.306 (i)]

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)]

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period.

4. Is there a currently adopted Unified Planning Work Program? [23 CFR 450.314]

a. Is there an adopted prospectus?

b. Are tasks and products clearly outlined?

c. Is the UPWP consistent with the MTP?

d. Is the work identified in the UPWP completed in a timely fashion?

Yes. The DCHC MPO has a currently adopted FY25 Unified Planning Work Program (adopted March 26, 2024) that is designed to outline and discuss the planning priorities of the MPO within a one-year planning period. The DCHC MPO also has an adopted prospectus that provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The DCHC MPO uses the adopted prospectus to solicit planning tasks and products from the MPO member participants for the upcoming year; and either does the task for the member jurisdiction using internal staff resources or makes Federal planning funds (PL or STBG-DA) available to accomplish the work task itself in a timely fashion. The UPWP is consistent with the Metropolitan Transportation Plan (MTP) in that tasks outlined in the MTP's 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using DCHC MPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies or engineering analyses. Studies are completed within the fiscal year of the active UPWP, unless the project scope has been identified to cover more than one year.

5. Does the area have a valid transportation planning process? Response: Yes [23 U.S.C. 134; 23 CFR 450] Yes. The DCHC MPO has a valid transportation planning process.

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]
a. Is it consistent with the MTP?
b. Is it fiscally constrained?
c. Is it developed cooperatively with the state and local transit operators?
d. Is it updated at least every 4 years and adopted by the MPO and the Governor?

Yes. The current (2024-2033) Transportation Improvement Program (TIP) was adopted by DCHC MPO on August 9, 2023. The NC Board of Transportation approved the FY 2024-2033 Statewide Transportation Improvement Program (STIP) on June 6, 2023. Federal law requires that DCHC MPO approve a FY 2024-2033 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP. The TIP is fiscally constrained, updated every two years; and adopted by the MPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators, but updated through a slightly different process. The TIP also matches project programming funds as found within the fiscally constrained 2050 MTP, which has been adopted by the DCHC MPO Policy Board. The TIP is amended as needed to account for changes in project schedules and/or budgets.

The North Carolina Department of Transportation and the DCHC MPO has begun working in FY24 to develop the FY 2026-2035 STIP and TIP. The DCHC MPO and the NC Board of Transportation are scheduled to approve the FY 2026- 2035 STIP and TIP in the summer of 2025. It is anticipated that FHWA will certify the FY 2026-2035 STIP in the fall of 2025.

1. Does the area have a valid CMP? (TMA only) [23 CFR 450.320]
    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
d. Does the area have a process for including environmental mitigation discussion in the planning process?

Yes. The DCHC MPO includes environmental mitigation discussions in the planning process.

a. How: Through periodic meetings with environmental resource agencies and involving the agencies in the MTP process.
b. Does the planning process meet the following requirements:
c. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
d. 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;
e. Title VI of the Civil Rights Act of 1964, as amended 42 U.S.C. 2000d-1 and 49 CFR part 21;
f. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
g. MAP-21/FAST Act and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
h. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
i. 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;
j. 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;
k. Section 324 title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
l. Section 504 of the Rehabilitation Act of 1973 29 U.S.C. 794 and 49 CFR part 27 regarding discrimination against individuals with disabilities.
m. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

Yes. The planning process for the DCHC MPO meets the requirements as noted for items A through E, and G through K. The DCHC MPO encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development that benefits the region and the state. Furthermore, the DCHC MPO funds transit elements through the inclusion of 5303 and 5307 funds in the Unified Planning Work Program (UPWP). The North Carolina Department of Transportation maintains sole responsibility of Item F regarding the implementation of an equal employment program on federal and Federal-aid highway construction contracts.

The DCHC MPO complies with federal regulations regarding the involvement of disadvantaged business enterprises in USDOT fund projects; particularly when awarding contracts to consultants performing area and/or corridor studies. The DCHC MPO also complies with federal regulations that prohibit the discrimination of persons based on age, disability, or gender. DCHC MPO (through its recognition of the City of Durham as the "Designated Recipient") utilizes funding under the federal Elderly Persons and Persons with Disabilities Funding Program (aka Section 5310). The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies in providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. DCHC MPO has conducted a funding Call for Projects that utilize Section 5310 funding, and it is anticipated the Policy Board will approve the program of projects in October 2024. This process will recur every two years.

10. Does the area have an adopted PIP/Public Participation Plan? [23 CRR 450.316 (b)(1)]?
a. Did the public participate in the development of the PIP?

b. Was the PIP made available for public review for at least 45 days prior to adoption?
c. Is adequate notice provided for public meetings?
d. Are meetings held at convenient times and at accessible locations?
e. Is the public given the opportunity to provide oral/written comments on the planning process?
f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
g. Is PIP employ visualization and interactive mapping?
h. Are plans and documents available in an electronically accessible format, i.e. MPO website?

Yes. The DCHC MPO is working on updating the Public Involvement Plan and anticipates the revision and adoption of the PIP to be completed in the Spring of 2025. Public review of the updated PIP will be45 days before to adoption. Adequate notice is provided through local newspapers, the DCHC MPO website, and social media channels for public meetings, and the public is allowed to provide oral and/or written comments during TC and/or Policy Board meetings. DCHC MPO TC and Policy Board meetings are conveniently held in person while also offering the option to view and participate remotely. All plans and program documents associated with public input are posted on the DCHC MPO website, including links from the homepage. The PIP is reviewed and periodically updated as needed.

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. The DCHC MPO has a series of processes for including environmental, state, other transportation, historical, local land use and economic development agencies in the metropolitan planning process. These processes are associated with the core functions conducted by, and/or the products developed by the DCHC MPO.

a. How: The DCHC MPO utilizes inter-agency coordination and collaboration.

Appendix J: 5307 FY26 Split Letter

Hold for Split Letter

Appendix K: 5339 FY26 Split Letter

Hold for 5339 Split Letter

Appendix L: Amendments

Hold for Amendments