

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****Member Governments**

Town of Carrboro
 Town of Chapel Hill
 County of Chatham
 City of Durham
 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

**April 13, 2011
 9:00 AM**

**Committee Room
 2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

ACTION ITEMS

**5. March 9, 2011 TAC Meeting Minutes (9:00-9:05)
 (Attachment 5)**

A copy of the March 9, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 9, 2011 TAC meeting.

**6. FY 2011-2012 Unified Planning Work Program (9:05-9:15)
 (Attachment 6, 6A, 6B)
 Maricia Brown, LPA Staff**

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Action	Date
TCC receives draft 2011-2012 UPWP	1/26/11
TAC receives draft 2011-2012 UPWP	2/09/11
TAC receives draft 2011-2012 UPWP and releases for public comments	3/09/11
TAC holds hearing for public comments	4/13/11
TAC approves final 2011-2012 UPWP	5/11/11

Attachment 6 is a memo regarding the draft FY12 UPWP. Attachment 6A is the draft FY12 UPWP document. Attachment 6B is the STPDA table that corresponds with funding proposed in the draft FY12 UPWP.

TAC Action: Hold a public hearing on the draft FY 2011-2012 UPWP.

**7. Regional Bicycle and Pedestrian Safety Campaign (9:15-9:35)
Steven Waters, Raleigh Bicycle and Pedestrian Advisory Commission**

The City of Raleigh Bicycle & Pedestrian Advisory Commission has proposed a Triangle-wide bicycle and pedestrian public safety campaign that could involve radio, television, internet, and print media in conjunction with targeted enforcement efforts during Bike to Work Month. Examples of the media campaign are posted here <http://livingstreets.com/streetsmart/>.

Funding contributions would be requested from the Capital Area MPO, DCHC MPO, the Governor's Highway Safety Program, and other sources, with program administration by the Triangle J COG.

The TCC recommends that the TAC receive a presentation on this item from Mr. Steven Waters, chair of the Raleigh BPAC. The TCC recommends that the TAC refer this item back to the TCC for development of a detailed proposal for FY 2013.

TCC Recommendation: That the TAC receive a presentation on the proposed Regional Bicycle and Pedestrian Safety Campaign and direct the TCC to develop a proposal for FY 2013.

TAC Action: Receive a presentation on the proposed Regional Bicycle and Pedestrian Safety Campaign and direct the TCC to develop a proposal for FY 2013.

**8. Triangle Regional Transit Program (9:35-10:00)
Patrick McDonough, Triangle Transit
Greg Northcutt, Triangle Transit
Andy Henry, LPA Staff**

The third, and final, round of public workshops occurred between March 22-31, 2011, to get public feedback on the rail transit corridors, alignments, stations, ridership and cost information. Triangle Transit has drafted preliminary financial scenarios for bus and rail transit in Durham, Orange and Wake counties and discussed these scenarios with staff. In addition, the Regional Transportation Alliance (RTA) recently received results of their annual Triangle region transit poll showing nearly 60% positive support for a one-half cent sales tax for transit in Durham and Orange counties.

Triangle Transit will update the TAC on the Alternatives Analysis, and discuss the process and schedule for TAC approval of the financial plan and Locally Preferred Alternative (LPA). One possible schedule would be:

- May 11 -- TAC release financial plan and LPA for public comment;

- June 8 – TAC conduct public hearing for financial plan and LPA;
- July 13 – TAC approve financial plan and LPA.

Triangle Transit provided an update on the Alternatives Analysis to the TCC at the March 23rd TCC meeting. The TCC did not make a recommendation because the financial information was not available at the time and the LPA not completed.

The public workshop materials are available at the Triangle Regional Transit Program (TRTP) Web site, www.ourtransitfuture.com, and the RTA poll results are available at the RTA Web site, www.letsgetmoving.org.

TAC Action: Receive Triangle Transit update and provide comments on process and schedule options for approving the financial plan and Locally Preferred Alternative (LPA).

**9. FY 2010-2011 Unified Planning Work Program – Amendment #2 (10:00-10:10)
(Attachment 9)**

Maricia Brown, LPA Staff

The TAC approved the 2010-2011 UPWP on May 12, 2010. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. The proposed Amendment #2 is necessary in order to reflect changes to the originally approved the 2010-2011 UPWP, and subsequent Amendment #1 approved by TAC in November 2010. Amendment #2 reflects changes in task activities that warrant a de-obligation of STP-DA funds of \$460,000 and a programming of Planning (PL) funds of \$21,000. Section 5303 & Section 5307 Transit funds changes reflect a re-allocation of funds between tasks and have a \$0 effect on these overall program amounts.

Attachment 9 is a resolution and attached financial tables supporting Amendment #2 to the 2010-2011 UPWP.

TCC Recommendation: That the TAC approve the resolution adopting Amendment #2 to the FY11 Unified Planning Work Program.

TAC Action: Approve the resolution adopting Amendment #2 to the FY11 Unified Planning Work Program.

**10. Congestion Management Program (10:10-10:30)
(Attachment 10)**

KoSok Chae, LPA Staff

The DCHC MPO is required by federal regulations to develop and implement a Congestion Management Process (CMP) for monitoring traffic congestion, evaluating system performance, and incorporating mitigation strategies into the long range transportation plan (LRTP) and the

transportation improvement plan (TIP). This CMP Procedures and Responsibilities Report (Attachment 10) describes how the CMP will be implemented and used on a continuing basis to comply with federal requirements. It will replace the previous version of the Congestion Management System (CMS) Procedures and Responsibilities Report adopted in September 1999.

Action	Date
TCC receives draft CMP Procedures and Responsibilities Report	3/23/11
TAC receives draft CMP report and releases for public comment	4/13/11
TCC receives and addresses the public comments	5/25/11
TAC approves final report	6/08/11
Submit to FHWA	6/30/11

TCC Recommendation: Recommend that the TAC release the Congestion Management Program Procedures and Responsibilities Report for public comment.

TAC Action: Authorize staff to release the draft report for local government and public review.

11. H422 No High-Speed Rail Money from Federal Gov't (10:30-10:40)

(Attachment 11, 11A, 11B)

Ellen Beckmann, LPA Staff

Legislation has been filed in the North Carolina General Assembly to prohibit the NCDOT from accepting federal high-speed rail funds without authorization from the General Assembly (Attachment 11). The Hopson Road grade separation and track realignment project in southern Durham County is funded with federal high-speed rail funds. Attachment 11A is a letter sent to the DCHC MPO state legislative delegation on April 5, 2011. Attachment 11B is a proposed resolution opposing the bill.

TAC Action: Approve the resolution opposing H422 No High-Speed Rail Money from Federal Gov't.

12. H399 Cap Motor Fuel Excise Tax Rate (10:40-10:50)

(Attachment 12, 12A, 12B)

Ellen Beckmann, LPA Staff

Legislation has been filed in the North Carolina General Assembly to cap the motor fuel excise tax rate at 32.5 cents per gallon (Attachment 12). Attachment 12A is an analysis of what impact the legislation would have on projects in NCDOT's ten year work plan for each county. According to information shared by the North Carolina Metropolitan Mayors Coalition, capping the gas tax over the proposed two-year period would decrease the state highway fund by \$250 million, result in the loss of 6,979 jobs, result in 18,335 miles of pavement that could not be resurfaced, and only save the average driver 20 cents per week. Attachment 12B is a proposed resolution opposing the bill.

TAC Action: Approve the resolution opposing H399 Cap Motor Fuel Excise Tax Rate.

13. Public Transportation Funding in the State Budget (10:50-11:00)

(Attachment 13, 13A)

Ellen Beckmann, LPA Staff

The North Carolina Joint Appropriations Subcommittee on Transportation is currently considering funding levels for transportation in the state budget. Cuts to public transportation grants are being considered. The North Carolina Metropolitan Mayors Coalition and Town of Chapel Hill have sent letters regarding potential cuts to public transportation (Attachment 13). These letters request that the General Assembly not reduce state operating assistance (the State Maintenance Assistance Program – SMAP) and that, if cuts are necessary, the General Assembly consider reducing the ten percent state match for capital projects this budget year. Attachment 13A is a proposed letter from the DCHC MPO supporting this position.

TAC Action: Approve sending a letter to the Joint Appropriations Subcommittee on Transportation and the MPO's state legislative delegation regarding potential cuts to public transportation.

REPORTS:

14. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

15. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

16. Report from Staff

(Attachment 16)

Felix Nwoko, LPA Staff

17. NCDOT Report

(Attachment 17)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

**18. Recent News Articles and Updates
(Attachment 18)**

Adjourn

Next meeting: May 11, 2011, 9am

Dates of Upcoming Transportation-Related Meetings:

4/15/2011, 10:30am	Tri-MAP, RDU Airport Conference Room
4/26/2011, noon	Durham Chamber Transportation Committee Meeting
5/3/2011, 4pm	DCHC MPO Federal Certification Review Public Meeting, Committee Room, Durham City Hall
5/11/2011, 9am	NCDOT Public Workshop on Prioritization 2.0, Greensboro Coliseum

TAC Directives to Staff

06/11/03 – 12/31/09 (Pending/In Progress/On Going)

01/01/10 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/9/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Status provided to TAC, TAC Chair and elected officials on an ongoing basis
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed:</u> See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress:</u> See 3/10/10 TAC Agenda. Study has been drafted.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed:</u> See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>Completed:</u>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>In Progress:</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>In Progress:</u>
3/9/11	Improve public outreach and add links to other transportation organization to the MPO website	<u>In Progress:</u>
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress:</u>

3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>In Progress:</u>
3/9/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review.	<u>In Progress:</u>

1 **TRANSPORTATION ADVISORY COMMITTEE**

2 **March 9, 2011**

3 **MINUTES OF MEETING**

4 The Transportation Advisory Committee met on March 9, 2011, at 7:00 p.m. in the Council

5 Committee Room on the second floor of Durham City Hall. The following attended:

6	**William V. "Bill" Bell	City of Durham
7	*Diane Catotti	City of Durham
8	**Alice Gordon	Orange County
9	*Ed Harrison	Town of Chapel Hill
10	**Mark Kleinschmidt	Town of Chapel Hill
11	**Lydia Lavelle	Town of Carrboro (TAC Chair)
12	*Bernadette Pelissier	Orange County
13	**Ellen Reckhow	Durham County (TAC Vice-Chair)
14	**Chuck Watts, Jr.	NCDOT – Board Member
15	**Mike Woodard	City of Durham
16		
17	Julie Bollinger	NCDOT - TPB
18	Jeff Brubaker	Town of Carrboro
19	Scott Carter	31 Falling Water Drive, Durham, BPAC Chair
20	Dan Clever	3206 Oxford Drive, Durham, BPAC Member
21	Hillary Ensminger	hbeans@mindspring.com
22	Greg Garneau	2535 Perkins Road, Durham, BPAC Member
23	Margaret Hauth	Town of Hillsborough
24	Bob Healy	New Hope Creek Corridor Advisory Committee
25	Andy Henry	City of Durham – Transportation
26	Randolph Lawrence	MOBIS Transportation, Bikestation
27	Karen Lincoln	Orange County
28	Mark McCurry	Town of Chapel Hill (Mayors Office)
29	Dale McKeel	City of Durham – Transportation
30	Patrick McDonough	Triangle Transit
31	Ryan Mickles	Town of Chapel Hill
32	Deborah Morgan	3401 Ranbir Drive
33	Felix Nwoko	City of Durham – Transportation
34	John Schelp	1022 Rosehill Avenue
35	Jill Stark	FHWA
36		
37	**Voting Member	
38	*Alternate or Non-Voting Member	
39		
40		
41		
42		

43 **PRELIMINARIES:**

44

45 **Adjustments to the Agenda**

46

47 There were no adjustments to the agenda.

48

49 **Public Comments**

50

51 John Schelp, a citizen, requested using NCDOT Federal Transportation Enhancement funds to

52 remove the billboard next to the R. Kelly Bryant Bridge.

53 **Directives to Staff (Attachment 4)**

54 The Directives to Staff are attached for review.

55 **ACTION ITEMS:**

56 **February 9, 2011 TAC Meeting Minutes (Attachment 5)**

57 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the February

58 9, 2011 TAC Meeting Minutes. The motion carried unanimously.

59 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**

60 **Plan Amendment #2, and Air Quality Conformity Process (Attachments 6, 6A, 6B, and 6C)**

61

62 Andy Henry provided an introduction for the FY 2012-2018 Metropolitan Transportation

63 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality

64 Conformity Process, along with the attachments. Lydia Lavelle, TAC Chair opened the Public Hearing at

65 7:09 p.m.

66 Deborah Morgan, a citizen, praised staff on the website stating it was easy to find information.

67 Ms. Morgan wants more information on the MLK/NC-55 (U-2405) project. Andy Henry will provide

68 additional information to Ms. Morgan. The project isn't funded at this time.

69 Randolph Lawrence with MOBIS Transportation Alternatives and Bike Station stated there are

70 six park and ride lots in the draft MTIP; two of which are in the let list for the first five years. Mr.

71 Lawrence would like to suggest there be some consideration and budgeting made for alternative multi-

72 modal facilities, in particular interior parking for bicycles. In terms of pricing, the preliminary budget for
73 the 2,500 car parking spaces works out to about \$2,250 per car space and if there were 300 interior
74 bicycle parking spaces, the cost would be less. Andy Henry stated they will look into this issue.

75 Dan Clever, a resident, spoke regarding Erwin Road. Mr. Clever asked how the Erwin Road
76 project would impact the funding of other bike/ped projects that already in the STIP. Mr. Clever also
77 asked if the extension of University Drive from Garrett Road into town was considered for inclusion in
78 the MTIP. Mr. Clever stated the University project would basically go from Garrett Road to MLK or even
79 further to Cornwallis Road. Dale McKeel stated widening the curb-and-gutter section has not been
80 proposed as part of the TIP. We have looked at widening the section between Dixon and Cornwallis
81 which is a shorter and narrow section. It was submitted in the TIP.

82 Hillary Ensminger, a citizen, spoke regarding the public input. She is very concerned about the
83 lack of public notification for the public hearings. Ms. Ensminger also expressed a concern about the
84 lack of a consolidated website for the LRTP. She has asked Brad Schultz at Triangle Transit and is not
85 getting a response. Ms. Ensminger is frustrated because she has a lot of ideas and she feels the public
86 needs to have direct representation on these boards because most elected officials don't use the transit
87 system. Ms. Ensminger went to the workshop and asked questions, but did not receive any answers to
88 her questions. There are very expensive alternatives being proposed by the engineering company which
89 involve elevation to get over highways. There is a system used in Brazil which operates on and off rail,
90 they use the existing track like we want to use and it is connected with an off rail train that turns into a
91 bus and then goes back onto the track if need be. It would save a lot of money.

92 Patrick McDonough stated we would be interested in exploring the technology of buses that can
93 move in and out of rail corridors if the railroad company would allow us to and they won't. Ms.
94 Ensminger would like to see that in writing and Mr. McDonough stated they would have to ask Norfolk
95 Southern Railroad.

96 Patrick McDonough stated he will work with Ms. Ensminger to get her the answers she is
97 requesting.

98 Ed Harrison stated he wants the Ephesus Church Road project to be on the list, particularly
99 because of the size.

100 Andy Henry stated the public hearing notice was in the newspaper, advertised on the website,
101 and a public notice release. We can improve that and start sending emails. The clerks of the
102 jurisdictions that we serve should be able to provide an email list for notification purposes. Mike
103 Woodard stated the Durham Public Affairs Department sent the notice to all five PAC's, Inter -
104 Neighborhood Council listserv and the general mailing list. Chuck Watts, Jr. stated because there is a
105 maze of websites, there should be a link to TTA on our webpage. Staff will provide written responses
106 to public hearing comments.

107 Dale McKeel stated it is not the intent to push projects out by including the Erwin Road project.
108 The intent is to try to find other funds that could be used to fund the project. There is an excess
109 amount of NCDOT Enhancement Funds because there hasn't been a Call for Projects. These funds were
110 discussed at the One-on-One meetings.

111 Alice Gordon asked should members be addressing the funds by the NCDOT tier system. Chuck
112 Watts, Jr. stated staff needs to give a presentation on the NCDOT tier system and the funding levels.
113 Andy Henry stated it would be more appropriate for NCDOT to provide a presentation on the tier
114 system. Staff will work with NCDOT to schedule a presentation.

115 A motion was made by Mike Woodard and seconded by Alice Gordon to close the public hearing
116 at 7:37 p.m. The motion carried unanimously.

117 A motion was made by Bill Bell and seconded by Mike Woodard to bring back the FY 2012-2018
118 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation
119 Plan Amendment #2 in May. The motion carried unanimously.

120 **FY 2009-2015 Metropolitan Transportation Improvement Program Amendment #18 and Surface**
121 **Transportation Program Direct Attributable (STPDA) Approval (Attachment 7 and 7A)**

122
123 Dale McKeel provided an overview for the FY 2009-2015 Metropolitan Transportation
124 Improvement Program Amendment #18 and Surface Transportation Program Direct Attributable
125 (STPDA) Approval, along with the attachment.

126 Two years ago the City was awarded a grant to construct a sidewalk on Fayetteville Street in the
127 vicinity of Fayetteville Street Elementary for a Safe Routes to School project. However, there were
128 additional costs. This amendment is to transfer funding so the sidewalk can be completed.

129 A motion was made by Bill Bell and seconded by Ellen Reckhow to approve Amendment #18 to
130 the FY 2009-2015 MTIP and the STP-DA table. The motion carried unanimously.

131 **FY 2011-2012 Unified Planning Work Program (Attachments 8, 8A, and 8B)**

132 Felix Nwoko provided an update on the FY 2011-2012 Unified Planning Work Program, along
133 with the attachments.

134 A motion was made by Alice Gordon and seconded by Mike Woodard to release the draft FY
135 2011-2012 UPWP for public comment and schedule a public hearing at the April 13, 2011 TAC meeting.
136 The motion carried unanimously.

137 Ellen Reckhow asked where we are in regards to the Greenhouse Gas study. Felix Nwoko stated
138 there will be an update in the next year. Orange County has not adopted their plan. Ms. Reckhow is
139 interested in the implementation. A request will be made to Tobin Fried to provide the written report
140 for the first year. Ms. Reckhow also wants to see the TDM update.

141 **REPORTS:**

142 **Report from the TAC Chair**

143 Lydia Lavelle stated that our Chatham County representative is Pam Stewart and the alternate is
144 Brian Bock.

145 There will not be a Joint CAMPO meeting in March. Perhaps there will be one in September or
146 October.

147 **Report from the TCC Chair**

148 There was nothing to report.

149 **Report from Staff (Attachment 11)**

150 Mike Woodard asked Andy Henry to prepare a formal document regarding the closure of Pickett
151 Road. Ellen Reckhow stated Pickett Road should be removed from the Thoroughfare Plan. Andy Henry
152 stated it won't be on the CTP.

153 **NCDOT Report (Attachment 12)**

154 The NCDOT Report is attached for review. There was no representation at the meeting.

155 **INFORMATIONAL ITEMS:**

156 **Recent News Articles and Updates (Attachment 13)**

157 The recent news articles and updates are attached for review.

158 **Letter to DCHC MPO State Legislative Delegation re Urban Loop Prioritization – February 17, 2011**
159 **(Attachment 14)**

160
161 The letter to the DCHC MPO's State Legislative Delegation re Urban Loop Prioritization is
162 attached for review.

163 **Triangle Regional Transit Program Meeting Notice (Attachment 15)**

164 The Triangle Regional Transit Program Meeting Notice is attached for review.

165 **Adjournment**

166 There being no further business before the Transportation Advisory Committee, a motion was
167 made by Mark Kleinschmidt and seconded by Mike Woodard to adjourn the meeting at 7:53 p.m. The
168 motion carried unanimously.

MEMORANDUM

TO: **Transportation Advisory Committee**
 DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **April 13, 2011**

SUBJECT: **2011-2012 Unified Planning Work Program (UPWP)**

INTRODUCTION

The DCHC MPO is required by federal regulations to prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

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. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, NC 54 Corridor Study, Parking Survey/Study,etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and the Triangle Transit Authority (TTA), is the Federal Transit Administration's Section 5303 funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

4/5/2011 4:25 PM

Unified Planning Work Program (UPWP) Development Process

The development process for the 2011-12 UPWP is presented below. The work program contains any new initiative for FY2012 and a continuation of the FY2011 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2011-2012 UPWP schedule is illustrated in the attached development schedule.

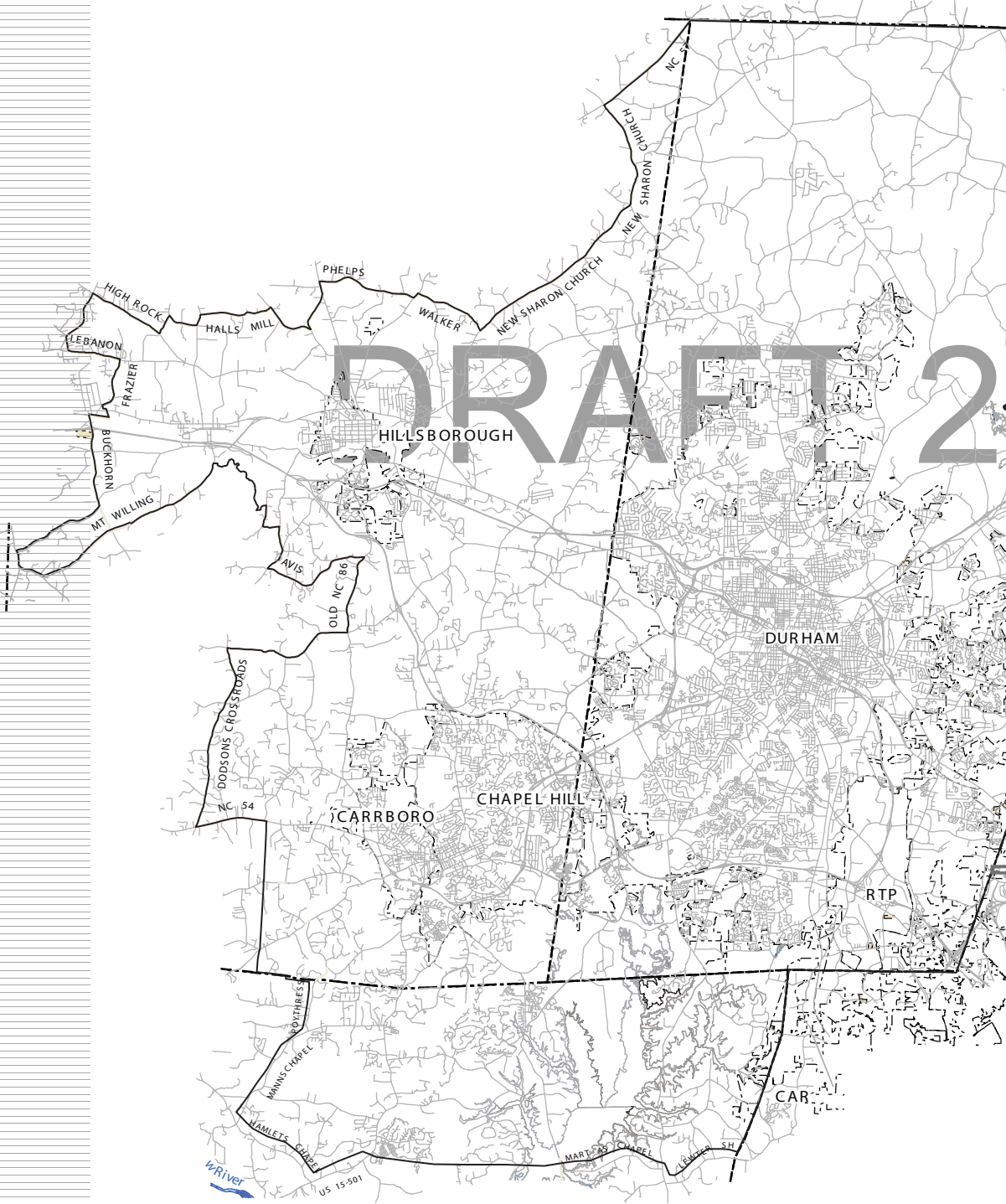
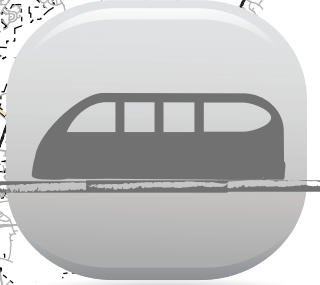
1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	TCC receives 2nd Draft 2011-2012 UPWP and recommends TAC release 2nd draft UPWP for public comment.
5	February-March	Development of Draft 2011-2012 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	9-Mar-11	TAC receives Draft 2011-2012 UPWP and releases UPWP for public comment
8	23-Mar-11	TCC recommends Draft 2011-2012 UPWP for TAC approval
9	13-Apr-11	TAC reviews Draft 2011-2012 UPWP, hold public comments hearing
10	27-Apr-11	TCC considers public comments and recommends that TAC adopt FINAL 2011-2012 UPWP and self certifies MPO planning process
11	11-May-11	TAC adopts FINAL 2011-2012 UPWP and self certifies MPO planning process
12	1-Jun-11	NCDOT/FHWA approves 2011-2012 UPWP

DCHC- MPO

TAC 4/13/2011 Attachment 6A

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

FY 2011-12



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**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

FY 2011-2012 Unified Planning Work Program

<u>Table of Contents</u>	<u>Page #</u>
Adopting Resolution	7
Transit Adopting Resolution (FTA)	8
Self Certification Resolution	9
Self Certification Checklist	11
Overview	15
Introduction	16
Development Schedule	24
MPO Funding Distribution by Agency Table	25
MPO Funding Detailed Table – All Funding Sources	26
Composite Agency Table – PL and STP-DA funds	27
MPO Funding Detailed Table – PL and STP-DA funds	28
MPO General Task Description & Summary Narrative	29
Five-Year Work Program	38
<i>Appendices A – FHWA/FTA Agency Project Narratives and Funding Source Tables</i>	
City of Durham	
Durham/LPA Task Funding Table	48
Durham/LPA Task Descriptions & Narrative	49
Town of Chapel Hill	
Town of Chapel Hill Task Funding Table	87
Chapel Hill Task Description & Narrative	88
Town of Carrboro	
Town of Carrboro Task Funding Table	105
Carrboro Task Description & Narrative	106

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**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

FY 2011-2012 Unified Planning Work Program

Triangle J Council of Governments (TJCOG)	
TJ COG Task Funding Table	126
TJ COG Task Description & Narrative	127

Appendices B – FTA Transit Agency Project Narratives and Funding Source Tables

City of Durham	
Durham Area Transit Authority (DATA) FTA Funding Table	130
Durham Area Transit Authority (DATA) FTA Funding Narrative	131
Town of Chapel Hill	
Town of Chapel Hill Task Funding Table	141
Chapel Hill Transit FTA Narrative	142
Triangle Transit (TT)	
Triangle Transit Task Funding Table	159
Triangle Transit FTA Funding Narrative	160

Appendices C – FTA Disadvantaged Business Enterprise (DBE) Contracting Opportunities Forms

City of Durham (LPA)	166
Durham Area Transit Authority (DATA)	167
Chapel Hill Transit (CHT)	168
Triangle Transit Authority (TTA)	169

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Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization (DCHC MPO)

RESOLUTION

Approving the FY 2011-2012 Unified Planning Work Program

May 11, 2011

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

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

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

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2011-2012.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2011-2012 Unified Planning Work Program.*

I, Lydia E. Lavelle, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: May 11, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Durham-Chapel Hill-Carrboro (DCHC)
Metropolitan Planning Organization (MPO)

RESOLUTION (PTD-FTA)

Approving the FY 2011-2012 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

May 11, 2011

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

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

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

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning
Work Program will effectively advance transportation planning for FY 2011-2012.

**Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the FY 2011-2012 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.**

I, Lydia E. Lavelle, Chair of the DCHC MPO Transportation Advisory Committee (TAC) do
hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she
signed the forgoing document.

Date: May 11, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012 (FY 2012)

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

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

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Clerk/Secretary/Planner

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Metropolitan Planning Self-Certification Process

CFR 450.334

The State and the MPO shall annual certify to the FHWA and the 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 MPOs as they review their processes and programs for self-certification.

DRAFT 2

Metropolitan Planning Self-Certification Process

Self-Certification Checklist

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)]
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)]
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)]
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus
 - b. Are tasks and products clearly outlined
 - c. Is the UPWP consistent with the LRTP
 - d. Is the work identified in the UPWP completed in a timely fashion
5. Does the area have a valid transportation planning process?
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive
 - b. Is there a valid LRTP
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption
 - d. Does it address the 8-planning factors
 - e. Does it cover all modes applicable to the area
 - f. Is it financially constrained
 - g. Does it include funding for the maintenance and operation of the system
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
 - a. Is it consistent with the LRTP
 - 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-yrs and adopted by the MPO and the Governor
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area
8. Does the area have a process for including environmental mitigation discussions in the planning process?
 - a. How _____
 - b. Why not _____

Metropolitan Planning Self-Certification Process

Self-Certification Checklist

9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- 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 an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
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?
SAFETEA-LU
- a. How _____
 - b. Why not _____

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OVERVIEW

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the NCDOT Transportation Planning Branch on DCHC MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and FTA Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104 (f) and Section 133 (b)(3)(7) funds. The Section 104 (f) and Section 133 (b)(3)(7) funds, also known as Surface Transportation Program-Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program (TIP).

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative and comprehensive. The certification resolution was approved as part of the FY 2011-2012 UPWP and is included in this (FY 2012) work program.

INTRODUCTION

The DCHC MPO is required by federal regulations to prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

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. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, NC 54 Corridor Study, Parking Survey/Study,etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and the Triangle Transit Authority (TTA), is the Federal Transit Administration's Section 5303 funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2011-12 STP-DA Funds will cover special projects and continuation major emphasis projects. These are summarized as follows:

Special Projects

- Follow-up Planning studies for the Special Transit Advisory Commission – STAC
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)

- Parking survey, inventory and study for the TRM
- NC 54/I40 Corridor/Sub-Area Study
- Initiation of the 2040 LRTP
- MPO Freight planning
- MPO Safety and security Plan
- Model data collection
- MPO Congestion Management Plan and process
- Integration Climate Change in Transportation Planning Process

Continuation of Major Projects

- MPO Integrated Land-use/Transportation Model
- Non-Motorized trip model
- GIS Warehouse/Integration and Automation
- MPO-wide Collector Street Plan
- Farrington/Stagecoach Road Study – Public Involvement
- Intelligent Transportation Systems (ITS) Strategic Deployment Plan

FY 2011-12 UPWP funding levels as well as the descriptions of funding sources is summarized below.

Planning (PL) Section 104(f) – These funds are FHWA funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on a formula. The DCHC MPO PL fund allocation for FY 2011-12 is as follows:

Federal (PL funds)	\$ 456,112
Local (20% match)	\$ 114,028
Total PL Funds	<u>\$ 570,140</u>

STP-DA – These funds are the Direct Attributable Allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs are MPOs over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds earmarked for programming in the FY 2011-2012 UPWP are shown below; including re-obligated or carried over to FY 2011-12:

Federal (STP-DA)	\$ 1,588,865
Local (20% match)	\$ 397,216
Total	<u>\$ 1,986,081</u>

State Planning and Research Funds (SPR Funds) – These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non federal matching funds. SPR funds programmed in the 2011-2012 UPWP are as follows:

Federal	\$ 64,000
NCDOT-TPB	\$ 16,000
Total SPR funds	<u>\$ 80,000</u>

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are provided from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

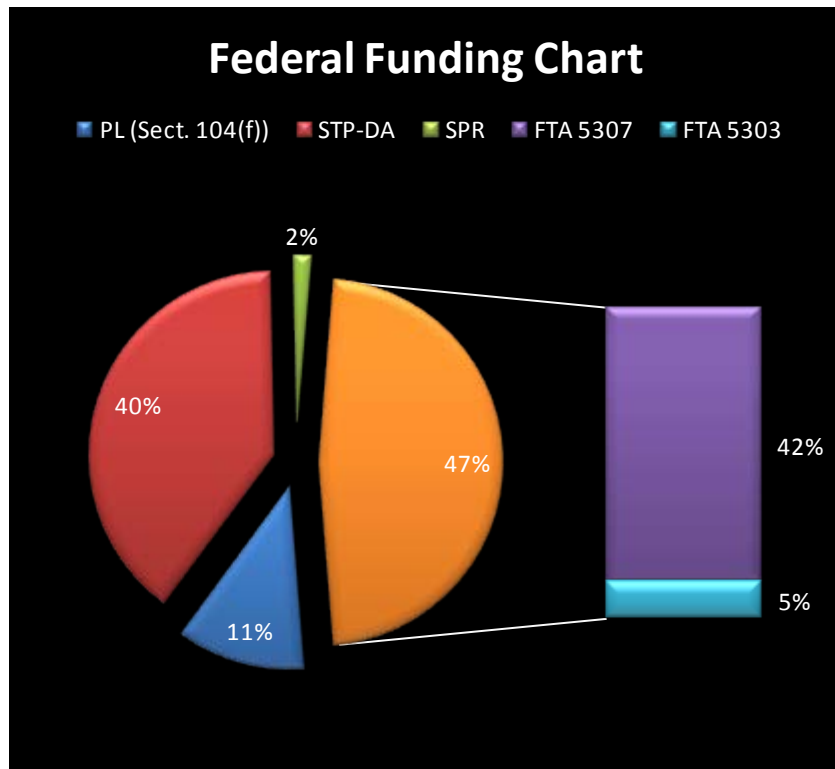
	CHT	DATA	TTA	MPO Total
Federal	\$107,596	\$111,986	\$0	\$219,582
State	\$13,450	\$13,999	\$0	\$27,449
Local	\$13,450	\$13,999	\$0	\$27,449
Total Sect. 5303	\$134,496	\$139,984	\$0	\$274,480

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match which is provided by the Public Transportation Division of NCDOT.

	CHT	DATA	TTA	MPO Total
Federal	\$325,000	\$509,724	\$851,000	\$1,685,724
State	\$40,625	\$63,716	\$106,375	\$210,716
Local	\$40,625	\$63,716	\$106,375	\$210,716
Total Sect. 5307	\$406,250	\$637,156	\$1,063,750	\$2,107,156

DCHC MPO UPWP FY 2011-2012 SUMMARY Funding Sources

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$456,112	\$0	\$114,028	\$570,140
STP-DA	\$1,588,865	\$0	\$397,216	\$1,986,081
SPR	\$64,000	\$16,000	\$0	\$80,000
FTA 5307	\$1,685,724	\$210,716	\$210,716	\$2,107,156
FTA 5303	\$219,582	\$27,449	\$27,449	\$274,480
Totals	\$4,014,283	\$254,165	\$749,409	\$5,017,857



Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2010-11) Unified Planning Work Program (UPWP) were the development of the 2035 Long Range Transportation Plan and Air Quality Conformity Determination, model, enhancement, calibration and validation of the Tranplan update of the Triangle Regional Model, the development of the MPO GIS Warehouse/Integration and Automation, the development of the Non-motorized Trip Model, the development of the MPO integrated land-use/transportation model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Farrington/ Stagecoach Road Corridor Study, MPO Collector Street Plan, Greenhouse Gas Emission Study, development of the regional transit plan, Chapel Hill Transit Master Plan study, and amendment of the 2035 Long Range Transportation Plan (LRTP). The MPO continued to fulfill State and federal transportation mandates and requirements, mainly the 3-C transportation process. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

The accomplishments for the 2010-11 UPWP are summarized as follows:

1. Greenhouse Gas (GHG) Emission Study Implementation: The MPO continues to work on the implementation of the GHG Emissions study, completed the formation of an energy Team and continues to provide for the Energy Team. There is on-going implementation in the focus areas of reducing transportation demand mainly SOV and encouraging alternative transportation modes.
2. NC 54/I-40 Corridor Study: The MPO initiated a consultant study for an integrated land use/transportation corridor study for the NC 54 corridor between the I-40 interchange in Durham and the US 15/501 inter-change in Chapel Hill. The purpose of the study is to analyze short-term and long-term land use issues and multi-modal transportation problems, evaluate opportunities and challenges, and recommend short and long-range solutions and strategies along the corridor. Phase I has been completed and Phase 2 is begun.
3. 2012-2015 Metropolitan Transportation Improvement Program (MTIP) and air quality conformity analysis: The MPO finalized the development of the 2009-15 MTIP. The DCHC MPO's Transportation Advisory Committee (TAC) approved the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) at their August 2008 meeting.
4. Administrative Modifications of the 2009-15 MTIP: The MPO processed several administrative modifications to the 2009-15 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
5. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2011-2017 MTIP. The Lead Planning Agency continued work on the refinements and revision of the 20011-2017 MTIP project prioritization and ranking methodology. Draft methodology was made available to the public and local MPO agencies for review and comments. The project prioritization and ranking methodology was approved by the TAC in September 2008.

6. Development of the SPOT and the 5-year let plan (TIP fiscal constrained plan) and the 10-year SPOT priorities.
7. Stimulus Program (ARRA) Project Selection, monitoring and Reporting: The Lead Planning Agency worked on project selection, monitoring and reporting of the Economic Recovery Stimulus projects (ARRA). Staff coordinating with NCDOT in project selection consistent with the federal guidelines.
8. Triangle Regional Model (TRM) Update and Enhancement: The MPO continues to participate in the update and enhancement of the TRM at ITRE. The MPO is one of the funding partners of the modeling service bureau and continues to provide .5 FTE to ITRE Model Service Bureau.
9. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO GIS-T warehouse & Automation, Farrington Road/Stagecoach Road Corridor Study. Significant progress was made during the 2010-11 fiscal year.
10. Alston Avenue Widening and East End Connector: The LPA worked with NCDOT on the project planning and environmental documentation (NEPA) for the Alston Avenue and East End Connector projects. The LPA will facilitate the public involvement for the East End Connector project including finalizing recommendations from the Ad Hoc Committee and the City of Durham. The LPA coordinated with NCDOT on the environmental justice issues associated with the Alston Avenue project.
11. Other Project Development Planning and NEPA: the LPA participated on several NCDOT project planning and NEPA for projects within the MPO. These projects are summarized as follows: South Miami, Blvd widening, NC 98, Holloway Street widening, Alexander Drive widening project, Hopson Road grade separation, Alston Avenue, East End Connector, Hillandale widening, NC 98 (Holloway Street) widening, Weaver Dairy Road widening/improvement, South Columbia, Elizabeth Brady Rd, several bridge replacement projects, resurfacing projects, etc
12. ITS Strategic Deployment Plan (SDP) was completed and the implementation is under way. The MPO is providing the contractual and administrative management of this project.

2011-2012 Proposed Work Program (Work Plan)

The development of the 2040 LRTP, update, improvement and refinement of the Triangle Regional Model and the MPO Congestion Management Process (CMP) will continue to be a top priority for the 2011-2012 UPWP. The MPO will continue to work with the Model Service Bureau in addressing TAC model concerns such as parking, the incorporation of non-motorized trips, link level calibration, better route-level transit ridership forecasts, integration of land-use and transportation,. Other top priorities include the development of the Comprehensive Transportation Plan, the development of the MPO climate change plan, regional transit initiatives, implementation of SAFETEA-LU requirements. The following summarizes proposed new initiatives and special areas for 2011-12 work programs.

FY 2012 Transportation Planning Work Plan and Unified Planning Work Program (UPWP) Emphasis Transportation Planning Projects/Products	
1	2040 LRTP
2	CTP
3	Development of the MPO CMP
4	Maintenance and update of ITS-SDP
5	Maintenance and update of the IDAS and Dynasmart
6	MPO Data collection and Surveillance of Change
7	TRM Modeling improvements, calibration and validation
8	LPA Policy document and strategic plan
9	Environmental Justice Plan for the DCHC MPO
10	MPO Safety and Security Plan/Integration
11	Freight Plan and integration of freight (urban Goods Movement planning
12	MPO Climate Change Plan/ integration of climate change and Greenhouse gas emission into MPO Planning
13	Bicycle friendly designation for Durham (and Chapel Hill?)
14	Spatial mapping and analysis of bike and pedestrian access to schools - sidewalks/bike access
15	Rail Traffic separation Study
16	Purpose and Need Statements/Indirect & Cumulative Impacts (ICI)
17	Bicycle map for Durham
18	TDM Plan update
19	MPO Policy /Process document - CAMPO organization Study - Charlotte study
20	MPO expansion, MAB expansion - ground for post 2010 analysis
21	Regional transit planning and local revenue option

Continuation of Special Projects	
1	TELUDE - GIS Warehouse/Enterprise & automation
2	NC 54 Corridor Study
3	UrbanSim _Land use Model
4	Non-Motorized trip modeling

On-Going/Core/Routine 3-C Planning Process

1	UPWP development/amendment/maintenance and invoicing
2	TIP development/amendments
3	ARRA-Stimulus projects reporting and audit compliance
4	TAC/TCC Meetings/agenda preparation/directives to staff/follow-ups
5	GIS mappings and geo-database administration/maintenance
6	bicycle -pedestrian planning
7	JARC/New Freedom
8	STP-DA
9	CMAQ
10	Financial management and auditing
11	Public involvement/engagement/outreach
12	MPO website update/maintenance/content management -visualization & interactive capabilities
13	State & Regional Planning and Coordination
14	Civil rights and Title VI compliance and planning
15	CMP monitoring
16	Data inventory monitoring
17	Project planning-NEPA

DRAFT 2

Unified Planning Work Program (UPWP) Development Process

The development process for the 2011-12 UPWP is presented below. The work program contains any new initiative for FY2012 and a continuation of the FY2011 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2011-2012 UPWP schedule is illustrated in the attached development schedule.

1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	TCC receives 2nd Draft 2011-2012 UPWP and recommends TAC release 2nd draft UPWP for public comment.
5	February-March	Development of Draft 2011-2012 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	9-Mar-11	TAC receives Draft 2011-2012 UPWP and releases UPWP for public comment
8	23-Mar-11	TCC recommends Draft 2011-2012 UPWP for TAC approval
9	13-Apr-11	TAC reviews Draft 2011-2012 UPWP, hold public comments hearing
10	27-Apr-11	TCC considers public comments and recommends that TAC adopt FINAL 2011-2012 UPWP and self certifies MPO planning process
11	11-May-11	TAC adopts FINAL 2011-2012 UPWP and self certifies MPO planning process
12	1-Jun-11	NCDOT/FHWA approves 2011-2012 UPWP

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

MPO Funding Table - Distribution by Agency

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$383,416	\$1,533,665	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$551,173	\$77,714	\$2,515,547	\$3,144,434
Carrboro	\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172
Chapel Hill/CHT	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$397,216	\$1,588,865	\$114,028	\$456,112	\$27,449	\$27,449	\$219,582	\$210,716	\$210,716	\$1,685,724	\$749,408	\$238,164	\$3,950,285	\$4,937,856

DRAFT 2

Footnote: All program of activities have been developed with the knowledge that there is no approved Federal Indirect Cost Plan in place at the time of the approval of the FY2012 work program

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Traffic Accidents	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540
	5 Transit System Data	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923
	6 Dwelling Unit, Pop. & Emp. Change	0	0	12,064	48,256	0	0	0	0	0	0	12,064	-	48,256	60,320
	7 Air Travel	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	0	0	7,128	28,512	0	0	0	0	0	0	7,128	-	28,512	35,640
	10 Mapping	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110
	11 Central Area Parking Inventory	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760
	12 Bike & Ped. Facilities Inventory	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260
	13 Bike & Ped. Counts	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800
II-B	Long Range Transp. Plan														
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Collection of Network Data	0	0	64	256	0	0	0	0	0	0	64	-	256	320
	3 Travel Model Updates	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	11,550	345,824	432,280
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	5 Forecast of Data to Horizon year	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500
	6 Community Goals & Objectives	0	0	2,550	10,200	500	500	4,000	0	0	0	3,050	500	14,200	17,750
	7 Forecast of Future Travel Patterns	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430
	8 Capacity Deficiency Analysis	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000
	9 Highway Element of th L RTP	1,120	4,480	300	1,200	0	0	0	0	0	0	1,420	-	5,680	7,100
	10 Transit Element of the L RTP	1,760	7,040	0	0	1,000	1,000	8,000	3,889	3,889	31,110	6,649	4,889	46,150	57,687
	11 Bicycle & Ped. Element of the L RTP	12,800	51,200	1,400	5,600	0	0	0	0	0	0	14,200	-	56,800	71,000
	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13 Collector Street Element of L RTP	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	15 Freight Movement/Mobility Planning	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000
	16 Financial Planning	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842
	17 Congestion Management Strategies	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,645	434,704	543,380
	18 Air Qual. Planning/Conformity Anal.	0	0	3,378	13,512	0	0	0	0	0	0	3,378	-	13,512	16,890
II-C	Short Range Transit Planning														
	Short Range Transit Planning	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120
III-A	Planning Work Program														
	Planning Work Program	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,438	72,042	90,053
III-B	Transp. Improvement Plan														
	TIP	0	0	12,108	48,432	559	559	4,475	1,800	1,800	14,400	14,467	2,359	67,307	84,134
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Environmental Justice	2,692	10,768	160	640	0	0	0	664	664	5,310	3,516	664	16,718	20,897
	3 Minority Business Enterprise	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000
	4 Planning for the Elderly & Disabled	0	0	64	256	0	0	0	0	0	0	64	-	256	320
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	2,000	2,000	16,000	2,000	2,000	16,000	20,000
	6 Public Involvement	13,000	52,000	486	1,944	1,682	1,682	13,458	9,148	9,148	73,180	24,316	10,830	140,582	175,727
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.														
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,250	394,000	492,500
	2 Enviro. Analysis & Pre-TIP Plng.	1,089	4,356	96	384	0	0	0	0	0	0	1,185	-	4,740	5,925
	3 Special Studies	76,300	305,200	10,954	43,816	0	0	0	0	0	0	87,254	-	349,016	436,270
	4 Regional or Statewide Planning	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	3,825	87,543	109,429
III-E	Management & Operations														
	1 Management & Operations	58,291	233,165	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	138,050	57,287	781,347	976,684
	Totals	\$397,216	\$1,588,865	\$114,028	\$456,111	\$27,448	\$27,448	\$219,585	\$210,716	\$210,716	\$1,685,724	\$749,408	\$238,164	\$3,950,285	\$4,937,856

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Composite Agency Tables -PL & STPDA Funding ONLY.

	Task Description	Chapel Hill			Carrboro			TJCOG			Durham			MPO		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II A	Surveillance of Change															
1	Traffic Volume Counts	\$600	\$2,400	\$3,000	\$128	\$512	\$640	\$0	\$0	\$0	\$3,525	\$14,100	\$17,625	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$58	\$232	\$290	\$0	\$0	\$0	\$650	\$2,600	\$3,250	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$600	\$2,400	\$3,000	\$64	\$256	\$320	\$0	\$0	\$0	\$11,400	\$45,600	\$57,000	\$12,064	\$48,256	\$60,320
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$128	\$512	\$640	\$0	\$0	\$0	\$7,000	\$28,000	\$35,000	\$7,128	\$28,512	\$35,640
10	Mapping	\$2,000	\$8,000	\$10,000	\$342	\$1,368	\$1,710	\$0	\$0	\$0	\$19,480	\$77,920	\$97,400	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$3,808	\$4,760	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$600	\$2,400	\$3,000	\$52	\$208	\$260	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$600	\$2,400	\$3,000	\$160	\$640	\$800	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$4,000	\$16,000	\$20,000	\$100	\$400	\$500	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$52	\$208	\$260	\$0	\$0	\$0	\$2,498	\$9,992	\$12,490	\$2,550	\$10,200	\$12,750
7	Forecast of Future Travel Patterns	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$13,944	\$17,430	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$36,800	\$46,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th L RTP	\$300	\$1,200	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$4,480	\$5,600	\$1,420	\$5,680	\$7,100
10	Transit Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,760	\$7,040	\$8,800	\$1,760	\$7,040	\$8,800
11	Bicycle & Ped. Element of the L RTP	\$1,400	\$5,600	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$51,200	\$64,000	\$14,200	\$56,800	\$71,000
12	Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,000	\$4,000	\$5,000
14	Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$14,000	\$17,500	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$1,000	\$4,000	\$5,000	\$256	\$1,024	\$1,280	\$0	\$0	\$0	\$102,130	\$408,520	\$510,650	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$896	\$1,120
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$2,000	\$286	\$1,144	\$1,430	\$0	\$0	\$0	\$8,448	\$33,792	\$42,240	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan															
	TIP	\$300	\$1,200	\$1,500	\$488	\$1,952	\$2,440	\$0	\$0	\$0	\$11,320	\$45,280	\$56,600	\$12,108	\$48,432	\$60,540
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$160	\$640	\$800	\$0	\$0	\$0	\$2,692	\$10,768	\$13,460	\$2,852	\$11,408	\$14,260
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$486	\$1,944	\$2,430	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$13,486	\$53,944	\$67,430
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$96	\$384	\$480	\$0	\$0	\$0	\$1,089	\$4,356	\$5,445	\$1,185	\$4,740	\$5,925
3	Special Studies	\$0	\$0	\$0	\$954	\$3,816	\$4,770	\$5,000	\$20,000	\$25,000	\$81,300	\$325,200	\$406,500	\$87,254	\$349,016	\$436,270
4	Regional or Statewide Planning	\$351	\$1,403	\$1,754	\$0	\$0	\$0	\$8,800	\$35,200	\$44,000	\$5,085	\$20,340	\$25,425	\$14,236	\$56,943	\$71,179
III-E	Management & Operations															
1	Management & Operations	\$3,000	\$12,000	\$15,000	\$2,472	\$9,890	\$12,362	\$0	\$0	\$0	\$75,290	\$301,159	\$376,449	\$80,762	\$323,049	\$403,811
	Totals	\$17,351	\$69,403	\$86,754	\$6,634	\$26,538	\$33,172	\$13,800	\$55,200	\$69,000	\$473,459	\$1,893,835	\$2,367,294	\$511,244	\$2,044,976	\$2,556,220

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

**FHWA Planning Funds
MPO PL & STP-DA Total**

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	3,525	14,100	17,625	728	2,912	3,640	4,253	17,012	21,265
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
3	Street System Changes	0	0	0	0	0	0	0	0	0
4	Traffic Accidents	650	2,600	3,250	58	232	290	708	2,832	3,540
5	Transit System Data	0	0	0	0	0	0	0	0	0
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	12,064	48,256	60,320	12,064	48,256	60,320
7	Air Travel	0	0	0	400	1,600	2,000	400	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	0	0	0	7,128	28,512	35,640	7,128	28,512	35,640
10	Mapping	14,880	59,520	74,400	6,942	27,768	34,710	21,822	87,288	109,110
11	Central Area Parking Inventory	952	3,808	4,760	0	0	0	952	3,808	4,760
12	Bike & Ped. Facilities Inventory	1,000	4,000	5,000	652	2,608	3,260	1,652	6,608	8,260
13	Bike & Ped. Counts	10,000	40,000	50,000	760	3,040	3,800	10,760	43,040	53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	64	256	320	64	256	320
3	Travel Model Updates	63,356	253,424	316,780	0	0	0	63,356	253,424	316,780
4	Travel Surveys	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	17,100	68,400	85,500	17,100	68,400	85,500
6	Community Goals & Objectives	0	0	0	2,550	10,200	12,750	2,550	10,200	12,750
7	Forecast of Future Travel Patterns	3,486	13,944	17,430	600	2,400	3,000	4,086	16,344	20,430
8	Capacity Deficiency Analysis	9,200	36,800	46,000	600	2,400	3,000	9,800	39,200	49,000
9	Highway Element of th LRTP	1,120	4,480	5,600	300	1,200	1,500	1,420	5,680	7,100
10	Transit Element of the LRTP	1,760	7,040	8,800	0	0	0	1,760	7,040	8,800
11	Bicycle & Ped. Element of the LRTP	12,800	51,200	64,000	1,400	5,600	7,000	14,200	56,800	71,000
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	1,000	4,000	5,000	0	0	0	1,000	4,000	5,000
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	3,600	14,400	18,000	0	0	0	3,600	14,400	18,000
16	Financial Planning	2,500	10,000	12,500	2,000	8,000	10,000	4,500	18,000	22,500
17	Congestion Management Strategies	102,130	408,520	510,650	1,256	5,024	6,280	103,386	413,544	516,930
18	Air Qual. Planning/Conformity Anal.	0	0	0	3,378	13,512	16,890	3,378	13,512	16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	0	0	0	224	896	1,120	224	896	1,120
III-A	Planning Work Program									
	Planning Work Program	0	0	0	9,134	36,536	45,670	9,134	36,536	45,670
III-B	Transp. Improvement Plan									
	TIP	0	0	0	12,108	48,432	60,540	12,108	48,432	60,540
III-C	Cvl Rgts. Cmp./Otr .Reg. Req.									
1	Title VI	0	0	0	0	0	0	0	0	0
2	Environmental Justice	2,692	10,768	13,460	160	640	800	2,852	11,408	14,260
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	64	256	320	64	256	320
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
6	Public Involvement	13,000	52,000	65,000	486	1,944	2,430	13,486	53,944	67,430
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Plng.	1,089	4,356	5,445	96	384	480	1,185	4,740	5,925
3	Special Studies	76,300	305,200	381,500	10,954	43,816	54,770	87,254	349,016	436,270
4	Regional or Statewide Planning	13,885	55,540	69,425	351	1,403	1,754	14,236	56,943	71,179
III-E	Management & Operations									
1	Management & Operations	58,291	233,165	291,456	22,471	89,884	112,355	80,762	323,049	403,811
	Totals	397,216	1,588,865	1,986,081	114,028	456,111	570,139	511,244	2,044,976	2,556,220

TAC 4/13/2011 Attachment 6A

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

Perform automatic traffic counts and turning movement counts at specified locations. Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets. The MPO will continue traffic counts data collection at specific locations. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The MPO agencies will be responsible for obtaining counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count information, and location maps to the Lead Planning Agency (LPA). The Traffic count data will feed into the MPO Congestion Management Process (CMP), Triangle Regional Model (TRM) maintenance and update, MPO TELUDE GIS warehouse and Safety and Freight planning.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card, MPO MTIP ranking and project prioritization, etc. This task would include

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements

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

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2035 LRTP, the SE data for the 2035 LRTP update, land-use model

TAC 4/13/2011 Attachment 6A

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the first phase of GIS Automation/Integration and Management System.

Task II-A-7: Air Travel

The MPO will collect travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, and number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

Task II-A-9: Travel Time Studies

The MPO will conduct travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMS.

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMS, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS automation/integration will serve as a platform for maintaining and updating of data in GIS format.

Task II-A-11: Central Area Parking Inventory

The MPO will collect, inventory of on- and off- street parking facilities in the Central Business Districts (CBD), major generators and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand. Parking information collected will help in the calibration and maintenance of the travel model.

Task II-A-12: Bike & Pedestrian. Facilities Inventory

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the CMP. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan.

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

Task II-A-13: Bicycle and Pedestrian Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMS/Mobility Report Card. The proposed inventory will guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan

II-B: Long Range Transportation Plan Activities

Federal Law (as updated by SAFETEA_LU) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2040 LRTP air quality and the Comprehensive Transportation Plan as well as commence data collection for the 2010 model base year.

Task II-B-2: Collection of Network Data

The MPO will collect transportation network data necessary to build the 2011 base year TRM network. The proposed work activities will include collection of the following transportation network variables and attributes:

A-Highways: 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8). access control and driveway conditions; 9) land use and area type; and 10) facility type and functional classification.

B-Transit: 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

C-Bicycle and Pedestrian: 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity

Task II-B-3: Travel Model Updates

This task essentially involves the update and calibration and validation for the model to support the development of the 2040 LRTP. Update of the Triangle Regional Model (TRM) including improvements, enhancements and major updates. Proposed tasks include model sub-area enhancement, other improvements identified during the development of the 2035 LRTP, such capacities revision, parking enhancement, performance measures automation, peak hour highway and transit demand forecasts, non-motorized trip incorporation, etc. The MPO will continue work on the development of the Land-use/transportation model

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

integration and the non-motorized trip model. The MPO will carry out other tasks needed to support the Triangle Regional Model updates, including providing the MPO's share of the Service Bureau funding and 50% FTE.

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

The LPA will project base year demographic and socio-economic data-1 into plan horizon year and air quality intermediate years (LRTP horizon year is 2040 and intermediate years for air quality analyses are 2010, 2011, 2017, 2020 2025, 2030, 2035). Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning departments.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2040 Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. The expected work products will be adopted goals and objectives, and targets and policy framework for achieving goals.

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

MPO will generate travel demand forecasts for future years including the LRTP horizon and air quality intermediate years. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the 2040 LRTP and CMP. The analysis will be made to determine existing and existing-plus-committed deficiencies. Volume-to-capacity ration maps will be produced for the 2010 base year, E+C year, and other LRTP and CTP years. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand

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

The MPO will continue with the evaluation of highway elements of the Comprehensive Transportation Plan and the 2035 LRTP. Performance measures will be established for evaluating highway alternatives.

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

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

The MPO will continue with the evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

The MPO will continue the work of the Special Transit Advisory Commission related to the development of the regional transit plan. Specifically, the MPO will conduct planning and studies for highway capacity transit and circulator transit and other planning work necessary for the preparation of the FTA Small-Smart project. It is anticipated that this work will be accomplished with the help of consulting services.

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

The MPO will continue with the evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan. The MPO will solicit consulting help in the development of the MPO bicycle and pedestrian educational brochures and pamphlets as well as Durham County bike map.

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

The MPO will continue with the evaluation of Airport/air travel element of the 2035 LRTP, including inter-modal connection and access/ground transportation.

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

The MPO will continuation of the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

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

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/projections in the 2030 LRTP and refinement of cost estimates as necessary. The Lead Planning Agency (LPA) will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMS strategies and State of the Systems Report.

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

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Task II-C: Short Range Transit Planning

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

Task III-A: Planning Work Program

Administer the FY 2009-2010 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2010-2011 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2009-2010. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2009-2015 MTIP as needed. Commence work on the development of the 2011 – 2017 TIP Regional Priority List. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

Task III-C-4: Planning for the Elderly & Disabled

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of para-transit services.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Task III-D: Incidental Planning/Project Development

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

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

Task III-D-3 Special Studies

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include NC 54/I40 corridor and sub-area study, ITS deployment plan update and the continuation of the Farrington/Stagecoach Road study, MPO collector street plan, GIS warehouse and automation, MPO parking study, etc.

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2011-2012 Unified Planning Work Program**

Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, TTA, NCDOT, DENR, FHWA, FTA, EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint TAC meetings, TTA Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination.

Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the Comprehensive Transportation Plan.

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
6. Prepare and distribute TAC and TCC meeting agendas Attend TAC, TCC and other meetings associated with MPO planning activities.

DCHC MPO 5-Year Unified Planning Work Program July 1, 2011 to June 30, 2016

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory		Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2012 UPWP	Develop FY 2013 UPWP	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	Land-use Scenario analysis	Approval of the 2040 LRTP for AQ analysis and conformity	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP	Approval of the 2045 LRTP for AQ analysis and conformity
3.2	Deficiency Analysis	CTP components-Highway, transit, bicycle and pedestrian vision plans	Model Update for 2045 LRTP analysis	SE data collection and Forecasts for 2045 LRTP	CTP components-Highway, transit, bicycle and pedestrian vision plans
3.3	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process
3.4	Development of Preferred Option	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process
3.5		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	Land-use Scenario analysis	
3.6			2045 LRTP Visioning process	Financial analysis	
3.7		2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	
3.8					
3.9					
3.10					

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
4.3	2010 Census TAZ Delineation	Collection & development of 2013 networks			
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
4.5					
4.6					
4.7		2013 base year model calibration and validation			
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
5.2	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan	on-going implementation of the bike and pedestrian plans
5.3			On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness

DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.6	Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan		Develop Performance monitoring Plan		Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.		Identification and evaluation of strategies.		Identification and evaluation of strategies.
7.9	Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
7.10	Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination
	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP		TAC Approves 2015-2021 MTIP
	TAC Approves 2011-2017 MTIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2015-2021 STIP
	BOT Approves 2011-2017 STIP	Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	
		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT	
		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.	
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
	NC 54 Studies	Parking survey/Study	As Needed	As Needed	As needed

Appendices A

Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)

Agency Project Narratives

&

Funding Tables

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

City of Durham / LPA

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$3,525	\$14,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,525	\$0	\$14,100	\$17,625
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$650	\$2,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650	\$0	\$2,600	\$3,250
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$11,400	\$45,600	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400	\$0	\$45,600	\$57,000
	7 Air Travel	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
	10 Mapping	\$14,880	\$59,520	\$4,600	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$19,480	\$0	\$77,920	\$97,400
	11 Central Area Parking Inventory	\$952	\$3,808	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$0	\$3,808	\$4,760
	12 Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	13 Bike & Ped. Counts	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
II B	Long Range Transp. Plan														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$63,356	\$253,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$0	\$253,424	\$316,780
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000
	6 Community Goals & Objectives	\$0	\$0	\$2,498	\$9,992	\$0	\$0	\$0	\$0	\$0	\$0	\$2,498	\$0	\$9,992	\$12,490
	7 Forecast of Future Travel Patterns	\$3,486	\$13,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$0	\$13,944	\$17,430
	8 Capacity Deficiency Analysis	\$9,200	\$36,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$0	\$36,800	\$46,000
	9 Highway Element of th LRTP	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$0	\$4,480	\$5,600
	10 Transit Element of the LRTP	\$1,760	\$7,040	\$0	\$0	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$2,836	\$1,076	\$15,650	\$19,562
	11 Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$14,400	\$18,000
	16 Financial Planning	\$2,500	\$10,000	\$1,000	\$4,000	\$0	\$0	\$0	\$6,334	\$6,334	\$50,674	\$9,834	\$6,334	\$64,674	\$80,842
	17 Congestion Management Strategies	\$102,130	\$408,520	\$0	\$0	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$104,275	\$2,145	\$425,680	\$532,100
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$3,378	\$13,512	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$0	\$13,512	\$16,890
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$8,448	\$33,792	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$11,686	\$3,238	\$59,698	\$74,623
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$11,320	\$45,280	\$259	\$259	\$2,075	\$0	\$0	\$0	\$11,579	\$259	\$47,355	\$59,194
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$2,692	\$10,768	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$5,310	\$3,356	\$664	\$16,078	\$20,097
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$13,000	\$52,000	\$0	\$0	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$22,830	\$9,830	\$130,638	\$163,297
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,089	\$0	\$4,356	\$5,445
	3 Special Studies	\$71,300	\$285,200	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$81,300	\$0	\$325,200	\$406,500
	4 Regional or Statewide Planning	\$5,085	\$20,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,085	\$0	\$20,340	\$25,425
III-E	Management & Operations														
	1 Management & Operations	\$58,291	\$233,165	\$16,999	\$67,994	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$109,528	\$34,238	\$575,061	\$718,826
	Totals	\$383,416	\$1,533,665	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$551,173	\$77,714	\$2,515,547	\$3,144,434

TASK DESCRIPTIONS & NARRATIVES

FY 2011-2012 UPWP

Task II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized.

Task II-A-1: Traffic Volume Counts

The MPO will continue traffic counts data collection at specific locations. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The MPO agencies will be responsible for obtaining counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count information, and location maps to the Lead Planning Agency (LPA).

Traffic counts are vital and important in various studies, projects and model validation. NCDOT count program is insufficient and inadequate in meeting demands for counts. Thus the MPO count program which will augment NCDOT counts with the MPO ADT, TMC, classification and seasonal counts will provide timely data for various on-going and special emphasis projects and studies. The LPA plans to take approximately 120 traffic counts and 350 turning movement counts at locations that will be representative of the street system as a whole. The traffic volume counts will be at 15-minute intervals, bi-directional, and collected for a minimum of 48 hours so they can be used to determine peak hour spreading.

Objectives:

1. Maintain update and recent traffic counts within the MPO,
2. Have consistent traffic count for various MPO analyses, development reviews, studies and projects,
3. Maintain accurate count for monitoring traffic congestion and evaluating mitigation;
4. Maintain data to evaluate impact of season traffic around universities and other major generators;
5. Collect data for model validation
6. Collect count data for freight
7. Collect count to fed into MPO count program
8. To collect traffic counts and turning movements throughout the planning area; and,
9. To monitor traffic growth and provide continuous updates.

Previous Work:

1. 2009 traffic counts collected as part of the Surveillance of Change and studies (traffic, corridor, project planning, etc);
2. Turning movement counts 2009;

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

3. Screen line counts for the 2005 TRM update;
4. ADT counts, 2008-2009;
5. NCDOT triennial counts and ADT maps;
6. Updated the DCHC traffic count library by supplementing the NCDOT count locations in the region and performing traffic counts for communities on a limited request basis;
7. Update and maintain the DCHC traffic count database; and
8. Continue to expand the DCHC traffic count database to include the hourly breakdown of traffic counts.

Proposed Activities:

1. Collect 48-hour traffic count for surveillance of change;
2. Collect turning movement counts;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;
4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information which will assist in the development of adjustment factors and growth rates.

Products/Deliverables:

1. 2010-2011 ADT count, Turning Movement Counts (TMC) and classification counts
2. Summary reports of daily traffic count information for the MPO;
3. Compilation of peak period turning movement counts; and,
4. Seasonal adjustment factors and growth rates specific to the DCHC region.

Completion Date:

On-going/June 2011. Traffic counts for CMS will be conducted during fall of 2005 and spring of 2006. Seasonal counts will be conducted during the 1st, 2nd, 3rd, and 4th quarters

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

Tasks will largely be undertaken with interns and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is June 2011.

II-A-1 - Traffic Volume Counts							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 14,100	\$ 3,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,625

Funding Commitments from Other Entities:

The cost of bi-annual ADT counts within the MPO is borne by NCDOT. University of North Carolina (UNC) will provide traffic counts within the university.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Traffic accident data will be generated from NCDOT Traffic Engineering Accident Analysis System (TEAAS). Accidents information to be collected from TEAAS include but not limited to: number of accidents, accidents per capita, accident for ADT range, accidents and historic accidents, accidents at intersections, segments, citywide, countywide, etc. Data will be compared to previous years' results. This task will build from and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS), Safety Plan development, safety and security planning and the Mobility Report Card.

Objectives:

1. To improve safety criterion measure, analysis and evaluation for MTIP prioritization, SPOT and LRTP alternatives.
2. To monitor accident trends.
3. Reduce accidents and exposure to accidents
4. To improve the safety of the transportation system; and,
5. To integrate accident analysis into MPO planning activities.

Previous Work:

1. 2007 accident data.
2. Accident data for the NC 54/I40 Corridor Study
3. Accident data analysis for the Metropolitan Transportation Improvement Program (MTIP)
4. Accident data for CMS and Mobility Report Card.

Proposed Activities:

1. Collect traffic accident data from NCDOT's Traffic Engineering Accident;
2. Summarize accident data from Analysis System (TEAAS) program and municipal governments;
3. Prepare a summary and analysis of high accident locations;
4. Compare traffic accident data to previous years; and,
5. Integrate traffic accident analyses into other MPO planning activities.

Products/Deliverables:

1. Historic accidents tables and graphs
2. Summary reports of high accident locations; and,
3. Customized data and analysis information for other MPO planning activities.
4. Surveillance of Change report

**TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

Relationship to Other Plans and MPO Activities:

Traffic accident data will be used in the analysis for the Congestion Management System (CMS), Mobility Report Card, Regional Priority List ranking analysis and project level analyses. Accident information will be used in the MPO safety planning and congestion management process mitigation and monitoring.

Completion Date:

June 2012.

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

Tasks will be undertaken by LPA and municipal staff.

II-A-4 - Traffic Accidents							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 2,600	\$ 650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,250

Funding Commitments from Other Entities:

NCDOT maintains the TEAAS program that will be used in this task.

DRAFT 2

Task II-A-6: Dwelling Unit, Population, and Employment Change

LPA and municipal planning staff will maintain an inventory of dwelling units, population, and employment to determine needed changes in transportation services to meet current and projected demands. Staff will review new developments to assess impacts to the 2035 LRTP, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate building permit data, Census data (including American Community Survey and CTPP), local parcel, zoning, tax data records, and InfoUSA, Duns & Bradstreet and Employment Security Commission data as part of this monitoring task. The MPO will continue the first phase of the MPO Data Automation/Integration and Management System - GIS enterprise/warehouse development.

Objectives:

1. Check consistency between development proposal and socio-economic/ Demographic forecasts.
2. Maintain up-to-date socio-economic and demographic spatial data
3. Monitor development reviews and proposal consistent with the TAC directives and resolution.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

4. To monitor changes in dwelling units, population, and employment change; and,
5. To provide current data for MPO planning activities.

Previous Work:

Previous work includes but not limited to dwelling unit, population, development data and employment data gathering and monitoring. These pieces of data are integral to many planning and modeling activities.

Proposed Activities:

1. Review new developments and certificates of occupancy for dwelling unit, population, and employment changes;
2. Obtain data from the Census, InfoUSA, ESC, and local governments;
3. Compare changes to the socio-economic forecast; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

Products/Deliverables:

1. Summary reports of socio-economic data;
2. Updated socio-economic data for use in the Triangle Regional Model and other MPO planning activities; and,
3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

Dwelling unit, population, and employment change data will be used in the Triangle Regional Model. The Triangle Regional Model is used in many MPO planning activities including the Long Range Transportation Plan, the Congestion Management System and Mobility Report Card.

Completion Date:

Dwelling unit, population, and employment data will be compiled on a continual basis.

Proposed Level of Effort (Staff or Consulting):

Tasks will be undertaken by LPA and municipal staff.

II-A-6 - Dwelling Unit, Population & Employment Changes							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 45,600	\$ 11,400	\$ -	\$ -	\$ -	\$ 57,000

Funding Commitments from Other Entities: None.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Task II-A-7: Air Travel

The MPO will collect travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, and number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

II-A-7 - Air Travel							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,600	\$ 400	\$ -	\$ -	\$ -	\$ 2,000

Task II-A-9: Travel Time Studies

The MPO will conduct travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the Congestion Management Process (CMP).

II-A-9 - Travel Time Studies							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 28,000	\$ 7,000	\$ -	\$ -	\$ -	\$ 35,000

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMP, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS Automation/Integration will serve as a platform for maintaining and updating of data in GIS format.

Objectives:

1. To provide maps for use in various MPO planning activities; and,
2. To maintain updated geospatial information for transportation analyses.

Previous Work:

The LPA has prepared mapping for various MPO activities such as the 2035 LRTP, MTIP

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Regional Priority project Lists, 2009-15 MTIP, functional classification based on the 2000 Census, MPO urbanized area maps, MAB, etc.

Proposed Activities:

1. Collect updated geospatial information from local governments;
2. Integrate local government geospatial information into region-wide geospatial information;
3. Create files and maps containing MPO transportation information; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

Products/Deliverables:

1. Maps for various MPO planning activities;
2. Region-wide GIS files; and,
3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

GIS data will be used in many MPO activities such as the Triangle Regional Model, Long Range Transportation Plan, the Congestion Management System, and Mobility Report Card, Functional classification update, TIP Regional Priority List, MTIP development, NCDOT SPOT, MPO climate change/Greenhouse Gas emission planning, and other MPO transportation planning activities.

Completion Date:

GIS data will be compiled on a continual basis. Mapping will be completed as needed for various projects.

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

Tasks will be undertaken by LPA and municipal staff.

II-A-10 - Mapping							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 59,520	\$ 14,880	\$ 18,400	\$ 4,600	\$ -	\$ -	\$ -	\$ 97,400

Funding Commitments from Other Entities: None.

Task II-A-11: Central Area Parking Inventory

The MPO will inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities as part of the Congestion Management System and Mobility Report Card. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

monthly), average weekday costs and demand/occupancy. Parking information collected will help in the calibration and maintenance of the travel model.

Objectives:

1. To provide parking information for use in the Triangle Regional Model, Congestion Management Process.
2. Improvement ridership forecasting
3. Parking cost model to improve model mode choice model
4. Provide linkage between CBD parking and Travel Demand Management (TDM)

Previous Work:

2009 parking data collection at Durham and Chapel Hill Central Business Districts and MPO universities.

Proposed Activities:

1. Inventory on- and off-street parking facilities in the Central Business Districts and at universities; and,
2. Integrate and customize parking data for use in MPO planning activities and the Triangle Regional Model.

Products/Deliverables:

1. Database of parking facilities;
2. Region-wide GIS files containing parking data; and,
3. Reports on parking facilities for use in MPO planning activities.

DRAFT 2

Relationship to Other Plans and MPO Activities:

Parking data will be used in the Triangle Regional Model, the Congestion Management Process and Mobility Report Card.

Completion Date:

This is will be a continual effort as part of data surveillance of change, model improvements and validations and also as part of the required MPO CMP monitoring..

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

Tasks will be undertaken by LPA and municipal staff.

II-A-11 - Central Area Parking Inventory							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 3,808	\$ 952	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,760

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

TAC 4/13/2011 Attachment 6A

Funding Commitments from Other Entities:

City of Durham and Durham County.

Task II-A-12: Bicycle and Pedestrian Facilities Inventory

The MPO will conduct inventories of bicycle and pedestrian facilities as part of various regional planning activities. The proposed inventory will provide accurate inputs for the travel model update as well as help identify future bicycle and sidewalk project needs, guide bicycle and pedestrian improvement planning, and support specific bike and sidewalks projects. In addition, this work will help Lead Planning Agency staff when processing materials for state/federal grant applications and identifying facility improvement requests.

Objectives:

1. To collect information on existing and proposed bicycle and pedestrian facilities throughout the MPO area;
2. To monitor traffic growth and provide continuous updates on potential bicycle and pedestrian facilities;
3. To monitor NCDOT, MPO and local project work for opportunities for improvements to bicycle and pedestrian facilities, e.g. spot improvements, street resurfacings, etc.; and,
4. To ensure that bicycle and pedestrian facility implementation occurs in compliance with local, state and federal guidelines.

Previous Work:

1. Collected bicycle and pedestrian facility information for CMAQ, TE and STP-DA grant processes;
2. Collected bicycle and pedestrian facility information for planning studies, such as the Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility Study; and,
3. Coordinated with NCDOT and other agencies regarding potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Proposed Activities:

1. To collect digital images of various planned bicycle and pedestrian routes;
2. Collect bicycle and pedestrian facility information for CMAQ, TE and STP-DA grant processes;
3. Collect bicycle and pedestrian facility information for regional planning studies; and,
4. Coordinate with NCDOT and other agencies on potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Products/Deliverables:

Work products will include digital images, maps and other visual representations of facilities, as well as indirect products related to plans, communications, and project applications.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Relationship to Other Plans and MPO Activities:

The facility inventory will be used for regional planning efforts, grant application processes, and other regionally coordinated activities.

Completion Date:

Facility inventory to be conducted as needed on a year round basis.

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

Tasks will largely be undertaken by regular full-time staff, as needed throughout the year. MPO staff will provide project management and review work products, as related to various regional plans undertaken by the MPO.

II-A-12 - Bike and Pedestrian Facilities Inventory							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

Funding Commitments from Other Entities: None

DRAFT 2

Task II-A-13: Bike & Ped Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMP. The proposed inventory will guide bicycle and pedestrian improvement planning, and to support specific projects such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan updates.

Objectives:

1. To collect data on current bicycle and pedestrian facility use; and,
2. To monitor traffic growth and provide continuous updates on bicycle and pedestrian latent demand.

Previous Work:

Collected bicycle and pedestrian facility information for various local and regional projects and planning activities.

Proposed Activities:

1. Collect 48-hour traffic count as part of CMS and Mobility Report Card;
2. Collect turning movement counts as part of the CMS;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;

**TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information, which will assist in the development of adjustment factors and growth rates.

Products/Deliverables:

1. Summary reports of daily traffic count information for the MPO;
2. Compilation of peak period turning movement counts; and,
3. Seasonal adjustment factors and growth rates specific to the DCHC region.

Relationship to Other Plans and MPO Activities:

Bicycle and pedestrian count data to be used for model validation, model analysis, CMS, air quality analysis, etc.

Completion Date: On-going.

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

Tasks will largely be undertaken with temporary staffing. The LPA staff will oversee project, provide project management and review work products. Inventory and counts will be conducted when schools are in session. Anticipated completion date is June 2011.

II-A-13 - Bike and Pedestrian Counts							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000

Funding Commitments from Other Entities: None

Task II-B: Long Range Transportation Plan Activities

Federal Law (as updated by SAFETEA_LU) and USDOT’s Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO’s adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2035 LRTP air quality and the Comprehensive Transportation Plan as well as commence data collection for the 2010 model base year.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Task II-B-3: Travel Model Updates:

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCad. The LPA modeling staff will continue to work with the TRM Service Bureau at ITRE to ensure that MPO model objectives (link level validation, improved transit ridership forecasts, parking enhancement, improvement of the model sensitivity, enhancement of the model capability in addressing policy questions, etc) are met. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 model, validation of 2010 base year model, commencement of TRM V-6 model development, continuation of the land use model and non-motorized trip models. The MPO will carry out other tasks needed to support the Triangle Regional Model updates, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Objectives:

To ensure that DCHC MPO policymakers and the MPO member agencies have modeling tools at their disposal to support analysis of non-motorized (bicycling and walking) travel impacts of project and policy alternatives. In particular, the model should be sensitive to demographic and land use changes that might increase or decrease the number and location of non-motorized trips, as well as to other factors such as the impact of facility changes and improvements, pricing, university/CDB parking, freight, travel demand management programs, and other factors that have been demonstrated to have an effect on non-motorized travel.

Previous Work:

1. 2002 model calibration and validation
2. Model support for the 2035 LRTP
3. 2005 model update TRM V-4
4. A framework for identifying non-motorized travel has been part of the Triangle Regional Model since its inception; and,
5. The recent model update commissioned by TTA for its New Starts application, and currently being built into the Triangle Regional Model includes trip generation improvements that relate the propensity for non-motorized trips to demographic and land use characteristics.

Proposed Activities:

1. Model development for TRM version 6
2. Incorporation of non-motorized trip model and greater parking sensitivity in the model;
3. Develop a non-motorized trip destination component to complement the work already undertaken on trip generation in time for use in the 2040 LRTP analyses;
4. Develop a work program for the TRM version 6 model development;
5. Model support for the 2040 LRTP;
6. Implement the TRM improvements and travel enhancements, including model implementation parking and park-n-ride components;

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

7. Continuation of the Urbanism land use model development.
8. Work on the 2005 TRM update and validation.
9. Work on the model work associated with the regional transit initiatives
10. MPO model enhancements – sub-area analysis, select analysis, LRTP and air quality interface and scripts
11. Performance measures, sensitivity testing and elasticity for 2040 LRTP alternative analysis and NEPA/project development.

Products/Deliverables:

1. Non-motorized modeling extensions for the trip generation and trip distribution steps in the TRM for use in LRTP alternative analysis
2. Additional non-motorized modeling extensions as part of the TRM Major Model Update. These extensions may entail internal modifications to the TRM, as well as new data requirements.
3. MPO model enhancement: sub-area analysis capability, select link analysis, user interface and scripts for LRTP and air quality.
4. Validation of the 2010 model update to be used in the LRTP, CTP and other technical analyses.
5. Statistical analysis of survey results and the development of the major model update intermediate specification and parameters.
6. Performance measures scripts for 2040 alternative analysis and land-use scenario planning.

Relationship to Other Plans and MPO Activities:

Modeling supports various regional and MPO activities such LRTP, MTIP, NEPA/ environmental analyses, project traffic forecasts. Development of model extensions is essential to the development of the LRTP, Air Quality Conformity Determination, and in various special studies.

Completion Date:

1. Non-motorized modeling extensions will be complete along with the TRM update; and,
2. TRM calibration and validation will be done fall of 2010 but improvements and updates will be continual effort.
3. TRM version 6 efforts will commence but calibration and validation work will continue through subsequent years.

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

Work will done largely by MPO modeling staff, TRM Service Bureau and consulting/temporary staffing. Consultants are retained by DCHC MPO for assistance in the development of the non-motorized model components, MPO model enhancements and land use model.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

II-B-3 - Travel Model Updates							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 253,424	\$ 63,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 316,780

Funding Commitments from Other Entities:

CAMPO, NCDOT and TTA are participants of the Triangle Regional Model development, update and maintenance. Each participant is contributing funds for the model Service Bureau functions as well as funds for the TRM update.

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

The LPA will project base year demographic and socio-economic data-1 into plan horizon year and air quality intermediate years (LRTP horizon year is 2040 and intermediate years for air quality analyses are 2010, 2011, 2017, 2020 2025, 2030, 2035). Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning departments.

Objectives:

1. To develop regionally consistent forecasts of future year socio-economic data.
2. Develop future forecast for population, dwelling units, households, income, vehicle ownership, university beds, counts, etc

Previous Work:

1. Work has been ongoing by LPA staff, staff at DCHC MPO member agencies, and others throughout 2008-2009 to develop a consistent regional methodology for constructing future year land use and socio-economic forecasts; and,
2. Preliminary forecasts were finalized in early summer 2007

Proposed Activities:

1. Continue to work with LPA partners to collect future land use information and to develop and check future year forecasts;
2. Acquire benchmark data for evaluating correctness of future year forecasts, and perform the evaluation;
3. Develop maps, tables and other presentation materials for review of the forecasts by elected officials and the public in local jurisdictions and also at the MPO level; and,
4. Coordinate public review of the future year forecasts and seek formal adoption of the forecasts by the DCHC MPO TAC.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Products/Deliverables:

1. Forecasts of land use and socio-economic data for use in the 2040 LRTP; and,
2. Presentation materials based on those forecasts for public review.

Relationship to Other Plans and MPO Activities:

1. Future year forecasts are an essential element in preparing analyses of alternatives for the 2040 LRTP and for all land use and transportation modeling activities.

Completion Date:

1. Forecasts for use in developing the 2040 LRTP are anticipated to be adopted by the TAC in fall 2010 or spring of 2011.

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

Work will largely be accomplished by the lead Planning Agency (LPA) MPO technical staff and temporary help.

II-B-5 - Forecast of Data to Horizon Year							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 52,000	\$ 13,000	\$ -	\$ -	\$ -	\$ 65,000

Funding Commitments from Other Entities:

Parallel efforts are underway in CAMPO, and joint staff work has been undertaken to ensure consistency of results. However each MPO is funding its own work.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2040 Long range Transportation Plan (LRTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. In addition, the MPO will establish performance targets that will likely be related to mobility, transit use, TDM use, air quality, financial and economic concerns, environmental justice, and land use. The expected work products will be adopted goals and objectives and targets, and a policy framework for achieving the goals.

Objectives:

1. To develop updated set of Goals/Objectives and measures, and targets; and,
2. To involve citizens in a visioning process help update the Goals and Objectives, and targets.
3. Develop policy statements for the LRTP and CTP

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

4. Develop measures for measuring how goals, objectives and targets are met.

Previous Work:

1. Goals and Objectives and targets in 2035 LRTP; and,
2. List of citizens and leaders who might be interested in participating in the process to update the Goals and Objectives and targets.

Proposed Activities:

1. Conduct public workshops to complete citizen visioning process;
2. Develop community visions
3. Re-evaluate Goals, Objectives and Targets and develop draft goals, objectives, measures and targets
4. Conduct public workshops, meetings and hearing to receive input on proposed Goals and Objectives and targets; and,
5. Recommend and adopt Goals and Objectives, measures and targets.

Products/Deliverables:

1. Citizen transportation vision; and,
2. Updated Goals and Objectives and targets.

Relationship to Other Plans and MPO Activities:

Updating the Goals and Objectives and targets will be the first public step in developing the 2040 LRTP. Goals, objectives and targets will guide other MPO planning processes such as CMP, JARC/New Freedom, MTIP, TDM, CMAQ, etc.

Completion Date:

The citizen vision process will begin fall 2010, and the update Goals and Objectives and targets will be adopted winter 2010/2011.

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

LPA and local government staff will manage and implement the process to complete a citizen vision and update the Goals and Objectives and targets.

II-B-6 - Community Goals & Objectives							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 9,992	\$ 2,498	\$ -	\$ -	\$ -	\$ 12,490

Funding Commitments from Other Entities: None.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

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

MPO will generate travel demand forecasts for future years including the LRTP horizon and air quality intermediate years. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted. Essentially, this task encompasses application of the Triangle Regional Model and other modeling tools to forecast future travel patterns (distribution of trips, volume of travel, vehicle miles traveled, levels of congestion, etc.).

Objectives:

1. Produce model runs as required to support the MPO planning process and development of the Long Range Transportation Plan.

Previous Work:

1. Travel demand forecasts for the 2040 LRTP and air quality conformity determination.
2. Travel demand forecasts for various project level analyses; NEPA, transit forecasting, etc.

Proposed Activities:

1. Run Triangle Regional Model and other modeling tools to develop future year forecasts (summary tables, maps, etc.):
 - a. Run model to evaluate performance and suitability of model to be delivered by TRM Service Bureau;
 - b. Develop future year model setups as required for Long Range Transportation Plan alternative analysis, Air Quality Conformity and other needs; and,
 - c. Run model for LRTP alternative analysis.

Products/Deliverables:

1. Confirmation of suitability of Triangle Regional Model for LRTP Analysis; and,
2. Long Range Transportation Plan Alternative Analysis (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

The specific proposed activities in this UPWP will be completed during FY 2011-2012.

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

Work on this project will be completed by LPA modeling staff.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

II-B-7 - Forecast of Future Travel Paterns							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 13,944	\$ 3,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,430

Funding Commitments from Other Entities: None.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the 2040 LRTP, CTP and CMS. The analysis will be made to determine existing and existing-plus-committed deficiencies. Volume-to-capacity ration maps will be produced for the 2010 base year, E+C year, and other LRTP and CTP years. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand.

Objectives:

Produce model setups and output runs as required evaluating deficiencies in the existing transportation system in the DCHC MPO planning area.

Previous Work:

1. Deficiency analyses for the 2035 LRTP
2. Capacity deficiencies for the CMS, Mobility Report Card and other technical studies.

Proposed Activities:

Run Triangle Regional Model and other modeling tools to develop forecasts of travel efficiencies (summary tables, maps, etc.):

1. Develop model setups as required for deficiency analysis (existing committed network with future year socio-economic data); and,
2. Run model for and prepare output files

Products/Deliverables:

1. Long Range Transportation Plan Deficiency Analysis reports, maps and performance indicators by region, MPO area, county, district, etc (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

The specific proposed activities in this UPWP will be completed during FY 2011-2012

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

Work on this project will be completed by LPA staff.

II-B- 8 - Capacity Deficiency Analysis							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 36,800	\$ 9,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000

Funding Commitments from Other Entities: None.

Task II-B-9: Highway Element of LRTP and CTP

The MPO will begin evaluation of highway elements of the Comprehensive Transportation Plan. Performance measures will be established for evaluating highway alternatives. An extensive roster of highway projects will be identified based on the current 2030 LRTP, congestion management system, travel demand forecast and capacity deficiency analysis. Different combinations of these projects will produce a variety of highway alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit, etc. The highway element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of highway projects based on travel demand and deficiencies;
2. To develop a series of highway alternatives (i.e., set of highway projects with a distinct objective); and,
3. To develop key data for each highway project such as capacity, length, alignment, cost, implementation year, etc.

Previous Work:

1. 2030 and 2035 LRTPs;
2. Congestion Management System/Mobility Report Card;
3. Triangle Regional Model;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

1. Establish evaluation criteria;
2. Develop key data for highway projects;
3. Re-evaluation of 2035 highway element
4. Generate highway projects and alternatives;
5. Evaluate highway projects and alternatives; and,
6. TAC comments on alternatives.

Products/Deliverables:

1. Preferred highway element option; and,
2. Key data for highway projects

Relationship to Other Plans and MPO Activities:

Before the highway element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, the Congestion Management System and 2035 LRTP will be important input to this task.

Completion Date:

Analysis associated with the highway elements of LRTP and CTP will commence in 2010.

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

LPA and local government staff will manage and implement the highway element of the LRTP and CTP.

II-B-9 - Highway Element of the LRTP							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,480	\$ 1,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,600

Funding Commitments from Other Entities: None.

Task II-B-10: Transit Element of LRTP and CTP

The MPO will begin evaluation of transit elements of the Comprehensive Transportation Plan and the 2040 LRTP. Transit evaluate will include fixed-route bus service, fixed-guide way transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives. An extensive roster of transit routes, projects and services will be identified based on the current 2035 LRTP, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

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

Previous Work:

1. 2030 and 2035 LRTPs;
2. Feasibility studies (regional transit plans , STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, Chapel Hill Transit Master Plan, etc);
3. Transit 5-year TDP and master plans;
4. Travel demand forecast; and,
5. Capacity deficiency analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for transit services;
3. Generate transit projects and alternatives;
4. Evaluate transit projects and alternatives; and,
5. TAC comments on alternatives.

Products/Deliverables:

1. Preferred transit element option; and,
2. Key data for transit projects.

Relationship to Other Plans and MPO Activities:

Before the transit element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the Congestion Management System and 2035 LRTP will be important input to this task.

Completion Date:

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Analysis and studies associated with the transit elements of the LRTP and CTP will commence in fall of 2011.

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

LPA and local government staff will manage and implement the transit element of the LRTP and CTP.

II-B-10 - Transit Element of the LRTP							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 7,040	\$ 1,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800

Funding Commitments from Other Entities: None.

Task II-B-11: Bicycle and Pedestrian Element of the LRTP and CTP

The MPO will begin evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2040 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the update of the Regional Bicycle plan, Durham Comprehensive Bicycle Plan and Durham Pedestrian Plan.

Objectives:

1. Update the LRTP Bicycle and Pedestrian elements, project descriptions and cost information;
2. Collect public input on bicycle and pedestrian facilities and programs to be included in the LRTP;
3. Update the LRTP ancillary planning and program information.
4. Coordinate existing local and regional plans and projects with LRTP bicycle and pedestrian element;
5. Update LRTP Bicycle and Pedestrian Element maps; and,
6. Work with local communities on Regional Priority Lists, in order to implement LRTP Bicycle and Pedestrian elements through the TIP.

Previous Work:

1. Preparation of the Bicycle and Pedestrian elements of the 2035 LRTP.
2. Durham Comprehensive Bicycle Plan
3. Durham Comprehensive Pedestrian Plan
4. Carrboro Bicycle plan
5. Chapel Hill bike and pedestrian plan

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Proposed Activities:

1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the LRTP;
2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian demand analysis;
4. Coordinate planning activities between local and regional agencies for bicycle, and pedestrian, trail/greenway and TDM initiatives.

Products/Deliverables:

Bicycle and Pedestrian elements of the LRTP and CTP will include project descriptions and demand analysis, assessment of need, maps of regional projects, etc.

Relationship to Other Plans and MPO Activities:

Planning activities for the LRTP Bicycle and Pedestrian Element should be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO.

Completion Date:

Continuous – on-going.

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

Tasks will largely be undertaken by LPA staff along with MPO member agencies

II-B-11 - Bicycle & Pedestrian Element of the LRTP							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 51,200	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,000

Funding Commitments from Other Entities: None

Task II-B-13: Collector Street Plan of LRTP

Work will continue on the update and implementation of the MPO-wide Collector Street Plan and circulation study and the Southwest Durham/Northeast Chapel Hill Collector Street Plan. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

Objectives:

1. To create an efficient and effective transportation network, especially that part of the

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

TAC 4/13/2011 Attachment 6A

network not addressed in the MPO's long-range transportation plan;

2. To develop criteria for delineating function classification and facility classification
3. To develop a plan that the development community, planners and citizens can easily understand and use for creating this ideal transportation network; and,
4. To ensure coordination of the collector street network among the various jurisdictions and transportation plans in the MPO planning area.

Previous Work:

1. Southwest Durham/Southeast Chapel Hill Collector Street Plan;
2. Wake-Durham Comprehensive Street System Plan;
3. Center of the Region Enterprise (CORE) Collector Street Plan;
4. Southwest Durham Collector Street Plan;
5. Farrington/Stagecoach Rd Corridor Study
6. GIS map layers for street networks, parcels, land use, and environmental features; and,
7. 2030 and 2035 Long Range Transportation Plans.

Proposed Activities:

1. Update criteria for functional classification and facility classification;
2. Collect GIS data layers and produce maps of existing conditions;
3. Conduct series of three workshops in five different geographic areas;
4. Update collector street networks strategies and maps; and,
5. Implement collector street and neighborhood traffic circulation strategies.

Products/Deliverables:

1. Map of collector street network; and,
2. Updated Collector Street reports that includes existing conditions maps, factors considered in developing collector street network, proposed collector street network, and street design considerations.
3. Functional classification and facility classification
4. Traffic circulation strategies

Relationship to Other Plans and MPO Activities

The process and product of the MPO-wide collector street plan will be based on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. It will be coordinated with the any updates of the CORE and Wake/Durham collector street plans, and the will complement the arterial street network envisioned in the CTP, model networks, CMP networks and 2040 LRTP.

Completion Date:

During the 2010-11 UPWP planning period.

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

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

MPO staff will conduct most of the tasks for this project, and a private consultant will assist with some technical tasks.

II-B-13 - Collector Street Element of the LRTP							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

Funding Commitments from Other Entities: None.

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

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and integrating freight into MPO planning process.

Objectives:

1. To include freight movement data is included in the Triangle Regional Model (TRM); and,
2. To include freight movement data in the project evaluation phase of the 2040 LRTP.
3. Development of a Freight plan, including stakeholder involvement
4. Integration freights and urban goods movement into MPO planning process.

Previous Work:

1. 2030 and 2035 LRTP freight planning; and,
2. Triangle Regional Model commercial vehicles sub-model.

Proposed Activities:

1. Gather Triangle Region freight movement data;
2. Incorporate the freight movement data into the Triangle Regional Model; and
3. Incorporate the freight movement data and planning into the 2040 LRTP development process.

Products/Deliverables:

1. Freight movement level in Triangle Regional Model (TRM); and,
2. Highway alternatives in 2040 LRTP development process that consider the needs of freight movement.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Relationship to Other Plans and MPO Activities

This task will be coordinated with the Triangle Regional Model (TRM) and be input data into the 2040 LRTP development.

Completion Date:

On-going, preparatory work and stakeholder involvement plan to be completed in summer 2011.

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

LPA staff will complete these tasks.

II-B-15 - Frieght Movement/Mobility Planning							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 14,400	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000

Funding Commitments from Other Entities:

Much of this task will be coordinated with the North Carolina Department of Transportation (NCDOT), RDU and freight and logistics companies

DRAFT 2

Task II-B-16: Financial Planning

The MPO will examine financial options for funding proposed transportation projects and programs on an as-needed basis. These tasks will include reviewing the financial planning assumptions/projections in the 2035 LRTP to refine cost estimates, and providing support regional efforts geared toward identifying new and alternative funding sources.

Objectives:

1. To ensure that sound financial information is available for project evaluation; and,
2. To support efforts to identify new transportation funding sources

Previous Work:

1. 2030 and 2035 LRTP financial plan and revenue forecasting
2. STAC financial analysis;
3. FY 2009-2015 TIP; and,
4. Various local plans for roadways, transit, bicycles, pedestrian facilities, and Intelligent Transportation Systems (ITS).

Proposed Activities:

1. Refine project costs estimates, as needed;

TASK DESCRIPTIONS & NARRATIVES FY 2011-2012 UPWP

2. Coordinate and support regional efforts to identify new transportation sources such as the joint TAC finance committee meeting for DCHC/CAMPO, mayors' meetings, North
3. Carolina Metropolitan Coalition (League of Municipalities), and Regional Transportation Alliance; and,
4. Investigate technical aspects of potential funding sources such as taxing strategies, impact fees and private/public partnerships.

Products/Deliverables:

1. Update of LRTP financial assumption and financial plan;
2. Update of LRTP costs and revenue; and,
3. Development of local revenue options and non-traditional revenue mechanism.

Relationship to Other Plans and MPO Activities

The success in identifying new or modified funding sources will directly affect the 2040 LRTP.

Completion Date:

These tasks will be ongoing.

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

MPO LPA staff along with regional technical agencies will complete these tasks.

II-B-16 - Financial Planning							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 10,000	\$ 2,500	\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ 17,500

Funding Commitments from Other Entities: None.

Task II-B-17: Congestion Management System

The MPO plans to develop and implement a Congestion Management Process (CMP) to address the growing traffic congestion in the region. Besides being a sensible practice, the CMP is a federal transportation planning requirement under the provisions of 23 U.S.C. and 23 CFR. The CMP will identify areas of traffic congestion, investigate the causes of congestion, evaluate alternatives for alleviating congestion, identify strategies for the implementation of those alternatives, and assess financial and economic impacts of those strategies. The Town of Chapel Hill and the Town of Carrboro have already completed several Mobility Report Cards, which contain much of the traffic data and congestion identification inherent in a CMS. The most recent Mobility Report Cards for these towns have been integrated into the MPO CMP.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

This task also includes management, operation and administration of the of the MPO TDM programs.

Objectives:

1. Update MPO CMP, including CMP work plan, strategies, congestion mitigation measures and monitoring system
2. Implementation and monitoring of TDM program and MPO TDM hot spots
3. Development of a multi MPO modal Congestion Plan
4. Linkage of CMP with LRTP; and,
5. Linkage of CMS with operation and MTIP prioritization.

Previous Work:

1. DCHC MPO Congestion Management System Report;
2. Town of Chapel Hill Mobility Report Card;
3. Town of Carrboro Mobility Report Card;
4. Turning movement counts (i.e., intersection traffic counts);
5. ADT counts (traffic volume counts);
6. Screen line counts for the TRM;
7. AADT counts from NCDOT (traffic volume counts);
8. Bicycle counts from bicycle plans;
9. Pedestrian counts from pedestrian plans; and,
10. Transit ridership data from transit operators.

Proposed Activities:

Develop performance measures for evaluating congestion that are appropriate for the MPO;

Collect data and apply models to identify causes and locations of traffic bottlenecks (data will include different modes);

Provide a central database and a graphical user-interface to allow for area- facility-based and intersection-based congestion mitigation planning;

Define Transportation Improvement Projects (TIP) and other projects to mitigate the congestion, and their implementation priorities; and,

Document the study results in a State of the Systems report.

Products/Deliverables:

1. MPO CMP work plan as required by federal regulations
2. MPO CMP Plan
3. CMP state of System report
4. Reports for system components, including performance measures, congestion definition, transportation data and congestion identification, proposed congestion mitigation measures and policies, and a State of the System Report; and,

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

5. Database and user interface.

Relationship to Other Plans and MPO Activities

The MPO CMP will be linked to the CMAQ project selection, STP-DA and TIP project prioritization, the Triangle Regional Model (TRM) and several tasks that support the Surveillance of Change.

Completion Date:

Pre- data collection tasks will occur in the summer 2010. Traffic and other modal counts for CMP will be conducted during fall 2010 and spring 2011. The complete system and report will be finished by fall of 2011.

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

Tasks will largely be undertaken by LPA staff with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products done by MPO agencies. Traffic counts will be conducted when schools are in session.

II-B-17 - Congestion Management Strategies							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 408,520	\$ 102,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 510,650

Funding Commitments from Other Entities: None.

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

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (e.g., LRTP and MTIP) conform to air quality standards and the intent of the State Implementation Plan (SIP). The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the Statewide Interagency Consultation Meetings, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Objectives:

1. To ensure that the plans, programs and projects in the DCHC MPO meet air quality conformity standards; and,
2. To ensure that partner agencies, which affect an air quality conformity lapse in the DCHC MPO planning area, meet air quality conformity standards.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Previous Work:

1. 2030 LRTP;
2. FY 2006-2007 TIP;
3. Triangle Regional Model (TRM) and TRM updates; and,
4. TRM data such as VMT and speeds for each analysis year.

Proposed Activities:

1. Participate in State Interagency Consultation Meetings to make decisions on schedule, model version use, analysis years, potential SIP revisions, MOBILE6.2 modeling parameters, etc.; and,
2. Coordinate State Interagency Consultation Meetings requirements with MPO activities such as TRM enhancements, FY 2007-2013 TIP, Socio-economic data update for 2035 LRTP.

Products/Deliverables:

1. State Interagency Consultation Meetings policy that considers needs of DCHC MPO; and,
2. Air quality conformity coordination with State Interagency Consultation Meetings, CAMPO, NCDOT, etc.

Relationship to Other Plans and MPO Activities

Coordination between the State Interagency Consultation Meetings policies and the needs of the DCHC MPO's 2035 LRTP and FY 2007-2013 TIP are critical for ensuring air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

Staff effort – 176 person hours.

II-B-18 - Air Quality Planning/Conformity Analysis							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 13,512	\$ 3,378	\$ -	\$ -	\$ -	\$ 16,890

Funding Commitments from Other Entities:

Air quality inter agencies – CAMPO, NCDOT, DENR-DAQ and EPA – contribute staff hours to the air SIP development and air quality non- attainment demonstration.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Task III-A: Planning Work Program

This task will be to administer the FY 2011-2012 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2012-2013 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2011-2012. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Objectives:

1. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for FY 2011-2012;
2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines; and,
3. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2010-11 UPWP; and,
2. Amendment of the UPWP as requested by member agencies.
3. Prepare quality invoices and reports
4. Prepare annual report
5. Prepare financial and audit management

Proposed Activities:

1. Review and amend relevant portions of the UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives;
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development and public involvement process; and,
3. Amend the UPWP, as needed (the amendment process commonly occurs in January/February of each year).

Products/Deliverables:

1. Prepare quality invoices and reports
2. Prepare financial and audit management
3. Management and operation and Administration of the 3C process
4. Amendments to the FY 2011-2012 UPWP, as needed; and,
5. Development of the FY 2012-2013 UPWP.

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Relationship to Other Plans and MPO Activities

The UPWP funds the MPO’s planning activities, including many critical programs such as the long-range transportation plan, Transportation Improvement Program (TIP) and air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

III-A-1 - Planning Work Program							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 33,792	\$ 8,448	\$ -	\$ -	\$ -	\$ 42,240

Funding Commitments from Other Entities:

The Towns of Chapel Hill and Carrboro are proposing funding for UPWP task item.

DRAFT 2

Task III-B-Transportation Improvement Program

The LPA will perform tasks associated with the amendment of the FY 2006-2012 MTIP. The LPA staff will continue to develop FY 2007 – 2013 MTIP. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2025 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Objectives:

1. To develop and adopt the FY 2009-2015 MTIP to support MPO goals; and,
2. To appropriately amend the FY 2009-2015 MTIP, as needed.

Previous Work:

1. FY 2007-2013 MTIP; and,
2. FY 2007-2013 MTIP Regional Priority Project List

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

Proposed Activities:

1. Continue monitoring of ARRA- Stimulus projects
2. Reporting and oversight of Stimulus projects
3. Project selection and management of any new Stimulus projects
4. Draft FY 2011-2021 MTIP;
5. Develop MPO SPOT project priorities
6. Develop Regional Project Priorities
7. Conduct public involvement activities for Draft FY 2011-2021 MTIP;
8. Analyze Draft FY 2011-2021 State Transportation Improvement Program (STIP) and develop support documents for negotiations);
9. Negotiate MTIP and STIP project reconciliation with NCDOT; and,
10. Adopt FY 2011-2021 MTIP.

Products/Deliverables:

1. Draft FY 2011-2021 MTIP and full report (including financial and project analysis);
2. Flagged Issues;
3. Meetings with NCDOT (and meeting materials); and,
4. Adopted FY 2011-2011 MTIP.

Relationship to Other Plans and MPO Activities

The MTIP Regional Project Priority List will provide information for the development of the MTIP, STIP and SPOT.

DRAFT 2

Completion Date:

On-going.

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

MPO staff will complete these tasks.

III-B-1 - Transportation Improvement Plan							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 45,280	\$ 11,320	\$ -	\$ -	\$ -	\$ 56,600

Funding Commitments from Other Entities: None

Task III-C-2: Environmental Justice

In accordance with Federal Action (Executive Order 12898), the MPO will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice:

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

1. Ensure adequate public involvement of low-income and minority groups in decision-making;
2. Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and
3. Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO.

Objectives:

To ensure that minority and low-income communities are:

1. Not adversely affected by transportation projects and policies;
2. Treated equitably in the provision of transportation services and projects; and
3. Provided full opportunity for participation in MPO transportation planning and decision-making process.

Previous Work:

1. Demographic profiles based on 2000 Census
2. Maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.

Proposed Activities:

1. Develop MPO Environmental Justice Plan, including establishment of an Environmental Justice Advisory Board;
2. Update demographic profiles based on 2010 Census and MPO 2010 base year data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas;
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process;
4. Define target areas through the use of Census Block Group data from the 2000 Census;
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes;
6. Review existing public outreach and involvement plan;
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular; and,
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area.

Products/Deliverables:

1. Updated maps utilizing information from the 2010 Census and 2010 base year data;
2. Increased involvement of low-income and minority populations in the transportation

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

- planning process;
3. Technical assistance memoranda, reports, and workshops as needed;
 4. Protocol for responding to issues and concerns regarding Environmental Justice; and,
 5. MPO Environmental Justice plan.

Relationship to Other Plans and MPO Activities:

All MPO planning activities involving public outreach will be affected by the recommendations of this plan – including the public involvement for the East End Connector and Alston Avenue environment analyses. Project selection and evaluation for the Long Range Transportation Plan will include an environmental justice component. The Environmental Justice Advisory Board will be consulted on various MPO planning activities.

Completion Date:

Environmental justice activities will be on-going.

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

Tasks will be undertaken by LPA staff.

III-C-2 - Environmental Justice							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 10,768	\$ 2,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,460

Funding Commitments from Other Entities: None.

Task III-C-6: Public Involvement

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

Objectives:

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

Previous Work:

1. MPO Public Involvement Process;
2. MPO website;

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

3. Newsletters;
4. Stakeholder address database; and,
5. Newspaper advertisements.

Proposed Activities:

1. Refine the current Public Involvement Process as needed;
2. Apply the Public Involvement Process to transportation programs and tasks; and,
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Products/Deliverables:

1. Update and maintenance of website;
2. Update and maintenance of mailing list database;
3. Quarterly MPO newsletters, and project specific newsletters; and,
4. Support of Citizen Advisory Committee

Relationship to Other Plans and MPO Activities:

Public involvement is essential to all MPO planning activities. The Public Involvement Process should inform and guide all outreach initiatives.

Completion Date:

Public involvement will occur on a continual basis. The website emails, and mailings will occur regularly throughout the year.

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

Tasks will be undertaken by LPA and municipal staff.

III-C-6 - Public Involvement							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 52,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000

Funding Commitments from Other Entities: None.

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

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will be involved in the East End Connector NEPA process including taking the lead in

CITY OF DURHAM/LPA
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP

the public involvement process. The MPO will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process.

Objectives:

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

Previous Work:

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

Proposed Activities:

Regular participation at project scoping, environmental study and public meetings, especially those conducted by the NCDOT;
 Review and comment on project scoping and environmental documents;
 LPA participation in NEPA process for the East End Connector; and,
 LPA leadership in the public involvement process for the East End Connector.

Products/Deliverables:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

These activities are provided as needed.

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

Tasks will be undertaken by LPA and municipal staff.

III-D-2 - Environmental Analysis & Pre-TIP Planning							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,356	\$ 1,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,445

Funding Commitments from Other Entities: None.

TASK DESCRIPTIONS & NARRATIVES FY 2011-2012 UPWP

Task III-D-3: Special Studies

The MPO will be engaged in wide range of studies which will be conducted to meet the transportation planning needs of the area. These studies are expected to include but not limited to the following: Continuation of the NC 54/I-40 Corridor Study, CommunityViz Scenario Planning Initiative, UrbanSim, TELUDE, Hillsborough Downtown Study, Carrboro Downtown Traffic Circulation Study/Main Street Road Diet, Non-motorized trip modeling enhancement and regional transit initiatives, etc.

III- D- 3 - Special Studies							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 285,200	\$ 71,300	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 406,500

Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, TTA, NCDOT, DENR, FHWA, FTA, EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint TAC meetings, TTA Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination. Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the Comprehensive Transportation Plan.

III-D-4 - Regional or Statewide Planning							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 20,340	\$ 5,085	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,425

Task III-E-1: Management and Operations

III-E-1 - Management and Operations							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 233,165	\$ 58,291	\$ 67,994	\$ 16,999	\$ -	\$ -	\$ -	\$ 376,449

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II-A	Surveillance of Change														
1	Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$2,000	\$8,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$5,000	\$3,000	\$32,000	\$40,000
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
13	Bike & Ped. Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
II-B	Long Range Transp. Plan														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$4,000	\$16,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$5,000	\$1,000	\$24,000	\$30,000
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
7	Forecast of Future Travel Patterns	\$0	\$0	\$600	\$2,400	\$300	\$300	\$2,400	\$0	\$0	\$0	\$900	\$300	\$4,800	\$6,000
8	Capacity Deficiency Analysis	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
9	Highway Element of th LRTP	\$0	\$0	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
11	Bicycle & Ped. Element of the LRT	\$0	\$0	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
12	Airport/Air Travel Element of LRT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$1,000	\$4,000	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$3,300	\$2,300	\$22,400	\$28,000
17	Congestion Management Strategies	\$0	\$0	\$1,000	\$4,000	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,500	\$500	\$8,000	\$10,000
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning														
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,600	\$1,200	\$11,200	\$14,000
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$300	\$1,200	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,400	\$2,100	\$18,000	\$22,500
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$0	\$0	\$351	\$1,403	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$4,176	\$3,825	\$32,003	\$40,004
III-E	Management & Operations														
1	Management & Operations	\$0	\$0	\$3,000	\$12,000	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$26,050	\$23,050	\$196,397	\$245,496
	Totals	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II A 1 Traffic Volume Counts

Oversee the collection of traffic volume counts and related information as part of the development of the MPO CMS

Objectives

To provide necessary local traffic data for the CMS

Previous work

Collection and review of counts from various regional and local studies.

Proposed activities

Identification of count locations and monitoring of collection efforts

Products

CMS traffic counts December, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-1 - Traffic Volume Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II A 6 Dwelling Unit, Population and Employment Change

Develop updates to estimates of future growth in Chapel Hill

Objectives

Develop 2040 socio economic projections
Work with CH Town Council to endorse projections
Incorporate into MPO level projections

Previous work

Development of 2035 projections.

Proposed activities

Develop and implement methodology for 2040 projections

Products

2040 Chapel Hill Socio Economic projections - December, 2011

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-6 - Dwelling Unit, Population & Employment Changes

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II A 10 Mapping

Prepare mapping for use in the implementation of 2035 LRTP, development of 2040 LRTP and ongoing regional and local transportation projects.

Objectives

To support regional planning efforts.

Previous work

Preparation of maps.

Proposed activities

Update existing GIS databases, coordinate with MPO staff on GIS clearinghouse and prepare maps as necessary.

Products

Maps, ongoing

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort
Staff

DRAFT 2

II-A-10 - Mapping

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 8,000	\$ 2,000	\$ 24,000	\$ 3,000	\$ 3,000	\$ 40,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II A 12 Bike and Pedestrian Facilities inventory

To maintain and update existing inventory of bicycle and pedestrian facilities.

Objectives

Prepare annual update of bicycle and pedestrian facilities and incorporate data into development of 2040 LRTP

Previous work

Maintenance of existing database.

Proposed activities

Collect data on changes in pedestrian and bicycle facilities and update GIS database.

Products

Updated bicycle and pedestrian facilities maps, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-12 - Bike and Pedestrian Facilities Inventory

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II A 13 Bicycle and Pedestrian Volume Counts

Oversee the collection of bicycle and pedestrian volume counts and related information as part of the development of the MPO CMS

Objectives

To provide necessary local bicycle and pedestrian data for the CMS

Previous work

Collection and review of counts from various regional and local studies.

Proposed activities

Identification of count locations and monitoring of collection efforts

Products

CMS bicycle and pedestrian counts December, 2011.

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-13 - Bike and Pedestrian Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 5 Forecast of Data to Horizon Year

Update socio economic forecasts for development of 2040 LRTP

Objectives

Review base socio economic data and project 2040 horizon year.

Previous work

Development of 2035 forecasts

Proposed activities

Confirm 2005 base year data, prepare draft 2040 projections for review and endorsement by Chapel Hill Council and incorporate forecasts into MPO projections.

Products

2040 socio economic projections December, 2011

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 16,000	\$ 4,000	\$ 8,000	\$ 1,000	\$ 1,000	\$ 30,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 7 Forecast Future Travel Patterns

Utilize TRM and 2040 socio economic projections to forecast future regional travel demand.

Objectives

Prepare future travel demand

Previous work

Development of travel demand for 2035 LRTP and Triangle Transit Alternatives Analysis

Proposed activities

Work with MPO staff and TRM staff to prepare future travel forecasts.

Products

2040 travel forecasts for adopted 2035 LRTP and 2040 LRTP alternatives. June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-7 - Forecast of Future Travel Patterns

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ 2,400	\$ 300	\$ 300	\$ 6,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 8 Capacity Deficiency Analysis

Identify areas of future congestion and assess the adequacy of transportation network to address future travel needs.

Objectives

Assess adequacy of 2040 transportation network

Previous work

Development of 2035 LRTP, NC54 Corridor Study and Triangle Transit Alternatives Analysis.

Proposed activities

Review 2040 travel patterns from TRM and develop strategies to address future congestion.

Products

2040 LRTP, June 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B- 8 - Capacity Deficiency Analysis

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 9 Highway Element of LRTP

Evaluate adequacy of highway network in 2040 LRTP

Objectives

Assess need for modifications to adopted 2035 highway element in 2040 LRTP update.

Previous work

Development of 2035 LRTP.

Proposed activities

Review TRM regional travel projections for highway network and assess need for additional capacity through expansion or new construction.

Products

2040 LRTP June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-9 - Highway Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,200	\$ 300	\$ -	\$ -	\$ -	\$ 1,500

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 11 Bicycle and Pedestrian Element of LRTP

Work with MPO staff to assess impact of existing and future bicycle and pedestrian networks on local and regional travel.

Objectives

Prepare bicycle and pedestrian element of 2040 LRTP

Previous work

2035 LRTP

Proposed activities

Prepare updated network information, work with TRM to incorporate bicycle and pedestrian mode considerations, assess need for additional facilities and complete bicycle and pedestrian element of 2040 LRTP.

Products

2040 Bicycle and Pedestrian element, June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

DRAFT 2

II-B-11 - Bicycle & Pedestrian Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	\$ 7,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 16 Financial Planning

Develop financial element of 2040 LRTP, assist in development of regional rail financial model and county transit plans financial plans.

Objectives

Provide input to development of county transit plans and related regional rail financial model. Refine 2040 LRTP financial plan.

Previous work

2035 LRTP financial model.

Proposed activities

Work with Orange County and Triangle Transit staff to refine county transit plan financial plans and regional rail financial model. Work with MPO to prepare revisions to 2040 LRTP financial plan.

Products

- County transit financial plans/TT regional rail implementation plan, September, 2011
- 2040 LRTP Financial element, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-16 - Financial Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 18,400	\$ 2,300	\$ 2,300	\$ 28,000

Funding Commitments from other Entities: None.

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II B 17 Congestion Management Strategies

Develop congestion management plans and programs for incorporation into 2040 LRTP

Objectives

Support the development of the 2040 LRTP

Previous work

Ongoing Triangle Regional TDM programs and congestion management element of 2035 LRTP

Proposed activities

Review projections of future travel and capacity deficiency analysis to identify 2040 congestion. Develop and evaluate menu of congestion management strategies and incorporate appropriate strategies into 2040 LRTP.

Products

Congestion Management element of 2040 LRTP, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-17 - Congestion Management Strategies

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 4,000	\$ 500	\$ 500	\$ 10,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III A 1 Planning Work Program

Prepare Chapel Hill element of FY2012 Planning Work Program.

Objectives

Identify tasks to be undertaken in FY2012 and allocate available resources in PWP.

Previous work

Development of FY2011 PWP

Proposed activities

Develop FY2012 Chapel Hill PWP and coordinate with MPO staff for inclusion into MPO PWP.

Products

2012 PWP, April 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

III-A-1 - Planning Work Program

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,600	\$ 400	\$ 9,600	\$ 1,200	\$ 1,200	\$ 14,000

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III B 1 TIP

Monitor implementation of adopted MTIP, prepare amendments as necessary and prepare revisions TIP updates.

Objectives

Implement adopted TIP and prepared TIP updates.

Previous work

Development of adopted TIP.

Proposed activities

Monitor implementation of adopted TIP and complete work on priorities for inclusion in 2012-2019 MTIP.

Products

2012-2019 MTIP, September, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP.

Proposed budget and level of effort

Staff

III-B-1 - Transportation Improvement Plan

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,200	\$ 300	\$ 16,800	\$ 2,100	\$ 2,100	\$ 22,500

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III D 4 Regional or Statewide Planning

Support regional and statewide planning initiatives.

Objectives

Provide staff support and input into various regional planning activities such as the Triangle Transit Alternatives Analysis and NC54 Corridor Study.

Previous work

Support to Triangle Transit Transitional Analysis, Alternatives Analysis and MPO NC54 Corridor Study.

Proposed activities

Work with Triangle Transit and MPO staff on identified projects.

Products

- NC54 Corridor Study, December, 2011
- Triangle Transit Alternatives Analysis, September, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

DRAFT 2

III-D-4 - Regional or Statewide Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,403	\$ 351	\$ 30,600	\$ 3,825	\$ 3,825	\$ 40,004

Funding Commitments from other Entities:

None

**TOWN OF CHAPEL HILL
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III E Management and Operations

Manage regional and local transportation planning activities, provide information to the public and provide staff assistance to regional projects.

Objectives

To manage the Town's involvement in various regional transportation planning projects.

Previous work

Ongoing management of local and regional transportation planning activities.

Proposed activities

Attend MPO policy and advisory board meetings

Participate with MPO staff in development of 2040 LRTP and related projects.

Provide information to the public, elected official and citizen advisory boards

Products

Not Applicable.

Relationship to other plans and MPO activities

Support implementation of the adopted 2035 LRTP, development of 2040 LRTP and other regional/local planning initiatives.

Proposed budget and level of effort

Staff

III-E-1 - Management and Operations

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 12,000	\$ 3,000	\$ 184,397	\$ 23,050	\$ 23,050	\$ 245,496

Funding Commitments from other Entities:

None.

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**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Traffic Accidents	\$0	\$0	\$58	\$232	\$0	\$0	\$0	\$0	\$0	\$0	\$58	\$0	\$232	\$290	
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
9	Travel Time Studies	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
10	Mapping	\$0	\$0	\$342	\$1,368	\$0	\$0	\$0	\$0	\$0	\$0	\$342	\$0	\$1,368	\$1,710	
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
13	Bike & Ped. Counts	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Collection of Network Data	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	Forecast of Data to Horizon year	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500	
6	Community Goals & Objectives	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
9	Highway Element of th L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
10	Transit Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
11	Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
12	Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
13	Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
14	Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
17	Congestion Management Strategies	\$0	\$0	\$256	\$1,024	\$0	\$0	\$0	\$0	\$0	\$0	\$256	\$0	\$1,024	\$1,280	
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II-C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$224	\$896	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$0	\$896	\$1,120	
											\$0	\$0	\$0	\$0		
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$286	\$1,144	\$0	\$0	\$0	\$0	\$0	\$0	\$286	\$0	\$1,144	\$1,430	
											\$0	\$0	\$0	\$0		
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$488	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$488	\$0	\$1,952	\$2,440	
											\$0	\$0	\$0	\$0		
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Environmental Justice	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Planning for the Elderly & Disabled	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Public Involvement	\$0	\$0	\$486	\$1,944	\$0	\$0	\$0	\$0	\$0	\$0	\$486	\$0	\$1,944	\$2,430	
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Png./Project Dev.															
1	Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$96	\$384	\$0	\$0	\$0	\$0	\$0	\$0	\$96	\$0	\$384	\$480	
3	Special Studies	\$0	\$0	\$954	\$3,816	\$0	\$0	\$0	\$0	\$0	\$0	\$954	\$0	\$3,816	\$4,770	
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$2,472	\$9,890	\$0	\$0	\$0	\$0	\$0	\$0	\$2,472	\$0	\$9,890	\$12,362	
Totals		\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172	

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-1. Traffic Volume Counts

The Town will provide local traffic count data, collected for various local planning purposes, which are relevant to the Congestion Management Process and the Triangle Regional Model update. The Town will also conduct additional traffic counts, as needed, specifically for the CMS and TRM update.

Objectives

To provide necessary local traffic data for the CMS.

Previous work

The Town has conducted traffic counts for fulfilling a variety of local planning purposes, such as evaluating traffic calming solutions and the impact of a street closure on downtown traffic. Traffic impact analyses and traffic signal warrant studies are two other sources of traffic volume data. Two Mobility Report Cards (2003 and 2005) report vehicular traffic and congestion, as well as pedestrian and bicycle traffic. The 2009 Comprehensive Bicycle Transportation Plan collected bicycle use data through a survey.

Proposed activities

1. Collect traffic data using new traffic counters purchased by the Town.
2. Provide data collected through other planning processes (e.g. traffic impact assessments) to the MPO as needed.

Products

1. Traffic volume data from 2011-12 or as recent a year as possible.

Relationship to other plans and MPO activities

Data will be used for both the CMS and TRM projects. Counts may be helpful in determining focus areas for TDM strategies. Applications for other planning activities will be determined at a future time.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-1 - Traffic counts	\$128	\$512	\$640

Funding Commitments from other Entities: None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-4. Traffic Accidents

Consistent with accident data collection capacity, the Town will provide local data as needed on accidents for the congestion management system.

Objectives

To provide local accident data for the CMS.

Previous work

Accident data is reported in the 2003 and 2005 Mobility Report Cards and the 2009 Comprehensive Bicycle Transportation Plan. Accident data was also gathered for the Smith Level Rd. TIP project (U-2803) and for other Town arterials.

Proposed activities

1. Submit traffic accident data to the MPO for the CMS.

Products

1. Along with MPO partners, crash data for the three-year period from 2008-2010.
2. Other accident data as needed.

Relationship to other plans and MPO activities

Relates to MPO-wide accident data collection task.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 9 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-4 - Traffic accidents	\$58	\$232	\$290

Funding Commitments from other Entities: MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-6. Dwelling Unit, Population, and Employment Change

The Town will submit housing and economic data for reviewing regional development trends of the past decade.

Objectives

To provide local dwelling unit, population, and employment data for the 2000-2010 period for a regional development analysis.

Previous work

In FY 2011, submitted housing data, employment data, and population estimates by TAZ to LPA staff as part of the 2040 LRTP data collection process.

Proposed activities

1. Collect building permit and certificate of occupancy data for the review years.
2. To the extent practicable, measure land use and zoning changes.

Products

1. Local data as part of MPO review of development trends.

Relationship to other plans and MPO activities

Relates to MPO-wide development trend analysis task.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-6 - Dwelling Unit, Population, and Employment Change	\$64	\$256	\$320

Funding Commitments from other Entities: MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-9. Travel Time Studies

The Town will conduct travel time studies to compare the impacts of different bicycle-pedestrian investments and the impacts of connector roads.

Objectives

To measure the travel time impacts of various transportation investment scenarios.

Previous work

Previous LRTP processes have included travel time surveys that collected data to input into the TRM. Locally, the 2003 and 2005 Mobility Report Cards included travel time data for major arterials.

Proposed activities

1. Using GIS Network Analyst and possibly other traffic analysis software, analyze travel speeds and travel times.

Products

1. Reports on travel time impacts of various transportation investments.

Relationship to other plans and MPO activities

Tasks will supplement, but not duplicate, information gathered in the CMP.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-9 - Travel time studies	\$128	\$512	\$640

Funding Commitments from other Entities: None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-10. Mapping

The Town's GIS specialist, along with other planning staff, will assist in developing base maps, GIS layers, and databases to serve MPO-wide and local transportation mapping objectives, including the 2040 LRTP. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel and zonal spatial information.

Objectives

To update base maps, including spatial and network data, with new data, including Census 2010. To ensure high-quality mapping of transportation facilities and amenities.

Previous work

GIS mapping was used to provide local socioeconomic data for the data collection phase of the 2040 LRTP. The Town regularly updates its transportation shapefiles based on new developments and completed projects. The Town has contributed to the GIS Warehouse/Integration and Automation project.

Proposed activities

1. Provide up-to-date GIS data for MPO-wide mapping activities.
2. To use GIS in the Town's contribution to the CommunityViz planning project.

Products

1. Up-to-date GIS data.

Relationship to other plans and MPO activities

Tasks will potentially contribute to MPO activities such as CommunityViz, the 2040 LRTP, and the next TIP process. Mapping may play a role in the local Physical Activity action plan and greenway planning being carried out by the Town.

Proposed budget and level of effort

60 percent of work to be completed by GIS Analyst.

40 percent of work to be completed by Transportation Planner.

Local staff hours: 50 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-10 - Mapping	\$342	\$1,368	\$1,710

Funding Commitments from other Entities: MPO members.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-12. Bicycle and Pedestrian Facilities Inventory

The Town will supply bicycle and pedestrian facility data to the MPO for the 2040 LRTP and TIP.

Objectives

To enhance the 2040 LRTP's ability to accurately account for bicycle and pedestrian travel by providing up-to-date information on local bike-ped facilities.

To determine priorities for bicycle and pedestrian investments in the TIP.

Previous work

The Town has collected bicycle and pedestrian facility data from a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan, the sidewalk bond program, and two Mobility Report Cards.

Proposed activities

1. Submit bicycle and pedestrian facility data to the MPO when needed.

Products

1. Bike-ped facility data, in map or list format.

Relationship to other plans and MPO activities

This information is useful for not only the 2040 LRTP, but also the CTP and CMP processes. As bicycling and walking are an essential part of Carrboro's transportation system, this information is always relevant for a number of local planning processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-12 - Bike & Ped. Facilities Inventory	\$52	\$208	\$260

Funding Commitments from other Entities: None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-A-13. Bicycle and Pedestrian Counts

The Town will contribute existing bicycle and pedestrian traffic information for the 2040 LRTP and other planning processes as needed. Where more recent data would be helpful, the Town will arrange to conduct additional bicycle and pedestrian counts.

Objectives

To supply bicycle and pedestrian travel data for regional planning processes, such as the 2040 LRTP and-or Congestion Management Process.

To inform local planning efforts with up-to-date bike-ped data.

Previous work

The Town has collected bicycle and pedestrian traffic data from a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan and two Mobility Report Cards. By the beginning of FY 2012, the Town will have collected additional bicycle and pedestrian data in certain downtown locations.

Proposed activities

1. Submit bicycle and pedestrian traffic data to the MPO when needed.
2. Conduct additional bike-ped counts where relevant.

Products

1. Bike-ped traffic data.

Relationship to other plans and MPO activities

This information is useful for not only the 2040 LRTP, but also the CTP and CMP processes. As bicycling and walking are an essential part of Carrboro's transportation system, this information is always relevant for a number of local planning processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 25 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-13 - Bike & Ped. Counts	\$160	\$640	\$800

Funding Commitments from other Entities: None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-B-2. Collection of Network Data

To continue to contribute to MPO-wide network data collection for the 2040 LRTP, CMP, or other regional or local planning processes.

Objectives

To provide local data as needed for regional transportation planning processes.

Previous work

This project was included in the 2010-11 UPWP and is ongoing.

Proposed activities

1. Contribute to Chapel Hill Transit Comprehensive Operations Analysis, which will make recommendations on transit route modifications.
2. Contribute local highway and bike-ped network data as needed.

Products

1. Network data related to transit routes in Chapel Hill-Carrboro.
2. Highway/street and bike-ped data as needed.

Relationship to other plans and MPO activities

Related to 2040 LRTP and Chapel Hill Transit COA.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-2 - Collection of Network Data	\$64	\$256	\$320

Funding Commitments from other Entities:

Chapel Hill Transit Partners, MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-B-5. Forecast of Data to Horizon Year

The Town will contribute local data as needed for forecasting for the 2040 LRTP.

Objectives

To prepare for 2040 LRTP forecasting of travel demand.

Previous work

Forecasts have been conducted for alternatives analyses for previous LRTPs.

Proposed activities

1. At the MPO level, use the Triangle Regional Model to begin the forecasting and scenario planning process for the 2040 horizon year
2. On the local level, provide information as needed to the MPO on local land use plans and other local policies that can be used to validate forecasts for the horizon year

Products

1. GIS layers or tables with socioeconomic and demographic data for the horizon year (2040)

Relationship to other plans and MPO activities

May also inform CommunityViz planning process.

Proposed budget and level of effort

Work to be completed by Transportation Planner and Planning Administrator.

Local staff hours: 14 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-5 - Forecast of data to horizon year	\$100	\$400	\$500

Funding Commitments from other Entities: MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-B-6. Community Goals and Objectives

The Town will contribute to MPO-wide community visioning and update of goals, objectives and targets in order to guide the recommendations of the 2040 LRTP and other planning processes.

Objectives

To establish goals, objectives, and targets based on sound planning performance measures, public input, and addressing the complex transportation challenges faced by metropolitan regions.

Previous work

Goals, objectives, and targets have guided previous transportation plans and other MPO activities. In FY 2011, the MPO stated its goals and objectives in communications with NCDOT and Board of Transportation representatives relating to the 2011-2020 STIP and the Highway Mobility Fund selection criteria.

Proposed activities

1. Provide input in re-evaluating existing goals and objectives.
2. Contribute to community visioning meetings and other opportunities for public input.
3. Gather local community input on transportation-related topics and relay that input to the MPO.

Products

1. Updated, comprehensive, and forward-thinking goals, objectives, and targets.

Relationship to other plans and MPO activities

Goals and objectives of the LRTP should also inform the MTIP process. The LRTP's goals and objectives relate to the Regional Transit Vision Program as well.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-6 - Community Goals and Objectives	\$52	\$208	\$260

Funding Commitments from other Entities: MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-B-17. Congestion Management Strategies

The MPO is undertaking a Congestion Management Process (CMP) to address congestion within the metropolitan area boundary. The Town will contribute planning resources to this process. The Town will also continue to promote TDM strategies and collaborate with Chapel Hill on joint TDM projects.

Objectives

To participate in the development of the CMP.

To continue to promote TDM as a congestion management strategy and collaborate with Chapel Hill and the region on TDM.

Previous work

The CMP is required by federal law and incorporated into the LRTP and TIP processes. Carrboro has partnered in the past with Chapel Hill and regional groups to hold TDM events.

Proposed activities

1. Contribute to the development of the CMP.
2. Participate in regional TDM events, such as the SmartCommute challenge and Bike to Work Week.
3. Conduct additional outreach to citizens and-or local business owners regarding TDM.
4. Assess the feasibility of holding carefree periods on selected streets on a regular basis, such as on Weaver St., through traffic analysis.

Products

1. Local traffic data for the CMP, as needed.
2. TDM events.

Relationship to other plans and MPO activities

As noted above, the CMP informs the LRTP and TIP processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-17 - Congestion Management Strategies	\$256	\$1,024	\$1,280

Funding Commitments from other Entities:

MPO members (CMP), TDM commitments from Triangle J COG and Town of Chapel Hill

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

II-C-11. Short Range Transit Planning

The Town will participate in short-range transit planning for the Carrboro-Chapel Hill area. Through the Transit Partners Committee, the Town will provide input on Chapel Hill Transit planning initiatives. The Town will collaborate with Triangle Transit where necessary and with the Town of Chapel Hill in coordinating the annual Transit Forum.

Objectives

To ensure that Carrboro plays a key role in Chapel Hill Transit planning, capital investment, and operations.

To continue to work with Chapel Hill Transit on new initiatives, short range planning, and troubleshooting.

Previous work

Town of Carrboro elected officials, advisory board members, and staff regularly attend Chapel Hill Transit Partners Committee meetings. The Town has provided local GIS data and other information as input for the CHT Comprehensive Operations Analysis. A public transit forum was held in Carrboro in October 2010. In FY 2011, Town staff participated in Orange County Transit Plan meetings and the initial stages of a feasibility study for the Eubanks Park-and-Ride.

Proposed activities

1. Participate in monthly transit meetings
2. Continue to communicate with the Transit Partners Committee and Chapel Hill Transit staff on relevant issues.

Products

1. With Chapel Hill Transit, a Comprehensive Operations Analysis of fixed bus routes.
2. Annual Transit Forum.
3. With Orange County stakeholders, the draft Orange County Transit Plan.
4. Local data as needed.

Relationship to other plans and MPO activities

Related to the Orange County Transit Plan and Comprehensive Operations Analysis.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 35 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-C-1 - Short Range Transit Planning	\$224	\$896	\$1,120

Funding Commitments from other Entities:

Town of Chapel Hill, Orange County, University of North Carolina

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-A-1. Planning Work Program

The Town will administer the FY 2011-2012 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work needed and emphasis areas and prepare the FY 2012-2013 UPWP.

Objectives

To implement Carrboro's 2011-2012 UPWP activities
To be ready for amendments to the UPWP if necessary
To submit the 2012-2013 UPWP to the MPO

Previous work

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

Proposed activities

1. Evaluate progress on implementing the 2011-2012 UPWP
2. Prepare Carrboro's 2012-2013 UPWP documents and budget

Products

1. Quarterly progress reports and invoices to the MPO on UPWP activities
2. Carrboro's 2011-2012 UPWP activities narrative and budget

Relationship to other plans and MPO activities

Required by federal law, the UPWP is the mechanism for regional transportation planning and coordination in the MPO.

Proposed budget and level of effort

All work to be completed by Transportation Planner.
Local staff hours: 45 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-A-1 - Planning Work Program	\$286	\$1,144	\$1,430

Funding Commitments from other Entities:

MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-B-1. Transportation Improvement Program

The Town will participate in the initial stages in the development of the 2013-2022 TIP.

Objectives

To identify transportation improvement needs at the local level.

To prioritize these needs using an approved TCC ranking methodology.

Previous work

The MTIP is a recurring planning process. Adoption of the 2011-2020 MTIP by the MPO is expected in the summer of 2011.

Proposed activities

1. Contribute to development of TIP ranking methodology.
2. Submit a local priority list to the MPO.
3. Identify needs eligible for the next STP-DA call for projects.
4. Continue to work with the MPO in communicating regional priorities to NCDOT.

Products

1. Along with MPO members, an approved ranking methodology.
2. A local priority list to inform regional priority lists.
3. Transportation project information.

Relationship to other plans and MPO activities

The TIP carries out the goals and objectives of the LRTP. Projects on the TIP must be included in the 2040 LRTP.

Proposed budget and level of effort

80 percent of work to be completed by Transportation Planner.

20 percent of work to be completed by Planning Administrator.

Local staff hours: 70 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-B-1 - Transportation Improvement Program	\$488	\$1,952	\$2,440

Funding Commitments from other Entities:

MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-C-2. Environmental Justice

The Town will provide local information to enhance the MPO's EJ-related data. The Town will conduct outreach to disadvantaged groups and residents with limited English proficiency.

Objectives

To ensure adequate public involvement of low-income and minority groups in decision-making

To prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation decisions

To assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO

To support progress toward the development of a regional Environmental Justice Plan.

Previous work

In FY 2010 and FY 2011, the Town studied bicycle and pedestrian alternatives for an underserved, minority neighborhood along Estes Dr. Ext.

Proposed activities

1. Assist the MPO in updating its EJ mailing database, demographic data, and historical demographic data.
2. Make an effort to include disadvantaged groups in the public involvement for the Wilson Park Multi-use Path STP-DA project.

Products

1. Local EJ-related demographic data.

Relationship to other plans and MPO activities

This is an MPO-wide activity.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 25 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-2 - Environmental Justice	\$160	\$640	\$800

Funding Commitments from other Entities:

MPO members

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-C-4. Planning for the Elderly and Disabled

The Town will continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

Objectives

To continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

Previous work

Throughout the year staff responds to disabled and elderly citizen concerns regarding the transportation system, primarily related to paratransit and accessibility of infrastructure.

Proposed activities

1. Continue to address transportation concerns of elderly and disabled.
2. Make planning information more accessible to elderly and disabled residents.

Products

None

Relationship to other plans and MPO activities

Recognition of ADA-related needs in urban transportation is required by FHWA and FTA regulations.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-4 - Planning for the Elderly and Disabled	\$64	\$256	\$320

Funding Commitments from other Entities:

None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-C-6. Public Involvement

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

Objectives

To provide opportunities for the public to contribute to the planning of local and regional transportation facilities.

Previous work

The Town continued public involvement activities in FY 2011. Two additional public hearing continuations for U-2803 – Smith Level Rd. were held in September. Outreach was conducted for the Safe Routes to School Action Plan. A public transit forum was held in late October 2010, in conjunction with Chapel Hill Transit.

Proposed activities

1. Annual transit forum
2. Participation in MPO development of public outreach planning, databases, and evaluation
3. Continued public input process for the Bolin Creek Greenway, Phases 3 and 4
4. Public input processes associated with MPO activities such as CommunityViz
5. Other public input opportunities as they arise

Products

1. Summaries from public input workshops

Relationship to other plans and MPO activities

Proposed budget and level of effort

70 percent of work to be completed by Transportation Planner.

30 percent of work to be completed by Planning Administrator.

Local staff hours: 68 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-6 - Public Involvement	\$486	\$1,944	\$2,430

Funding Commitments from other Entities:

MPO members (public outreach planning, CommunityViz)

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

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

The Town will assist in the development of environmental documentation for several transportation projects. This may include public comments, public meetings, scoping meetings, site visits, and related activities.

Objectives

To complete, commence, and-or assist with necessary environmental impact documentation for several transportation projects expected to be underway in FY 2012.

Previous work

By the end of FY 2011, the Town is expected to have worked with a consultant to complete NEPA documentation for the Wilson Park Multi-use Path (U-4726DC).

Proposed activities

1. Complete, commence, and-or assist with environmental documentation for the Rogers Rd. sidewalk (STP-DA), the Morgan Creek Greenway, and a section of the Bolin Creek Greenway.

Products

1. Environmental documentation

Relationship to other plans and MPO activities

None

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 15 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-2 - Environmental Analysis & Pre-TIP Planning	\$96	\$384	\$480

Funding Commitments from other Entities: None.

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-D-3. Special Studies

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

Objectives

1. To coordinate an inclusive and comprehensive public input process for greenway planning.
2. To ensure that new studies reflect public input to the extent practicable and that they inform future planning processes.

Previous work

Conceptual plans for the Bolin and Morgan Creek Greenways were completed in FY 2010, with implementation beginning in FYs 2010-2011. A Safe Routes to School Action Plan was developed in FYs 2010-2011 as well. Other studies that are expected to have been conducted by the end of FY 2011 include a traffic circulation plan for the Old Carrboro neighborhood and a traffic impact analysis of a road diet concept.

Proposed activities

1. Coordinate a public input process for Phases 3 and 4 of the Bolin Creek Greenway, as identified in the Bolin Creek Greenway Conceptual Master Plan.
2. Coordinate with NCDOT, planners, and developers on potential land use and transportation planning activities in northern Carrboro.
3. Complete the Old Carrboro Traffic Circulation Plan, if not completed in FY 2011.
4. Contribute to MPO-level special studies as necessary

Products

1. Greenway public input process materials
2. Recommendations from northern Carrboro land use-transportation planning activities and the Old Carrboro Traffic Circulation Plan.

Relationship to other plans and MPO activities

None

Proposed budget and level of effort

90 percent of work to be completed by Transportation Planner.

10 percent of work to be completed by Planning Administrator.

Local staff hours: 145 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$954	\$3,816	\$4,770

Funding Commitments from other Entities: None

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III-E-1. Management and Operations

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

Objectives

To participate and contribute to MPO-related meetings

To adhere to the goals and tasks laid out in the Unified Planning Work Program

To ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues

To ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues

To improve staff efficiency and knowledge through training sessions and educational materials

Previous work

Similar to proposed activities described below

Proposed activities

1. Attend and participate in TAC and TCC meetings
2. Preparing quarterly progress reports/invoices and documenting expenditures for planning work items
3. Staff development through professional training courses, seminars, and conferences
4. Subscriptions to professional publications and professional organizational dues
5. Acquire needed software, books, and other materials
6. Facilitate local transportation advisory board meetings by creating agendas, minutes, and staff reports
7. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
8. Attend and participate in MPO subcommittee meetings

Products

1. Staff reports for Board of Aldermen and advisory board meetings

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 365 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-E-1. Management and Operations	\$2,472	\$9,890	\$12,362

Funding Commitments from other Entities:

None.

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2011-2012 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Triangle J COG

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000	\$25,000
	4 Regional or Statewide Planning	\$8,800	\$35,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$44,000	\$44,000
III E	Management & Operations															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000	\$69,000

**TRIANGLE J COUNCIL OF GOVERNMENTS
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III D 3 Special Studies.

Undertake mobility-related activities associated with creating a regional sustainable development plan through the federal DOT/EPA/HUD sustainable communities' partnership.

Objectives

To ensure mobility investments are central features of a regional sustainability plan and to ensure that any regional sustainability plan can fulfill MPO requirements, especially the housing assessment requirements in the Intermodal Bill.

Previous work

None.

Proposed activities

Details to be determined, but major activities of the previous *PRISM-Research Triangle* proposal included a housing needs and assessment plan that fulfills the requirements in the Intermodal Bill, scenario analysis and visualization, extensive public outreach and an implementation agreement among participating organizations.

Products

Housing assessment that meets the requirements of the NC Intermodal Bill.

Relationship to other plans and MPO activities

Most direct relationship would be to local or regional transit projects seeking state funding through the Intermodal Bill. Depending on scope details and timing, other activities may be useful in LRTP development (especially related to scenario analysis and public involvement) or in seeking discretionary federal funding.

Proposed budget and level of effort

Details to be determined, but previous *PRISM-Research Triangle* proposal expected to serve as foundation for work program. Budget would include both staff work and consultant assistance, in addition to direct costs associated with travel, meetings and printing/publications.

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$5,000	\$20,000	\$25,000

Funding Commitments from other Entities:

CAMPO and Triangle Transit would be other mobility-related funding partners; the overall project would be expected to have a wide range of sponsoring entities (previous proposal had 17 "leverage resource" partners providing cash or in-kind services), including NCDOT.

**TRIANGLE J COUNCIL OF GOVERNMENTS
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

III D 4 Regional or Statewide Planning.

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

Objectives

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

Previous work

STAC transit vision technical support, joint 2035 LRTP facilitation and technical work, ozone standards and non-attainment education and technical assistance, LRTP and TIP conformity coordination, LUCID land use – transit forum and technical work, TRM executive committee support.

Proposed activities

Major activities include TRM executive committee support, joint MPO 2040 LRTP facilitation and technical work (emphasizing SE data and fiscal constraint), land use-transit investment integration and transportation-air quality integration.

Products

- Triangle Regional Model Executive Committee meeting summaries
- Joint 2040 LRTP framework and meeting facilitation/summaries
- 2020, 2030, 2040 SE data forecast facilitation and tracking
- 2040 LRTP fiscal constraint process and document
- LUCID forum meetings and reports
- TIP and LRTP air quality conformity process and documentation
- New federal ozone standard and non-attainment boundary education and technical support

Relationship to other plans and MPO activities

This work feeds into the DCHC 2040 LRTP process and products and enables the DCHC MPO to participate in air quality standard setting, non-attainment boundary designation, LRTP development, land use-transit integration.

Proposed budget and level of effort

Budget largely supports staff work by Planning Director, Planner II, GIS Analyst and MIS staff (webpage work), with some direct costs associated with travel and meeting expenses.

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-4 - Regional or Statewide Planning	\$8,800	\$35,200	\$44,000

Funding Commitments from other Entities:

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

Appendices B

Federal Transit Administration

DRAFT 2
(FTA)

Agency Project Narratives

&

Funding Tables

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2011-2012 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Durham Area Transit Authority

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$1,076	\$1,076	\$8,610	\$10,762
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$6,334	\$6,334	\$50,674	\$6,334	\$6,334	\$50,674	\$63,342
	17 Congestion Management Strategies	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$2,145	\$2,145	\$17,160	\$21,450
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250
III-A	Planning Work Program	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$3,238	\$3,238	\$25,906	\$32,383
III-B	Transp. Improvement Plan	\$259	\$259	\$2,075	\$0	\$0	\$0	\$259	\$259	\$2,075	\$2,594
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$664	\$664	\$5,310	\$664	\$664	\$5,310	\$6,637
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$9,830	\$9,830	\$78,638	\$98,297
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations										
	1 Management & Operations	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$34,238	\$34,238	\$273,902	\$342,377
	Totals	\$13,999	\$13,999	\$111,988	\$63,716	\$63,716	\$509,724	\$77,714	\$77,714	\$621,712	\$777,140

**DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code 42100
3. Task Code II-B-10
4. Title Transit Element of the LRTP
5. Task Objective To provide needed Transit support for the MPO's LRTP updates
6. Tangible Product Expected Annual Planning Work Program outline and associated costs
7. Expected Completion / Date of Products Jun-12
8. Previous Work FY-2011 Planning Work Program
9. Prior FTA Funds (\$ amount/Funding Year) \$6,486 (FY11) - 5307
10. Relationship PWP is intended to support various planning efforts of the LRTP
11. Agency Durham Area Transit Authority (DATA)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$1,076	
20. Section 5307 (planning)	NCDOT	10%	\$1,076	
21. Section 5307 (planning)	FTA	80%	\$8,610	\$10,762 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	\$10,762

**DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code 44250
 3. Task Code II-B-17
 4. Title *Congestion Management Strategies*
5. Task Objective *To assist the MPO in its congestion management strategies by collecting and providing transit-related data*
6. Tangible Product Expected *Work plan and transit related data in GIS format*
7. Expected Completion / Date of Products *Jun-12*
8. Previous Work *Short Range Transit Development Plan*
9. Prior FTA Funds (\$ amount/Funding Year) *\$12,928 (FY11) - 5307*
10. Relationship *These activities support local MPO transportation planning effort*
11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,145	
20. Section 5307 (planning)	NCDOT	10%	\$2,145	
21. Section 5307 (planning)	FTA	80%	\$17,160	<u>\$21,450 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$21,450</u></u>

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code 442301
3. Task Code II-C-1
4. Title *Short Range Transit Planning*
5. Task Objective To provide system-wide transit planning oversight
6. Tangible Product Expected Daily, Weekly, Monthly and annual system-wide riderhip and service related reports
7. Expected Completion / Date of Products Jun-12
8. Previous Work As noted above
9. Prior FTA Funds (\$ amount/Funding Year) \$58,010 (FY11) - 5307

10. Relationship *Service performance information is sent to the FTA, NCDOT and the City- task III-E*
11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$9,625	
20. Section 5307 (planning)	NCDOT	10%	\$9,625	
21. Section 5307 (planning)	FTA	80%	\$77,000	<u>\$96,250 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$96,250</u></u>

**DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code 44250
 3. Task Code III-A-1
 4. Title *Planning Work Program*
 5. Task Objective *To identify task areas and staff hours to complete each task*
 6. Tangible Product Expected *Work Program outline and costs associated with them.*
 7. Expected Completion / Date of Products *Jun-12*
 8. Previous Work *Planning Work Program*
 9. Prior FTA Funds (\$ amount/Funding Year) *\$23,866 (FY11) - 5307*
 10. Relationship *Supports MPO's PWP*
 11. Agency *Durham Area Transit Authority (DATA)*

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$3,238	
17. Section 5303	NCDOT	10%	\$3,238	
18. Section 5303	FTA	80%	\$25,906	<u>\$32,383 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$32,383</u></u>

**DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code 442500
3. Task Code III-B-1
4. Title *Transportation Improvement Program*
5. Task Objective *To continue the local improvement of transit and transportation services.*
6. Tangible Product Expected *Improved and updated transit and transportation plans*
7. Expected Completion / Date of Products *Jun-12*
8. Previous Work *Short Range Transit Development Plan*
9. Prior FTA Funds (\$ amount/Funding Year) *\$1,912 (FY11) - 5307*
10. Relationship *These activities support local MPO transportation*
11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$259	
17. Section 5303	NCDOT	10%	\$259	
18. Section 5303	FTA	80%	\$2,075	<u>\$2,594 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$2,594</u></u>

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442500		
3. Task Code	III-C-2		
4. Title	<i>Environmental Justice</i>		
5. Task Objective	To assist the MPO in its transportation outreach to Minorities and LEP group		
6. Tangible Product Expected	Work plan and transit related EJ date		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work	Transportation Improvement Program		
9. Prior FTA Funds (\$ amount/Funding Year)	\$4,000 (FY11) - 5307		
10. Relationship	These activities support local MPO transportation planning effort		
11. Agency	Durham Area Transit Authority (DATA)		
			<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$664
20. Section 5307 (planning)	NCDOT	10%	\$664
21. Section 5307 (planning)	FTA	80%	\$5,310
			<u>\$6,637 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			Total Funding: <u>\$6,637</u>

**DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code 442100
3. Task Code III-C-6
4. Title *Public Involvement*
5. Task Objective *To seek untapped ridership through aggressive marketing tactics. Conduct market surveys and seek new advertizing medium*
6. Tangible Product Expected *Attitudnal survey results, opinion results.*
7. Expected Completion / Date of Products *Jun-12*
8. Previous Work *Significant marketing efforts*
9. Prior FTA Funds (\$ amount/Funding Year) *\$42,165 (FY11) 5307*
10. Relationship *This information is used in conjunction with Task III-A.*
11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$1,682	
17. Section 5303	NCDOT	10%	\$1,682	
18. Section 5303	FTA	80%	\$13,458	\$16,822 5303
19. Section 5307 (planning)	Local	10%	\$8,148	
20. Section 5307 (planning)	NCDOT	10%	\$8,148	
21. Section 5307 (planning)	FTA	80%	\$65,180	\$81,475 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	<u>\$98,297</u>

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2012 UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442100		
3. Task Code	III-C-6		
4. Title:	<i>Management & operations</i>		
5. Task Objective	To provide management oversight of the transit system both fixed and paratransit service		
6. Tangible Product Expected	Monthly operational, service and financial reports including budget summaries		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work	Previous (2011) management and operational		
9. Prior FTA Funds (\$ amount/Funding Year)	\$206,351 (FY11) - 5307		
10. Relationship	Related to task H-A-5		
11. Agency	Durham Area Transit Authority (DATA)		
			<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$34,238
20. Section 5307 (planning)	NCDOT	10%	\$34,238
21. Section 5307 (planning)	FTA	80%	\$273,902
			<u>\$342,377 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			<u>Total Funding \$342,377</u>

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Chapel Hill Transit

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$2,300	\$2,300	\$18,400	\$23,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,200	\$1,200	\$9,600	\$12,000
III-B	Transp. Improvement Plan	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,100	\$2,100	\$16,800	\$21,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
	6 Public Involvement	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$3,825	\$3,825	\$30,600	\$38,250
III E	Management & Operations										
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$23,050	\$23,050	\$184,397	\$230,496
	Totals	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)			
2. FTA Code	442400			
3. Task Code	II A 5			
4. Title	Transit System Data			
5. Task Objective	Review and analyze transit system data to monitor Chapel Hill Data Book update			
6. Tangible Product Expected				
7. Expected Completion / Date of Products	Jun-12			
8. Previous Work	2010 Databook Update			
9. Prior FTA Funds (\$ amount/Funding Year)	\$10,000 (FY11) - 5303			
10. Relationship	Supports implementation of 2035 LRTP			
11. Agency	Chapel Hill Planning/Transit			
	Totals By Funding Source (100%)			
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$500	
17. Section 5303	NCDOT	10%	\$500	
18. Section 5303	FTA	80%	\$4,000	\$5,000 5303
19. Section 5307 (planning)	Local	10%	\$6,000	
20. Section 5307 (planning)	NCDOT	10%	\$6,000	
21. Section 5307 (planning)	FTA	80%	\$48,000	\$60,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total:	65,000

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II A 10		
4. Title	Mapping		
5. Task Objective	To maintain and prepare maps of the Chapel Hill transit network and related elements		
6. Tangible Product Expected	Transit, bicycle and pedestrian network maps		
7. Expected Completion / Date of Products	Ongoing		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$20,000 (FY11) - 5303		
10. Relationship	Supports implementation of 2035 LRTP and development of 2040 LRTP		
11. Agency	Chapel Hill Planning/ Transit		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$2,000
15. Section 104 (f) PL	FHWA	80%	\$8,000
			<u>\$10,000 PL</u>
16. Section 5303	Local	10%	\$3,000
17. Section 5303	NCDOT	10%	\$3,000
18. Section 5303	FTA	80%	\$24,000
			<u>\$30,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			Total: <u><u>40,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 3**
 4. Title **Travel Model Updates**
5. Task Objective **To provide input to the enhancement of the Triangle Regional Model and monitor accuracy of the model**
6. Tangible Product Expected **Update TRM**
7. Expected Completion / Date of Products **Dec-11**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year)
10. Relationship **Supports development of 2040 L RTP**
11. Agency Chapel Hill Planning/Transit

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	<u>\$3,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total:	<u><u>3,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 5**
 4. Title **Forecast of Data to Horizon year**
5. Task Objective **To prepare 2040 projections of housing and employment for review and approval by Chapel Hill Town Council and use in development of 2040 LRTP**
6. Tangible Product Expected **Revised 2040 socio economic projections**
7. Expected Completion / Date of Products **December, 2011**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**

10. Relationship

Supports development of 2040 LRTP

11. Agency

Chapel Hill Transit (CHT)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$4,000	
15. Section 104 (f) PL	FHWA	80%	\$16,000	\$20,000 PL
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	\$10,000 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total:	30,000

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II B 6		
4. Title	Community Goals and Objectives		
5. Task Objective	To coordinate the development of MPO community goals and objectives with the development of Chapel Hill goals and objectives related to revisions to the Town's comprehensive plan.		
6. Tangible Product Expected	2040 MPO Community Goals and Objectives		
7. Expected Completion / Date of Products	Dec-11		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)			
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Planning/Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			<u>\$0 PL</u>
16. Section 5303	Local	10%	\$500
17. Section 5303	NCDOT	10%	\$500
18. Section 5303	FTA	80%	\$4,000
			<u>\$5,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			Total: <u>\$ 5,000</u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 7**
 4. Title **Forecast Future Travel Patterns**
5. Task Objective **To review information from TRM and other sources to determine future travel patterns for LRTP design year**
6. Tangible Product Expected **Regional travel demand estimates**
7. Expected Completion / Date of Products **Jun-11**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**
10. Relationship **Supports development of 2040 LRTP**
11. Agency Chapel Hill Planning/Transit

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0
14. Section 104 (f) PL	Local	20%	\$600	
15. Section 104 (f) PL	FHWA	80%	\$2,400	\$3,000
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	\$3,000
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0
22. Additional Funds	Local	100%	\$0	\$0
			Total:	\$ 6,000

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 10**
 4. Title **Transit Element of L RTP**
5. Task Objective **To prepare the transit element of the 2040 MPO L RTP**
6. Tangible Product Expected **2040 L RTP**
7. Expected Completion / Date of Products **Jun-11**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**

10. Relationship **Supports development of 2040 L RTP**

11. Agency **Chapel Hill Transit (CHT)**

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0</u>
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	<u>\$10,000</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0</u>
22. Additional Funds	Local	100%	\$0	<u>\$0</u>
			Total Funding Request:	<u><u>\$ 10,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 16**
 4. Title **Financial Planning**
5. Task Objective **To provide input in to the development of the 2040 LRTP**
6. Tangible Product Expected **2040 LRTP**
7. Expected Completion / Date of Products **Jun-12**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year)
10. Relationship **Supports implementation of 2035 LRTP and 2040 LRTP**
11. Agency Chapel Hill Transit (CHT)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$1,000	
15. Section 104 (f) PL	FHWA	80%	\$4,000	<u>\$5,000 PL</u>
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	<u>\$3,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,000	
20. Section 5307 (planning)	NCDOT	10%	\$2,000	
21. Section 5307 (planning)	FTA	80%	\$16,000	<u>\$20,000 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
Total Funding Request:				<u><u>\$ 28,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II B 17**
 4. Title **Congestion Management Strategies**
5. Task Objective **To prepare congestion management strategies and programs for incorporation into 2040 L RTP**
6. Tangible Product Expected **TDM and TSM elements of the 2040 L RTP**
7. Expected Completion / Date of Products **Jun-12**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year)
10. Relationship **Supports development of 2040 L RTP**
11. Agency Chapel Hill Planning/Transit

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$1,000	
15. Section 104 (f) PL	FHWA	80%	\$4,000	<u>\$5,000 PL</u>
16. Section 5303	Local	10%	\$500	
17. Section 5303	NCDOT	10%	\$500	
18. Section 5303	FTA	80%	\$4,000	<u>\$5,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding Request:	<u><u>\$ 10,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442301**
 3. Task Code **II C 1**
 4. Title **Short Range Transit Plan**
5. Task Objective **To develop a 5-7 year transit capital and service improvement plan.**
6. Tangible Product Expected **Short Range Transit Plan**
7. Expected Completion / Date of Products **6/30/2012**
8. Previous Work **Comprehensive Operations Analysis**
9. Prior FTA Funds (\$ amount/Funding Year) **\$64,000 (FY11) - 5307**
10. Relationship
11. Agency Chapel Hill Transit (CHT)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$5,000	
20. Section 5307 (planning)	NCDOT	10%	\$5,000	
21. Section 5307 (planning)	FTA	80%	\$40,000	\$50,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	\$50,000

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442100		
3. Task Code	III A 1		
4. Title	Planning Work Program		
5. Task Objective	To prepare the Chapel Hill element of the FY2013 PWP		
6. Tangible Product Expected	FY2013 PWP		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work	Development and management of the FY2010-11 PWP		
9. Prior FTA Funds (\$ amount/Funding Year)	\$1,288 (FY11) - 5303		
10. Relationship	Supports implementation of adopted LRTP		
11. Agency	Chapel Hill Planning/Transit		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$400
15. Section 104 (f) PL	FHWA	80%	\$1,600
			<u>\$2,000 PL</u>
16. Section 5303	Local	10%	\$200
17. Section 5303	NCDOT	10%	\$200
18. Section 5303	FTA	80%	\$1,600
			<u>\$2,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,000
20. Section 5307 (planning)	NCDOT	10%	\$1,000
21. Section 5307 (planning)	FTA	80%	\$8,000
			<u>\$10,000 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			<u>Total Funding Request: \$ 14,000</u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442500		
3. Task Code	III B 1		
4. Title	TIP		
5. Task Objective	To monitor the adopted TIP and prepare information for amendments to TIP		
6. Tangible Product Expected	Updated TIP		
7. Expected Completion / Date of Products	Ongoing		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$2,000 (FY11) - 5303		
10. Relationship	Supports implementation of adopted LRTP		
11. Agency	Chapel Hill Transit (CHT)		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$300
15. Section 104 (f) PL	FHWA	80%	\$1,200
			<u>\$1,500 PL</u>
16. Section 5303	Local	10%	\$300
17. Section 5303	NCDOT	10%	\$300
18. Section 5303	FTA	80%	\$2,400
			<u>\$3,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,800
20. Section 5307 (planning)	NCDOT	10%	\$1,800
21. Section 5307 (planning)	FTA	80%	\$14,400
			<u>\$18,000 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			<u><u>\$ 22,500</u></u>
			Total Funding Request:

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442100		
3. Task Code	III C 3		
4. Title	Minority Business Enterprise		
5. Task Objective	To assist businesses in becoming certified and enlisting needed services		
6. Tangible Product Expected			
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)			
10. Relationship			
11. Agency	Chapel Hill Transit (CHT)		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			\$0 5303
19. Section 5307 (planning)	Local	10%	\$500
20. Section 5307 (planning)	NCDOT	10%	\$500
21. Section 5307 (planning)	FTA	80%	\$4,000
			\$5,000 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.
	Total Funding Request:		\$5,000

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442100**
 3. Task Code **III C 5**
 4. Title ***Safety/Drug Control Planning***
5. Task Objective **To continue the training of employees**
6. Tangible Product Expected
7. Expected Completion / Date of Products **Jun-12**
8. Previous Work **Same**
9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship

11. Agency Chapel Hill Transit (CHT)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,000	
20. Section 5307 (planning)	NCDOT	10%	\$2,000	
21. Section 5307 (planning)	FTA	80%	\$16,000	<u>\$20,000 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding Request:	<u><u>\$20,000</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442100		
3. Task Code	III C 6		
4. Title	Public Involvement		
5. Task Objective	To conduct marketing strategies and continue working with the public to increase ridership		
6. Tangible Product Expected	Positive customer view of the transit system.		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)			
10. Relationship			
11. Agency	Chapel Hill Transit (CHT)		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			\$0 5303
19. Section 5307 (planning)	Local	10%	\$1,000
20. Section 5307 (planning)	NCDOT	10%	\$1,000
21. Section 5307 (planning)	FTA	80%	\$8,000
			\$10,000 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.
		Total Funding Request:	\$10,000

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442200		
3. Task Code	III D 4		
4. Title	Regional or Statewide Planning		
5. Task Objective	Participate in the ongoing development of the Triangle LRT Alternatives Analysis		
6. Tangible Product Expected	LRT Alternatives analysis		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$5,000 (FY11) - 5303		
10. Relationship	Supports DCHC-MPO activities		
11. Agency	Chapel Hill Transit (CHT)		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$351
15. Section 104 (f) PL	FHWA	80%	\$1,403
			<u>\$1,754 PL</u>
16. Section 5303	Local	10%	\$2,000
17. Section 5303	NCDOT	10%	\$2,000
18. Section 5303	FTA	80%	\$16,000
			<u>\$20,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,825
20. Section 5307 (planning)	NCDOT	10%	\$1,825
21. Section 5307 (planning)	FTA	80%	\$14,600
			<u>\$18,250 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			Total Funding: <u><u>\$40,004</u></u>

**CHAPEL HILL TRANSIT (CHT)
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442100**
 3. Task Code **III E 1**
 4. Title **Management and Operations**
5. Task Objective **To assist, support and facilitate a comprehensive and coordinated process for transportation planning through participation in the DCHC MPO and related regional/statewide projects**
6. Tangible Product Expected **Ongoing**
7. Expected Completion / Date of Products **June, 2012**
8. Previous Work
9. Prior FTA Funds (\$ amount/Funding Year) **\$15,224 (FY11) - 5307 / \$29,808 (FY11) - 5303**
10. Relationship **Supports all other planning and reporting activities**
11. Agency Chapel Hill Transit (CHT)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$3,000	
15. Section 104 (f) PL	FHWA	80%	\$12,000	\$15,000 PL
16. Section 5303	Local	10%	\$3,550	
17. Section 5303	NCDOT	10%	\$3,550	
18. Section 5303	FTA	80%	\$28,397	\$35,496 5303
19. Section 5307 (planning)	Local	10%	\$19,500	
20. Section 5307 (planning)	NCDOT	10%	\$19,500	
21. Section 5307 (planning)	FTA	80%	\$156,000	\$195,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	\$245,496

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 4/13/2011 Attachment 6A

Triangle Transit Authority (TTA)

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$1,188	\$1,188	\$9,500	\$1,188	\$1,188	\$9,500	\$11,875	\$11,875
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	\$112,500
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$2,813	\$2,813	\$22,500	\$2,813	\$2,813	\$22,500	\$28,125	\$28,125
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$41,875	\$41,875	\$335,000	\$41,875	\$41,875	\$335,000	\$418,750	\$418,750
III-A	Planning Work Program											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$49,250	\$49,250	\$394,000	\$49,250	\$49,250	\$394,000	\$492,500	\$492,500
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750	\$1,063,750

**TRIANGLE TRANSIT
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code **442400**
3. Task Code **II-A-5**
4. Title ***Transit System Data***
5. Task Objective **To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements**
6. Tangible Product Expected **Route planning changes and recommendations from both staff and hired consultants**
7. Expected Completion / Date of Products **6/30/2012**
8. Previous Work **Regional APC data work already undertaken**
9. Prior FTA Funds (\$ amount/Funding Year) **\$145,600 (FY11) - 5307**
10. Relationship **APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions.**
11. Agency Triangle Transit

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,188	
20. Section 5307 (planning)	NCDOT	10%	\$1,188	
21. Section 5307 (planning)	FTA	80%	\$9,500	<u>\$11,875 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total	<u><u>\$11,875</u></u>

**TRIANGLE TRANSIT
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code **442301**
3. Task Code **II-B-3**
4. Title **Travel Model Updates**
5. Task Objective **Support for Triangle Regional Model Service Bureau**
6. Tangible Product Expected **Updated Triangle Regional Model**
7. Expected Completion / Date of Products **6/30/2012**
8. Previous Work **Ongoing support of TRM service bureau**
9. Prior FTA Funds (\$ amount/Funding Year) **\$128,000 (FY11) - 5307**

10. Relationship **Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.**

11. Agency **Service Bureau at ITRE responsible for task - Triangle Transit is a funding partner**

Totals By Funding Source (100%)

12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$11,250	
20. Section 5307 (planning)	NCDOT	10%	\$11,250	
21. Section 5307 (planning)	FTA	80%	\$90,000	\$112,500 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total	\$112,500

**TRIANGLE TRANSIT
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II-B-10		
4. Title	<i>Transit Element of the LRTP</i>		
5. Task Objective	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG		
6. Tangible Product Expected	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.		
7. Expected Completion / Date of Products	6/30/2012		
8. Previous Work	Continued and ongoing regional corridor analysis for LRTP and other projects		
9. Prior FTA Funds (\$ amount/Funding Year)	\$36,000 (FY11) - 5307		
10. Relationship	This supports regional transit planning for capital		
11. Agency	Triangle Transit (with joint sponsorship by TJCOG and I		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,813
20. Section 5307 (planning)	NCDOT	10%	\$2,813
21. Section 5307 (planning)	FTA	80%	\$22,500
			<u>\$28,125 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			Total <u><u>\$28,125</u></u>

**TRIANGLE TRANSIT
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442400**
 3. Task Code **II-C-1**
 4. Title **Short Range Transit Planning**

5. Task Objective **This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning; also planning and engineering to improve accessibility of Bus stops and facilities**

6. Tangible Product Expected **On-going staff salaries**

7. Expected Completion / Date of Products **6/30/2012**

8. Previous Work **Ongoing staff salaries**

9. Prior FTA Funds (\$ amount/Funding Year) **\$536,000 (FY11) - 5307**

10. Relationship **Provides staff support to carry out Triangle Transit planning**

11. Agency Triangle Transit

				Totals By Funding Source (100%)	
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0		\$0 PL
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0		\$0 5303
19. Section 5307 (planning)	Local	10%	\$41,875		
20. Section 5307 (planning)	NCDOT	10%	\$41,875		
21. Section 5307 (planning)	FTA	80%	\$335,000		\$418,750 5307
22. Additional Funds	Local	100%	\$0		\$0 Misc.
			Total		\$418,750

**TRIANGLE TRANSIT
FTA TASK NARRATIVE TABLE
FY2011-2012 (FY 2012) UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code **442302**
 3. Task Code **III-D-3**
 4. Title ***Special Studies***
5. Task Objective **Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans**
6. Tangible Product Expected **RFP and/or Technical Report**
7. Expected Completion / Date of Products **6/30/2012**
8. Previous Work **URS Reports, MAB Analyses, Jeff Parker Financial Analysis**
9. Prior FTA Funds (\$ amount/Funding Year) **\$110,400 (FY11) - 5307**
10. Relationship **This task will follow from the transit infrastructure planning conducted for the LRTP.**
11. Agency Triangle Transit

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$49,250	
20. Section 5307 (planning)	NCDOT	10%	\$49,250	
21. Section 5307 (planning)	FTA	80%	\$394,000	\$492,500 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total	\$492,500

Appendices C

Disadvantaged Business Enterprise (DBE) Contracting Opportunities

FY12 Forms

CITY OF DURHAM Anticipated DBE Contracting Opportunities for FY12

Name of MPO: CITY OF DURHAM

Person Completing Form: Felix Nwoko

Telephone Number: 919-560-4366 ext. 36424

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO PLANNED DBE CONTRACTING OPPORTUNITIES ASSOCIATED WITH THIS GRANT	DRAFT 2				

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

CITY OF DURHAM Anticipated DBE Contracting Opportunities for FY12

Name of MPO: CITY OF DURHAM (DATA)

Person Completing Form: Pierre Owusu

Telephone Number: 919-560-5343 ext. 36214

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO PLANNED DBE CONTRACTING OPPORTUNITIES ASSOCIATED WITH THIS GRANT	DRAFT 2				\$0.00

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

CHAPEL HILL Anticipated DBE Contracting Opportunities for FY12

Name of MPO: Town of Chapel Hill

Person Completing Form: Carmen Cole

Telephone Number: 919-969-4911

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO ANTICIPATED DBE CONTRACTING OPPORTUNITIES.	DRAFT 2			\$0	\$0

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

TRIANGLE TRANSIT
Anticipated DBE Contracting Opportunities for FY12

Name of MPO/Member Agency: **Durham-Chapel Hill-Carrboro MPO**

Person Completing Form: Patrick McDonough, Triangle Transit

Telephone Number 919-485-7455

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Triangle Transit	Consultant	\$630,400	\$788,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$15,200	Zero to \$19,000

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Approved March 9, 2011 - with proposed changes to be presented to the TAC for FY12 UPWP and 12-18 MTIP

Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684			Construction	\$168,684								
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Gr	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000			Planning	\$105,880	Construction	\$374,120						
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960			Planning	\$65,000	Construction	\$363,960						
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000							Construction	\$ 67,000				
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
Chapel Hill	U-4727		Chapel Hill Transit Planning	\$ 1,357,500	\$ 1,086,000	UPWP/Planr	\$ 388,000	UPWP/Planr	\$ 373,000	UPWP/Planr	\$ 325,000						
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Planr	\$ 32,000	UPWP/Planr	\$ 48,000								
Chapel Hill	SR-5001	AR	CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk	\$ 135,000	\$ 108,000			Construction	\$ 108,000								
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,250,000	\$ 1,000,000			Capital	\$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$ 560,000								
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000					Construction	\$ 100,000						
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
Chapel Hill	U-4727		Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Planr	\$ 24,000								
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 750,000				
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearson town Elem.) Sidewalk	\$ 19,600	\$ 15,680					Construction	\$15,680						
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840					Construction	\$15,840						
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000					Planning	\$100,000			Construction	\$ 1,148,000		
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C	\$ 2,395,000	\$ 1,916,000					Planning	\$255,000			Construction	\$ 1,661,000		
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
Durham	U-4726	Hx	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,174,716	\$ 939,773					Planning	\$255,000			Construction	\$ 684,773		
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000					Construction	\$556,000						
Durham	U-4726	Hx	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,315,484	\$ 1,052,387					Planning	\$157,858			Construction	\$ 894,529		
Durham	U-4726	Hx	Holloway St sidewalks	\$ 157,106	\$ 125,685									Construction	\$ 125,685		
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalk	\$ 251,000	\$ 200,800					Construction	\$200,800						
LPA	U-4727		UPWP - staff and routine	\$ 4,962,103	\$ 3,969,682	UPWP/Planr	\$ 405,872	UPWP/Planr	\$ 632,709	UPWP/Planr	\$ 856,364	UPWP/Planr	\$ 671,241	UPWP/Planr	\$ 691,378	UPWP/Planr	\$ 712,119
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Planr	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Planr	\$ 113,500	UPWP/Planr	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Planr	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Planr	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Planr	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Planr	\$ 150,000	UPWP/Planr	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Planr	\$ 55,100	UPWP/Planr	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Planr	\$ 150,000	UPWP/Planr	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Planr	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Planr	\$ 137,163	UPWP/Planr	\$ 300,000				
TJCOG	U-4727		UPWP - staff and routine	\$ 210,541	\$ 168,433	UPWP/Planr	\$ 26,922	UPWP/Planr	\$ 26,922	UPWP/Planr	\$ 27,595	UPWP/Planr	\$ 28,285	UPWP/Planr	\$ 28,992	UPWP/Planr	\$ 29,717
TJCOG	U-4727		UPWP - LUCID project/ Fiscal Constraints	\$ 13,354	\$ 10,683			UPWP/Planr	\$ 3,078	UPWP/Planr	\$ 7,605						
TJCOG	U-4727		UPWP - HUD Grant	\$ 25,000	\$ 20,000					UPWP/Planr	\$ 20,000						
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$191,200	ROW	\$320,000	Construction	\$3,200,000						
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
				\$ 31,346,743	\$ 25,077,394		\$ 3,627,509		\$5,228,542		\$8,278,625		\$ 1,966,526		\$ 5,234,357	\$ 741,836	

MTIP changes to be approved as part of FY12-18 MTIP
 Moved Beyond One-Year Grace Period
 UPWP changes to be approved as part of FY12 UPWP

RESOLUTION

**TO APPROVE AMENDMENT #2 TO THE FY 2010-2011 UNIFIED PLANNING WORK
PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN
PLANNING ORGANIZATION (DCHC MPO)**

April 13, 2011

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2010-2011 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2010-2011.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2010-2011 as described in the attached sheets.

I, Lydia E. Lavelle, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 13th day of April, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me on this day acknowledging to me she signed the foregoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Detail Funding Source Tables - FHWA/FTA Funds

II A	Task Description	SPR Highway		STP-DA 131(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary FY11 UPWP APPROVED May 12, 2010 with APPROVED Amendment #1 (Nov. 2010)				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
1	Surveillance of Change	0	0	4,725	18,900	90	360	0	0	0	0	0	0	0	0	0	0	4,815	0	19,260	24,075
2	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Traffic Accidents	0	0	825	3,300	48	192	0	0	0	0	0	0	0	0	0	0	873	0	3,492	4,365
6	Traffic System Data	0	0	13,750	55,000	0	0	0	0	0	0	0	0	0	0	0	0	42,801	29,051	287,408	359,260
7	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,313	13,250	0	0	0	0	0	0	0	0	0	0	7,063	0	28,250	35,313
8	Art Travel	0	0	125	500	325	1,300	0	0	0	0	0	0	0	0	0	0	450	0	1,800	2,250
9	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Travel Time Studies	0	0	10,960	43,838	2,385	9,540	625	2,500	5,000	625	2,500	5,000	625	2,500	5,000	625	13,127	2,500	62,506	78,133
11	Mapping	0	0	5,000	20,000	5,627	22,506	2,500	2,500	20,000	2,500	2,500	20,000	2,500	2,500	20,000	2,500	1,250	0	5,000	6,250
12	Central Area Parking Inventory	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	1,048	0	4,192	5,240
13	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	48	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Bike & Ped. Counts	0	0	4,650	18,600	138	792	0	0	0	0	0	0	0	0	0	0	4,848	0	19,392	24,240
II B Long Range Transp. Plan																					
1	Collection of Base Year Data	0	0	9,000	36,000	2,706	10,824	1,250	1,250	10,000	1,250	1,250	10,000	1,250	1,250	10,000	1,250	12,956	1,250	56,824	71,030
2	Collection of Network Data	0	0	1,825	7,300	960	3,840	1,250	1,250	10,000	1,250	1,250	10,000	1,250	1,250	10,000	1,250	4,035	1,250	21,140	26,425
3	Travel Model Updates	2,100	8,400	46,610	186,440	5,000	20,000	0	0	0	0	0	0	0	0	0	0	67,610	18,100	342,840	428,550
4	Travel Surveys	0	0	0	0	0	0	973	973	7,785	973	973	7,785	973	973	7,785	973	973	7,785	973	9,731
5	Forecast of Data to Horizon Year	0	0	3,550	14,200	3,752	15,006	625	625	5,000	625	625	5,000	625	625	5,000	625	7,927	625	34,206	42,758
6	Community Goals & Objectives	0	0	5,250	21,000	2,988	11,992	0	0	0	0	0	0	0	0	0	0	8,248	0	32,992	41,240
7	Forecast of Future Travel Patterns	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	0	250	0	1,000	1,250
8	Capacity Deficiency Analysis	0	0	2,450	9,800	0	0	0	0	0	0	0	0	0	0	0	0	2,450	0	9,800	12,250
9	Highway Element of th LTRP	2,300	9,200	250	1,000	0	0	0	0	0	0	0	0	0	0	0	0	250	2,300	10,200	12,750
10	Transit Element of the LTRP	1,000	4,000	250	1,000	14,427	57,709	625	625	5,000	5,311	5,311	42,886	0	0	0	0	20,613	6,936	110,195	137,744
11	Bycycle & Ped. Element of the LTRP	1,000	4,000	9,500	38,000	2,500	10,000	0	0	0	0	0	0	0	0	0	0	12,000	1,000	52,000	65,000
12	Airport/Air Travel Element of LTRP	200	800	750	3,000	0	0	0	0	0	0	0	0	0	0	0	0	750	200	3,800	4,750
13	Collector Street Element of LTRP	0	0	250	1,000	125	500	0	0	0	0	0	0	0	0	0	0	375	0	1,500	1,875
14	Rail, Water or other mode of LTRP	0	0	3,500	14,000	1,100	4,400	0	0	0	0	0	0	0	0	0	0	4,600	0	18,400	23,000
15	Freight Movement/Mobility Planning	0	0	0	0	750	3,000	4,544	4,544	36,352	0	0	0	0	0	0	0	5,294	4,544	39,352	49,190
16	Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	Congestion Management Strategies	200	800	15,500	62,000	3,558	14,230	0	0	1,616	1,616	12,928	0	0	0	0	0	20,674	1,816	89,958	112,448
18	Air Qual. Planning/Conformity Anal.	200	800	3,125	12,500	1,675	6,700	0	0	0	0	0	0	0	0	0	0	4,800	200	20,000	25,000
II C Short Range Transit Planning																					
1	Short Range Transit Planning	0	0	5,500	22,000	210	840	0	0	0	0	0	83,351	83,351	666,810	0	0	89,061	83,351	689,650	862,063
II A Planning Work Program																					
1	Planning Work Program	400	1,600	1,250	5,000	5,268	21,072	161	161	1,288	2,993	2,993	23,866	0	0	0	0	9,662	3,544	52,826	66,033
II B Transp. Improvement Plan																					
1	Transp. Improvement Plan	400	1,600	1,250	5,000	8,763	35,050	250	250	2,000	239	239	1,912	0	0	0	0	10,502	889	45,562	56,953
II C Ctl Rgts. Imp./Otr. Reg. Reqs.																					
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	1,425	5,700	1,650	6,600	0	0	500	500	4,000	0	0	0	0	0	3,575	500	16,300	20,375
3	Minority Business Enterprise	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	5,000	0	5,000	6,250
4	Planning for the Elderly & Disabled	0	0	6,250	25,000	310	1,240	0	0	0	0	0	0	0	0	0	0	6,560	0	26,240	32,800
5	Safety/Drug Control Planning	0	0	2,750	11,000	0	0	0	0	0	0	0	0	0	0	0	0	2,750	0	11,000	13,750
6	Public Involvement	0	0	8,850	35,400	3,821	15,284	0	0	7,688	7,688	61,502	0	0	0	0	0	20,359	7,688	112,186	140,233
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II D Incidental Png./Project Dev.																					
1	Transportation Enhancement Png.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	400	500
2	Enviro. Analysis & Pre-TIP Png.	1,000	4,000	13,500	54,000	2,090	8,360	0	0	0	0	0	0	0	0	0	0	15,590	1,000	66,360	82,950
3	Special Studies	1,000	4,000	125,314	501,257	2,943	11,772	563	563	4,500	13,800	13,800	110,400	0	0	0	0	142,620	15,363	631,929	789,911
4	Regional or Statewide Planning	500	2,000	19,375	77,500	867	3,468	625	625	5,000	0	0	0	0	0	0	0	20,867	1,125	87,968	109,960
II E Management & Operations																					
1	Management & Operations	4,000	16,000	65,478	261,910	26,142	104,568	3,726	3,726	29,808	27,697	27,697	221,575	0	0	0	0	123,042	35,423	633,861	792,326
Totals		\$14,400	\$57,600	\$400,036	\$1,600,145	\$103,897	\$415,587	\$27,448	\$27,448	\$219,584	\$178,505	\$178,505	\$1,428,036	\$0	\$0	\$0	\$0	\$709,886	\$220,353	\$3,720,952	\$4,651,190

Task Description	SPR		STP-DA 133(b)(3)(7)		Sec 104(f) PL		Section 5303 Highway/Transit		Section 5307 Transit		Section 5309 Transit			Task Funding Summary						
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change	0	0	4,725	18,900	90	360	0	0	0	0	0	0	0	0	0	0	4,815	-	19,260	24,075
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4 Traffic Accidents	0	0	825	3,300	48	192	0	0	0	0	0	0	0	0	0	0	873	-	3,492	4,365
5 Transit System Data	0	0	13,750	55,000	0	0	0	0	0	0	0	0	0	0	0	0	42,801	29,051	287,408	359,260
6 Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,313	13,250	0	0	0	0	0	0	0	0	0	0	7,063	-	28,250	35,313
7 Air Travel	0	0	125	500	325	1,300	0	0	0	0	0	0	0	0	0	0	450	-	1,800	2,250
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9 Travel Time Studies	0	0	0	0	2,385	9,540	625	625	5,000	0	0	0	0	0	0	0	3,010	625	14,540	18,175
10 Mapping	0	0	5,000	20,000	5,627	22,506	2,500	2,500	20,000	0	0	0	0	0	0	0	13,127	2,500	62,506	78,133
11 Central Area Parking Inventory	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
12 Bike & Ped. Facilities Inventory	0	0	1,000	4,000	48	192	0	0	0	0	0	0	0	0	0	0	1,048	-	4,192	5,240
13 Bike & Ped. Counts	0	0	0	0	102	408	0	0	0	0	0	0	0	0	0	0	102	-	408	510
II B Long Range Transp. Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Collection of Base Year Data	0	0	900	3,600	2,706	10,824	1,250	1,250	10,000	0	0	0	0	0	0	0	4,856	1,250	24,424	30,550
2 Collection of Network Data	0	0	1,825	7,300	864	3,456	1,250	1,250	10,000	0	0	0	0	0	0	0	3,939	1,250	20,756	25,945
3 Travel Model Updates	2,100	8,400	34,110	136,440	5,000	20,000	0	0	16,000	16,000	128,000	0	0	0	0	0	55,110	18,100	292,840	366,050
4 Travel Surveys	0	0	0	0	0	0	973	973	7,785	0	0	0	0	0	0	0	973	973	7,785	9,731
5 Forecast of Data to Horizon Year	0	0	0	0	3,752	15,006	625	625	5,000	0	0	0	0	0	0	0	4,377	625	20,006	25,008
6 Community Goals & Objectives	0	0	0	0	2,998	11,992	0	0	0	0	0	0	0	0	0	0	2,998	-	11,992	14,990
7 Forecast of Future Travel Patterns	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	0	250	-	1,000	1,250
8 Capacity Deficiency Analysis	0	0	2,450	9,800	0	0	0	0	0	0	0	0	0	0	0	0	2,450	-	9,800	12,250
9 Highway Element of th L RTP	2,300	9,200	250	1,000	0	0	0	0	0	0	0	0	0	0	0	0	250	2,300	10,200	12,750
10 Transit Element of the L RTP	1,000	4,000	250	1,000	10,540	42,159	625	625	5,000	5,311	5,311	42,486	0	0	0	0	16,726	6,936	94,645	118,306
11 Bicycle & Ped. Element of the L RTP	1,000	4,000	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	0	2,500	1,000	14,000	17,500
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13 Collector Street Element of L RTP	200	800	750	3,000	0	0	0	0	0	0	0	0	0	0	0	0	750	200	3,800	4,750
14 Rail, Water or other mode of L RTP	0	0	250	1,000	125	500	0	0	0	0	0	0	0	0	0	0	375	-	1,500	1,875
15 Freight/Movement/Mobility Planning	0	0	483	1,932	1,100	4,400	0	0	0	0	0	0	0	0	0	0	1,589	-	6,332	7,915
16 Financial Planning	0	0	0	0	750	3,000	0	0	0	4,544	4,544	36,352	0	0	0	0	5,294	4,544	39,352	49,191
17 Congestion Management Strategies	200	800	8,000	32,000	3,558	14,230	0	0	1,616	1,616	12,928	0	0	0	0	0	13,174	1,816	59,958	74,948
18 Air Qual. Planning/Conformity Anal.	200	800	3,125	12,500	1,675	6,700	0	0	0	0	0	0	0	0	0	0	4,800	200	20,000	25,000
II C Short Range Transit Planning	0	0	5,500	22,000	210	840	0	0	0	83,351	83,351	666,810	0	0	0	0	89,061	83,351	689,650	862,063
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II D Planning Work Program	400	1,600	1,250	5,000	9,018	36,072	3,144	3,144	25,154	0	0	0	0	0	0	0	13,412	3,544	67,826	84,783
II E Transp. Improvement Plan	400	1,600	1,250	5,000	8,923	35,690	489	489	3,912	0	0	0	0	0	0	0	10,662	899	46,202	57,753
III A Ctl Rgts. Cmp./Otr. Reg. Reqs.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Environmental Justice	0	0	1,425	5,700	1,586	6,344	0	0	0	500	500	4,000	0	0	0	0	3,511	500	16,044	20,055
3 Minority Business Enterprise	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	1,250	0	5,000	6,250
4 Planning for the Elderly & Disabled	0	0	6,250	25,000	448	1,790	0	0	0	0	0	0	0	0	0	0	6,688	-	26,790	33,488
5 Safety/Drug Control Planning	0	0	2,750	11,000	0	0	0	0	0	0	0	0	0	0	0	0	2,750	-	11,000	13,750
6 Public Involvement	0	0	3,850	15,400	3,757	15,028	1,322	1,322	10,574	6,366	6,366	50,928	0	0	0	0	15,295	7,688	91,930	114,913
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III D Incidental Ping./Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Transportation/Enhancement Ping.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	400	500
2 Enviro. Analysis & Pre-TIP Ping.	1,000	4,000	13,500	54,000	2,250	9,000	0	0	0	0	0	0	0	0	0	0	15,750	1,000	67,000	83,750
3 Special Studies	1,000	4,000	75,314	301,257	8,551	34,204	563	563	4,500	13,800	13,800	110,400	0	0	0	0	98,228	13,363	454,361	567,951
4 Regional or Statewide Planning	500	2,000	13,375	77,500	867	3,468	625	625	5,000	0	0	0	0	0	0	0	20,867	1,125	87,968	109,960
III E Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Management & Operations	4,000	16,000	70,478	281,910	25,886	103,544	3,726	3,726	29,808	27,697	27,697	221,575	0	0	0	0	127,786	35,423	652,837	816,046
Totals	\$14,400	\$57,600	\$285,010	\$1,140,039	\$109,249	\$436,995	\$27,448	\$27,448	\$219,584	\$178,505	\$178,505	\$1,428,036	\$0	\$0	\$0	\$600,211	\$35,423	\$3,282,254	\$4,102,818	

***Congestion Management Process
Procedures and Responsibilities
Report (DRAFT)***

***Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization***

November 2010

Table of Contents

1. Introduction	1
1.1. Background	1
1.2. Outreach	2
1.3. CMP Goals and Objectives	3
1.4. Study Area	5
2. CMP Steps	9
3. Performance Measures	11
3.1. Identification and Evaluation of Performance Measurements	11
3.2. Selection of Performance Measures	19
4. Monitoring Plan	20
4.1. Monitoring Plan Overview	20
4.2. Coordinated DATA Collection	23
4.3. Data Analysis	25
5. Problem Identification	27
6. Identification of Strategies	28
7. Implementing Strategies and Monitoring Strategy Effectiveness	31
7.1. Implementation and Management	31
7.2. Monitoring Strategy Effectiveness	31
Appendix A: TITLE 23--HIGHWAYS	33
Appendix B: Tier-2 Selection Criteria	36
Appendix C: Travel Time Data Collection Procedures	37

List of Figures

Figure 1.1 CMP Geographic Coverage 6
Figure 1.2 CMP Network..... 8
Figure 2.1 Congestion Management Process (CMP) Structure 10
Figure 6.1 Strategies identification process..... 28

List of Tables

Table 1.1 LRTP Goals and Objectives that Relate to the CMP 4
Table 1.2 CMP Objectives 5
Table 1.3 Network Selection Criteria and CMP Network..... 7
Table 1.4 CMP Three Tier-Systems 8
Table 3.1 Performance Measures..... 13
Table 4.1 Data Sources and Hierarchy 21
Table 4.2 Data Collection Challenges and Barriers 22
Table 4.3 LOS for At-Grade Intersections 25
Table 4.4 LOS for Corridors (TTI)..... 25
Table 4.5 LOS Criteria for Pedestrian Mode 26
Table 4.6 LOS Criteria for Bicycle and Transit Modes..... 26
Table 6.1 DCHC MPO CMP Improvement Strategies Tool Box 29

1. Introduction

The Congestion Management Process (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 in the process of the long range transportation plan (LRTP) and the transportation improvement plan (TIP).

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for transportation planning in the urbanized areas of Durham and Orange counties and parts of northern Chatham County. As part of the planning process, the DCHC MPO is required to develop and implement a CMP for monitoring traffic congestion, evaluating system performance, and incorporating mitigation strategies into the LRTP and TIP.

This Procedures and Responsibilities Report describes how the CMP will be implemented and used on a continuing basis to comply with federal requirements. It will include congestion management objectives; the monitored coverage area and networks; performance measures; performance monitoring plan; identifying & evaluating strategies, and implementation & management.

1.1. Background

a) Legislative Background

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)¹ is the Federal authorization of funding for surface transportation programs for highways, highway safety, and transit. The act was in place from August 2005 to September 2009 and was extended until the end of 2010.

SAFETEA-LU requires that “the transportation planning process in Transportation Management Areas (TMA – urban areas over 200,000 populations) shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding through the use of travel demand reduction and operational management strategies [23 CFR 450.320].”

The Congestion Management Process evolved from the Congestion Management System (CMS), which was required by previous surface transportation authorization laws: the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21). The CMP differs from the CMS primarily in mandating the incorporation of CMP within metropolitan transportation planning, rather than as a stand-alone program or system. The CMS has been described as a “7 Step” process, but the CMP is an “8 Step” process with the addition of a new “first step - Develop Congestion Management Objectives.”

¹ Public Law 109–59, 109th Cong., August 10, 2005

b) Requirements

Federal rules define congestion as “the level at which transportation system performance is no longer acceptable due to traffic interference. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea, rural area), and/or time of day.”

An effective CMP is defined as “a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to the levels that meet State and local needs. The CMP results in consideration and implementation of strategies that provide the most efficient and effective use of existing and future transportation systems.”

A CMP will provide planners, policy makers and the public with a clearer understanding of congestion problems and the most cost-effective means for addressing them. In order to accomplish this mission, USDOT recommends that the following key elements be part of a CMP:

- Congestion management objectives;
- identification of the CMP coverage area;
- transportation system definition, including modes and network;
- performance measures;
- performance monitoring plan;
- identification and evaluation of strategies;
- monitoring of strategy effectiveness; and
- implementation and management.

The SAFETEA-LU planning rule states that the CMP shall include the definition of congestion management objectives and performance measures to assess the extent of congestion, and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.

1.2. Outreach

Although the CMP is the responsibility of the DCHC MPO, it is an interagency multidisciplinary approach that seeks to optimize the performance of infrastructure through the implementation of multimodal, intermodal, and cross-jurisdictional systems, services and projects. As such, the expertise of a diverse team is needed that can provide input on transportation operations, the availability of existing and new data sources, and policy issues related to the development and update on the CMP. To assure this multidisciplinary approach, the DCHC MPO recommends working with the three groups described below, in the development of a CMP that addresses congestion through shared goals.

a) Stakeholders

The stakeholder group will be involved in all elements of the CMP program including discussing ideas, identifying improvement strategies, and working towards consensus on key elements. The stakeholder group includes representatives from the following organizations:

- DCHC MPO member agencies,
- NC DOT,
- Transit agencies,
- Federal Highway Administration,
- Federal Transit Administration, and
- Others as deemed necessary

b) Technical Steering Committee

The Technical Steering Committee is a technical advisory group. The committee will be made up of a diverse set of specialists. The committee members provide guidance on the availability of existing and new data sources that are necessary to identify recurring and nonrecurring congestion. The committee members also provide substantial guidance on the selection and use of performance measures, the review of the technical analysis methodologies and the results, and the identification of an improvement strategy. The committee members include:

- DCHC MPO planners and engineers,
- Transit planners,
- Bicycle & pedestrian specialists,
- Congestion management engineers,
- Traffic signal, operation, ITS engineers, and
- Others as deemed necessary.

c) Public

Citizens will have opportunities for involvement throughout all stages of the CMP process including development, update, monitoring and implementation. To increase public understanding of both the CMP and congestion issues, all documented reports, statistics, and maps will be uploaded to an interactive WEB tool or web-based map.

1.3. CMP Goals and Objectives

a) Goals

In order for the MPO, State and local governments to respond to growing demands for maintaining and improving our mobility needs, these agencies must cost-effectively manage existing facilities. In order to maximize our return on transportation investments, we must effectively manage congestion. A primary purpose for the CMP is to provide a systematic approach for a better understanding of existing and projected system performance and the effectiveness of various management strategies.

b) Objectives

CMP objectives should be consistent with regional goals and plans. To develop the congestion management objectives, the list of 2035 LRTP goals, objectives, and the measures of effectiveness (MOE) were reviewed for application to the CMP. The goals and objectives which are related to the CMP are shown in Table 1.1.

Table 1.1 LRTP Goals and Objectives that Relate to the CMP

Goals	ID	Objectives	MOE
Overall Transportation System	L-1.1	- Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.	N/A
	L-1.2	- Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.	Benefit-Cost Ratio
	L-1.3	- Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.	N/A
	L-1.4	- Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.	Person-to-Capacity ratios, by facility and mode
Multi-Modal Street and Highway System	L-2.1	- Establish performance standards and report on the condition and effectiveness of the multimodal street and highway system.	N/A
	L-2.2	- Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.	N/A
Public Transportation System	L-3.1	- Establish performance standards and report on the condition and effectiveness of the public transportation system.	N/A
	L-3.2	- Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.	N/A
Pedestrian and Bicycle System	L-4.1	- Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.	N/A
	L-4.2	- Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.	N/A
	L-4.3	- Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.	N/A
Public Involvement	L-7.1	- Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.	Number of Meetings and Contacts
Safety and Security	L-8.1	- Reduce fatality, injury, and crash/incident rates on all modes.	Fatality & Crash Rates, Local transit crashes, Bike/Ped incidents/injuries
Freight Transportation and Urban Goods Movement	L-9.1	- Relieve congestion on heavily-traveled truck routes.	Percentage of truck VMT under congested conditions / in off-peak

In order to achieve the regional goals and objectives that relate to the CMP, seven CMP objectives are selected: the objectives and the associated measurements are described in Table 1.2.

Table 1.2 CMP Objectives

CMP ID	Objectives	Possible Support Measurements	Related LRTP Goals & Objectives (ID)
C-1	Improve accessibility and mobility for people and freight	<u>Travel Time Index</u> – Ratio of actual travel time to uncongested travel time during peak-hour and daily <u>Duration of Congestion</u> – the congested time length <u>Control Delay</u> – the average vehicle delay at intersection during peak-hour	L-1.4
C-2	Maintain productivity and efficiency of the transportation facilities	<u>Volume-to-Capacity Ratio</u> during peak-hour	L-1.4
C-3	Identify and implement transportation safety enhancements	<u>Number of Crashes and Incident Severity</u> by intersection, by corridor	L-8.1, L-4.3
C-4	Increase transit service to reduce dependency on single occupant auto travel	<u>Number of transit routes / frequency</u> <u>Ridership</u>	L-3.1, L-2.1, L-2.2
C-5	Increase bicycle/pedestrian facilities to promote the use of non-motorized mode	<u>Center line miles</u> <u>Pedestrian/Bicyclist count</u> during weekday	L-2.1, L-2.2, L-4.1, L-4.2
C-6	Provide system operational status to public using a state-of-the-art technology, and maintain system reliability	<u>Travel Time and Standard deviation of travel time</u> or <u>85 percentile of travel time</u> during peak-hour and daily <u>Number of web visitor</u> during weekdays	L-7.1
C-7	Develop and maintain a multi-modal regional operation model to evaluate and estimate the system performance	N/A	L-1.1, L-1.3

1.4. Study Area

a) Geographic Coverage

The geographic area will cover the Metropolitan Area Boundary (MAB) as shown in Figure 1.1. This coverage includes all of Durham County, the City of Durham, Carrboro, Chapel Hill, Hillsborough, and the MPO planning jurisdiction portions of Orange County and Chatham County. This wide coverage is more beneficial in identifying existing and future congestion locations, evaluating systemwide effects of management strategies, and providing perspective for the extent and degree of congestion throughout the area. This coverage and transportation facilities within the area will dictate data needs for both system performance and strategy effectiveness.

b) CMP Network

Since congestion is an interacted result between the supply and demand of the transportation system and its operation, congestion management is associated with most transportation systems. The selected network should be able to achieve the goals and objectives, and the existing facilities and financially committed projects in the transportation plans will be considered. Recommendations from the stakeholders, technical steering committee, and public will be included in the selection of the networks. The transportation systems, which are related to our CMP goals and objectives, are highways, public transportation, pedestrians and bicycles, safety and security, freight and goods movement, and ITS.

The selection criteria for the CMP network differ by transportation system as shown in Table 1.3. Figure 1.2 illustrates some examples of the identified facilities.

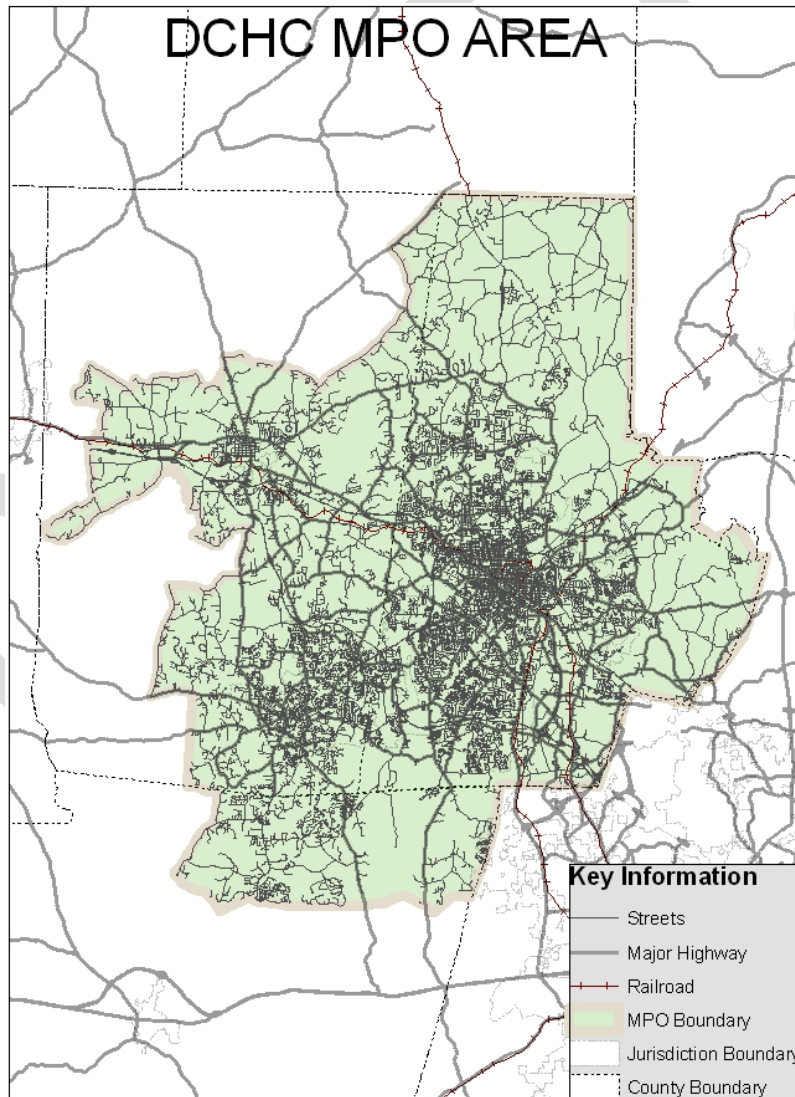


Figure 1.1 CMP Geographic Coverage

Table 1.3 Network Selection Criteria and CMP Network

System Area & Networks	Criteria	Description
1) Highway	All roads in the Triangle Regional Model (TRM) base year highway network	Interstate Highway, Expressway, Arterial, Collector, and Local roadways
	plus the committed highway network, which will be completed within three years and the alternative routes of the network	Before-After analysis for monitoring the implemented strategy effectiveness.
	plus roadways with a fixed transit route	Durham Area Transit (DATA), Chapel Hill Transit (CHT), and Triangle Transit (TTA)
	plus Designated evacuation routes and emergency management networks	Security
	plus Major road alternative routes	Incident Management
2)Public Transportation	Fixed routes in TRM transit network	Bus, LRT, and Commuter Rail
3)Pedestrian	Pedestrian path and sidewalks/Walkways	Pedestrian facilities that provide regional connectivity with destinations to schools, major trip generators, and high activity density and land use
4)Bicycle	Bicycle paths and greenways	Bicycle facilities that provide regional connectivity with destinations to schools, major trip generators, and high activity density and land use
5)Safety	Crash rate	More than 120 crashes per million entering vehicles at intersections and segments for nonrecurring congestion.
6) Freight	Major freight route	Designated truck routes. Connectivity to land use density activity centers

c) CMP Tier System

Two main considerations in decisions regarding CMP are data availability and cost. Since data collection represent the biggest portion of costs in CMP effort, a CMP data collection tiered system is recommended. The CMP tiered architecture designed to match the data collection effort to the specific system components is a cost effective approach given the financial constraints and the MPO funding situation. Each component of the transportation system will be identified as either Tier 1, Tier 2, or Tier 3. A description of the three tiers and the recommended monitoring cycle are described in Table 1.4.

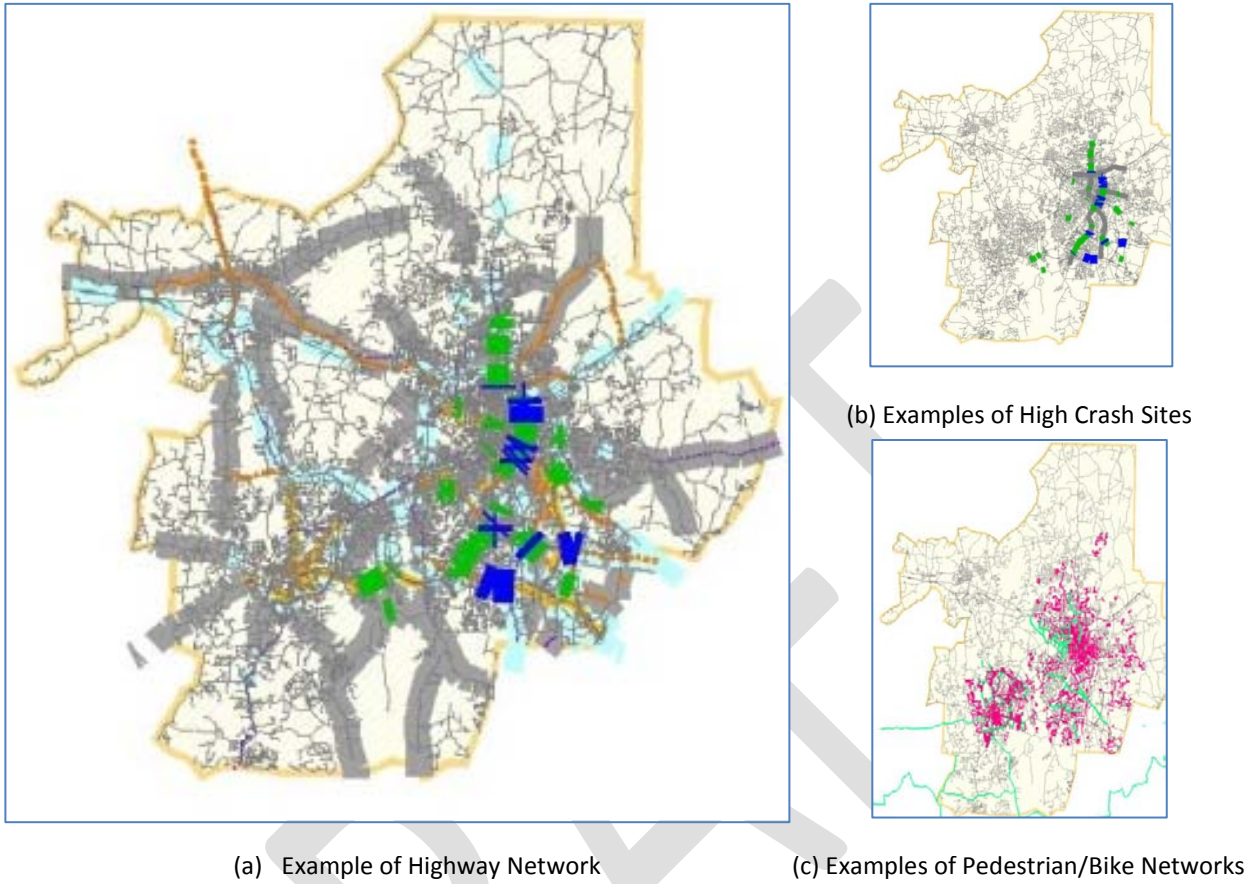


Figure 1.2 CMP Network

Table 1.4 CMP Three Tier-Systems

Level	Tier-1: High priority corridors and networks of regional significance	Tier-2: Most Congested/Unsafe Corridors or Areas – Group I	Tier-3: Congested/Unsafe/Other Corridors or Areas – Group II
Purpose	Monitoring system trend	Monitoring the congested corridors including the Tier-1 group and new facilities for a Before-After evaluation	Monitoring the other corridors including the Tier-1 group
Selection Criteria	-More than 4 network selection criteria duplicated in Table 1-3 -Recommendation from the stakeholders, technical steering committee, and public	-More than 3 network selection criteria duplicated in Table 1-3* -Newly implemented strategy (projects) and the alternatives within two years, or the alternatives of the planned projects in LRTP, TIP, or etc. within 2 years	-Other corridor or area identified in Table 1-3
Monitoring Cycle	Every year	Every two years	Every four years

* More detailed selection criteria are explained in Appendix B.

2. CMP Steps

The CMP is a process; therefore, the CMP steps form a feedback loop. The CMP will continually be revised based on findings from the monitoring process and from other planning efforts.

The primary focus areas of the CMP are summarized in the following steps and displayed in Figure 2.1:

1. **Develop Performance Measures:** Performance measures are determined through a cooperative effort. The measures are used in all steps of the process. In this step, guidelines are also identified for determining congestion in terms of extent, intensity and duration and congestion-based ranking.
2. **Collect and Analyze Data:** A coordinated data collection program is to be established, using existing data sources when possible.
3. **Quantify Performance, Identify and Evaluate Alternatives:** Develop data summaries, graphics, and maps that quantify the performance of the system based on previously defined measures and associated data analysis. Expected benefits of the congestion management strategies are identified and evaluated based on the established performance measures.
4. **Select Projects:** Appropriate improvement strategies are selected. Consideration should be given to demand management, traffic operational improvements, public transportation improvements, Intelligent Transportation Systems (ITS) improvements, and where necessary, additional system capacity. Implementation schedules and responsibilities are to be identified.
5. **Monitor Improvements:** Compare before and after conditions using performance measures. Learn from the results and apply the appropriate findings to subsequent projects.

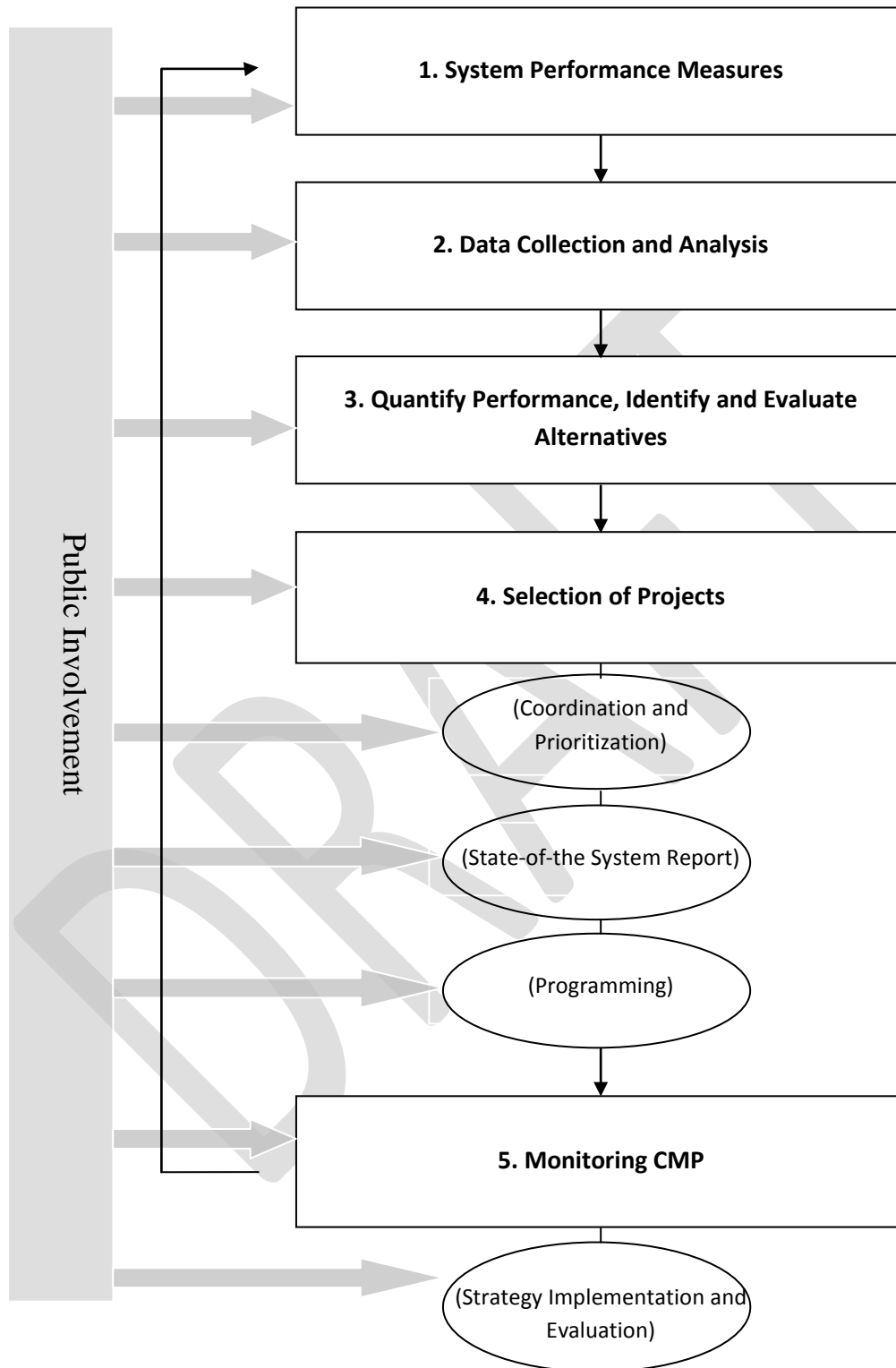


Figure 2.1 Congestion Management Process (CMP) Structure

3. Performance Measures

The performance measurements should be identified, evaluated, and selected properly to monitor system performance effectively. This chapter discusses potential measures and the initially identified performance measures. The final measures will be selected by the technical steering committee.

3.1. Identification and Evaluation of Performance Measurements

Many potential measures were considered to identify effective performance measures that fit our region. Efforts were made to adapt the various potential performance measures to the needs of our region. Table 3.1 provides a summary of the various performance measures reviewed.

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Congestion Management Process

Table 3.1 Performance Measures

<u>Performance Measures</u>	<u>Definition</u>	<u>Units of Measurement</u>	<u>Benefits</u>	<u>Constraints</u>	<u>Data Type (Observed / Estimated)</u>	<u>Goals & Objectives (ID)</u>	<u>Application Level</u>	<u>Recommendation</u>
Volume to Capacity (v/c) ratio	Measurement of average volume compared to adopted service volume or capacity.	<ul style="list-style-type: none"> Roadway v/c ratio (daily and/or peak hour). Intersection movement v/c ratio. 	<ul style="list-style-type: none"> Can indicate congestion. Can be flexible for multiple time periods and area types. Daily v/c can be determined using existing data by combining AADT and service volumes. Daily v/c can be used as first screen of congestion, providing a cost-effective use of limited resources. 	<ul style="list-style-type: none"> Daily v/c may limit the identification of certain types of improvements, additional data sources are needed to determine peak-hour v/c. 	Estimated	C-2	Major Corridors, Intersections	Yes
Vehicle delay	Measurement of average vehicle delay of all of the movements, or average vehicle delay of an individual movement(s) during a specified time period	<ul style="list-style-type: none"> Average control delay (sec/veh) 	<ul style="list-style-type: none"> Can indicate congestion and may highlight potential safety issues. 	<ul style="list-style-type: none"> Difficult to measure. Forecast data will be useful. 	Estimated	C-1	Corridor, Intersection	Yes
Number of lane miles that are congested	Miles of roadway that can be classified as "congested". The definition of "congested" can be customized for a particular area or facility type.	<ul style="list-style-type: none"> Lane miles of congested roadways. Percent of congested roadways (congested/total x 100%). 	<ul style="list-style-type: none"> Indicator of severity of congestion. Can be used to determine percentage of total lane miles that are congested. 	<ul style="list-style-type: none"> Difficult to measure. There are no existing data sources. While this is a useful areawide indicator, it does not identify specific constraints, or causes. 	Observed	C-1, C-2	System wide	No
Duration of Congestion	Time duration where pre-defined sections can be classified as "congested".	<ul style="list-style-type: none"> Hours of congestion. 	<ul style="list-style-type: none"> Indicator of severity of congestion, can be used to determine percentage of time that a facility is congested. 	<ul style="list-style-type: none"> Difficult to measure. There are no existing data sources. Does not identify specific constraints, causes, or needed improvements. 	Observed	C-2	Interstates	Yes
Percent of daily miles traveled under congested conditions	The percentage of travel distance that is spent under congested conditions.	<ul style="list-style-type: none"> Percent of congestion. 	<ul style="list-style-type: none"> Indicator of severity of congestion. 	<ul style="list-style-type: none"> Difficult to measure. While this is a useful areawide indicator, it does not identify specific constraints, causes, or needed improvements. 	Estimated	C-2, C-7	Major Corridors, Interstates	For future consideration

Congestion Management Process

<u>Performance Measures</u>	<u>Definition</u>	<u>Units of Measurement</u>	<u>Benefits</u>	<u>Constraints</u>	<u>Data Type (Observed / Estimated)</u>	<u>Goals & Objectives (ID)</u>	<u>Application Level</u>	<u>Recommendation</u>
Daily vehicle miles	Miles traveled throughout the region.	<ul style="list-style-type: none"> Miles traveled per average vehicle. Total miles traveled. 	<ul style="list-style-type: none"> Can be derived from AADT or TRM 	<ul style="list-style-type: none"> Takes more effort than AADT, but is not more informative. 	Estimated	C-1, C-7	Systemwide	For future consideration
Average Delay – recurring	Average vehicle delay that occurs at a typical time-of day and day-of-week.	<ul style="list-style-type: none"> Vehicle-hours. 	<ul style="list-style-type: none"> Indicates average congestion. Can be measured over different area types, time periods, and facilities. 	<ul style="list-style-type: none"> Delay is difficult to calculate when v/c ratios are exceeded. 	Observed / Estimated	C-1, C-7	Systemwide, Major Corridors	For future consideration
Average Speed	Average travel speed.	<ul style="list-style-type: none"> Miles per hour. 	<ul style="list-style-type: none"> Indicates average congestion. Can be measured over different area types, time periods, and facilities. Easily understood. 	<ul style="list-style-type: none"> Speed is difficult to calculate when congestion exists. 	Observed / Estimated	C-1, C-7	Systemwide, Major Corridors	Yes
Person Miles of Travel	Total miles traveled per person (miles per vehicle times occupancy).	<ul style="list-style-type: none"> Miles per person. 	<ul style="list-style-type: none"> Provides a region-wide indicator of transportation demand. 	<ul style="list-style-type: none"> Does not identify mode split, potential for demand management, or congested locations. 	Estimated	C-1, C-7	Systemwide	For future consideration
Travel Time Index (TTI)	Ratio of actual travel time to uncongested travel time.	<ul style="list-style-type: none"> Unitless; the measurement is an index. 1.0 indicates no congestion. Travel Time Speed Limit 	<ul style="list-style-type: none"> Qualifies average travel time data. Can be used to calculate average travel speed as a percent of the speed limit (or 15 percentile of free flow speed). 	<ul style="list-style-type: none"> Requires travel speed data. 	Observed	C-1	Systemwide, Major Corridors	Yes
Buffer Index (BI)	Buffer Index measures the amount of time added to an average trip to ensure on-time arrival for 95% of trips. Buffer Index indicates predictability.	<ul style="list-style-type: none"> Unitless; the measurement is an index. 0.0 indicates no volatility. 	<ul style="list-style-type: none"> Can indicate instability and areas with higher potential for nonrecurring congestion. 	<ul style="list-style-type: none"> Difficult to measure. Needs extensive data collection and processing. 	Observed	C-1, C-2	Systemwide, Major Corridors	No
Planning Index (PI)	This measurement is an indicator of the total time required to arrive on time. It is calculated by combining TTI and BI.	<ul style="list-style-type: none"> Unitless; the measurement is an index. 1.0 indicates no congestion. 	<ul style="list-style-type: none"> Indicates areas with recurring and nonrecurring congestion. 	<ul style="list-style-type: none"> Difficult to measure. Needs extensive data collection and processing. 	Observed	C-1, C-2	Systemwide, Major Corridors	No
Roughness Index for pavement	A measurement of the quality of pavement conditions.	<ul style="list-style-type: none"> Unitless; the measurement is an index. 	<ul style="list-style-type: none"> Can identify potential contributing factor of congestion. 	<ul style="list-style-type: none"> Additional factors are more likely to cause congestion. 	Observed	-	Systemwide, Major Corridors	No

Congestion Management Process

<u>Performance Measures</u>	<u>Definition</u>	<u>Units of Measurement</u>	<u>Benefits</u>	<u>Constraints</u>	<u>Data Type (Observed / Estimated)</u>	<u>Goals & Objectives (ID)</u>	<u>Application Level</u>	<u>Recommendation</u>
Customer Satisfaction (User Surveys) – Bike/Ped	A qualitative measure of the opinions of people using the transportation system. This can be specific to areas.	<ul style="list-style-type: none"> • Very satisfied. • Somewhat satisfied. • Neutral. • Somewhat dissatisfied. • Very dissatisfied. • Not applicable. 	<ul style="list-style-type: none"> • Projects determined with user input are desirable to users. 	<ul style="list-style-type: none"> • Collection and processing of data is relatively difficult. 	Observed	C-5	Systemwide, Major Corridors	For future consideration
Incident Duration	The time elapsed from notification of an incident until all evidence of the incident has been removed from the scene.	<ul style="list-style-type: none"> • Minutes per incident. 	<ul style="list-style-type: none"> • Indicator of non-recurring congestion. Great indicator of conditions before and after improvements. 	<ul style="list-style-type: none"> • Difficult to collect data. 	Observed	C-1, C-3	Systemwide, Major Corridors	For future consideration
Incident Severity	A quantitative measurement of the cost of an incident. Assumed injury costs vary by injury severity.	<ul style="list-style-type: none"> • Cost per incident. 	<ul style="list-style-type: none"> • Indicator of potential safety concern that can lead to long incident durations 	<ul style="list-style-type: none"> • Additional data is needed to prioritize locations, such as number of crashes per million vehicles. 	Observed	C-3	Major Corridors, Intersections	For future consideration
Number of crashes	Measurement of the total number of crashes at a certain location per unit of time.	<ul style="list-style-type: none"> • Crashes per year. 	<ul style="list-style-type: none"> • Indicator of nonrecurring congestion. Can identify problem areas to help focus limited resources. Can be determined using existing data sources. 	<ul style="list-style-type: none"> • Ignores type, cause, severity, etc. To be more useful, there is a need to determine the relationship with total volume entering the location. Additional data needed to evaluate causes. 	Observed	C-3	Major Corridors, Intersections	For future consideration
Crash Rate	Measurement of the total number of crashes at a certain location, compared to the total volume at the location. This measurement allows for the identification of locations that have a disproportionate number of crashes (compared to intersections with similar volumes).	<ul style="list-style-type: none"> • Crashes per million entering vehicles at intersections • Crashes per million entering vehicles at segments 	<ul style="list-style-type: none"> • Indicator of nonrecurring congestion. Can identify problem areas to help focus limited resources. Can be determined using existing data sources. 	<ul style="list-style-type: none"> • Ignores type, cause, severity, etc. • Additional data is needed to evaluate causes. 	Observed	C-3	Major Corridors, Intersections	Yes

Congestion Management Process

<u>Performance Measures</u>	<u>Definition</u>	<u>Units of Measurement</u>	<u>Benefits</u>	<u>Constraints</u>	<u>Data Type (Observed / Estimated)</u>	<u>Goals & Objectives (ID)</u>	<u>Application Level</u>	<u>Recommendation</u>
Air quality analysis	A measure of the concentration of vehicle emissions.	<ul style="list-style-type: none"> Emissions – kg, kg per year. 	<ul style="list-style-type: none"> Indicator of congestion. 	<ul style="list-style-type: none"> Secondary indicator; low travel speeds and excessive delay will result in poor air quality. 	Estimated	-	Systemwide, Major Corridors, Intersections	Yes
Office Parking	Parking lot utilization data	<ul style="list-style-type: none"> Ratio of Occupied / available parking lots 	<ul style="list-style-type: none"> Indicator of parking strategy Can divert SOV user to transit 	<ul style="list-style-type: none"> Regarding to development of a jurisdiction's policy 	Observed	C-1	Areawide	For future consideration
Bike parking	Bike parking utilization data	<ul style="list-style-type: none"> Bike racks Bike parking lots 	<ul style="list-style-type: none"> Can promote bike user 	<ul style="list-style-type: none"> Secondary indicator 	Observed	C-5	Systemwide	For future consideration
Pedestrian Facilities	Sidewalk length	<ul style="list-style-type: none"> Sidewalk length Sidewalk length within transit service area 	<ul style="list-style-type: none"> Important for transit mobility and pedestrian safety 	<ul style="list-style-type: none"> Ignores connectivity and Pedestrian density or connectivity and density of population 	Observed	C-5	Systemwide, areawide	Yes
Pedestrian Activity	A measure of the number of pedestrians	<ul style="list-style-type: none"> Pedestrian count 	<ul style="list-style-type: none"> what level of pedestrian activity is being experienced where pedestrian activity is occurring in order to better understand the reasons why there may or may not be pedestrian activity in different areas 	<ul style="list-style-type: none"> Difficult to understand a function for land use, facility presence, and facility design. Difficulty of count 	Observed	C-5	Systemwide, areawide	Yes
Centerline miles of bike path	Total miles of bike path	<ul style="list-style-type: none"> Length of facilities 	<ul style="list-style-type: none"> Indicator of bicycle network 	<ul style="list-style-type: none"> Data does not consider demand. Does not identify specific corridors or routes that should be improved. 	Observed	C-5	Systemwide, areawide	Yes
Bike Activity	A measure of the number of bicyclists	<ul style="list-style-type: none"> Number of bicyclist 	<ul style="list-style-type: none"> what level of bicyclist activity is being experienced where bicyclist activity is occurring 	<ul style="list-style-type: none"> Difficult to understand a function for land use, facility presence, and facility design. Difficulty of count 	Observed	C-5	Systemwide, areawide	Yes
Non-motorized traffic safety	Measurement of the total number of crashes related with pedestrian or bicyclist	<ul style="list-style-type: none"> Number of pedestrian/bicycle accidents 	<ul style="list-style-type: none"> Indicator of safer route Indicator of nonrecurring congestion 	<ul style="list-style-type: none"> Ignores type, cause, severity, etc. 	Observed	C-5, C-3	Systemwide, major routes	For future consideration

Congestion Management Process

17

<u>Performance Measures</u>	<u>Definition</u>	<u>Units of Measurement</u>	<u>Benefits</u>	<u>Constraints</u>	<u>Data Type (Observed / Estimated)</u>	<u>Goals & Objectives (ID)</u>	<u>Application Level</u>	<u>Recommendation</u>
Transit Ridership	Number of people on a transit route per unit of time.	<ul style="list-style-type: none"> Riders per hour 	<ul style="list-style-type: none"> Key performance measure when determining which routes to expand or reduce service on. 	<ul style="list-style-type: none"> It can be difficult to forecast ridership for proposed routes. 	Observed	C-4	Systemwide, major routes	Yes
Schedule Adherence	Ability of transit to adhere to the planned schedule. This is typically used to determine how to operate a route.	<ul style="list-style-type: none"> Percentage of stops that are on-time 	<ul style="list-style-type: none"> Can use adherence to identify LOS. Can be used to help determine how to run a route. 	<ul style="list-style-type: none"> Not used to determine whether or not to increase or reduce service. 	Observed	C-4	Systemwide, major routes	For future consideration
Subsidized Cost of Transit	This measurement identifies the amount of money it costs to operate a route. This is the cost to the transit agency, not the cost paid by the user.	<ul style="list-style-type: none"> Cost per rider 	<ul style="list-style-type: none"> The subsidized cost per route is used to make decisions about whether a route should be run or not. Critical element in decision making process. 	<ul style="list-style-type: none"> Cost is not a stand-alone measure. This must be used in combination with other measures. 	Observed	C-4	Systemwide, major routes	For future consideration
Transit Service	Measurement of transit service availability	<ul style="list-style-type: none"> Annual service hours of operation Geographical coverage Population coverage 	<ul style="list-style-type: none"> Indicates whether transit service is available 	<ul style="list-style-type: none"> Does not consider demand. 	Observed	C-4	Systemwide	Yes
Availability of transit within congested corridor	Presence of a transit route or system within or adjacent to a congested corridor.	<ul style="list-style-type: none"> Available/Not available. Type and frequency of transit should be specified. 	<ul style="list-style-type: none"> Indicates whether modal split options are available. 	<ul style="list-style-type: none"> Does not consider demand. 	Observed	C-4, C-1	Systemwide	For future consideration

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3.2. Selection of Performance Measures

All of the listed performance measures have the potential to provide useful information for managing congestion. Some are most useful in certain area types, and some are most useful at certain levels of analysis. The selection of performance measures should consider a) the availability of data from existing sources, b) the applicability of those measures in quantifying system performance, and c) the ability of the performance measure to identify future system deficiencies.

In order to select a manageable list of performance measures that are customized to the unique characteristics of the DCHC MPO Area, the Technical Steering Committee will be consulted in the process of review, selection, and approval.

While a number of different performance measures were identified in Table 3.1, not all of them are applicable to each type of facility. Also, availability of data for some of the measures is limited at the current time, thus some will be phased in at a future time as the data becomes available. The performance measures, which can be selected for the DCHC CMP, are as follows:

a) Recurring Congestion

The following recurring congestion performance measures will be selected:

- TTI (peak-hour: AM, Noon, PM),
- Volume / capacity ratio for through movement at downstream boundary intersection (peak-hour: AM, Noon, PM),
- Extension of congestion²: spatial, temporal (daily),
- Segment volume / capacity ratio (daily, peak-hour: AM, Noon, PM),
- Average pedestrian space(peak-hour: AM, Noon, PM),
- LOS Scores for pedestrian, bicycle, and transit modes(peak-hour: AM, Noon, PM),
- Transit Ridership (including Peak passengers/seat ratio),
- Signal control delay (including retiming cost/benefit)

b) Non-Recurring Congestion

The following nonrecurring performance measures will be selected:

- High crash intersections: by crash rate (crashes per million vehicles entering) and by the number of crashes
- High crash corridors: by crash rate (crashes per million vehicles miles)
- Incident duration
- Customer or Expert survey

² Available data is limited currently; Interstate only.

4. Monitoring Plan

The monitoring plan includes overview and data sections; the overview includes the identification of data source, the development of a data management system, and the definition of a reporting procedure. The data section will cover data collection and analysis.

4.1. Monitoring Plan Overview

a) Data Source

Identifying existing data sources and databases that may be used as part of a performance monitoring system is important to maximize the utilization of available resources and to develop a cost-effective data collection program. The existing data sources identified for potential application and new data collection efforts are shown in Table 4.1. The existing sources have established programs for a specific purpose focused on a limited number of facilities or specific geographic coverage. The challenges or barriers of obtaining the data are described in Table 4.2.

b) Data Management

Integration and coordination of the data collection activities will create data management issues and responsibilities. Currently, there is no existing data management system. DCHC MPO will develop an appropriate data management tool using the GIS. It can be used for data management activities as well as for analysis and presentation purposes. Once the analysis is completed, tables and maps of links, corridors, or the entire system can be generated to provide spatial and temporal contexts for the discussion of congestion and mobility. It is also expected that the management tool will be connected with the DCHC MPO Web site to facilitate its use and the efficient flow of information between agencies and the public.

DCHC MPO will take an active role in ensuring that the necessary data is made available and passed forward for use in the CMP. The member agencies are responsible for the flow of data between the agencies and the MPO.

Table 4.1 Data Sources and Hierarchy

Data Type	Source	Primary	Secondary	Innovative Strategy
Travel Time	I-95 Corridor Coalition / INRIX®	X		
	Traffic .com	X		
	NCDOT Operations Center	X		
	MPO Data Collection		X	
	City of Durham – speed warning signs			X
	Downstream loop detector data			X
	Transit agency data		X	
Traffic Count	NCDOT Count Program	X		
	Municipal Signal System Count Programs	X		
	MPO Data Collection		X	
	Municipal Detector Data Counts			X
	Data collected for TIA studies	X		
Turning Movement Count	Municipal Signal System Count Programs	X		
	MPO Data Collection		X	
	Local Consulting Firm Data			X
Control Delay	Regional Operational Model			X
Ped/Bike count & survey	UNC sponsored Data	X		
	Volunteer Data Collection		X	
	MPO Data Collection		X	
Transit ridership & survey	Transit Agencies	X		
Crash rate, count, & severity	NCDOT TEAAS	X		
Public and expert survey results	MPO Survey			X
	MPO WEB survey system			X

Table 4.2 Data Collection Challenges and Barriers

Data Type	Source	Challenge	Barrier
Travel Time	I-95 Corridor Coalition/ INRIX®	Real-time acquisition	Interstate only
	Traffic .com	Real-time acquisition	Interstate only
	NCDOT Operations Center	Data acquisition ability	Interstate only
	MPO Data Collection	A detailed plan	Budget, Staff
	City of Durham – speed warning signs	Calibration	Only 2 locations
	Downstream loop detector data	Calibration	
	Transit agency data	Data acquisition & process	
Traffic Count	NCDOT Count Program		Two year program State Rd only
	Municipal Signal System Count Programs		Paused (?)
	MPO Data Collection	A detailed plan	Budget, Staff
	Municipal Detector Data Counts	Calibration	
	Data collected for TIA studies	Cooperation	
Turning Movement Count	Municipal Signal System Count Programs		Paused (?), Few locations
	MPO Data Collection	A detailed plan	Budget, Staff
	Local Consulting Firm Data	Cooperation	Legal agreement
Control Delay	Regional Operational Model		
Ped/Bike count & survey	UNC sponsored Data	Cooperation	
	Volunteer Data Collection	Identifying groups	
	MPO Data Collection		Budget, Staff
Transit ridership & survey	Transit Agencies	Cooperation	
Crash rate, count, & severity	NCDOT TEAAS	Pedestrian /Bicycle accident report acquisition	
Public & expert survey	MPO Survey		Budget, Staff
	MPO WEB survey system		Budget, Staff

c) Reporting Procedure

CMP Status Report

The main product of this activity will be the State of the System Report. The report will summarize the performance of the region's transportation system including the benefits of the strategies as related to the performance measures discussed earlier. Results will be presented using tables, graphs, or maps. This report will also include an analysis of results by: identifying performance trends; highlighting performance changes resulting from the implemented projects; and identifying system deficiencies or areas of concern.

This report will be documented on a biannual basis, staggered with development of the LRTP since these results will help inform the development of the LRTP. Project, corridor, and subarea reports may also be generated if needed.

WEB Based GIS Database Report

The summarized system performance results and data will be published through the DCHC MPO Web system. It will improve the public accessibility to the congestion information, educate the public on MPO activity and planning, and improve communication between agencies as well as the public. The system will include the following information: TMC, volume (AADT), speed, safety (accident spot, number, severity), network (existing and future routes – committed), network (existing and future routes – planned), and relevant other agencies' web-address (NCDOT, CAMPO, etc).

4.2. Coordinated Data Collection

Data should be collected in a coordinated manner between the MPO and member agencies. The corridors or areas where data should be collected would consist of a 3 tier system: 1st-benchmark corridors or areas, 2nd- congested/unsafe corridors or areas, and 3rd-other corridors or areas. The total number of corridors or areas will not exceed more than 50. Data collection methodologies for the identified measurements are described in this section, and the methodologies are focused on the MPO's data collection efforts.

a) Travel time and travel speeds

The data will be collected mainly using a GPS device (GeoLogger) if existing resources such as downstream loop detectors, ITS facilities, and etc. are not applicable.

For quality control of the data, at least, 5 good travel time samples for each direction on the corridors will be required in each peak period- AM, Noon, and PM. For instance, the total number of runs per corridor should be more than 30 (3 peaks * 2 directions * (5+alpha)) if other resources are not available. A more detailed description of the travel time data collection methodology is shown in Appendix C.

b) Traffic volume

If traffic volume from downstream loop detector or other resources is feasible, no extra data will be collected since the detector can report 365 days and 24 hours ideally. The data from the loop detectors will be analyzed, and the results will be released every year.

If the downstream system detector is not practical, the segments on the corridors identified by the CMP Tier System will be considered to be selected and the number of the selected segments will not be more than 100 including segments in the NCDOT Count Program.

The criteria and weight point for the segment selection are described in Appendix B.

Based on the locations of the segments in the Tier system, it will be categorized as annual, bi-annual, and 4th year program. Data including the vehicle classification should be collected at least during 72 consecutive hours with 15 minute time periods using the tube counter. The data and traffic counts from

various resources such as NCDOT- statewide planning branch, member agencies' traffic division and private consulting firms are analyzed, and the results will be released bi-annually.

c) Turning Movement Count

Initially, 20 intersections will be identified using GeoLogger's travel time data. Once travel time is collected, the travel time data can be geo-coded and the most congested 20 intersections in terms of travel time delay on both directions of a main approach can be recognized using the coded data within 200 feet at an upstream segment. Manual count using Jammars or tube counters can be applied to collect the TMC with 15 minute intervals.

The locations and others, where TMC was collected by various agencies' traffic divisions, will be coded into a regional operation model. The analysis results such as control delay, queue length, the optimized phasing & timing plan, and off-set parameters will be helpful to understand the causes of congestion and to create a mitigation strategy. The analyzed results will be released bi-annually.

d) Pedestrian and Bicyclist Count and Satisfaction Survey

Pedestrian and bicyclist counts will be taken using various resources. One idea is to utilize volunteers to collect this data in as much as possible. Another potential source of pedestrian crossing activity in the downtown area is the surveillance cameras already in place to support the traffic operation centers. Later the digital image can be analyzed manually or automatically. In lieu of these resources, temporary data collectors or consultant resources will be utilized for this effort. The results will be released bi-annually.

e) Transit ridership and satisfaction survey

DATA, Chapel Hill Transit, and the Triangle Transit each provide annual operating performance statistics to the Federal Transit Administration. The transit agencies also conduct a bi-annual customer satisfaction survey. These data sources will be used to monitor transit performance. It will be released biannually.

f) Crash rate, count, and severity

The Traffic Engineering Accident Analysis System (TEAAS) is a tool to analyze accidents that occur on the state's roads, and is maintained by NCDOT- Traffic Engineering and Safety Systems Branch. This tool will be used to monitor safety. The most dangerous 20 locations will be ranked by crash rate and another 20 locations will be ranked by crash frequency. The result will be released biannually.

g) Public and expert survey results

Experts' comments for CMP are mostly collected during the steering committee meeting. For hearing public comments, the MPO web-page will have a comment window and also a brief survey will be conducted biannually to the member agencies for what kind of public comments they have received.

4.3. Data Analysis

To describe congestion conditions and trends systemwide, the collected data will be analyzed and the following outputs will be summarized using tables, graphs, or maps. The Level-of-Service (LOS) criteria for the intersections and corridors in Table 4.3 and Table 4.4 will be applied to summarize the analysis results. These summaries will help identify overall congestion status and problematic areas. The LOS criteria for non-automobile modes are shown in Table 4.5 and 4.6.

- Recurring congestion performance measures
 - o Travel time index and comparison result with historical data
 - o V/C ratio and comparison result with historical data
 - o Temporal and spatial extension of congestion, and comparison result with historical data
 - o Control delay and queue length
 - o Transit route/frequency, ridership, and peak-hour passenger/seat ratio
 - o Bicycle/Pedestrian facilities information with counts and satisfaction survey
 - o LOS Scores for pedestrian, bicycle, and transit modes
 - o Key truck route, if possible
 - o Evacuation route, if possible
- Nonrecurring congestion performance measures
 - o High crash intersections by crash rate, the number of crashes, and incident severity
 - o High crash corridors by crash rate, the number of crashes, and incident severity

Table 4.3 LOS for At-Grade Intersections

LOS	Signalized Intersection	Unsignalized Intersection
A	< 10 sec	< 10 sec
B	10~20 sec	10~15 sec
C	20~35 sec	15~25 sec
D	35~55 sec	25~35 sec
E	55~80 sec	35~50 sec
F	> 80 sec	> 50 sec

Table 4.4 LOS for Corridors (TTI)

LOS	Signalized Corridor (TTI =Posted Speed Limit / Avg. Travel Speed)	Freeway	Congestion Status
A	≤ 1.20	≤ 1.00	Not congested
B	1.20~1.50	1.00~1.08	Not congested
C	1.50~1.96	1.08~1.59	Not congested
D	1.96~2.50	1.59~2.17	Approaching congestion
E	2.50~3.46	2.17~3.25	Congested
F	> 3.46	> 3.25	Severely Congested

Table 4.5 LOS Criteria for Pedestrian Mode

Pedestrian LOS Score	LOS by Average Pedestrian Space (ft ² /p)*					
	> 60	40-60	24-40	15-24	8-15	≤ 8.0
≤ 2.00	A	B	C	D	E	F
2.00~2.75	B	B	C	D	E	F
2.75~3.50	C	C	C	D	E	F
3.50~4.25	D	D	D	D	E	F
4.25~5.00	E	E	E	E	E	F
> 5.00	F	F	F	F	F	F

Source: 2010 HCM

Table 4.6 LOS Criteria for Bicycle and Transit Modes

LOS	LOS Score*
A	≤ 2.00
B	2.00~2.75
C	2.75~3.50
D	3.50~4.25
E	4.25~5.00
F	> 5.00

Source: 2010 HCM

To identify the congested corridor or location and to develop strategies, the performance measurement results of corridors and locations will be analyzed.

For the motorized traffic congestion analysis, a rank system will be applied to the existing and projected congestion. The severity of existing congestion will be 80 % of weight and the severity of projected congestion with financially committed improvements will be 20 % of weight in the rank system. The severity of projected congestion with committed improvements in the TIP will be drawn from a Regional operation model or the TRM model at a target year. The volume-to-capacity ratio can be applied if the travel time index is not available.

The rank system is as follows:

$$\text{Rank} = \text{ELOS} + \text{FLOS}$$

$$= \text{MAX}\{ \{ (\text{TTI}_E + \text{CT}_E + \text{D}_E) \cdot 0.80 + (\text{TTI}_P + \text{CT}_P + \text{D}_P) \cdot 0.20 \}, \{ (\text{CT}_E + v/c_E + \text{D}_E) \cdot 0.80 + (\text{CT}_P + v/c_P + \text{D}_P) \cdot 0.20 \} \}$$

Where:

ELOS = (Existing congestion)

FLOS = (Projected congestion from a operational model or TRM)

TTI_E = (Existing Travel Time Index, Free flow speed/travel speed)

CT_E = (Duration of existing congestion)

- v/c_E = (Existing volume/capacity)
- D_E = (Existing control delay / 120)
- TTI_p = (Projected Travel Time Index, Free flow speed/travel speed)
- CT_p = (Duration of projected congestion)
- v/c_p = (Projected volume/capacity)
- D_p = (Projected control delay / 120)

Once the congested corridors and locations are ranked, the top ranked 20 areas will be reported for problem identification, strategy review and project selection.

The high crash intersections and corridors for nonrecurring congestion will be ranked and the top ranked 5 corridors or locations will be reported for identifying the cause of problems.

The performance measurement in the area of pedestrian & bicycle, transit, freight, and security will be analyzed independently. Once the congested areas are identified, the corridors or locations should be reported for problem identification.

In further, the Multimodal Level of Service (MMLOS) analysis method will be considered to introduce in the CMP. The MMLOS method can address the perceived quality of service within the right of way of the urban street for passenger car driver, bus passengers, bicyclists, and pedestrians. It is noted that (a) the MMLOS method is not simple, (b) it cannot be applicable for the analysis of dynamic conditions such as the determination of the beginning and end times of congestion, and (c) the MMLOS analysis for the four modes requires various additional data, which are not defined in the previous sections, including the number of times a vehicle decelerates to a full stop, number of the exclusive left turn lanes, proportion of heavy vehicles, pavement surface condition rate, percentage of segment with occupied on-street parking, lane configuration and the width on segments, number of right-turn-on-red vehicles, etc.

5. Problem Identification

To identify the causes of the problem for the reported corridors or intersections, the results of the following analyses will be carefully reviewed:

- Existing facility analysis (lane configuration, signal-timing plan, bus loading bay, bicycle/pedestrian facilities, and driveway density),
- Capacity analysis (V/C ratio during a peak-hour and daily),
- Intersection LOS analysis (control delay during a peak-hour),
- Corridor analysis (intensity of travel time index during a peak-hour and daily),
- Temporal and spatial extension of congestion (V/C ratio or TTI during daily), and
- Collision analysis (crash types and incident severity during last 5 years)

This comprehensive analysis results will help to find the problem causes and lead to develop an improvement strategy.

6. Identification of Strategies

After the causes of congestion have been identified and evaluated, specific improvement strategies will be identified. During the identification of appropriate improvement strategies, the following contributing factors that affect the feasibility of the strategies should be assessed: estimated cost, right-of-way availability, technology infrastructure, and environmental and social constraints. Environmental Justice Analysis will be conducted in the assessment of environmental and social constraints. This analysis will prove to ensure that the candidate improvement strategy will not impact negatively on minority and low-income populations. For recurring congestion problems, improvement strategies will be focused on decreasing the travel time index, V/C, and control delay. It is noted that the mentioned performance measurements are projected numbers and they can be estimated from a regional operation model or TRM. Strategies for nonrecurring congestion problems will be evaluated in terms of their ability to decrease crash rates or decrease the incident severity. To quantify estimated crash rate, number of crashes, or incident severity, the development of a regional safety model is required. The detailed identification process of appropriate improvement strategies is shown in Figure 6.1.

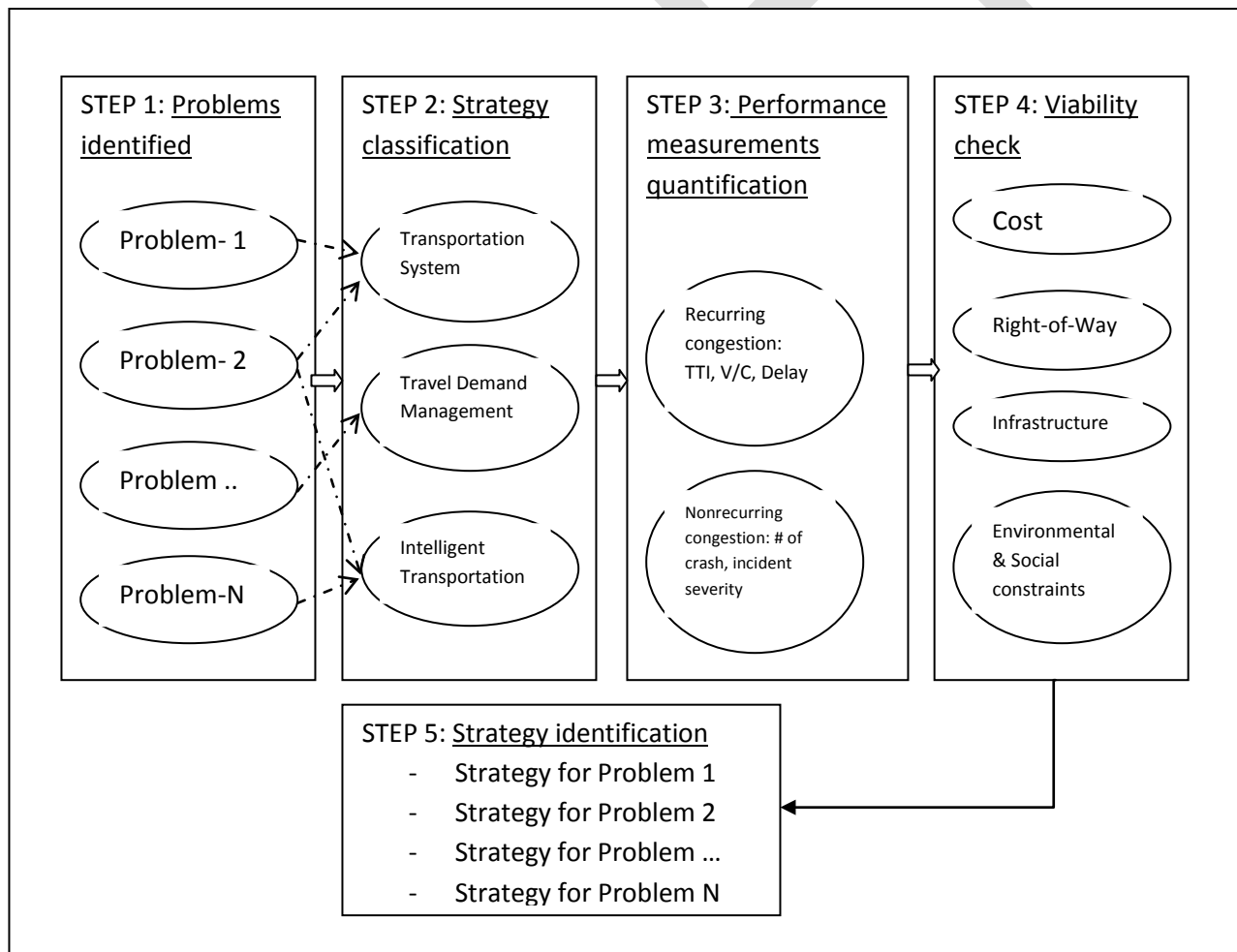


Figure 6.1 Strategies identification process

Some types of strategies are stated in SAFETEA-LU Sec. 450.320 (c) (4), and the strategies are reorganized for the following categories;

- Transportation System Management Strategies;
- Travel Demand Management Strategies; and
- Intelligent Transportation System Strategies;

Each congested area will have specific characteristics that that will lead to certain improvements. While every category of strategies will not be applicable for every situation, it is important to consider the alternatives when they are applicable. Some examples of the types of improvement strategies included in each category are shown in Table 6.1.

Table 6.1 DCHC MPO CMP Improvement Strategies Tool Box

Main group	Sub group	Strategies
Transportation System Management Strategies	Traffic Signalization and Control	<ul style="list-style-type: none"> - new signal installation, - signal re-timing, - signal hardware upgrades, - signal interconnection, and - demand-responsive signal system
	System capacity and Intersection Improvements	<ul style="list-style-type: none"> - new travel lanes on major freeway and streets, - Intersection/street widening, - lane assignment changes, - installation of turn lanes, - land use restrictions, - bus loading bays, and - Bus on Shoulder System (BOSS)
	Bottleneck Removal	<ul style="list-style-type: none"> - re-striping, - installation of signage, - addition of lanes, - reduction of merging and weaving
	Special-Event Management	<ul style="list-style-type: none"> - traffic management plans, - signal timing plans, and - dynamic lane assignments
	Access Management	<ul style="list-style-type: none"> - turn lanes, - driveway closures - median treatment - implementation of superstreet design

Table 6-1 Improvement strategies (continue)

Main group	Sub group	Strategies
Travel Demand Management Strategies	Improve Transportation Options	<ul style="list-style-type: none"> - alternative work schedules, - vanpooling/carpooling, - park & ride, and - bike and pedestrian improvements
	Incentives to Use Alternative Modes	<ul style="list-style-type: none"> - parking management/shared parking, - congestion pricing/road pricing, and - guaranteed ride home programs
	Sustainable Development	<ul style="list-style-type: none"> - transit-oriented development, - land use density and clustering, and - bicycle parking facilities
	Policy and Institutional Reform	<ul style="list-style-type: none"> - car-free planning, - speed reduction, and - context sensitive design
	TDM Marketing and Education	<ul style="list-style-type: none"> - walking and cycling encouragement, and - transit and alternative mode encouragement
Intelligent Transportation System Strategies	Public Transportation	<ul style="list-style-type: none"> - transit vehicle tracking, - transit fixed-route operations, - transit passenger and fare management, and - transit traveler information
	Traffic Management	<ul style="list-style-type: none"> - network surveillance, - surface street control, - freeway control, - traffic incident-management system, - advanced railroad-grade crossing, - roadway closure management, and - Traffic Management Center improvement
	Commercial Vehicle Operations	<ul style="list-style-type: none"> - fleet and freight administration, - electronic clearance, - weigh-in-motion, - roadside commercial vehicle operations safety, and - freight assignment tracking
	Emergency Management	<ul style="list-style-type: none"> - emergency routing, - roadway service patrols, and - disaster traveler information
	Maintenance & Construction Management	<ul style="list-style-type: none"> - maintenance and construction vehicle and equipment tracking, - road weather data collection, and - work-zone management

7. Implementing Strategies and Monitoring Strategy Effectiveness

7.1. Implementation and Management

The previously identified improvement strategies should be incorporated into the long range transportation plan (LRTP) and the transportation improvement plan (TIP). The implementation processes of the defined strategies will be closely monitored if the improvements are adopted in the TIP or other program with the financial commitment. The implementation of the improvement strategies will be led by the operating agencies, and the progress should be reported to the MPO every month.

7.2. Monitoring Strategy Effectiveness

The implemented strategies will be monitored to assess their effectiveness. Monitoring techniques and schedules will be dependent on the type of improvement that is implemented, and the data availability. It may take years to assess the benefits of safety-type improvements that are intended to reduce crash rates, crash severity, or incidents. Conversely, the benefits of capacity improvements are relatively easy to measure and assess.

The benefits of the implemented strategies will be documented in the biannual report. For the improvements that may not be accurately measured in a two year time frame, results will be presented with a description of the limitations of monitoring. Capacity projects and other improvements that are implemented through non CMP methods will still be monitored to determine their benefits. Based upon the monitoring results, the learned facts will feedback for the CMP to verify and update the used performance measures, the applied data analysis techniques, and the considered strategies. If necessary, the CMP objectives and the CMP itself will be adjusted.

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Appendix A: TITLE 23--HIGHWAYS

CHAPTER I--FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

PART 450—PLANNING ASSISTANCE AND STANDARDS

Subpart C—Metropolitan Transportation Planning and Programming

< <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=e1e6fded77bb21ea5585c6420e6552eb&rqn=div8&view=text&node=23:1.0.1.5.11.3.1.11&idno=23>

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§ 450.320 Congestion management process in transportation management areas.

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

(1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

(2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;

(3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

(4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

(i) Demand management measures, including growth management and congestion pricing;

(ii) Traffic operational improvements;

(iii) Public transportation improvements;

(iv) ITS technologies as related to the regional ITS architecture; and

(v) Where necessary, additional system capacity;

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and

(6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decisionmakers and the public to provide guidance on selection of effective strategies for future implementation.

(d) In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (*i.e.*, a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.

(e) In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.

(f) State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.

DRAFT

Appendix B: Tier-2 Selection Criteria**Travel Time**

The selection criteria of corridors in the Tier-2 and the associated weight points are;

- Daily and peak-hour v/c ratio: if the ratio on a corridor is greater than 80 percentile in the predefined network, the weight is 4, else 0.
- Traffic volume: if the percentile of the volume on a corridor is greater than 80, the weight is 1, else 0.
- Transit route and service frequency: if a transit service is provided on a corridor, the weight is 1, else 0. If a transit service is provided and the service frequency percentile is more than 50, another two points of weight are given. In transit subject, maximum 3 points are available.
- Incident rate and numbers: the each subject has 1 weight point if each subjects of percentile is greater than 80. Maximum is 2 weight points.
- Truck route: if a corridor is designated as truck route, the weight is 2, else 0.
- Evacuation route: if a corridor is evacuation route, the weight is 2, else 0.
- Bypass or an alternative route of a committed project in LRTP (Metropolitan transportation Plan such as LRTP, TIP, or etc.): if a committed project in LRTP will be completed and was completed within 2 years, both the alternative corridor(s) and the completed project or the alternative corridor(s) alone will be selected in the 2nd tier level regardless of the weight points.
- Newly implemented projects within three years or the alternative routes of the planned projects in LRTP, Tip, etc. within two years.
- Corridor suggested by this steering committee: the corridor will be selected, regardless of the weight points.

Traffic Count

The selection criteria of segments for traffic count and the associated weight points are;

- TTI(maximum weight: 5),
- Transit route and service frequency (max 3),
- Incident rate and numbers (max 2),
- Truck route (max 2), and
- Evacuation route (2).

A segment on the bypass or an alternative route of a committed project, and segments suggested by the Technical Steering Committee will be selected, regardless of the weight points.

Appendix C: Travel Time Data Collection Procedures

1. Sample Size Calculation

a. Using Standard Deviation of Travel Time

$$n = \left(\frac{t \times s}{\varepsilon} \right)^2 = \left(\frac{t \times c.v.}{e} \right)^2$$

Where n = Sample Size;

t = Student's t statistics value from confidence interval for (n-1) degree of freedom;

$c.v.$ = Coefficient of variance – the relative variability in the travel times from empirical data, expressed as a percentage (%); and

e = Relative error- the relative permissible error in the travel time estimate, expressed as a percentage (%).

Coefficients of Variance for the Test Vehicle Technique on Freeway and Arterial Streets from Empirical data¹⁾

Freeway		Arterial Streets	
Average Daily Traffic (ADT) Volume per lane	Average Coefficient of Variation (%)	Traffic Signal Density (signals per database)	Average Coefficient of Variation (%)
0 ~ 15,000	9	< 3	9
15,000 ~ 20,000	11	3 to 6	12
> 20,000	17	> 6	15

Source 1) Lomax, T. and e.t.c. "quantifying Congestion: User's Guide". NCHRP Report 398, Volume II. Transportation Research Board, Washington, DC, 1997.

Test Vehicle Sample Sizes on Freeways¹⁾

Average Daily Traffic (ADT) Volume per lane	Average Coefficient of Variation (%)	Sample Sizes		
		90% Confidence, ± 10% error ²⁾	95% Confidence, ± 10% error	95% Confidence, ± 5% error ³⁾
< 15,000	9	5	6	15
15,000 to 20,000	11	6	8	21
> 20,000	17	10	14	47

Test Vehicle Sample Sizes on Arterial Streets¹⁾

Average Daily Traffic (ADT) Volume per lane	Average Coefficient of Variation (%)	Sample Sizes		
		90% Confidence, ± 10% error ²⁾	95% Confidence, ± 10% error	95% Confidence, ± 5% error ³⁾
< 3	9	5	6	15
3 to 6	12	6	8	25
> 6	13	9	12	37

2) Planning purpose

3) Operational purpose

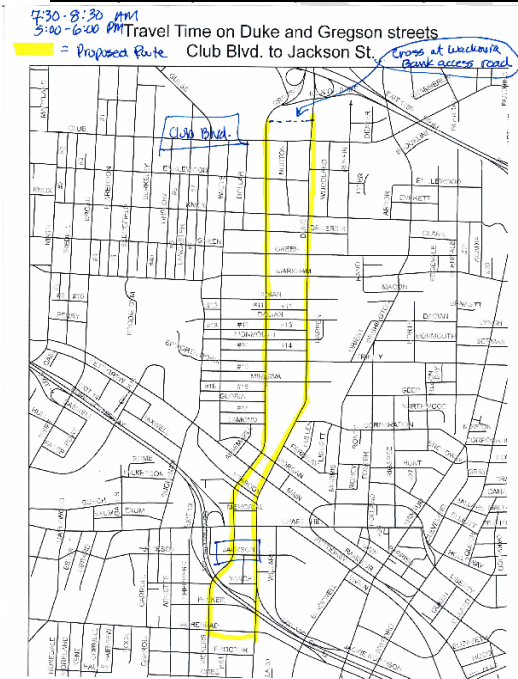
Example of Schedule

- a. Date (typically middle 3 days of week): Tuesday, Wednesday, Thursday
- b. Time (Approximately 12.75 hours, 8 core hours)
 - i. 6:15 ~6:45 (0.5hr): travel to target route
 - ii. 6:45 ~8:45 (2.0hr): AM peak hour runs – inbound / outbound (2/2 times)
 - iii. 8:45 ~9:30 (0.75hr): Break
 - iv. 9:30 ~10:30 (1.0hr): Off-peak I runs – inbound / outbound (1/1 times)
 - v. 10:30 ~11:30 (1.0hr): Break
 - vi. 11:30 ~13:30 (2.0hr): Noon peak hour runs – inbound / outbound (2/2 times)
 - vii. 13:30 ~14:30 (1.0hr): Break
 - viii. 14:30 ~15:30 (1.0hr): Off-peak II runs – inbound / outbound (1/1 times)
 - ix. 15:30 ~16:30 (1.0hr): Break
 - x. 16:30 ~18:30 (2.0hr): PM peak hour runs – inbound / outbound (2/2 times)
 - xi. 18:30 ~19:00 (0.5hr): Return
- c. Prior to study, information about the route should be collected and organized as follows. A map should be prepared with the route as well as turnaround locations.

Example of pre-study information (MLK Blvd.)

Route	Apporx.Length (miles)	# of signals	Signal density	start point	end point	AADT	Speed limit (mph)
Martin Luther King Jr. Blvd.	5	11	2.2 (signal/mile)	MLK and NC 55	MLK and University	15,000 to 23,000	35 to 45

Example of pre-study route map with turnaround points (Duke/Gregson)



**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2011**

H**1**

HOUSE BILL 422*

Short Title: No High-Speed Rail Money from Federal Gov't. (Public)

Sponsors: Representatives Killian, Frye, and Shepard (Primary Sponsors).
For a complete list of Sponsors, see Bill Information on the NCGA Web Site.

Referred to: Transportation, if favorable, Commerce and Job Development, if favorable,
Finance.

March 22, 2011

A BILL TO BE ENTITLED

1 AN ACT TO PROHIBIT THE DEPARTMENT OF TRANSPORTATION FROM
2 ACCEPTING FEDERAL FUNDS FOR A HIGH-SPEED RAIL PROJECT WITHOUT
3 EXPLICIT AUTHORIZATION FROM THE GENERAL ASSEMBLY, AND TO
4 PROVIDE A PENALTY FOR THE DEPARTMENT OF TRANSPORTATION FOR
5 NONCOMPLIANCE.
6

7 The General Assembly of North Carolina enacts:

8 **SECTION 1.** Notwithstanding G.S. 136-44.36 or any other provision of law, the
9 Department of Transportation shall not apply for, accept, or expend any grant funding from the
10 federal government for any high-speed rail project unless the project has been approved
11 through an act of the General Assembly.

12 **SECTION 2.** If the Department of Transportation accepts funds in contravention of
13 Section 1 of this act, then, notwithstanding Section 5.6 of S.L. 2009-451, as amended by
14 Section 5.4 of S.L. 2010-31, G.S. 136-44.36, or any other provision of law, any funds received
15 by the State from the federal government for high-speed rail projects shall be deposited into the
16 General Fund to be appropriated at the discretion of the General Assembly by a later act.
17 Additionally, the Department of Transportation shall pay from the Highway Fund any
18 penalties, interest, or other charges that result from its acceptance of funds in contravention of
19 Section 1 of this act.

20 **SECTION 3.** Except as otherwise provided, this act becomes effective March 1,
21 2011.





 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

Town of Carrboro
 Town of Chapel Hill
 County of Chatham
 City of Durham
 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

April 4, 2011

Senator Bob Atwater
 NC Senate
 300 N. Salisbury Street, Room 312
 Raleigh, NC 27603-5925

Dear Senator Atwater:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) strongly supports the North Carolina Department of Transportation's use of federal high-speed rail funds to develop the Raleigh to Charlotte high-speed rail corridor. The proposed legislation, H422 "No High-Speed Rail Money from Federal Gov't," would potentially block the Department's plans to implement rail improvement projects in the state.

In August 2009, the DCHC MPO approved a resolution supporting NCDOT's application for these funds, and we were very pleased that the NCDOT was awarded a \$545 million grant for improvement of the Raleigh to Charlotte corridor. These funds will be used on many rail improvement projects across the corridor that will help make rail faster, safer, and more efficient. In addition, the funding will create an estimated 4,800 design and construction jobs helping to support the state's economic recovery.

The NCDOT's implementation plan for the federal funds includes a project to realign a section of track in southern Durham County and construct a grade separation at Hopson Road. This project will both straighten a curve, allowing freight and passenger trains to travel at higher speeds, and improve safety for trains and vehicles by eliminating an at-grade crossing at Hopson Road. The rejection of federal high-speed rail funds would both negatively impact the state as a whole and safety and jobs in our area.

The Transportation Advisory Committee will be considering a resolution opposing H422 at our April 13, 2011, meeting. However, since this legislation will be discussed at this week's House Transportation Committee, we are informing you of our MPO's previously stated position in support for the development of a safer, faster, and more efficient rail network and urge you to oppose any legislation that would jeopardize the improvement of the state's rail infrastructure.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

RESOLUTION TO OPPOSE H422, "NO HIGH-SPEED RAIL FUNDING FROM FEDERAL GOV'T"

April 13, 2011

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

WHEREAS, House Bill 422, "No High-Speed Rail Money from Federal Gov't," would prohibit the North Carolina Department of Transportation (NCDOT) from accepting federal funds for a high-speed rail project without explicit authorization from the General Assembly; and

WHEREAS, the DCHC MPO approved a resolution in August 2009 supporting NCDOT's application for federal high-speed rail funding; and

WHEREAS, the NCDOT was awarded \$545 million of federal high-speed rail funds to implement improvements to the Raleigh to Charlotte rail corridor; and

WHEREAS, the NCDOT's high-speed rail projects would help make rail safer, faster, and more efficient and create an estimated 4,800 design and construction jobs in the state; and

WHEREAS, the NCDOT plans to use federal high-speed rail funds to realign a section of railroad track in southern Durham County and construct a grade separation at Hopson Road; and

WHEREAS, this project is in the DCHC MPO's 2035 Long Range Transportation Plan and FY 2009-2015 Transportation Improvement Program; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee opposes H422, "No High-Speed Rail Money from Federal Gov't," and urges the General Assembly not to approve any legislation that would jeopardize the improvement of the state's rail infrastructure provided here on this, the 13th day of April, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2011**

H**1**

HOUSE BILL 399

Short Title: Cap Motor Fuel Excise Tax Rate. (Public)

Sponsors: Representatives McElraft, Killian, Hager, and Stone (Primary Sponsors).
For a complete list of Sponsors, see Bill Information on the NCGA Web Site.

Referred to: Finance.

March 21, 2011

A BILL TO BE ENTITLED

AN ACT TO PROVIDE A STATUTORY CAP FOR THE MOTOR FUEL EXCISE TAX RATE.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 105-449.80(a) reads as rewritten:

"(a) Rate. – The motor fuel excise tax rate is a flat rate of seventeen and one-half cents (17 1/2¢) a gallon plus a variable wholesale component. The variable wholesale component is either three and one-half cents (3 1/2¢) a gallon or seven percent (7%) of the average wholesale price of motor fuel for the applicable base period, whichever is ~~greater~~. greater, but subject to a maximum of fifteen cents (15¢) per gallon.

The two base periods are six-month periods; one ends on September 30 and one ends on March 31. The Secretary must set the tax rate twice a year based on the wholesale price for each base period. A tax rate set by the Secretary using information for the base period that ends on September 30 applies to the six-month period that begins the following January 1. A tax rate set by the Secretary using information for the base period that ends on March 31 applies to the six-month period that begins the following July 1."

SECTION 2. This act becomes effective July 1, 2011, and applies to taxes imposed on or after that date.



10 Year Work Plan Potential Reductions by Capping
the Motor Fuel Tax Rate at 32.5 ¢ per gallon

Div County	HIGHWAY FUND		HIGHWAY TRUST FUND				Grand Total
	Contract Resurfacing		Powell Bill	Secondary Roads		(I) Intrastate and (L) Loop Projects	
		Mileage		\$	Mileage		
07 Alamance	\$ (13,751,124)	343.8	\$ (275,233)	\$ (186,668)	1.6		\$ (14,213,025)
12 Alexander	(4,317,052)	107.9	(6,168)	(126,177)	1.1		(4,449,397)
11 Alleghany	(2,201,336)	55.0	(6,501)	(87,318)	0.8		(2,295,155)
10 Anson	(4,954,784)	123.9	(37,161)	(161,282)	1.4		(5,153,228)
11 Ashe	(5,225,458)	130.6	(10,764)	(161,386)	1.4		(5,397,607)
11 Avery	(1,877,512)	46.9	(14,248)	(59,097)	0.5		(1,950,858)
02 Beaufort	(6,568,737)	164.2	(48,632)	(166,013)	1.4	US 17 (R-2511)	\$ (9,580,000)
01 Bertie	(8,122,885)	203.1	(19,089)	(114,342)	1.0		(8,256,317)
06 Bladen	(4,982,669)	124.6	(27,109)	(138,699)	1.2		(5,148,476)
03 Brunswick	(7,059,084)	176.5	(185,520)	(142,570)	1.2		(7,387,173)
13 Buncombe	(11,954,648)	298.9	(312,919)	(235,404)	2.0		(12,502,971)
13 Burke	(5,740,984)	143.5	(99,232)	(163,079)	1.4		(6,003,295)
10 Cabarrus	(10,870,237)	271.8	(378,919)	(160,877)	1.4	(I) I-85 widening (I-3802 A)	(13,960,000)
11 Caldwell	(4,625,791)	115.6	(117,311)	(133,716)	1.2	(I) US 321 widening (U-4700B)	(7,860,000)
01 Camden	(1,124,257)	28.1		(37,627)	0.3		(1,161,884)
02 Carteret	(4,557,259)	113.9	(96,188)	(71,080)	0.6		(4,724,526)
07 Caswell	(2,907,752)	72.7	(4,958)	(118,995)	1.0		(3,031,705)
12 Catawba	(15,606,921)	390.2	(237,961)	(210,826)	1.8	(I) NC 16 widening (R-3100)	(9,100,000)
08 Chatham	(8,240,276)	206.0	(38,477)	(216,499)	1.9		(8,495,251)
14 Cherokee	(3,345,708)	83.6	(12,488)	(116,777)	1.0		(3,474,973)
01 Chowan	(1,940,538)	48.5	(15,646)	(46,693)	0.4		(2,002,877)
14 Clay	(1,672,510)	41.8	(1,720)	(51,640)	0.4		(1,725,870)
12 Cleveland	(11,307,670)	282.7	(126,030)	(240,959)	2.1		(11,674,658)
06 Columbus	(9,134,823)	228.4	(55,388)	(230,189)	2.0	(I) NC 87 (R-2561)	(9,660,000.0)
02 Craven	(9,336,649)	233.4	(176,427)	(141,082)	1.2		(9,654,158)
06 Cumberland	(13,628,737)	340.7	(680,244)	(216,657)	1.9		(14,525,637)
01 Currituck	(2,475,980)	61.9		(50,861)	0.4		(2,526,841)
01 Dare	(1,867,849)	46.7	(67,183)	(30,262)	0.3		(1,965,295)
09 Davidson	(13,802,916)	345.1	(156,449)	(307,744)	2.7		(14,267,110)
09 Davie	(4,101,810)	102.5	(19,055)	(98,408)	0.9		(4,219,273)
03 Duplin	(12,025,854)	300.6	(49,464)	(220,203)	1.9		(12,295,520)
05 Durham	(11,103,309)	277.6	(648,131)	(140,210)	1.2		(11,891,651)
04 Edgecombe	(3,570,452)	89.3	(103,358)	(114,573)	1.0		(3,788,383)
09 Forsyth	(15,018,054)	375.5	(891,031)	(198,731)	1.7	(I) US 158 (R-2577) & Business 40 (U-2827B)	(9,200,000.0)
05 Franklin	(4,781,984)	119.5	(24,609)	(155,697)	1.4	(I) US 401 (R-2814C)	(15,760,000)
12 Gaston	(8,704,739)	217.6	(392,173)	(185,410)	1.6		(9,282,322)
01 Gates	(1,865,571)	46.6	(1,049)	(65,763)	0.6		(1,932,384)
14 Graham	(1,447,719)	36.2	(3,196)	(42,370)	0.4		(1,493,284)
05 Granville	(7,812,894)	195.3	(57,572)	(168,737)	1.5		(8,039,203)
02 Greene	(5,375,015)	134.4	(8,010)	(87,377)	0.8		(5,470,402)
07 Guilford	(25,991,395)	649.8	(1,089,255)	(364,564)	3.2		(27,445,215)
04 Halifax	(5,955,950)	148.9	(79,143)	(158,480)	1.4		(6,193,573)
06 Harnett	(14,972,582)	374.3	(83,097)	(218,686)	1.9		(15,274,365)
14 Haywood	(4,440,560)	111.0	(60,455)	(104,083)	0.9		(4,605,098)
14 Henderson	(10,131,511)	253.3	(69,364)	(179,147)	1.6		(10,380,022)
01 Hertford	(4,807,628)	120.2	(30,467)	(77,711)	0.7		(4,915,807)
08 Hoke	(2,885,279)	72.1	(15,298)	(99,385)	0.9		(2,999,963)
01 Hyde	(1,100,561)	27.5		(44,637)	0.4		(1,145,198)
12 Iredell	(10,302,117)	257.6	(186,296)	(308,429)	2.7		(10,796,842)
14 Jackson	(4,536,865)	113.4	(10,821)	(108,858)	0.9	(I) Bypass from NC 107 to US 23-74 (R-4745)	(6,050,000.0)

10 Year Work Plan Potential Reductions by Capping
the Motor Fuel Tax Rate at 32.5 ¢ per gallon

Div County	HIGHWAY FUND		HIGHWAY TRUST FUND				Grand Total	
	Contract Resurfacing		Powell Bill	Secondary Roads		(I) Intrastate and (L) Loop Projects		
		Mileage		\$	Mileage			Description
04 Johnston	(13,663,116)	341.6	(148,070)	(330,038)	2.9	(I) I-40 (I-5111)	(8,490,000.0)	(22,631,224)
02 Jones	(4,186,590)	104.7	(5,685)	(58,080)	0.5			(4,250,355)
08 Lee	(5,730,680)	143.3	(90,064)	(97,676)	0.8			(5,918,420)
02 Lenoir	(9,333,768)	233.3	(82,711)	(147,472)	1.3			(9,563,951)
12 Lincoln	(7,050,001)	176.3	(35,862)	(154,115)	1.3			(7,239,977)
14 Macon	(4,351,254)	108.8	(19,480)	(135,725)	1.2			(4,506,458)
13 Madison	(2,980,619)	74.5	(11,281)	(125,103)	1.1			(3,117,003)
01 Martin	(6,421,978)	160.5	(32,289)	(98,076)	0.9			(6,552,344)
13 McDowell	(6,538,323)	163.5	(25,656)	(106,918)	0.9			(6,670,897)
10 Mecklenburg	(31,496,125)	787.4	(2,382,491)	(170,383)	1.5			(34,048,999)
13 Mitchell	(2,215,128)	55.4	(10,039)	(57,383)	0.5			(2,282,550)
08 Montgomery	(2,530,752)	63.3	(29,556)	(123,174)	1.1	(I) NC 24-27 (R-2527)	(10,590,000)	(13,273,482)
08 Moore	(9,791,059)	244.8	(149,425)	(210,593)	1.8			(10,151,077)
04 Nash	(12,410,432)	310.3	(163,298)	(193,395)	1.7			(12,767,125)
03 New Hanover	(9,082,186)	227.1	(328,605)	(87,153)	0.8	(I) Kerr Avenue in Wilmington (U-3338)	(9,970,000.0)	(19,467,944)
01 Northampton	(8,036,104)	200.9	(22,096)	(105,446)	0.9			(8,163,647)
03 Onslow	(13,666,759)	341.7	(226,515)	(150,088)	1.3			(14,043,363)
07 Orange	(9,502,031)	237.6	(225,372)	(167,616)	1.5	(I) I-85 (I-305)	(12,840,000.0)	(22,735,019)
02 Pamlico	(2,576,063)	64.4	(12,800)	(52,478)	0.5			(2,641,341)
01 Pasquotank	(3,422,140)	85.6	(57,330)	(65,902)	0.6	(I) US 158 (R-2579)	(12,220,000.0)	(15,765,373)
03 Pender	(4,872,769)	121.8	(25,585)	(125,934)	1.1			(5,024,288)
01 Perquimans	(3,293,817)	82.3	(8,720)	(67,164)	0.6			(3,369,701)
05 Person	(4,923,961)	123.1	(26,137)	(135,621)	1.2			(5,085,719)
02 Pitt	(7,954,831)	198.9	(307,492)	(201,071)	1.7	(L) Greenville Bypass (R-2250)	(58,700,000.0)	(67,163,394)
14 Polk	(3,273,163)	81.8	(14,137)	(85,356)	0.7			(3,372,655)
08 Randolph	(13,521,218)	338.0	(161,304)	(350,855)	3.1			(14,033,378)
08 Richmond	(4,641,367)	116.0	(61,507)	(153,594)	1.3			(4,856,468)
06 Robeson	(7,466,104)	186.7	(129,648)	(337,582)	2.9			(7,933,334)
07 Rockingham	(10,440,546)	261.0	(121,593)	(231,818)	2.0			(10,793,958)
09 Rowan	(8,292,026)	207.3	(196,145)	(244,190)	2.1			(8,732,361)
13 Rutherford	(7,350,402)	183.8	(67,800)	(219,145)	1.9	(I) US 221 bypass of Rutherfordton (R-2233 B)	(9,850,000.0)	(17,487,348)
03 Sampson	(9,719,707)	243.0	(44,078)	(285,827)	2.5			(10,049,612)
08 Scotland	(2,174,814)	54.4	(57,851)	(106,593)	0.9			(2,339,257)
10 Stanly	(7,878,058)	197.0	(102,719)	(169,665)	1.5			(8,150,442)
09 Stokes	(4,628,961)	115.7	(27,517)	(183,020)	1.6			(4,839,498)
11 Surry	(8,222,870)	205.6	(60,068)	(226,758)	2.0			(8,509,696)
14 Swain	(2,162,583)	54.1	(5,245)	(46,151)	0.4			(2,213,979)
14 Transylvania	(3,654,548)	91.4	(24,359)	(71,716)	0.6			(3,750,623)
01 Tyrrell	(741,658)	18.5	(2,682)	(34,613)	0.3			(778,953)
10 Union	(12,416,575)	310.4	(268,902)	(333,344)	2.9			(13,018,821)
05 Vance	(2,923,776)	73.1	(52,129)	(91,547)	0.8			(3,067,452)
05 Wake	(35,608,036)	890.2	(1,916,409)	(459,068)	4.0			(37,983,514)
05 Warren	(4,181,609)	104.5	(7,642)	(130,613)	1.1			(4,319,864)
01 Washington	(1,973,862)	49.3	(15,503)	(53,175)	0.5			(2,042,540)
11 Watauga	(5,618,612)	140.5	(56,931)	(113,652)	1.0			(5,789,195)
04 Wayne	(11,211,978)	280.3	(142,184)	(208,467)	1.8			(11,562,630)
11 Wilkes	(8,494,950)	212.4	(29,366)	(277,668)	2.4			(8,801,984)
04 Wilson	(10,127,484)	253.2	(170,050)	(136,177)	1.2			(10,433,711)
11 Yadkin	(4,455,018)	111.4	(24,159)	(146,662)	1.3			(4,625,839)
13 Yancey	(2,055,594)	51.4	(5,706)	(70,164)	0.6			(2,131,464)
	\$ (733,400,007)	18,335	\$ (15,222,000)	\$ (15,200,000)	132		\$ (203,830,000)	\$ (967,652,007)

RESOLUTION TO OPPOSE H399, "CAP MOTOR FUEL EXCISE TAX RATE"

April 13, 2011

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

WHEREAS, House Bill 399, "Cap Motor Fuel Excise Tax Rate," would cap the motor fuel excise tax rate at 32.5 cents per gallon; and

WHEREAS, the motor fuel tax is the primary source of funding for the maintenance and construction of public roads in North Carolina and the operations of the North Carolina Department of Transportation (NCDOT); and

WHEREAS, capping the motor fuels excise tax would require the NCDOT to reduce the Department's ten-year work program by \$250 million over the next two years; and

WHEREAS, this would require cuts to resurfacing projects, Powell Bill funding to municipalities, secondary roads, intrastate and urban loop projects; and

WHEREAS, \$8.5 million would be cut in Chatham County, \$11.9 million would be cut in Durham County, and \$22.7 million would be cut in Orange County (including funding for the widening of I-85); and

WHEREAS, the implementation of the DCHC MPO 2035 Long Range Transportation Plan depends on funding from the motor fuels excise tax as well as new funding sources such as tolling, a local sales tax, and increased fees; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee opposes H399, "Cap Motor Fuel Excise Tax Rate," and urges the General Assembly not to approve any legislation that would cap the motor fuel excise tax rate provided here on this, the 13th day of April, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015



DURHAM
Mayor William V. Bell
Chair

SALISBURY
Mayor Susan Klutz
Vice Chair

GREENSBORO
Mayor Bill Knight
Treasurer

APEX
Mayor Keith Weatherly

ASHEVILLE
Mayor Terry Bellamy

BOONE
Mayor Loretta Clawson

BURLINGTON
Mayor Ronnie Wall

CARRBORO
Mayor Mark Chilton

CARY
Mayor Harold Weinbrecht

CHAPEL HILL
Mayor Mark Kleinschmidt

CHARLOTTE
Mayor Anthony Foxx

CONCORD
Mayor J. Scott Padgett

FAYETTEVILLE
Mayor Anthony Chavonne

GASTONIA
Mayor Jennifer Stultz

GOLDSBORO
Mayor Al King

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Mayor Pat Dunn

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Mayor Rudy Wright

HIGH POINT
Mayor Rebecca Smothers

HUNTERSVILLE
Mayor Jill Swain

JACKSONVILLE
Mayor Sammy Phillips

KANNAPOLIS
Mayor Robert Misenheimer

MONROE
Mayor Bobby Kilgore

RALEIGH
Mayor Charles Meeker

ROCKY MOUNT
Mayor David Combs

WILSON
Mayor Bruce Rose

WINSTON-SALEM
Mayor Allen Joines

WILMINGTON
Mayor Bill Saffo

DIRECTOR
Julie White
jwhite@ncm.org

215 N. Dawson St.
Raleigh, NC 27603
(919) 715-7895
www.ncmetromayors.com

March 8, 2011

Dear Joint Transportation Appropriations Committee Member:

We understand that you are facing a difficult challenge balancing the FY 2011-12 State budget and in so doing will need to consider cuts to a variety of State programs. We, too, at the local level have had to make difficult choices over the past two years to balance our budgets and will need to do so again for FY 2011-12. However, as you consider possible cuts to State funding in support of public transportation, we would ask that you consider the following:

1. Public transportation is an important economic development tool, providing jobs for thousands of North Carolinians and critical to providing cost effective access to jobs (even more critical as gasoline approaches \$4 per gallon).
2. Public transportation plays an important role in urban areas relieving congestion on crowded streets and highways.
3. Public transportation is often the only means of transportation available to those unable to afford a car and, as such, is critical to their well-being.
4. Recommended local transit budgets for FY 2011-12 have already been submitted in most local governments and any reductions in State funding in support of local transit operations at this time would most likely result in a cut in service or an increase in local funding to maintain existing services levels.
5. Recognizing that cuts in State funding for public transportation may need to be made, we would respectfully request the following:
 - That State funding to help support the operating costs of existing transit service (State Maintenance Assistance Program – SMAP) not be reduced at this time.
 - That State funding for transit capital assistance and technology programs/purchases be spread over a two year period and/or deferred to provide an opportunity to reduce State expenditures for public transportation in FY 2011-12.

Your continued support of the State Maintenance Assistance Program (SMAP) at this time is appreciated.

Sincerely,


Durham Mayor William V. "Bill" Bell
Chair, N.C. Metropolitan Mayors Coalition

cc: N.C. Metropolitan Mayors Coalition
Thomas J. Bonfield, Durham City Manager
Mark D. Ahrendsen, Durham Transportation Director



OFFICE OF THE MAYOR
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514

phone (919) 968-2714 fax (919) 969-2063
www.townofchapelhill.org

March 16, 2011

Dear Members of Joint Appropriations Subcommittee on Transportation:

I am writing on behalf of the Town of Chapel Hill to share our concerns about potential funding cuts for public transit and encourage you to continue your commitment to providing operating assistance to urban transit programs.

We are aware that your effort to produce a balanced budget in these tough economic times is a challenge. As you consider the need to reduce funding in the state public transit budget, I hope you will consider the importance of maintaining transit operating assistance. The support provided by the State Maintenance Assistance Program is critical to the success and vitality of the urban transit systems in North Carolina.

Local governments are also facing budget challenges this year and reductions in operating assistance will be affected in two ways:

1. Funding reductions will lead to service cuts at a time when the public relies on public transit to keep commuting costs affordable; and will
2. Reduce our ability to leverage federal funds to provide transit service

We hope that you will look at all other options for funding reductions before looking at operating assistance.

One suggestion is to require urban systems to provide a 20% local match on capital projects and eliminate the state 10% match. By continuing SMAP funding at current levels and reducing capital, local governments can decide whether to use the SMAP money to support operations or to meet capital expenses.

This is a critical time in our economy. Transit operations provide vital access to jobs for many of our citizens. The loss of public transportation funding could cost people their employment. We urge you to consider making the continuation of operating assistance your highest priority.

Sincerely,


Mark Kleinschmidt
Mayor



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

Town of Carrboro
 Town of Chapel Hill
 County of Chatham
 City of Durham
 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

April 13, 2011

To: Members of the Joint Appropriations Subcommittee on Transportation
 Members of the DCHC MPO State Legislative Delegation

We understand that you are facing a difficult challenge balancing the FY 2011-12 State budget and in so doing will need to consider cuts to a variety of State programs. We, too, at the local level have had to make difficult choices over the past two years to balance our budgets and will need to do so again for FY 2011 -12. However, as you consider possible cuts to State funding in support of public transportation, we would ask that you consider the following:

1. Public transportation is an important economic development tool, providing jobs for thousands of North Carolinians and critical to providing cost effective access to jobs (even more critical as gasoline approaches \$4 per gallon).
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3. Public transportation is often the only means of transportation available to those unable to afford a car and, as such, is critical to their well-being.
4. Recommended local transit budgets for FY 2011-12 have already been submitted in most local governments and any reductions in State funding in support of local transit operations at this time would most likely result in a cut in service or an increase in local funding to maintain existing services levels.
5. Recognizing that cuts in State funding for public transportation may need to be made, we would respectfully request the following:
 - That State funding to help support the operating costs of existing transit service (State Maintenance Assistance Program - SMAP) not be reduced at this time.
 - That State funding for transit capital assistance and technology programs/ purchases be spread over a two year period and/or deferred to provide an opportunity to reduce State expenditures for public transportation in FY 2011-12.

Your continued support of the State Maintenance Assistance Program (SMAP) at this time is appreciated.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 13, 2011

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – September 2011 – Depends on NCDOT Schedule
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
 - Local agency review – ongoing
 - Additional study to address issues raised during public comment
 - Study completion – December 2011

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 to commence in July 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC – To commence in July 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress
- White Paper on non-motorized prioritization tool

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- Data collection
- Build Scenario Planning Tool
- Develop and approve Place Typology – Place Type Palette
- Focus Group Meetings
- Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

Contract Number: C201487 **Route:** US-15
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3450, U-4009, U-4012
Length: 1.769 miles **Federal Aid Number:** BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126
 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.
Contractor Name: DLB, INC DBA DLB INC (OF VA)
Contract Amount: \$18,810,912.36 **Cost Overrun/Underrun:** 6.88%
Availability Date: 10/1/2007 **Letting Date:** 8/21/2007
Completion Date: 8/1/2010 **Work Began:** 10/1/2007
Revised Completion Date: 8/3/2010 **Estimated Completion:** 3/15/2011
Last Estimate Thru: 11/30/2010 **Scheduled Progress:** 100%
Last Estimate Paid: 3/2/2011 **Actual Progress:** 93.65%

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$137,446,000.00 **Cost Overrun/Underrun:**
Availability Date: 9/19/2008 **Letting Date:** 8/5/2008
Completion Date: 7/1/2011 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202064 **Route:** SR-2028
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3309A
Length: 1.165 miles **Federal Aid Number:** STP-2028(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN
 DURHAM.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 2.88%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 12/31/2011
Last Estimate Thru: 12/8/2010 **Scheduled Progress:** 36.5%
Last Estimate Paid: 4/1/2011 **Actual Progress:** 38.68%

Contract Number: C202277 **Route:** I-40
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-2000AF, R-5164B
Length: 3.56 miles **Federal Aid Number:** STM-540(15)
Resident Engineer: Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499
Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40,
 AND I-40 FROM NC-147 TO EAST OF I-540.
Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$7,577,355.48 **Cost Overrun/Underrun:** -4.6%
Availability Date: 3/1/2010 **Letting Date:** 1/19/2010
Completion Date: 12/31/2010 **Work Began:** 4/1/2010
Revised Completion Date: 1/9/2011 **Estimated Completion:** 5/1/2011
Last Estimate Thru: 1/7/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/12/2011 **Actual Progress:** 96.85%

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680

Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$1,844,694.96 **Cost Overrun/Underrun:**
Availability Date: 3/15/2011 **Letting Date:** 9/21/2010
Completion Date: 9/2/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202712 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 13.04 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$2,700,860.68 **Cost Overrun/Underrun:**
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 9/30/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202713 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 14.99 miles **Federal Aid Number:**
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)220-4680
Location Description: US-15/501 FROM MT MORIAH RD TO ORANGE CO LINE, NC-157 FROM BEG 2 LANE TO ORANGE CO LINE & 7 SECTIONS OF SECONDARY RDS.
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$3,152,859.31 **Cost Overrun/Underrun:**
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 8/26/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: S & D INDUSTRIAL PAINTING, INC.
Contract Amount: \$922,562.15 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 8/19/2010
Completion Date: **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00070 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102E
Length: 0 miles **Federal Aid Number:** BRZ-1940(2)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC
Contract Amount: \$1,079,557.80 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 8/19/2010
Completion Date: **Work Began:**

Revised Completion Date:	Estimated Completion:																												
Last Estimate Thru:	Scheduled Progress:																												
Last Estimate Paid:	Actual Progress:																												
<table border="1"> <tr> <td>Contract Number: DO00076</td> <td>Route: -</td> </tr> <tr> <td>Physical Division: 5</td> <td>County: Durham</td> </tr> <tr> <td>Administrative Division: 5</td> <td>TIP Number: BK-5102F</td> </tr> <tr> <td>Length: 0 miles</td> <td>Federal Aid Number: BRSTP-1959(5)</td> </tr> <tr> <td>Resident Engineer: Jeffrey D. Allen, PE</td> <td>RE Phone Number: (919)733-9499</td> </tr> <tr> <td colspan="2">Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.</td> </tr> <tr> <td colspan="2">Type of Work: BRIDGE PAINTING.</td> </tr> <tr> <td colspan="2">Contractor Name: SAFFO CONTRACTORS INC</td> </tr> <tr> <td>Contract Amount: \$1,138,000.00</td> <td>Cost Overrun/Underrun:</td> </tr> <tr> <td>Availability Date:</td> <td>Letting Date: 9/2/2010</td> </tr> <tr> <td>Completion Date:</td> <td>Work Began:</td> </tr> <tr> <td>Revised Completion Date:</td> <td>Estimated Completion:</td> </tr> <tr> <td>Last Estimate Thru:</td> <td>Scheduled Progress:</td> </tr> <tr> <td>Last Estimate Paid:</td> <td>Actual Progress:</td> </tr> </table>		Contract Number: DO00076	Route: -	Physical Division: 5	County: Durham	Administrative Division: 5	TIP Number: BK-5102F	Length: 0 miles	Federal Aid Number: BRSTP-1959(5)	Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499	Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.		Type of Work: BRIDGE PAINTING.		Contractor Name: SAFFO CONTRACTORS INC		Contract Amount: \$1,138,000.00	Cost Overrun/Underrun:	Availability Date:	Letting Date: 9/2/2010	Completion Date:	Work Began:	Revised Completion Date:	Estimated Completion:	Last Estimate Thru:	Scheduled Progress:	Last Estimate Paid:	Actual Progress:
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**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

County	WBS #	Route	Location Description	Amount	Status
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern = 75.14% compl. ; ARRA funds added(\$47,488)-pedestrian bridge design under review
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =75% compl.; warranty period underway; final compl. 4/30/12
Orange	U-3306 34913.3.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter, retaining wall	\$13.4 million	Yates Construction Co., Inc. began const. 9/710= 10.21% complete
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. = 25.76% compl. -conduit installation underway-aerial pending; cabinets to be installed March 2011
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction =56% compl.-const. of pedestrian bridge & 100' greenway pending; inv. reimbursed; Suppl. Const. Agree. for bridge approved; Suppl. Agreement to extend compl. date to 6/30/11
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.= 50 +% compl.; M.A. compl. 7/24/11-rev. to 9/17/11;Const. Suppl. for drainage app. by JMM; Inv. reimb. for pay appl. #3-#7 compl.

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
			NONE		

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Spending Authority FY '10-'11
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency)	See U-4726 JA
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	\$10,000	Flashers operating 10/6/09
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. to begin after compl. of sidewalks on U- 4726 IE
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement to Town for execution 3/9/10; Const. FY '10-'11
Orange	42810	SR 1713 (Mt. Hermon Ch. Rd.) and SR 1710 (Old NC 10)	Install a flasher	\$15,000	Installation = 100% compl.
Orange	7CR.10681.15	NC 57 from joint north of SR 1544 (Pearson Rd.) to approx. 685' south of centerline of NC 157	Widening, resurfacing and pavement markings		S.T. Wooten Corp.- work resumed 3/15/10
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction		S.T. Wooten Corp. - Pre-con. conf. 4/1/10; FA patching compl.
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc. began work 3/8/10
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napolean, Ohio - night work to begin 4/26/10

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	C.C. Mangum Co., LLC; will begin work 7/12/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11
Orange	42170 SS-4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Design underway; minor R/W & utility relocation; Const. FY '10-'11
Orange	42171 SS-4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Design underway; Const. FY '10-'11
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl. & Design underway; Const. FY '10-'11; flasher has been installed by separate project
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Letting not scheduled
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 2011
Orange	U-3306	SR 1733 (Weaver Dairy Rd.) from NC 86 to SR 1734 (Erwin Rd.)	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010

Toll road to cost 15 to 24 cents a mile to drive

wral.com By [Bruce Mildwurf](#) March 4, 2011

State transportation officials on Thursday told drivers how much they will have to pay to drive on North Carolina's first toll road when it opens later this year.

When it's complete, the Triangle Expressway will run 18.8 miles from Morrisville to Holly Springs, and the North Carolina Turnpike Authority has designed it so that all tolls will be handled electronically so drivers never have to stop at a booth to fish for change.

There will be two ways to pay for using the highway:

- The N.C. Quick Pass, which involves sticking a transponder on a vehicle's windshield and having the system deduct money from a prepaid account, will cost 15 to 16 cents a mile.
- For vehicles without a transponder, roadside cameras will snap pictures of their license plates as they pass, and the Turnpike Authority will send them a bill in the mail at a rate of 23 to 24 cents a mile. People who ignore the bill will have a hold placed on their annual vehicle registration.

"The fact of the matter is this is the only way we can pay for these tremendously expensive roads," said David Joyner, executive director of the Turnpike Authority.

The Turnpike Authority expects rates to increase about 5 percent a year through 2015. Money collected from the tolls will pay off about 70 percent of the construction costs on the road.

"We owe the bank \$1 billion, and we've got to repay it," Joyner said.

"I pretty much know how to get around and can probably go places without using a toll road, and I'd probably prefer that," driver Andrew Leliever said.

When they hear that the road could save them up to 20 minutes on a trip through western Wake County, others said they would use the toll road.

"I'd definitely consider it, definitely consider it because being stuck in that traffic when it's really bad is brutal," driver Brinson Taylor said.

"Time is money, and money is time. I think that right there sums it up," driver Lamont Middleton said.

Tolls will initially be charged on a 3.4-mile stretch called the Triangle Parkway that is expected to open late this year between N.C. Highway 147 in Durham and N.C. Highway 540 in Morrisville.

The 12.6-mile Western Wake Freeway should open in 2012 between N.C. Highway 55 in Cary and N.C. 55 in Holly Springs. When that section opens, tolls will also be collected on N.C. 540 between N.C. Highway 54 and N.C. 55, which has been toll-free since it opened in 2008.

GOP eyes resurrecting cap on state gas tax

wral.com By [Bruce Mildwurf](#) March 9, 2011

As fuel prices soar, Republican lawmakers are looking at once again capping the state tax rate on gasoline.

The state eliminated the cap two years ago, flipping it upside-down to set a minimum tax of 29.9 cents per gallon. The tax is now at 32.5 cents per gallon.

The state Department of Revenue recalculates the gas tax, which is tied to the wholesale price of fuel, every six months. Officials said the rate would likely increase by 2 to 2.5 cents in July because of higher gas prices.

The price of gas has been climbing steadily in recent weeks and is at a two-year high, averaging \$3.51 a gallon nationwide.

"I worry about that kind of loss of money (people spend on gas) that would normally go for goods and services," said Rep. Bob Rucho, R-Mecklenburg.

North Carolina's gas tax is the highest in the Southeast, and lawmakers said it might be time to rein it in to help both consumers and retailers statewide.

"I think we need to fix the gas tax because people are crossing the border to Virginia and South Carolina (to fill up)," said Sen. Neal Hunt, R-Wake.

The gas tax is the largest revenue source for the state Department of Transportation, and officials said the agency would lose \$1 billion over the next decade if the tax is capped.

"It is a lot of money, particularly when you look at all the needs we have in this state, to take care of our aging infrastructure and to take care of the congestion problems we have in the state," said Mark Foster, chief financial officer for the DOT.

Seventy-five percent of the gas tax funds road maintenance projects, and the DOT estimates that 18,335 miles of pavement statewide wouldn't be resurfaced if the gas tax is capped at its current level. That includes 890 miles in Wake County, 341 miles in Cumberland County and 278 miles in Durham County.

Hunt said DOT can simply shift money slated for new projects to maintenance.

"Stop projects that aren't needed. Put the money back in maintenance programs. Preserve what we've got, and cap the gas tax at the same time," he said.

Foster and other DOT officials argue that there is little correlation between the gas tax and the actual cost at the pump. Whether a station in Raleigh charges \$3.47 or \$3.59 a gallon, the tax is the same, they said.

Some drivers support a cap, saying they need every little bit of help they can get.

"I think every cent counts right now, especially the way the economy is," driver Danielle Davis said.

Driver Michael Chavis said, however, that he doesn't believe a gas tax cap would help ease the pain in his wallet.

"Unless you're getting 100 gallons or 200 gallons of gas, it (won't) make a difference," Chavis said. "If you're getting 15 gallons, what's 2 cents (a gallon)?"

Council to ponder Alston widening

The Herald-Sun By Ray Gronberg March 9, 2011

DURHAM -- Moving the Los Primos grocery to avoid having the upcoming widening of Alston Avenue impinge on Durham Rescue Mission property across the street would likely cost about \$1.3 million, city transportation planners say.

The estimated relocation bill is steep enough that administrators are advising the City Council to accept the N.C. Department of Transportation's plan to shift the widening slightly to the east, onto part of the Rescue Mission's land.

DOT engineers think that'll eventually prove more acceptable "because it only affects a portion" of the mission's land, whereas hewing to original routing involves knocking down the building that houses Los Primos, city Transportation Department officials said in a memo sizing up the situation.

Council members are scheduled to discuss the widening on Thursday.

As a group, they've been dubious about the idea of bulldozing the grocery, as it's one of the few low-cost, walking-distance food-shopping options available to residents in predominantly black North-East Central Durham. It stands at the corner of Alston Avenue and East Main Street.

DOT and federal officials consider the store's fate an "environmental justice" problem that project engineers have to solve before they can begin construction.

But council members have been equally averse to targeting the mission's land. The mission's founder, the Rev. Ernie Mills, is politically popular and wants to expand his operation.

"How you [place] a four-lane road between those two important entities is a real challenge," said Chuck Watts, a Durham lawyer who represents the community on the N.C. Board of Transportation.

Watts, in fact, isn't convinced that widening Alston to four lanes between the Durham Freeway and Holloway Street is even a good idea.

Having grown up a bit farther south in the Alston Avenue corridor, near N.C. Central, Watts has firsthand experience with how a road widening can change a community.

In his old stomping ground, the addition years ago of more travel lanes to Alston in practice has left neighborhoods and businesses on either side of the road cut off from each other, as the highway is now too wide for pedestrians to cross comfortably.

The "road between them might as well be a river," for all the difficulties it creates, Watts said.

The nearly \$26 million project that's now on the drawing boards would replicate that problem in an area city leaders are trying to reinvigorate, he said.

"Placing a four-lane in the middle of that would bifurcate that community and in my opinion make it less livable," Watts said.

He added that the rationale for the project also looks shaky to him because Alston's four-lane for decades to come won't extend all the way north to Interstate 85 and because another DOT-Durham initiative, the planned East End Connector, would draw through traffic away from the Alston corridor when open.

Watts has urged DOT and local officials to consider a more modest, three-lane project along Alston.

But he concedes that his idea has a big drawback: Durham would lose its place in line for the dollars DOT has already committed to the project.

Before going with a three-lane, state engineers would have to recalculate the widening's costs and benefits and weigh them against road projects in other areas.

"DOT's role is focused on [traffic-handling] capacity," Watts said. "If you're talking about a different capacity, you have to go back through the prioritization process."

But Mayor Bill Bell in the past has made it clear he's not a fan of anything that would translate into Durham's walking away from DOT's offer of road-construction dollars.

Watts has tried selling the mayor on his idea. "I can't say I've convinced him," he said.

The lawyer added that he's ready, as a DOT board member, to push the agency to go along with whatever the council decides about the project.

"As a citizen of Durham, I don't like it," he said, referring to the four-lane design. "As a board member of DOT, I'm going to support whatever the citizens of Durham decide to do through their elected officials."

NC State Senator Proposes Ending Gas Tax (NBC17)

The North Carolina Metropolitan Mayors Coalition - Posted Wednesday, March 9, 2011

RALEIGH, N.C. — A state senator wants to eliminate North Carolina's gas tax to help consumers deal with skyrocketing prices. The state's gas tax is 32.5 cents per gallon, the highest it has ever been.

That money goes to the state's Highway Transportation Fund. "I hate the gas tax period to begin with," said Sen. David Rouzer, a Republican who represents Johnston and Wayne Counties.

"This is one thing that we could do directly impact businesses and help them, and that's right there in their pocket book, by suspending this 32 cent gas tax," said Sen. Rouzer. Rouzer thinks the state could find money for transportation improvements elsewhere.

Specifically, he wants to end some of the exemptions in the state's tax code, which total \$5.8 billion, according to a 2009 report from the North Carolina Department of Revenue. Rouzer would not say exactly which tax exemptions he would like to end.

"The point of the legislation is to direct people to the fact that we have \$5.8 billion in exemptions on the books and to have that debate," he said.

"It certainly would help," said Mike Peace, a local driver. "Any improvement in the price of gas would be a benefit to those of us who have to have it."

Marion Wright, another area driver, added, "We all could use a break because groceries are high. Everything is high."

But some drivers aren't sure they'd want to see the tax go.

"I'd rather pay the tax if it's for the roads," said Billy Oltman as he filled up at the Raceway station on South Saunders Street in Raleigh.

Charlene Adams agreed. "If the roads are tore up. It'd cost more money to keep our cars together 'cause you've got to get the brakes fixed, struts fixed and stuff from potholes in the streets," said Adams.

Although the gas tax is supposed to go to road maintenance, some of it is used for other purposes, according to the CIVITAS Institute. • Ferries – \$41 million • Drivers Ed for teens – \$31 million • Bike paths – \$1.1 million • Visitor centers – \$400,000 annually

Although getting rid of the gas tax has some appeal, some drivers said they wouldn't bet on its disappearance.

"It's a good idea, but it probably won't happen," said David Napier.

Lawmakers have to address the issue of the gas tax by this summer. A minimum rate of 29.9 cents passed two years ago and expires on June 30.

Officials: Loss of 'red route' highway option could harm region

wral.com By [Bruce Mildwurf](#) March 10, 2011

State transportation officials said Thursday that the southern portion of the planned N.C. Highway 540 loop around the Triangle will never be built if state lawmakers forbid them from considering a controversial route through Garner.

The state Senate voted unanimously Thursday to block the state Department of Transportation from considering the so-called "red route" of N.C. 540, a toll road also known as the Triangle Expressway.

The state House is expected to vote on the measure next week.

The North Carolina Turnpike Authority recommended in November that the red route not be used because of the adverse affect it would have on 13 neighborhoods, a church and the town's primary industrial recruitment area.

Still, the DOT must continue to study the option, officials said, because the Army Corps of Engineers requires that at least two proposed routes be studied before it will issue an environmental permit to allow highway construction to begin.

"We're literally at the point that we either study the red route or the project stops," said Steve DeWitt, chief engineer for the Turnpike Authority.

Although the DOT has pledged to Garner officials that the highway wouldn't be built if federal highway officials select the red route for it, the town lobbied for a state law forbidding any consideration of the route. They said the threat of a highway coming through the middle of town was scaring off business and preventing people from buying and selling homes near the route.

DeWitt said he is sympathetic to Garner's situation, but he said he doesn't believe those local concerns should overshadow a regional project.

"The impacts of not having the rest of the outer loop in place will be very large and will be felt for generations to come," he said.

Without N.C. 540 in southern Wake County, traffic on U.S. Highway 70, U.S. Highway 401, Interstate 40 and secondary roads will become more congested in the coming years, he said.

Clayton Mayor Jody McLeod said the highway is too important to be delayed – or stopped.

"I think it is a little disappointing because they are missing the big picture," McLeod said of Garner.

Garner Mayor Ronnie Williams said he doesn't care about the regional implications as long as the town is spared the hardship created by the red route.

"If Garner's action kills the project, we'll have to live with that and maybe beg forgiveness," Williams said. "It's about Garner. I repeat myself, I repeat myself. We're going to stand up for Garner."

Mayor Dick Sears of nearby Holly Springs said he's confident the rest of N.C. 540 will eventually be built, and he is supporting Garner's hard line.

"I think we need to stay together on this," Sears said.

DeWitt said other possible routes for the highway aren't feasible for study because they all would result in similar environmental impacts as the DOT's preferred "orange route." An endangered species of mussels had been discovered in a creek along that route.

"I guess it's easy to say this, but some short-term pain here, long term, will help move the project forward," he said.

The southeast portion of N.C. 540 would extend the Triangle Expressway – currently under construction in southwest Wake County – and complete the loop highway around Raleigh. Construction could begin as early as 2018.

NC senators want to end yearly car inspections

wral.com - The Associated Press Posted March 13, 2011

RALEIGH, N.C. &MDASH Getting an annual vehicle inspection in North Carolina may be a hassle for motorists, and its effectiveness was questioned in a legislative report. But North Carolina law enforcement officials and the garages that carry them out are resolute in opposing an effort to eliminate safety inspections performed in all 100 counties.

Fifteen senators have co-sponsored a bipartisan bill that would do away with the annual safety inspection program first created in the 1940s and scrutinize emissions testing performed in 48 largely Piedmont or urban counties to meet federal clean air regulations.

The chief sponsor of the bill, much of which stems from a 2008 report by the General Assembly's government watchdog agency, said he is open to adjustments that would require safety and pollution control inspections for older models or possibly requiring longer intervals between inspections.

Better technology and equipment on new cars and smoother roads mean vehicles operate safely for longer stretches of time, said Sen. Stan Bingham, R-Davidson. The safety inspection, which costs \$13.60 alone or \$30 when combined with emissions testing, is less necessary today, he said.

"They're just trouble-free. You don't have trouble with new cars," said Bingham, who has an automobile repair shop that performs some inspections. "Normally, it's taillights, horns and other obvious things."

Similar bills failed to get traction in 2009. Agencies and outside groups say the safety inspection program prevents accidents by forcing repairs before they become dangerous problems. They say inspections are generating money for the state and garage owners that employ workers in an era of high unemployment.

"The last thing we want is a vehicle to be traveling out there that's faulty," Highway Patrol Sgt. 1st Sgt. Jeff Gordon said, adding that the goal was to protect people and property.

North Carolina is one of nearly 20 states that have either safety inspections or safety and emissions inspections. South Carolina is one of 15 states with no inspections.

Interest in doing away with the inspection program grew following a December 2008 study by the Legislature's Program Evaluation Division. It determined North Carolina motorists are not getting a satisfactory return on the \$141 million they spend annually on inspection fees and said oversight of the safety and emissions programs by the Division of Motor Vehicles was lacking.

The report said operations data weren't being used to make improvements in both programs and that DMV's license and theft bureau wasn't doing enough covert reviews of inspection stations to root out potential fraud by test technicians to fail passing cars.

The division already started making improvements before the report's release. Inspection compliance has improved by requiring motorists to come in for a test before vehicle registrations can be renewed.

"We certainly think the program is in better shape than it was two years ago," said Division of Motor Vehicles Commissioner Mike Robertson, whose agency monitored 7.8 million vehicle tests performed by garages or inspection stations in 2010.

Robertson said DMV employees are performing more field audits to make sure inspection stations are following the law, and they are receiving more data about inspection times and why vehicles fail.

DMV records for all of 2010 say faulty windshield wipers and brake lights are the most common items listed among almost 1.2 million reasons for failing safety inspections, but more substantial issues, such as failing tires, ranked fourth. Steering mechanisms and exhaust systems were in the top 10.

Failures just don't fall to the oldest cars. Last year's records show 61,000 vehicles from the 2007 to 2011 model years failed inspections. "I don't think you can afford to do away with the safety inspections," Robertson said.

The Independent Garage Owners of North Carolina also oppose eliminating the safety inspection program. Inspection stations and garages, which receive most of the safety inspection fee proceeds, aren't making big profits off the work, said group president

Ron Zeunen of Wilmington. AAA Carolinas motor club operates 31 repair shops in North Carolina and South Carolina, but its support for inspection programs began long before it got into the business six years ago, a spokesman said.

The key question is if the inspections are improving safety. A 1990 U.S. Government Accounting Office report concluded that there was some benefit to accident reductions, but that quantifying the reduction wasn't reliable. The Program Evaluation Division found a 2006 study looking at Norway's program showing that while mechanical defects were reduced, no effect on accident rates was found.

A 2009 consultant's report reviewing Pennsylvania's vehicle inspection program wrote that the state could expect between 115 and 169 fewer fatal crashes each year with the program compared to without it. The costs of the Pennsylvania program to motorists in fees and lost time outweighed a monetary value for each life saved, the report said.

Little change in transit poll

The Herald Sun By Ray Gronberg March 16, 2011

DURHAM -- An advocacy group's annual poll found support for passing a half-percent sales-tax surcharge to pay for new transit lines has risen slightly in Durham County, fallen in Wake County and stayed about the same in Orange County.

Commissioned by the Regional Transportation Alliance, the survey found that 59.7 percent of the registered voters in Durham who were polled favor the levy.

The surcharge got support from 51 percent of the Wake County voters surveyed, and 59.2 percent support from those in Orange County.

The alliance's pollster, Paul Fallon, termed the overall results "strong support given the ongoing sluggishness of the economy and the presence" for the moment of a statewide, budget-balancing 1-percent sales surcharge that's scheduled to expire this summer.

Fallon has conducted the poll three consecutive years now for the alliance, a business-backed group that favors an expansion of the region's transit network. The telephone survey always occurs in early March.

Last year's alliance poll found support levels for the levy in Durham, Wake and Orange counties were running at 58 percent, 55 percent and 61 percent, respectively.

The new poll came out a month after a Durham-only survey requested by the Durham County Commissioners found that only 52 percent of the people it questioned would favor the tax.

Officials from Triangle Transit quickly voiced doubts about the validity of the Durham-commissioned survey, as the key question had included a mention of toll roads they felt could have skewed the results.

But the findings of all four polls are roughly similar, once their margins of error are taken into account.

Fallon's annual survey is based on about 900 interviews, 300 from each county. That gives its county-level results an error margin of plus or minus 5.7 percent.

The Durham commissioners' poll, conducted by Campaign Research + Strategy, a South Carolina political consultancy group, was based on 403 interviews and had an error margin of 4.9 percent.

Fallon's poll, coming a month later, also coincided with the speedy run-up in gasoline prices triggered by the recent unrest in the Middle East.

And the answers to two questions he asked on behalf of the regional alliance signal that support for the levy could be linked to gasoline-price trends.

It found that across the region, 22.8 percent of those surveyed felt they'd be more likely to support the tax if gas prices rose to \$4 a gallon, and 30.5 percent would be more likely to support it if prices hit \$5 a gallon.

Across the three counties, 63.8 percent said \$4-a-gallon gas would make no difference to their opinion, but only 55.7 percent stuck to that view when it came to \$5-a-gallon gas.

There was a group who said rising gasoline prices would actually make them less likely to support the transit tax. Fallon reported 11.7 percent holding that position relative to \$4-a-gallon gasoline and 11.9 percent to \$5-a-gallon gasoline.

The survey also found that voters in all three counties, Wake most of all, are less convinced than they were a year ago that their communities are headed in the right direction.

In 2010, some 72 percent of Durham voters, 67 percent of Wake County voters and 69 percent of Orange County voters said they thought things in their community were on the right track.

Now, those numbers are down to 66.3 percent in Durham, 59.3 percent in Wake and 68.1 percent in Orange.

The change wasn't as much a matter of more people saying things were on the wrong track as it was of people being more inclined to say they didn't know or couldn't answer. That was most obvious in Wake, where the number of don't-know/no-answer responses to the question jumped from 9 percent in 2010 to 18.0 percent this year.

The timing of a referendum on the sales surcharge for transit remains uncertain.

Transit advocates at one point had hoped all three counties would vote this year. Wake County officials, however, have signaled that they won't put the question on the ballot until May 2012 at the earliest.

Alston Ave. compromise wins out

The Herald-Sun By Ray Gronberg March 22, 2011

DURHAM -- City Council members voted 6-1 Monday to endorse formally a compromise plan for the Alston Avenue widening that they hope will prod state road planners to build it but wait to open the new lanes to motorists.

The vote was in line with the approach city leaders agreed to at a March 10 work session. They want the N.C. Department of the Transportation to add pavement sufficient for four travel lanes, but give it lane markings only for two travel lanes, a turn lane, bike lanes and streetside parking.

The department would be free to open the added travel lanes if congestion in the corridor remains about as bad as it is now.

City administrators think it's possible a second road project due to start construction in next two or three years, the East End Connector, will siphon traffic away from Alston by giving motorists a second way to get from the Durham Freeway to U.S. 70 and Interstate 85.

Their modeling suggests there might be a 20 to 30 percent reduction in Alston's future traffic loads, city Transportation Director Mark Ahrendsen said, adding that Alston today handles a "considerable amount of through traffic that has no origin or destination" in the neighborhood around it, North-East Central Durham.

The lane-marking or striping compromise also helped officials cope with a City Council that was split on the project.

At least a couple of members agreed with critics of the widening who argued the added pavement will make life much more difficult for pedestrians in the neighborhood, and act as a barrier between North-East Central and downtown.

Councilwoman Diane Catotti wound up voting against the compromise, and Councilman Eugene Brown made it clear he's dubious of the project.

"I too live in a neighborhood that has been bifurcated, that has been divided -- that's Trinity Park," Brown said, alluding to the decision years ago to convert Duke and Gregson streets to one-way roads to serve through traffic. "And believe me, it has done nothing, nothing to enhance our neighborhood at all.

But other members weren't willing jeopardize the \$26 million DOT has pledged to the project by demanding that engineers actually scale back the amount of paving in the plan.

Moreover, traffic conditions are bad enough that "we've got to do something with Alston Avenue," Mayor Bill Bell said. "I don't live there, but I drive it, and a lot of people in this community drive it. It can be a congestion nightmare."

Bell added that he's optimistic about the chances of DOT eventually accepting the lane-marking compromise.

Engineers from the agency voiced doubts on that front on March 10, but late last week said they'd be willing to put some more effort into analyzing the proposal. Ahrendsen estimated that their work on that would take two to four months.

But their willingness even to consider the idea was "encouraging," Bell said, because "they could have very well said, 'We stand where we are and aren't going to budge.'"

The compromise also asks DOT to phase its right-of-way purchases to buy as much time as possible, without delaying the start of construction, to see whether the Los Primos grocery is able to stay in business.

As long as Los Primos is around, DOT has to route the pavement around the store, taking land from across the street from the Durham Rescue Mission.

But the grocery's viability is in question because, following the arrest of two employees implicated in a scheme to resell goods stolen from other east Durham retailers, managers of Los Primos opted to give up its state alcohol-sales permits.

Two supporters of the widening, Wanona Satcher and Donald Yarboro, signaled they wouldn't be sad to see the grocery close.

"They have proven they cannot abide by the law," Yarboro said. "North-East Central Durham deserves better."

But widening opponents cautioned against rushing to judgment. "That investigation is ongoing, and charges are charges," said Aidil Collins. "They're not convictions."

N.C. deal sets train on fast track

The News and Observer By Bruce Siceloff- Staff Writer March 22, 2011

Fast track money

Now that new governors in three states have rejected their shares of \$8 billion in stimulus grants, North Carolina has moved up to fourth place among states that will spend federal money for faster passenger train service.

Out of 20 states that have received \$4.9 billion so far, here are the five with the most:

California: \$2.89 billion

Illinois: \$1.14 billion

Washington: \$590 million

North Carolina: \$59 million received so far, \$461 million expected soon under terms of a railroad agreement signed Monday. Separate negotiations are planned for the remaining \$25 million.

Vermont: \$50 million

Rejected by Wisconsin, Ohio and Florida: \$3.6 billion (including \$2.4 billion recently offered for competitive bids from other states)

Sources: N.C. DOT, Federal Railroad Administration

After months of wrangling with a reluctant freight railroad, the N.C. Department of Transportation says it has won the agreement it needed to secure \$461 million in federal grants that will put faster, more frequent and more reliable passenger trains on the tracks between Charlotte and Raleigh.

Gene Conti, the state transportation secretary, said DOT will start seeking bids over the next two weeks for contracts to lay tracks, build bridges and buy trains.

The construction is expected to create 4,800 jobs over the next two years and cut the train time from Raleigh to Charlotte below three hours, including seven stops on the way.

"This will significantly improve our passenger service and also, I believe, have benefits for the movement of freight through that corridor" between the state's largest cities, Conti said Monday evening.

The Obama administration promised \$545 million in January 2010 as North Carolina's share of \$8 billion in stimulus funds to start building a national network of high-speed trains. But the Federal Railroad Administration withheld most of the money until it extracted guarantees that taxpayers would get better train service for their investment - and that DOT would not let slow freight trains get in the way.

That meant coming to terms with Norfolk Southern Railway, whose dispatchers control movements of passenger as well as freight trains on the tracks it leases from the state-owned N.C. Railroad. Conti signed the 23-page agreement late Monday with Norfolk Southern, N.C. Railroad and Amtrak.

DOT will spend the money to add 28 miles of double track between Greensboro and Charlotte, plus five miles of passing sidings between Raleigh and Greensboro.

Curves will be straightened so trains can run faster. A dozen new highway bridges will replace crossings where trains sometimes crash into cars; 21 private-road crossings will be closed.

Much of the money will be spent in and near Charlotte. An \$88 million railroad bridge there will replace a downtown crossing where Norfolk Southern and CSX trains now must stop for each other, and it will make room for future local transit trains.

"It connects the two largest cities in the state right across the Piedmont crescent, with faster travel times that have become increasingly competitive with the automobile," said Joe Milazzo II, executive director of the Regional Transportation Alliance, a Triangle business group.

"We're anxious to see these improvements, and certainly to see them shorten the travel time between Raleigh and Charlotte," said Natalie English, a Charlotte Chamber of Commerce senior vice president.

Two Triangle projects worth \$30 million will erect bridges to lift trains over dangerous crossings at Hopson Road in Research Triangle Park and Morrisville Parkway in Morrisville.

DOT will buy more locomotives and passenger cars, and expand its rail yard off Capital Boulevard in Raleigh to make room for them.

Goal: 90 mph at peak

The improvements will cut a projected 13 minutes from travel times between Raleigh and Charlotte because trains will be able to run faster in places where they now are required to slow down. The run time now is three hours 12 minutes.

But it is unclear when the maximum train speeds between Raleigh and Charlotte will be increased to 90 mph, as called for in the state's rail plan. That upgrade could cut another 12 to 15 minutes from travel times.

The legal top speed will stay at 79 mph until the nation's railroads install safety technology called "positive train control," intended to reduce chances of train accidents.

That change is supposed to happen by 2015. But in a stopgap spending bill adopted last week to keep the government running for another three weeks, Congress eliminated at least temporarily a federal appropriation to help railroads pay for the safety technology.

Norfolk Southern's part

Travelers who ride the Amtrak Carolinian from New York to Charlotte now are familiar with frequent delays - especially on clogged CSX freight tracks in Virginia - that can make the train arrive minutes or hours late. The new agreement will hold Norfolk Southern responsible for avoiding similar delays in North Carolina that could keep new and existing trains from arriving on schedule.

Norfolk Southern balked at accepting terms it said might curtail its freight business today or cramp its opportunity to expand over decades to come. The first agreement DOT signed with the railroad in December was rejected as toothless by the Federal Railroad Administration.

The new agreement sets standards Norfolk Southern must meet, measured in minutes of travel delay, to keep the passenger trains on time. It sets guidelines for determining which problems are the freight railroad's responsibility, and steps for getting them fixed. In return, Norfolk Southern gets a voice in future decisions to add trains to the schedule and set their timetables.

Norfolk Southern has a history of hard bargaining.

Bypassing Five Points

When Triangle Transit was developing plans in the 1990s for local rail transit service in the region, Norfolk Southern forced the agency to pledge \$2.6 million for a new side track in Durham County, as a replacement for rusted rails that had not served a freight customer for 20 years.

And last year, when DOT was mapping a proposed high-speed route from Richmond, Va., to downtown Raleigh, Norfolk Southern protested that a path mapped through its yard near Five Points would cause several hundred million dollars in damages.

"When we start having passengers on a freight rail line, that makes us nervous," John V. Edwards, Norfolk Southern's passenger policy director, said in December at a rail conference in Richmond. He declined to comment on recent negotiations with DOT.

DOT is expected this spring to announce a new route, based on recommendations by several Raleigh residents, that would bypass Five Points by lifting the trains on new tracks over Capital Boulevard.

Illinois and Washington also went through tough negotiations with freight railroads before they secured the bulk of their fast-train money, and Virginia is still haggling over terms with CSX. Smaller grants in other states are still up in the air, but North Carolina's was the last big-dollar deal to be resolved.

Conti said the state will apply in coming weeks for more federal funds to advance plans for the track to Richmond, to help pay for a new Amtrak-and-transit depot in downtown Raleigh, and finish the improvements between Raleigh and Charlotte.

Few are happy about Alston Avenue expansion

IndyWeek.com by Samiha Khanna Posted 03/23/2011

Customers trickled into Los Primos grocery in East Durham early Monday, browsing stands of produce and plastic-wrapped spices while Latin music chirped above them. While one woman tended to a toddler, another hovered in the meat aisle, which offers at least a half-dozen types of sausage in Mexican, Honduran, Salvadoran and Guatemalan styles.

According to a survey by the N.C. Department of Transportation, two-thirds of the grocery's regular customers live within walking distance of the store, located at the intersection of Main Street and Alston Avenue. It's the only full-service grocery for nearly a mile. Many rely only on their two feet, or sometimes even a powered wheelchair, to zip along or across busy Alston Avenue from nearby homes and apartments.

So it's important that the grocery remain, and that Alston Avenue stay friendly to pedestrians and bicyclists, residents say. They carried that message to Durham City Council, which on Monday proceeded in negotiations with the N.C. Department of Transportation on the design of a \$25 million road-widening project to ease congestion.

The N.C. DOT would use federal and state funds to transform Alston Avenue from its current three lanes into a four-lane highway from its intersection with the Durham Freeway about a mile north to Holloway Street. The thoroughfare would be divided by a median and would split into additional turn lanes at some intersections. An early design would have run right over Los Primos, forcing the N.C. DOT to pay to relocate it. But new plans take the expansion east, cutting into two storage buildings at the Durham Rescue Mission, also at Alston and Main.

Durham's City Council voted to formally ask the state to adjust its plans. It is asking that the road include one lane in each direction for vehicle traffic, plus bike lanes and on-street parking.

The N.C. DOT is expected to respond with additional information in a few months. State officials have also agreed to hire a consultant to determine how much traffic Alston Avenue will lose to the East End Connector, which will link U.S. 70 and the Durham Freeway. Durham Transportation Director Mark Ahrendsen said as much as 20 to 30 percent of the traffic on Alston might be diverted by the connector. Construction on the connector will begin in 2014.

Although state transportation data shows several intersections on Alston are backed up during rush hours, some residents in the nearby Cleveland-Holloway, Golden Belt and Old East Durham neighborhoods say traffic isn't a problem and will be eased by the connector. The bottom line, several residents said: Alston doesn't need to be wider.

"This project is indeed one of an inner-city street turned mini-freeway," said Anthony Maglione, who lives on Wall Street. In some places, the road would be as large as Fayetteville Road in front of the Southpoint mall, at 80-plus feet. "This will, under no uncertain terms, separate the neighborhood," he told the council. Others contend that although the posted speed would remain 35 mph, an improved traffic flow, aided in part by no left turns at several streets, would encourage speeding.

Two people spoke in favor of the project, saying it would not only ease traffic but help future economic development. On both sides of the issue, residents said that they wanted a more comprehensive project that added amenities such as bus shelters and benches. But the funding is specifically intended to improve road travel, not to make the street more attractive, explained Chuck Watts, who represents Durham on the N.C. Board of Transportation. He told the council it would have to find money for those amenities locally.

"The federal money is not available to do beautification and community development," Watts said after the council meeting. "So when the board members are up there wringing their hands and make it seem that the N.C. DOT should do more to promote the interests of the community, in the end maybe that's something the council ought to be doing."

With only Councilwoman Diane Catotti in opposition, the council voted 6-1 to support the N.C. DOT project, but with the recommended bike lanes and parking spots to be kept in place until traffic volumes demand that the spaces be eliminated to create another travel lane.

In addition to impinging on the Durham Rescue Mission, the expansion would cut into Leo's Seafood, a convenience store and a taqueria. If the project proceeds, the state would begin acquiring the necessary land from the owners in about a year, Ahrendsen said. Meanwhile, some council members have speculated that although current plans avoid Los Primos, other challenges to the grocery may force it to go out of business before construction begins, which would be 2013 at the earliest. If that happens, the plans could shift back through the grocery's property.

Just over a month ago, two Los Primos employees were charged in connection with a police bust of several area convenience stores believed to be stealing and reselling merchandise from major retailers. Police seized five guns from Los Primos, and the store also was forced to forfeit its license from the N.C. Alcoholic Beverage Control Commission, according to a statement from Durham police.

Reached at his store this week, owner Miguel Collado said he was hesitant to be interviewed because of the issues. "Right now there's a lot of things going on here and I'm just sitting here and not saying anything," he said. But, he offered, he takes issue with people saying the lack of beer sales will put Los Primos out of business.

"Beer is 2 percent of our sales in this store," Collado said. "We sell more meats and groceries than beer." In fact, he said, the store has been so peaceful without beer sales—without people begging or employees having to chase shoplifters—that he's considering not selling it again. "It's been a blessing," he said.

Mecklenburg legislator would kill \$152 million for Mecklenburg rail projects

The News and Observer by BruceSiceloff 03/24/2011 - 11:17 am

Mecklenburg County will receive the lion's share of \$461 million in federal railroad funds -- unless one of its legislators, Rep. Ric Killian of Charlotte, succeeds in his campaign to kill the deal.

NCDOT provided a county-by-county breakdown of rail projects worth \$520 million. It combines the \$461 million in ARRA (stimulus) funds committed by the Federal Railroad Administration this week, plus \$59 million North Carolina received previously.

Mecklenburg gets projects worth nearly \$152 million, and it shares a \$92 million project with neighboring Cabarrus County. (Killian contends, below, that Charlotte folks would suffer more than anyone else in the state because of this federal investment.)

ARRA Funding for Projects Covered by Agreement by County

Alamance	\$11,703,156
Cabarrus	\$344,715
Davidson	\$44,545,437
Davidson and Rowan*	\$1,444,659
Durham	\$18,130,644
Guilford	\$13,925,453

Cabarrus and Mecklenburg* \$92,116,212
 Mecklenburg \$151,711,401
 Rowan \$98,657,349
 Wake \$47,822,797
 Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg \$39,598,176
 Total: \$520,000,000
 * Projects crossing county lines

Double tracks, straightened curves and other improvements will qualify tracks for a top speed boost from the current 79 mph to 90 mph a few years from now, after the railroads install positive-train control safety technology.

The biggest single project, in Charlotte, involves \$128 million to grade-separate CSX and Norfolk Southern tracks that now meet in a four-way stop. The work will send CSX trains burrowing beneath Norfolk Southern tracks. It will prepare the way for Charlotte's next big transportation project: a multimodal station downtown for Amtrak and local transit trains and buses.

Killian contends that the deal will saddle North Carolina taxpayers with future operation and maintenance costs as high as \$50 million a year.

In an interview this week I asked him whether the federal funding he wants to kill would benefit his constituents in Charlotte.

"My concern is for the citizens of this state," he replied.

Asked again about whether Charlotte in particular would benefit, Killian said:

I think the answer probably could be no, knowing the citizens of Charlotte pay such a great amount of taxes. And any potential liability is going to be borne by the taxpayers; therefore, I think it could hurt the citizens of Charlotte even more than other areas of the state.

The House Transportation Committee is scheduled to take up Killian's kill bill at its next meeting, Tuesday at noon in 643 Legislative Office Building. Other legislators have said they want more details from NCDOT about the rail projects.

Council wants rail money

The Herald-Sun By Ray Gronberg March 27, 2011

DURHAM -- City Council members are gearing up to fight several bills being considered by the N.C. General Assembly, including one that could prevent the state from accepting federal subsidies for a major rail project in Durham and other cities.

Mayor Bill Bell briefed members last week on what he and other big-city mayors in the state have been doing to both round up and protect the federal money, which they hope will pay for major track improvements on the main lines that link Charlotte, Raleigh and Richmond, Va.

His colleagues urged him to keep at it. "I'm really concerned about the role the legislature might play in this process, particularly the rail funding piece," Councilman Howard Clement said.

Clement was alluding to a move by 13 Republicans in the N.C. House, led by N.C. Rep. Ric Killian, R-Mecklenburg, to file a bill that would bar the N.C. Department of Transportation from accepting or even applying for federal high-speed rail grants "unless the project has been approved through an act of the General Assembly."

DOT has been gearing up to spend more than \$500 million in federal economic-stimulus aid on the corridor, largely to double-track parts of the main line, upgrade road crossings and revamp key rail junctions.

One of the most important pieces of the project targets a stretch of track on the eastern edge of Durham, in RTP near Hopson Road.

Engineers intend there to spend about \$18 million to straighten out a curve, install a 2.4-mile-long passing track and eliminate a grade crossing by installing a bridge to carry the line over Hopson.

Statewide, the project's goal is to boost the train-handling capacity of corridor, and allow the trains that operate in it to run at somewhat faster speeds, up to about 79 mph in many places.

DOT officials stressed, both to the federal government when they applied for the grant and to reporters afterward, that the operational benefits of the upgrades would flow not just to passenger trains but to the freight traffic that moves through the corridor.

Killian and his allies -- seven of whom are freshmen legislators -- contend the project by facilitating increased passenger service will impose higher operating costs on the state, jeopardize freight traffic and burden small towns on the route that aren't in line to receive direct service.

But Bell told council members it's not clear to him the bill enjoys wide support even among Republicans. "I don't want to say it's the whole party," he said.

House Speaker Thom Tillis, R-Mecklenburg, has been noncommittal. He "doesn't have a position [on it] at this point, but he supports the information-gathering process that's going to take place as a result of this bill," said Jordan Shaw, a Tillis spokesman.

Two Republicans outside the General Assembly, former Durham Mayor Nick Tennyson and former Charlotte Mayor Pat McCrory, made it clear Friday that they hope both the bill and the project receive careful scrutiny.

McCrory -- a former gubernatorial candidate who's been leading Gov. Beverly Perdue in polls gauging voter opinion on a possible rematch of the 2008 election -- said DOT officials "need to do a better job of explaining the cost-benefit assessments" of the project.

But he added that boosting the line's capacity "would have positive long-term ramifications" for the state.

"It would be wrong to reject the grants before getting the facts," McCrory said.

Tennyson -- who like McCrory has a record of supporting rail-based mass-transit projects -- said officials have to think of transportation as a network that by necessity uses many different kinds of technology.

"Public investments are in the system, not in specific facilities," Tennyson said. "The fact you don't ever drive on some road in the system doesn't mean the money [to build it] was wasted, it just means it was necessary to make it a complete system."

DOT officials have stressed that planning for the corridor has spanned decades, unfolding under governors of both parties.

The state House did weigh in on the issue in July 2009, voting 99-18 for a nonbinding resolution that encouraged DOT to apply for high-speed rail stimulus grants. The majority agreed "the capacity of the rail network serving North Carolina is strained, which impacts our consumers, producers, shippers, communities and citizens."

The resolution attracted bipartisan support. All Democrats who cast votes that day backed it, while the GOP caucus split 34-18 in favor.

Tillis and his now No. 2, House Majority Leader Paul Stam, R-Wake, both voted for the resolution. Killian opposed it.

Debate cut short on bill to kill rail grants

The News and Observer By Bruce Siceloff-Staff Writer March 30, 2011

RALEIGH - Members of a House committee lost their chance Tuesday to debate a Republican bill to kill \$461 million in federal railroad construction grants. But forces on both sides of the issue continued building arguments about jobs and state spending.

A dozen legislators have signed on to join Rep. Ric Killian of Charlotte, the lead sponsor - including four who, like Killian, are voting against spending tens of millions of dollars on projects in their respective districts.

Killian took up most of the discussion time at a House Transportation Committee meeting, which adjourned before committee members had a chance to speak on his proposal.

But a road-building industry lobbyist was given a few minutes to plead for thousands of jobs that would be financed with stimulus funds for high-speed and intercity rail improvements. The money was committed to North Carolina last week by the U.S. Department of Transportation, and the state DOT is preparing to seek bids on 24 projects.

"We're dealing with 20 percent unemployment in our industry in North Carolina," said Berry Jenkins, an executive with Carolinas Associated General Contractors. He said the federal high-speed rail funds will support 13,000 to 15,000 "direct and indirect" jobs, well more than the 4,800 estimated by the state Department of Transportation.

"We ask that you consider the jobs impact. This is bridge work, this is roadway work. This isn't rocket science. This is stuff our folks do every day, when we have an opportunity," Jenkins said.

But Killian dismissed the jobs issue.

"Folks, what we need are private sector jobs," Killian told the committee. "We do not need publicly financed jobs. Taking federal dollars for temporary jobs in our state, it's not going to solve our economic problems."

Killian argued that freight railroad service would be hurt by projects to double-track the line between Charlotte and Greensboro, to straighten curves, to build bridges to separate cars and trains at crossings, and to put more passenger trains on the line.

"If you create a chokepoint between Charlotte and Raleigh by putting in a high-speed rail line that effectively bisects that right of way in several places, you're not going to have the ability to add freight in the future," Killian said.

DOT chief disagrees

Gene Conti, the state transportation secretary, who had hoped to address the legislators, disputed Killian's arguments in an interview.

"He's missing the whole point," Conti said. Agreements signed by the state will improve the state-owned N.C. Railroad with hundreds of millions of dollars, he said, and terms include a pledge to preserve the rights of Norfolk Southern Railroad, which hauls freight on those tracks.

"In fact, this will help them move freight," Conti said. "We're doubling the capacity from Charlotte to Greensboro. Right now, Norfolk Southern doesn't use the existing capacity. So doubling it, how can that diminish freight capacity?"

Home-district sacrifices

Killian's home county, Mecklenburg, would receive a large share of \$520 million in federal rail stimulus funds, a total that includes \$59 million committed to North Carolina a few months ago. The money would pay for \$152 million in Mecklenburg projects.

Among the legislators who have joined Killian as co-sponsors are Rep. Jeff Barnhart of Cabarrus County, which will share a \$92 million project with neighboring Mecklenburg; Rep. Rayne Brown of Davidson County, which will receive a \$45 million rail project; and Reps. Harry Warren and Fred F. Steen II of Rowan County, which stands to benefit from \$99 million in rail spending. Killian's co-sponsors could not be reached for comment.

Mayor Susan Kluttz of Salisbury, the Rowan County seat, came to Raleigh on Tuesday to lobby against Killian's bill. She said she met with Warren and Steen to tell them Salisbury stands to benefit from the high-speed rail improvements.

"We've been preparing for this for 20 years," Kluttz said. "We have closed nine [road-rail] crossings, and we have a significant investment in our beautiful restored train depot. We very much support federal money, particularly during these economic times. We do not want to do anything to harm our efforts to obtain this money, which will make a tremendous difference in Salisbury."

Kluttz is vice chairman of N.C. Metro Mayors, which represents the state's 28 largest cities. The mayors voted recently to endorse North Carolina's bid for an additional \$2.4 billion in high-speed funds rejected last month by the governor of Florida.

N.C.'s long-term costs

Killian has said his intention is to kill the federally funded rail program in North Carolina, but his bill would only ban federal rail spending for projects that have not been approved by the legislature.

The federal grants pay for 100 percent of the projects - instead of the 80 percent share that is customary for road construction projects. But Killian said he fears that state officials may have signed commitments to spend too much over the next 25 years for rail operation and maintenance.

Other legislators said this week they'd like to nail down those figures. At Killian's request, DOT officials produced a spreadsheet with projections that operation and maintenance bills would reach \$41 million a year by 2037. Killian said the money should be spent on roads instead.

Jim Westmoreland, a deputy DOT secretary, confirmed the \$41 million figure in an interview. But he said DOT calculations excluded a revenue source that will shrink the state's rail expense: the fares to be collected from riders on a third daily train between Raleigh and Charlotte, which started running in June, and a fourth train scheduled to start in the next few years.

North Carolina paid Amtrak \$23 million last year to operate passenger trains in the state, but passenger fares reimbursed the state for 79 percent of that cost. Westmoreland said he did not have projections for fare collections in 2037.

Conti said it is customary for the state to pay maintenance costs for federally funded road and rail projects.

"Maintenance is part of keeping your investment preserved, so we think that's a very reasonable number," Conti said.

What's next?

The House Transportation Committee postponed its discussion of the bill until next week.

Killian had not signed up any Triangle legislators as co-sponsors by Tuesday, but local delegation members said they were following the debate carefully.

Republican Sens. Richard Stevens and Neal Hunt of Wake County said they wanted more information about how the state will benefit from the federal rail spending and how much the yearly maintenance cost will be.

"Once we quantify those things, my own feeling is that bill won't go anywhere," Hunt said. "If the numbers come back the way we expect them to, then I'm pretty sure we'll be accepting the federal money."

DOT wants \$624M more federal rail money -- not \$461M less

The News and Observer By Bruce Sicheloff April 5, 2011 9:01 a.m.

As a House committee prepares today to debate a Republican proposal to have the Perdue administration return \$461 million in rail stimulus funds to Washington, Perdue's Department of Transportation is asking Washington for \$624 million more.

North Carolina would use the new funds to:

- replace outmoded train stations in Charlotte and Raleigh,
- build new ones in Hillsborough and Lexington,
- add more freight and passenger service between Raleigh and Charlotte,
- complete the environmental studies and purchase an abandoned CSX rail corridor for a new high-speed shortcut from Raleigh

to Richmond, for trains that would travel at speeds up to 110mph,
- and make rail safety improvements between Raleigh and Charlotte.

The new application (documents attached below) seeks a share of \$2.4 billion in funds that became available after Florida's governor killed a high-speed rail project between Tampa and Orlando, and sent the money back.

The application was filed as the House Transportation Committee prepared today to debate a bill by Rep. Ric Killian and 12 other House Republicans to kill North Carolina's high-speed rail program, and to join Ohio and Florida in sending the money back to Washington. (Wisconsin's governor also canceled projects and rejected federal funds last year, but he recently joined North Carolina in applying for a share of the Florida money.)

North Carolina secured \$461 million in federal stimulus grants last month after fighting off eleventh-hour efforts by Norfolk Southern Railway to extract new concessions -- easy terms on a federal grant for an unrelated rail project in Illinois, and a pledge that NCDOT would ignore court orders unfavorable to Norfolk Southern -- in exchange for its signature on a related rail operation agreement.

The Obama administration has committed \$520 million to North Carolina in stimulus funds for high-speed and intercity passenger rail, and negotiations are under way for the remaining \$25 million grant announced last year. This money comes without requirement for any matching state funds for capital improvement, but the state is committed to pay future maintenance and operation costs.

The new application mentions the possibility that matching state capital funds will be required. Depending on the Federal Railroad Administration's decision, the state's match could be between \$9.6 million and \$159 million of the total cost.

"Should the application result in grant offers, [DOT] will consult with the General Assembly, municipalities and other implementing partners to provide non-federal matching funds," DOT's application said.

Slow down the fast train

Federal money is no gift; it puts N.C. taxpayers on an expensive hook forever and hurts N.C. Railroad's value.

The Charlotte Observer By Ric Killian, Special to the Observer Posted: Tuesday, Apr. 05, 2011

Spending \$545 million in federal money to decrease travel time between Charlotte and Raleigh by 13 minutes will obligate N.C. taxpayers indefinitely, create another financially unsustainable system, decrease the value of the North Carolina Railroad Company and permanently eliminate the ability to use the North Carolina Railroad as an economic development tool.

Fiscal responsibility is a duty of every legislator. The American Recovery and Reinvestment Act - or stimulus - funds do not include future costs to operate and maintain the railroad improvements. The N.C. Department of Transportation projects the cost to operate and maintain the N.C. section will increase by \$30 million to \$41.4 million per year. The cumulative cost to operate and maintain the system will grow to \$731 million by 2037. Continuing to appropriate funds from the Highway Fund and Highway Trust Fund for high-speed rail will make it more difficult to maintain safe roads and bridges, or to build roads to relieve congestion. Government must stop creating financially unsustainable systems.

The North Carolina Railroad Company has existed since 1849. It's not an operational railroad, but rather a 200-foot wide right of way stretching 317 miles from Morehead City to Charlotte. Some of the right of way is leased to Norfolk Southern, providing income to maintain the right of way without any taxpayer support. N.C. citizens own the North Carolina Railroad. Including high-speed rail on the North Carolina Railroad will decrease its value. The most accurate method of determining the railroad's value is through its income. The N.C. Department of Transportation's estimates show that passenger rail generates annual losses, but the Norfolk Southern lease shows that freight traffic generates profits. As owners of the railroad, all citizens should want to increase its value, and as stewards of this railroad company, the General Assembly has a responsibility to maximize its value. There is limited capacity within the railroad's 200-foot right of way, and allocating a significant portion of that for passenger rail between Raleigh and Charlotte permanently decreases the state's use of the railroad as an economic development tool.

Were the state Ports Authority able to build a port with 50-foot depth near the end of the line in Morehead City, the railroad would be uniquely positioned to transport manufactured goods to the rest of the world and bring N.C. products through the planned intermodal facility in Charlotte to the midwest U.S. and beyond. Using the railroad's capacity for high speed passenger rail would create a chokepoint between Raleigh and Charlotte that would eliminate this possibility. Rather than figuring out how to take 13 minutes off a ride between Raleigh and Charlotte, we should consider how to leverage the railroad to create new agriculture and manufacturing jobs to meet the needs of the world and put North Carolinians to work.

Proponents of accepting the \$545 million in high-speed rail funds contend we must accept this money because it's free federal money and will create jobs. Is there anyone left in the United States who doesn't understand that the federal government has a \$14 trillion debt that, at best, is hampering economic recovery and, at worst, threatens our national security? We must distinguish between temporary publicly funded jobs and more sustainable market-driven, private-sector jobs. The short-term gain of jobs associated with high-speed rail is not worth the long-term pain.

The risk of potential rising construction costs, unfunded future operating and maintenance costs, decreased value of the North Carolina Railroad and the crippling of the railroad as an economic development tool is not worth the publicly funded temporary jobs and expansion of our federal debt. Recently, North Carolina earned the dubious distinction of having two of the worst congested areas in the nation - including Interstate 485 in south Charlotte - and high-speed rail would not improve that problem. Let's concentrate on using our Highway Fund and Highway Trust Fund dollars on safety, congestion relief and mobility, not special-interest-driven political philosophy.

N.C. Rep. Ric Killian, R-Mecklenburg, represents the 105th District in south Charlotte.

House hears from advocates for fed's rail money

wral.com By Emery P. Dalesio, Associated Press Posted April 5, 2011

RALEIGH, N.C. — Legislators who want to put the brakes on federal funds to improve high-speed passenger train service heard Tuesday from recession-battered construction companies who say hundreds of jobs hang in the balance.

The House Transportation Committee heard from a series of industry representatives and the mayors of Charlotte and Durham, who opposed a proposal to bar the state Transportation Department from accepting \$460 million in federal funds unless the Republican-led General Assembly approves. The project that aims to allow passenger trains to reach maximum speeds of 90 mph between Raleigh and Charlotte is expected to create nearly 5,000 jobs over the next six years.

The work that includes replacing curves with straightaways and building 12 new bridges to eliminate dozens of highway-rail crossings would mean more than 400 new engineering jobs with average salaries of \$60,000 a year, said Kathryn Westcott, executive director of the American Council of Engineering Companies of North Carolina.

"I urge you to consider the jobs you might create and/or you will lose," she said.

Charlotte Mayor Anthony Fox said the measure would threaten several projects in the state's largest city, and hold back the expansion of commuter rail lines to distant suburbs.

But some GOP lawmakers said they want to be assured the federal money won't mean added rail maintenance costs that will drain away too much money from needed road construction. Rep. Phil Shepard, R-Onslow, said

he's open-minded about being persuaded the rail money is a good idea, but he wants to know what strings are attached.

"It is a fact that we have to sign off on it and say, yes, this is good for our taxpayers or it is not good," said Rep. Phillip Frye, R-Mitchell.

President Barack Obama has sought to make a national network of high-speed trains a signature project of his administration. In his state of the union speech in January, Obama said he wants to provide 80 percent of Americans access to high-speed trains within 25 years.

But Republican governors in Florida, Wisconsin and Ohio have already rejected high-speed rail funds allotted for their states because they didn't want to obligate the state to potentially high operating costs.

Rep. Ray Rapp, D-Madison, said the costs so outweighed the benefits the state House proposal seemed to have similar partisan motivations.

"I think it's foolhardy that we're even having this discussion. I think this is where ideology is trumping common sense," he said.

The influx of federal funds would mean North Carolina would finally recoup about an equal amount of the tax dollars state residents send to Washington after years of being on the short end of the deal, Transportation Secretary Gene Conti said. He argued that using the bill proponents' logic, the state could not have collected federal funds to replace the 55-year-old Yadkin River Bridge along Interstate 85 because all maintenance costs weren't clear upfront.

Tuesday's hearing came hours after Conti's agency notified lawmakers the state asked for another \$624 million in federal funds from the \$2.4 billion Florida rejected last month. If awarded, the new grants would create or maintain about 3,000 jobs for construction stretching through 2020, the state DOT said.

Depending on which projects are funded with new grants, North Carolina might have to provide matching funds ranging from \$159 million to \$9.6 million, the state DOT said.