

**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

**May 11, 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. April 13, 2011 TAC Meeting Minutes (9:00-9:05)  
(Attachment 5)**

A copy of the April 13, 2011 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the April 13, 2011 TAC meeting.

**6. Triangle Regional Transit Program (9:05-9:35)  
(Attachment 6)**

**Patrick McDonough, Triangle Transit  
Greg Northcutt, Triangle Transit**

Triangle Transit updated the TAC on the Alternatives Analysis, and discussed the process and schedule for TAC approval of the Financial Plan and Locally Preferred Alternative (LPA) at the April TAC meeting. The TAC requested that the TCC provide a suggested schedule for MPO approval of the financial plan and LPA. Attachment 6 is a recommended schedule.

The schedule requires that the TAC release the draft Financial Plan for public comment at the May meeting and approve the final Financial Plan at the June meeting. Approval of the LPA and Minimum Operable Segment (MOS) will occur later in 2011. Leaders from Durham and Orange counties met on May 4<sup>th</sup> to discuss a cost sharing strategy for the Financial Plan and these discussions will continue, possibly at a meeting on May 10<sup>th</sup>. Any completed Financial Plan materials that become available before this TAC meeting will be electronically mailed to TAC members.

The public workshop materials are available at the Triangle Regional Transit Program (TRTP) Web site, [www.ourtransitfuture.com](http://www.ourtransitfuture.com).

**TAC Action:** Receive schedule for approving the Financial Plan and Locally Preferred Alternative (LPA). Release draft Financial Plan for public comment.

**7. FY 2011-2012 Unified Planning Work Program (9:35-9:45)**

**(Attachment 7, 7A, 7B)**

**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 7 is a memo regarding the draft FY12 UPWP. Attachment 7A is the draft FY12 UPWP document. Attachment 7B is the STPDA table that corresponds with funding proposed in the draft FY12 UPWP.

**TCC Recommendation:** That the TAC approve the resolutions adopting the FY 2011-2012 UPWP.

**TAC Action:** Approve the resolutions adopting the FY 2011-2012 UPWP.

**8. FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #19 (9:45-9:50)**

**(Attachment 8)**

**Ellen Beckmann, LPA Staff**

Amendment #19 to the FY 2009-2015 Metropolitan Transportation Improvement Program modifies the funding year for a DATA CMAQ project and adds Section 5309 (Bus and Bus Facilities) funding for DATA, Triangle Transit, and Chapel Hill Transit (Attachment 8).

C-5103B, operating assistance for DATA, was approved by the TAC on January 9, 2008. The amendment shifts the funding years from FY 2009 and 2010 to FY 2011 and 2012. Projects TG-4738, TA-4818A, TA-4994, TA-4994B, and TA-4726 add Section 5309 funding for five projects. NCDOT recently informed transit agencies that these funds were available. There is no state match available for these funds so the local match represents 20 percent. The NC BOT will approve a corresponding STIP amendment in May.

**TCC Recommendation:** That the TAC adopt the Resolution to Modify the 2009-2015 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area.

**TAC Action:** Adopt the Resolution to Modify the 2009-2015 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area.

**9. FY 2014-2020 Transportation Improvement Program – Regional Priority List (9:50-10:05)  
(Attachment 9, 9A)  
Ellen Beckmann, LPA Staff**

NCDOT has begun developing the process for prioritizing projects for the next Transportation Improvement Program (TIP). All projects previously submitted by the MPOs, RPOs, and Divisions are already in the prioritization database and will be scored. MPOs, RPOs, and Divisions are asked to submit any new projects by July 2011. MPOs, RPOs, and Divisions will then be asked to rank projects by November 2011.

Attachment 9 is a presentation on the development of the FY 2014-2020 TIP Regional Priority List. Attachment 9A is a table displaying the multi-year resource strategy from the draft FY 2012-2018 STIP.

**TAC Action:** Receive update on development of the FY 2014-2020 TIP Regional Priority List.

**10. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan (10:05-10:15)  
(Attachment 10, 10A)  
Andy Henry, LPA Staff**

The TCC is forwarding the tasks and schedule for the 2040 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) to the TAC for review and comment. Attachments 10 and 10A are the 2040 LRTP and CTP schedules, respectively.

**TCC Recommendation:** That the TAC review the schedule and tasks for 2040 LRTP and CTP.

**TAC Action:** Review the schedule and tasks for 2040 LRTP and CTP and provide comments.

**11. Legislative Update (10:15-10:25)  
(Attachment 11)  
Ellen Beckmann, LPA Staff**

The North Carolina General Assembly is considering several pieces of legislation affecting transportation. At the April TAC meeting, the TAC directed the TAC Chair to send a letter to our legislative delegation, members of the House Appropriations Subcommittee on Transportation, and Chairs of the House Appropriations Subcommittee stating our positions (Attachment 11). An update on legislation will be provided at the TAC meeting.

**TAC Action:** Receive update on legislation.

**REPORTS:**

**12. Report from the TAC Chair**

**Lydia Lavelle, TAC Chair**

**TAC Action:** Receive Report from TAC Chair

**13. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

**TAC Action:** Receive Report from TCC Chair

**14. Report from Staff**

**(Attachment 14)**

**Felix Nwoko, LPA Staff**

**15. NCDOT Report**

**(Attachment 15)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**TAC Action:** Receive report of NCDOT

**INFORMATIONAL ITEMS**

**16. Recent News Articles and Updates**

**(Attachment 16)**

**Adjourn**

**Next meeting: June 8, 2011, 9am**

**Dates of Upcoming Transportation-Related Meetings:**

5/11/2011, 9am	NCDOT Public Workshop on Prioritization 2.0, Greensboro Coliseum
5/12/2011, 9am	NCDOT Public Workshop on Prioritization 2.0, Kinston Global Transpark
5/24/2011, noon	Durham Chamber Transportation Committee
6/17/2011, 11:30am	Tri-MAP at RDU Airport

## 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
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>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>In Progress</u> : See 5/11/11 TAC Agenda.
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>
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>In Progress</u>
4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Complete</u> : See 5/11/11 TAC Agenda.

4/13/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>In Progress</u>
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43 \*Alternate or Non-Voting Member

44 **PRELIMINARIES:**

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46 **Adjustments to the Agenda**

47 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting and each will  
48 be discussed during the agenda item that refers to them.

49 **Public Comments**

50 There were no public comments.

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

52 The Directives to Staff are attached for review.

53 **ACTION ITEMS:**

54 **March 9, 2011 TAC Meeting Minutes (Attachment 5)**

55 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the March 9,  
56 2011 TAC Meeting Minutes with the amendment by Alice Gordon. The motion carried unanimously.

57 **FY 2011-2012 Unified Planning Work Program (Attachments 6, 6A, and 6B)**

58 Maricia Brown provided an introduction for the FY 2011-2012 Unified Planning Work Program,  
59 along with the attachments.

60 Lydia Lavelle opened the public hearing at 9:08 a.m. and it closed at 9:08 a.m.

61 **Regional Bicycle and Pedestrian Safety Campaign**

62 Dale McKeel provided an introduction for the Regional Bicycle and Pedestrian Safety Campaign.  
63 Steven Waters, Chairman for the Raleigh Bicycle and Pedestrian Advisory Commission, provided a Power  
64 Point presentation referencing sample radio ads and print advertisements. Mr. Waters distributed a  
65 handout on crashes. Ellen Reckhow asked if these could be used for billboards and Mr. Waters stated  
66 yes they can be used as billboards.

67 Steven Waters stated the materials are available in the public domain, but he doesn't know if  
68 the material has ever been used in a large campaign. The Federal Highway Administration has  
69 designated North Carolina as a focus state for pedestrian safety due to the high number of pedestrian  
70 fatalities. There are safety funds which are administered by the Governor's Highway Safety Program in  
71 North Carolina. Currently, out of the \$9 million dollars that we receive as a state, none of the funds goes  
72 to the entire category of pedestrian and bicycle safety.

73 Mr. Waters stated he believes we can make a strong case for perhaps \$100,000 of the \$9  
74 million, which would only be 1%, if CAMPO and DCHC are able to provide the match of \$75,000 split  
75 between the two agencies. This would be a regional effort.

76 Mr. Waters proposed that the TAC direct the TCC to work with TJCOG and the CAMPO TCC to  
77 develop a proposal for FY2013 which is next year. It would involve studying crash patterns; what  
78 behaviors would improvement safety; developing a strategy for messaging; and enforcement in each of  
79 the municipalities. Triangle J COG could administer the regional program. Ed Harrison asked what part  
80 of TJCOG would administer the program and John Hodges-Copple stated it would be a Public Relations  
81 media campaign.

82 Ellen Reckhow thanked Mr. Waters for providing this information and presenting it to the TAC.  
83 Ms. Reckhow is appalled at the safety statistics and asked if it could be added to driver's education. Mr.  
84 Waters stated the State Board of Education just approved the first drivers education mandated  
85 program. Unfortunately, it did not include a lot on bicycle and pedestrian safety. There is a bill related  
86 to this, so hopefully there will be changes to the program.

87 Ellen Reckhow asked if the TAC could issue a letter to the agency asking for some bicycle and  
88 pedestrian materials in the driver's education program. Mark Ahrendsen stated staff will work with the  
89 Chair, Vice-Chair and Steve Waters to write a letter. Lydia Lavelle asked about reminders for what side

90 of street to walk on in neighborhoods without sidewalks. Mr. Waters stated there are posters that could  
91 be customized.

92 Alice Gordon asked for clarification on the \$9 million as to exactly what it is and how we would  
93 apply for the funds with CAMPO. Steve Waters stated it is Section 402 Highway Safety Funds from the  
94 Federal Highway Administration. It is administered by the states, but the federal government has asked  
95 that the funds be spent on pedestrian safety and they currently are not being spent on pedestrian  
96 safety. It is a competitive grant and we would need to apply for the grant by March 2012.

97 Mark Ahrendsen stated the matter will be referred back to the TCC staff to work with CAMPO  
98 staff and Steve Waters designing a proposal and application for FY2013 and the March 2012 deadline; in  
99 addition staff will work with the Chair, Vice-Chair, and Steve Waters to draft a letter regarding the  
100 driver's education program.

101 A motion was made by Alice Gordon and seconded by Mike Woodard to receive the  
102 presentation on the proposed Regional Bicycle and Pedestrian Safety Campaign and direct the TCC to  
103 develop a proposal for FY2013. The motion carried unanimously.

#### 104 **Triangle Regional Transit Program**

105 Greg Northcutt provided a Power Point presentation on the Triangle Regional Transit Program.  
106 Ellen Reckhow is concerned about the TAC taking action at the July 2011 meeting. Mark Ahrendsen  
107 stated it is the quickest we can do it for where we are right now without a special meeting. Andy Henry  
108 stated our public involvement process doesn't require a thirty day notice. The TAC could take action in  
109 June, the same meeting as the public hearing. Ellen Reckhow suggested red flagging the deadline to see  
110 if it can change. Mr. Northcutt stated the financial plan decision by the counties does not have to be in  
111 place to select the locally preferred alternative. Mr. Northcutt stated it is a risky schedule and if  
112 anything happens, it would slip. Wake County has already made a decision that they won't have a  
113 referendum on their ballot, but they can still make a decision on the financial plan. Mark Ahrendsen

114 stated for clarification that the two actions could proceed separately; the MPO could approve the locally  
115 preferred alternative without the County financial plans in place. Greg Northcutt stated the referendum  
116 helps, but is not required for the New Starts submittal. Ellen Reckhow asked if the MPO makes a  
117 recommendation for the financial plan to the Board of County Commissioners. Mark Ahrendsen stated  
118 the financial plan associated with the ½ cents sales tax legislation has to be approved by the MPO,  
119 BOCC, and TTA. Ellen Reckhow stated the BOCC could approve the financial plan before the MPO  
120 approves the locally preferred alternative.

121 Alice Gordon agrees with Ellen Reckhow's concerns about the July deadline because the Boards  
122 are in recess during July. The Orange County Board of Commissioners will be putting a ¼ cent sales tax  
123 for education on the referendum this fall.

124 Michael Page expressed a concern if the timeline isn't met. Mike Woodard is concerned about  
125 the minimum of \$300,000 needed to promote this in the two counties. We need to start raising funds  
126 now. The Durham Chamber just finished a capital campaign and these are the same people that are  
127 going to be asked to fund this matter. Mr. Woodard stated that July doesn't give a lot of time to raise  
128 funds and get the campaign launched. Ellen Reckhow stated the one time Durham failed was the food  
129 tax because it started in July. June is the latest we could do it to have a fighting chance for approval.

130 Lydia Lavelle asked what the timing for New Starts is if the TAC were to advise the Board of  
131 County Commissioners against going forward with the referendum. Greg Northcutt stated the deadline  
132 submittal is August 31 to be included in the President's budget. You can submit a New Starts application  
133 at any time; if it is submitted after August 31, the decision on funding would be a year later. Submit the  
134 report when you know it is good.

135 Wib Gulley stated the 4-3-2-1 group is meeting again on Friday and hopefully it will be their last  
136 meeting and they will prepare helpful information for the elected officials in Durham and Orange  
137 counties. Mr. Gulley stated they hope to schedule individual meetings over the next three weeks.

138 Ellen Reckhow asked staff if there is a way for the BOCC to approve at their second meeting in  
139 June instead of July. Michael Page stated it is a sensitive time for local officials because of the impact of  
140 the state budget.

141 Wib Gulley stated they plan to have a draft financial plan and a LPA document ready in mid-  
142 May. The path for the Elections Board is early August for the approval of the referendum; not the  
143 campaign path.

144 Ellen Reckhow wants staff to look at considering a special TAC meeting. Mark Ahrendsen stated  
145 staff will develop options which will include pros/cons of the decision. Mike Woodard stated the BOCC  
146 would prefer the first June meeting. Michael Page stated it needs to be on the May work session  
147 agenda. Ellen Reckhow stated we could do a special June meeting on transit. Wib Gulley stated they  
148 are scheduled to be on the May 2, 2011 BOCC agenda for an update and briefing.

149 Bernadette Pelissier stated the BOCC doesn't want to make a decision after the summer break.  
150 It is a complex plan and she doesn't know how it will play out. July is not a workable date for the Orange  
151 County commissioners. Wib Gulley stated they will work with staff to speed up the timing.

152 Greg Northcutt stated they are involving the comments from the public meetings regarding the  
153 locally preferred alignment. Jonathan Parker provided an introduction for the ridership section of the  
154 Power Point presentation.

155 Greg Northcutt stated again that the schedule is very tight. Railroad agreements and lateral  
156 separation remain a concern because of the timing schedule.

157 Greg Northcutt stated the financial funding breakdown is Federal 45, State 25, and Local 30.  
158 These percentages can vary as they are assumptions.

159 Ed Harrison stated universities are very important with any alignment. Triangle Transit is willing  
160 to work with staff. The Triangle Transit website has all this information for review.

161 **FY 2010-2011 Unified Planning Work Program – Amendment #2 (Attachment 9)**

162 Maricia Brown provided an introduction for the FY 2010-2011 Unified Planning Work Program –  
163 Amendment #2, along with the attachment.

164 A motion was made by Mike Woodard and seconded by Eric Hallman to approve the resolution  
165 adopting Amendment #2 to the FY11 Unified Planning Work Program. The motion carried unanimously.

166 **Congestion Management Program (Attachment 10)**

167 KoSok Chae provided a Power Point presentation for the Congestion Management Program,  
168 along with Attachment 10.

169 A motion was made by Alice Gordon and seconded by Mike Woodard to authorize staff to  
170 release the draft report for local government and public review. The motion carried unanimously.

171 **H422 No High-Speed Rail Money from Federal Government (Attachment 11, 11A, and 11B)**

172 Ellen Beckmann provided an introduction for H422 No High-Speed Rail Money from Federal  
173 Government, along with the attachments. A handout was distributed from the North Carolina  
174 Metropolitan Mayors Coalition outlining some of the issues in the budget. It was recommended by staff  
175 to send a comprehensive letter for all issues. House Bill 422 was withdrawn, but there are other issues  
176 in the proposed budget. Some of the issues are: High Speed Rail, elimination of loop funding and  
177 moving to the Mobility Fund, Powell Bill change, etc. Ed Harrison stated the bicycle and pedestrian  
178 budget is already tiny.

179 A motion was made by Mike Woodard and seconded by Eric Hallman authorizing the TAC Chair,  
180 and Vice-Chair to work with the TCC Chair to draft a letter outlining the MPO's position against  
181 eliminating the Urban Loop program, against eliminating intermodal from the Mobility Fund formula,  
182 against reducing stakeholder involvement in the Mobility Fund, against requiring General Assembly  
183 approval of high speed rail funds, against changes to the Powell Bill, and against eliminating the Bicycle  
184 Committee. Opposition to the cap on the excise gas tax and the reduction in public transit funding will  
185 also be added to the letter. Support for changes to the equity formula - eliminating the "miles to

186 complete” of the intrastate system from the formula and exempting STPDA will also be included in the  
187 letter. The motion carried unanimously.

188 **H399 Cap Motor Fuel Excise Tax Rate (Attachment 12, 12A, and 12B)**

189 The H399 Cap Motor Fuel Excise Tax Rate, along with the attachments was addressed in agenda  
190 #11.

191 **Public Transportation Funding in the State Budget (Attachment 13 and 13A)**

192 The Public Transportation Funding in the State Budget, along with the attachments was  
193 addressed in agenda #11.

194 **REPORTS:**

195 **Report from the TAC Chair**

196 Lydia Lavelle stated there have been many rail meetings in Orange County. Ellen Reckhow will  
197 Chair the May 2011 TAC meeting as Lydia Lavelle has a conflict.

198 **Report from the TCC Chair**

199 Mark Ahrendsen stated the federal budget agreement reduced transit, high speed rail and New  
200 Starts. North Carolina’s high speed rail funds are safe. Funds returned by other states are affected.

201 A motion was made by Mike Woodard and was seconded by Alice Gordon to authorize the TAC  
202 Chair, Vice-Chair, and TCC Chair to draft a letter on the federal budget. The motion carried  
203 unanimously.

204 **Report from Staff (Attachment 16)**

205 The Report from Staff is attached for review. Leta Huntsinger provided an update on the NC54  
206 study. Dale McKeel stated May is Bike month.

207 **NCDOT Report (Attachment 17)**

208 Joey Hopkins, NCDOT Division 5, provided an update on projects. There is now a contractor for  
209 the T.W. Alexander project, Gillard and Associates, and the project will resume. The contractor is

210 working on shoulder repair and diamond grinding on NC-147. There will be traffic delays due to the  
211 work. NCDOT has nearly \$8 million of resurfacing projects under contract in Durham County this year,  
212 much of it is in the downtown area. In addition, NCDOT has another \$10 million of resurfacing projects  
213 under contract for the City of Durham. There will be a kick-off event at 2 p.m on April 15.

214 Alice Gordon stated they need to know detours that affect the TAC members so they can plan  
215 on the delay and/or detour. Mr. Hopkins stated you can visit NCDOT.org travel updates or call 511.  
216 Mark Ahrendsen stated the City of Durham website has updates as well as a number you can call to  
217 receive updates.

218 Joey Hopkins distributed a Bus on Shoulder System (BOSS) handout to TAC members. NCDOT is  
219 in the process of developing a pilot program.

220 Patrick Wilson, NCDOT Division 7, provided an update on projects. Alice Gordon thanked  
221 NCDOT for progress on U-4726GA. Lydia Lavelle asked for the progress of U-4726GA and Karen Lincoln  
222 stated it is basically complete. There are a few punch list items. Alice Gordon asked about TIP R-5200  
223 because the let date is "letting not scheduled." Patrick Wilson will check and provide an update to Ms.  
224 Gordon.

225 **Adjournment**

226 There being no further business before the Transportation Advisory Committee, the meeting  
227 adjourned at 11:30 a.m.



# Vote in 2011?

## Here's the proposed schedule...

Durham County	Orange County
<ul style="list-style-type: none"> <li>• BOCC Brief – <b>May 2</b></li> <li>• DCHC TAC Financial Plan Review – <b>May 11</b></li> <li>• BOCC Review Proposed Financial Plan – <b>May 24</b></li> <li>• Triangle Transit Approval of D/O Financial Plan – <b>May 25</b></li> <li>• DCHC TCC Financial Plan Approval – <b>May 25</b></li> <li>• DCHC TAC Approval of D/O Financial Plan – <b>June 8</b></li> <li>• BOCC Review of Financial Plan – <b>June 13</b></li> <li>• BOCC Vote to Approval of Durham Financial Plan and Authorize Referendum- <b>June 27</b></li> </ul>	<ul style="list-style-type: none"> <li>• DCHC TAC Financial Plan Review – <b>May 11</b></li> <li>• BOCC Brief – <b>May 17</b></li> <li>• Triangle Transit Approval of D/O Financial Plan – <b>May 25</b></li> <li>• DCHC TCC Approval of D/O Financial Plan – <b>May 25</b></li> <li>• BOCC Review of Financial Plan – <b>June 7</b></li> <li>• DCHC TAC Approval of D/O Financial Plan – <b>June 8</b></li> <li>• BOCC Approval of Orange Financial Plan and Authorize Referendum – <b>June 21</b></li> </ul> <p><i>* BOCC has General Work Sessions on May 10 and May 16, optional add'l Financial Plan review</i></p>



**MEMORANDUM**

**TO:** Transportation Advisory Committee  
DCHC MPO

**FROM:** DCHC MPO Lead Planning Agency

**DATE:** May 11, 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.

## 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.

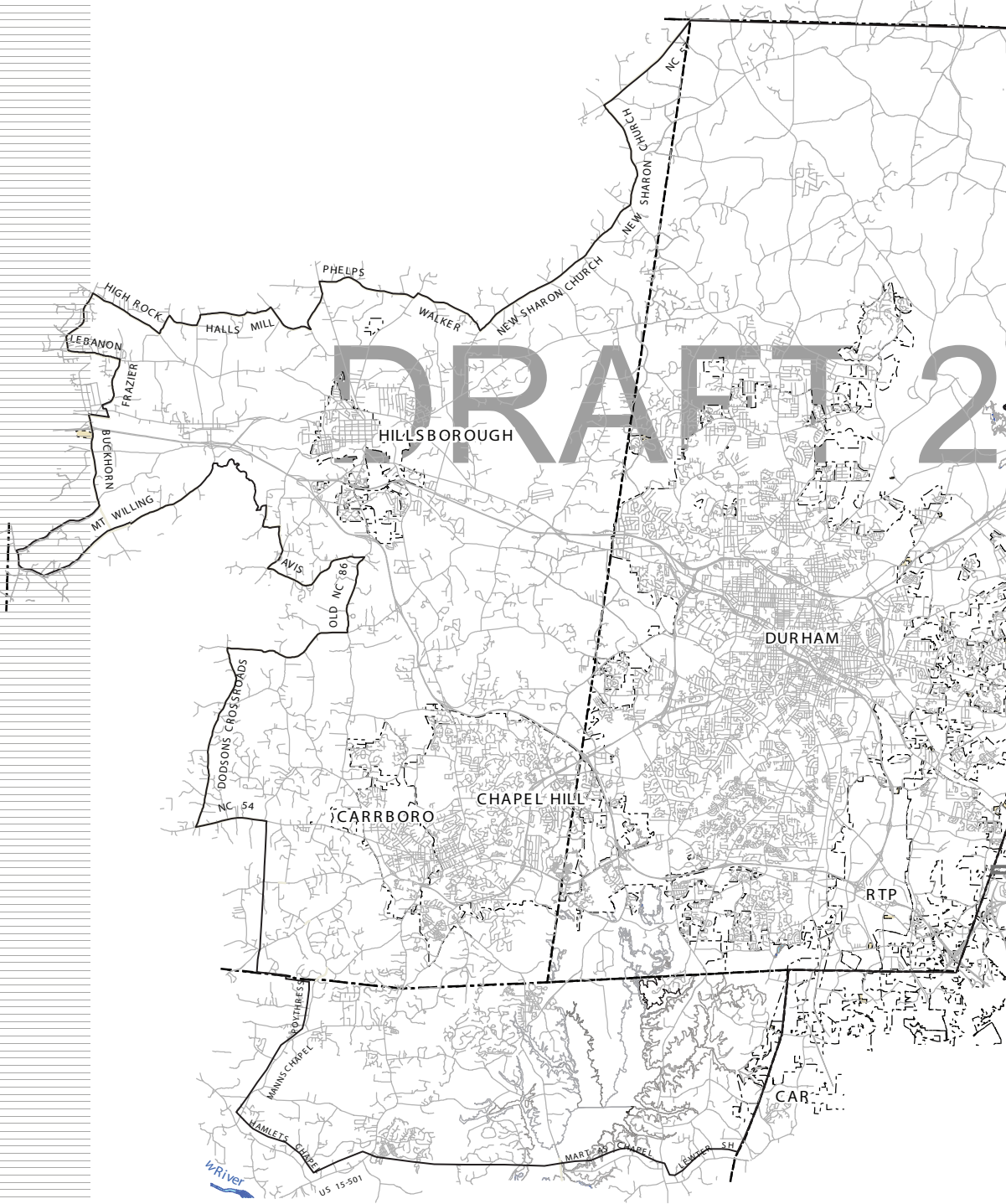
1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	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

## 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**

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

**FY 2011-2012 Unified Planning Work Program**

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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 11<sup>th</sup> 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 11<sup>th</sup> 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).

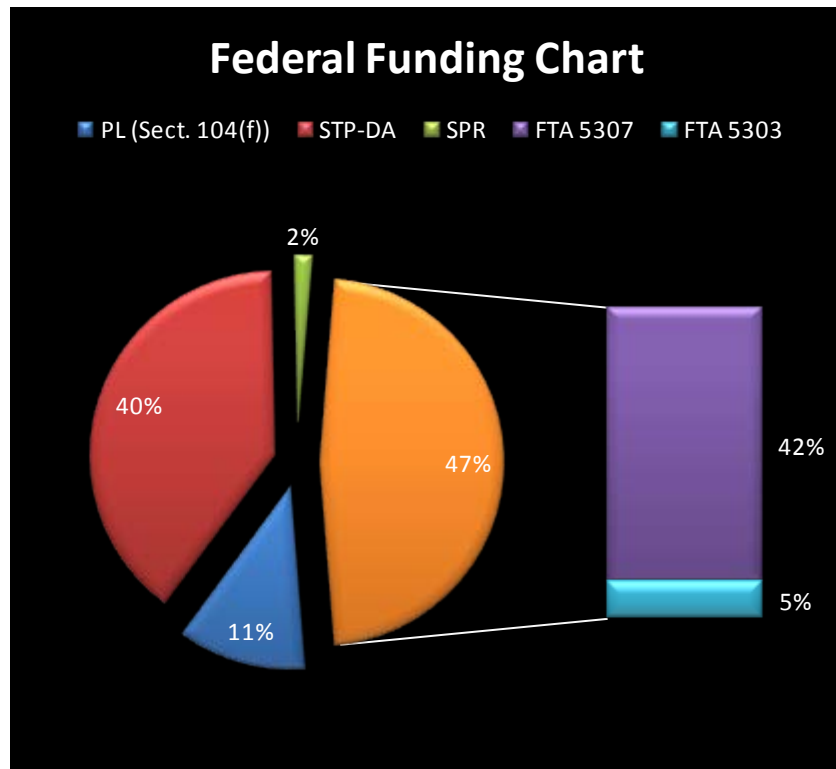
	CHT	DATA	TTA	MPO Total
Federal	\$107,596	\$111,986	\$0	\$219,582
State	\$13,450	\$13,999	\$0	\$27,449
Local	\$13,450	\$13,999	\$0	\$27,449
Total Sect. 5303	\$134,496	\$139,984	\$0	\$274,480

**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
<b>Totals</b>	<b>\$4,014,283</b>	<b>\$254,165</b>	<b>\$749,409</b>	<b>\$5,017,857</b>



# 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.

<b>FY 2012 Transportation Planning Work Plan and Unified Planning Work Program (UPWP) Emphasis Transportation Planning Projects/Products</b>	
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

<b>Continuation of Special Projects</b>	
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**

**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
<b>Totals</b>	<b>\$397,216</b>	<b>\$1,588,865</b>	<b>\$114,028</b>	<b>\$456,112</b>	<b>\$27,449</b>	<b>\$27,449</b>	<b>\$219,582</b>	<b>\$210,716</b>	<b>\$210,716</b>	<b>\$1,685,724</b>	<b>\$749,408</b>	<b>\$238,164</b>	<b>\$3,950,285</b>	<b>\$4,937,856</b>

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 5/11/2011 Attachment 7A

**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
<b>II A</b>	<b>Surveillance of Change</b>														
	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
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
	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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	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
<b>III-A</b>	<b>Planning Work Program</b>														
	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	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
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
	1 Title VI	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	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	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	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
	<b>Totals</b>	<b>\$397,216</b>	<b>\$1,588,865</b>	<b>\$114,028</b>	<b>\$456,111</b>	<b>\$27,448</b>	<b>\$27,448</b>	<b>\$219,585</b>	<b>\$210,716</b>	<b>\$210,716</b>	<b>\$1,685,724</b>	<b>\$749,408</b>	<b>\$238,164</b>	<b>\$3,950,285</b>	<b>\$4,937,856</b>

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

TAC 5/11/2011 Attachment 7A

**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%
<b>II A</b>	<b>Surveillance of Change</b>															
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
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
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
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$896	\$1,120
<b>III-A</b>	<b>Planning Work Program</b>															
	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	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
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>															
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
	<b>Totals</b>	<b>\$17,351</b>	<b>\$69,403</b>	<b>\$86,754</b>	<b>\$6,634</b>	<b>\$26,538</b>	<b>\$33,172</b>	<b>\$13,800</b>	<b>\$55,200</b>	<b>\$69,000</b>	<b>\$473,459</b>	<b>\$1,893,835</b>	<b>\$2,367,294</b>	<b>\$511,244</b>	<b>\$2,044,976</b>	<b>\$2,556,220</b>

**Durham-Chapel Hill-Carrboro Urban Area  
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Funding Distribution by Agency Funding Sources**

TAC 5/11/2011 Attachment 7A

**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%
<b>II-A</b>	<b>Surveillance of Change</b>									
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
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
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
<b>II-C</b>	<b>Short Range Transit Planning</b>									
1	Short Range Transit Planning	0	0	0	224	896	1,120	224	896	1,120
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	0	0	0	9,134	36,536	45,670	9,134	36,536	45,670
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	0	0	0	12,108	48,432	60,540	12,108	48,432	60,540
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
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
<b>III-E</b>	<b>Management &amp; Operations</b>									
1	Management & Operations	58,291	233,165	291,456	22,471	89,884	112,355	80,762	323,049	403,811
	<b>Totals</b>	<b>397,216</b>	<b>1,588,865</b>	<b>1,986,081</b>	<b>114,028</b>	<b>456,111</b>	<b>570,139</b>	<b>511,244</b>	<b>2,044,976</b>	<b>2,556,220</b>

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**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

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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.

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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

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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.

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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.

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### 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.

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**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

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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.

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### 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
<b>1</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>
<b>1.1</b>	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
<b>1.2</b>	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
<b>1.3</b>	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
<b>1.4</b>	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
<b>1.5</b>	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
<b>1.6</b>	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
<b>1.7</b>	Air travel	Air travel	Air travel	Air travel	Air travel
<b>1.8</b>	VOC	VOC	VOC	VOC	VOC
<b>1.9</b>	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
<b>1.10</b>	Mapping	Mapping	Mapping	Mapping	Mapping
<b>1.11</b>	Parking inventory	Parking inventory		Parking inventory	Parking inventory
<b>1.12</b>	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
<b>1.13</b>	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
<b>2</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
<b>2.1</b>	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
<b>2.2</b>	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
<b>2.3</b>	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
<b>2.4</b>	Develop FY 2012 UPWP	Develop FY 2013 UPWP	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP
<b>2.5</b>	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	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>
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
<b>4</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>
<b>4.1</b>	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
<b>4.2</b>	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
<b>4.3</b>	2010 Census TAZ Delineation	Collection & development of 2013 networks			
<b>4.4</b>	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
<b>4.5</b>					
<b>4.6</b>					
<b>4.7</b>		2013 base year model calibration and validation			
<b>5</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
<b>5.1</b>	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
<b>5.2</b>	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
<b>5.3</b>			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
<b>6</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>
<b>6.1</b>	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
<b>6.2</b>	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
<b>7</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>
<b>7.1</b>					
<b>7.2</b>	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
<b>7.3</b>	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
<b>7.4</b>	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
<b>7.5</b>	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
<b>7.6</b>	Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update
<b>7.7</b>	Develop Performance monitoring Plan		Develop Performance monitoring Plan		Develop Performance monitoring Plan
<b>7.8</b>	Identification and evaluation of strategies.		Identification and evaluation of strategies.		Identification and evaluation of strategies.
<b>7.9</b>	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	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>
			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**

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Period</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
	<b>July 1, 2011-June 30, 2012</b>	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>
<b>9</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>
	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
<b>10</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	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**

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Period</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
	<b>July 1, 2011-June 30, 2012</b>	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>
<b>11</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>
	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
<b>12</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>
	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	
<b>13</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
<b>14</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.

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

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Period</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
	<b>July 1, 2011-June 30, 2012</b>	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>
	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
<b>15</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>
	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
<b>16</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	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
<b>17</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	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**

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
<b>Period</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
	<b>July 1, 2011-June 30, 2012</b>	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>
	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
<b>18</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
<b>19</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>
	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 5/11/2011 Attachment 7A

**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
<b>II A</b>	<b>Surveillance of Change</b>														
	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
<b>II B</b>	<b>Long Range Transp. Plan</b>														
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$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
<b>II C</b>	<b>Short Range Transit Planning</b>														
	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
<b>III-A</b>	<b>Planning Work Program</b>														
	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$11,320	\$45,280	\$259	\$259	\$2,075	\$0	\$0	\$0	\$11,579	\$259	\$47,355	\$59,194
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>														
	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
	<b>Totals</b>	<b>\$383,416</b>	<b>\$1,533,665</b>	<b>\$90,043</b>	<b>\$360,170</b>	<b>\$13,999</b>	<b>\$13,999</b>	<b>\$111,986</b>	<b>\$63,716</b>	<b>\$63,716</b>	<b>\$509,724</b>	<b>\$551,173</b>	<b>\$77,714</b>	<b>\$2,515,547</b>	<b>\$3,144,434</b>

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**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;

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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 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> 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.

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**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

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**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.

**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.

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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.

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**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							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
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							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
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

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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

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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.

**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

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**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.

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**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

**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;

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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.

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**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;

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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.

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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.

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**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

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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.

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**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.

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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:**

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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:**

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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							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
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

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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:**

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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

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**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

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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):**

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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							
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.

**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.

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**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

**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;

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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.

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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,

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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.

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**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.

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**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.

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**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.

**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

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**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.

**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							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
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:

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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

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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;

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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							Total All Funds
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			
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

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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.

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**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 5/11/2011 Attachment 7A

**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
<b>II-A</b>	<b>Surveillance of Change</b>														
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
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	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
<b>III-A</b>	<b>Planning Work Program</b>														
	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$300	\$1,200	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,400	\$2,100	\$18,000	\$22,500
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>														
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
	<b>Totals</b>	\$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 5/11/2011 Attachment 7A

**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%					
<b>II-A</b>	<b>Surveillance of Change</b>															
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	
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Collection of Network Data	\$0	\$0	\$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 LRTP	\$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	
11	Bicycle & Ped. Element of the LRTP	\$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	
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 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	
<b>II-C</b>	<b>Short Range Transit Planning</b>															
1	Short Range Transit Planning	\$0	\$0	\$224	\$896	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$0	\$896	\$1,120	
											\$0	\$0	\$0	\$0		
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$0	\$0	\$286	\$1,144	\$0	\$0	\$0	\$0	\$0	\$0	\$286	\$0	\$1,144	\$1,430	
											\$0	\$0	\$0	\$0		
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$0	\$0	\$488	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$488	\$0	\$1,952	\$2,440	
											\$0	\$0	\$0	\$0		
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Environmental Justice	\$0	\$0	\$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	
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>															
1	Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Enviro. Analysis & Pre-TIP Png.	\$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	
<b>III-E</b>	<b>Management &amp; Operations</b>															
1	Management & Operations	\$0	\$0	\$2,472	\$9,890	\$0	\$0	\$0	\$0	\$0	\$0	\$2,472	\$0	\$9,890	\$12,362	
<b>Totals</b>		\$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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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 5/11/2011 Attachment 7A

**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	
<b>II A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
<b>II B</b>	<b>Long Range Transp. Plan</b>															
	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
<b>II C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>															
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$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.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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 5/11/2011 Attachment 7A

**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%				
<b>II A</b>	<b>Surveillance of Change</b>										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic 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
<b>II B</b>	<b>Long Range Transp. Plan</b>										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$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
<b>II C</b>	<b>Short Range Transit Planning</b>										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250
<b>III-A</b>	<b>Planning Work Program</b>	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$3,238	\$3,238	\$25,906	\$32,383
<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$259	\$259	\$2,075	\$0	\$0	\$0	\$259	\$259	\$2,075	\$2,594
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>										
	1 Management & Operations	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$34,238	\$34,238	\$273,902	\$342,377
	<b>Totals</b>	\$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)

					<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%	\$1,076		
20. Section 5307 (planning)	NCDOT	10%	\$1,076		
21. Section 5307 (planning)	FTA	80%	\$8,610		<u>\$10,762 5307</u>
22. Additional Funds	Local	100%	\$0		<u>\$0 Misc.</u>
			Total Funding:		<u><u>\$10,762</u></u>

**DURHAM AREA TRANSIT AUTHORITY (DATA)  
FTA TASK NARRATIVE TABLE  
FY2012 UPWP**

1. MPO Durham-Chapel Hill-Carrboro (DCHC)  
 2. FTA Code 442400  
 3. Task Code II-B-16  
 4. Title Financial Planning
5. Task Objective To prepare and monitor fiscal program of the Transit System for the City and for FTA
6. Tangible Product Expected Quarterly and annual financial reports, process invoices, and purchase orders as well as contract payments
7. Expected Completion / Date of Products Jun-12

8. Previous Work FY 2011
9. Prior FTA Funds (\$ amount/Funding Year) \$36,352 (FY11) - 5303

10. Relationship

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%	\$6,334	
20. Section 5307 (planning)	NCDOT	10%	\$6,334	
21. Section 5307 (planning)	FTA	80%	\$50,674	\$63,342 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	<u>\$63,342</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 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 *Transportaion Improvement Program*
5. Task Objective *To continue the local improvement of transit and transportation services.*
6. Tangible Product Expected *Improved and updated trasit 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>
			<b>Total Funding: <u>\$6,637</u></b>

**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 &amp; 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 5/11/2011 Attachment 7A

**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%					
<b>II A</b>	<b>Surveillance of Change</b>											
	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	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000	\$65,000
	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	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000	\$30,000
	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
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	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	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000	\$3,000
	4 Travel Surveys	\$0	\$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	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000	\$3,000
	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	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000	\$10,000
	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	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$2,300	\$2,300	\$18,400	\$23,000	\$23,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000	\$50,000
<b>III-A</b>	<b>Planning Work Program</b>	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,200	\$1,200	\$9,600	\$12,000	\$12,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,100	\$2,100	\$16,800	\$21,000	\$21,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$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	\$5,000
	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	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000	\$20,000
	6 Public Involvement	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000	\$10,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$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
	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	\$38,250
<b>III E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$23,050	\$23,050	\$184,397	\$230,496	\$230,496
	<b>Totals</b>	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746	\$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	<b>442400</b>			
3. Task Code	<b>II A 5</b>			
4. Title	<b>Transit System Data</b>			
5. Task Objective	<b>Review and analyze transit system data to monitor Chapel Hill Data Book update</b>			
6. Tangible Product Expected				
7. Expected Completion / Date of Products	<b>Jun-12</b>			
8. Previous Work	<b>2010 Databook Update</b>			
9. Prior FTA Funds (\$ amount/Funding Year)	<b>\$10,000 (FY11) - 5303</b>			
10. Relationship	<b>Supports implementation of 2035 LRTP</b>			
11. Agency	Chapel Hill Planning/Transit			
	Totals By Funding Source (100%)			
12. HPR - Highway	<b>NCDOT</b>	<b>20%</b>	<b>\$0</b>	
13. HPR - Highway	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>	<b>\$0 HPR</b>
14. Section 104 (f) PL	<b>Local</b>	<b>20%</b>	<b>\$0</b>	
15. Section 104 (f) PL	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>	<b>\$0 PL</b>
16. Section 5303	<b>Local</b>	<b>10%</b>	<b>\$500</b>	
17. Section 5303	<b>NCDOT</b>	<b>10%</b>	<b>\$500</b>	
18. Section 5303	<b>FTA</b>	<b>80%</b>	<b>\$4,000</b>	<b>\$5,000 5303</b>
19. Section 5307 (planning)	<b>Local</b>	<b>10%</b>	<b>\$6,000</b>	
20. Section 5307 (planning)	<b>NCDOT</b>	<b>10%</b>	<b>\$6,000</b>	
21. Section 5307 (planning)	<b>FTA</b>	<b>80%</b>	<b>\$48,000</b>	<b>\$60,000 5307</b>
22. Additional Funds	<b>Local</b>	<b>100%</b>	<b>\$0</b>	<b>\$0 Misc.</b>
			Total:	<b>65,000</b>

**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	<b>\$0 HPR</b>
14. Section 104 (f) PL	Local	20%	\$4,000	
15. Section 104 (f) PL	FHWA	80%	\$16,000	<b>\$20,000 PL</b>
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	<b>\$10,000 5303</b>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<b>\$0 5307</b>
22. Additional Funds	Local	100%	\$0	<b>\$0 Misc.</b>
			Total:	<b>30,000</b>

**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	<b>\$0</b>
14. Section 104 (f) PL	Local	20%	\$600	
15. Section 104 (f) PL	FHWA	80%	\$2,400	<b>\$3,000</b>
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	<b>\$3,000</b>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<b>\$0</b>
22. Additional Funds	Local	100%	\$0	<b>\$0</b>
			Total:	<b>\$ 6,000</b>

**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 LRTP**
5. Task Objective **To prepare the transit element of the 2040 MPO LRTP**
6. Tangible Product Expected **2040 LRTP**
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 Transit (CHT)**

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<b>\$0</b>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<b>\$0</b>
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	<b>\$10,000</b>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<b>\$0</b>
22. Additional Funds	Local	100%	\$0	<b>\$0</b>
			Total Funding Request:	<b>\$ 10,000</b>

**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**  
**2040 LRTP**
6. Tangible Product Expected
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)

				<b>Totals By Funding Source (100%)</b>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<b>\$0 HPR</b>
14. Section 104 (f) PL	Local	20%	\$1,000	
15. Section 104 (f) PL	FHWA	80%	\$4,000	<b>\$5,000 PL</b>
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	<b>\$3,000 5303</b>
19. Section 5307 (planning)	Local	10%	\$2,000	
20. Section 5307 (planning)	NCDOT	10%	\$2,000	
21. Section 5307 (planning)	FTA	80%	\$16,000	<b>\$20,000 5307</b>
22. Additional Funds	Local	100%	\$0	<b>\$0 Misc.</b>
			Total Funding Request:	<b>\$ 28,000</b>

**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)

				<b>Totals By Funding Source (100%)</b>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<b>\$0 HPR</b>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<b>\$0 PL</b>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<b>\$0 5303</b>
19. Section 5307 (planning)	Local	10%	\$5,000	
20. Section 5307 (planning)	NCDOT	10%	\$5,000	
21. Section 5307 (planning)	FTA	80%	\$40,000	<b>\$50,000 5307</b>
22. Additional Funds	Local	100%	\$0	<b>\$0 Misc.</b>
			Total Funding Request:	<b>\$50,000</b>

**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:
			<u><u>\$ 22,500</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	<b>442100</b>		
3. Task Code	<b>III C 3</b>		
4. Title	<b>Minority Business Enterprise</b>		
5. Task Objective	<b>To assist businesses in becoming certified and enlisting needed services</b>		
6. Tangible Product Expected			
7. Expected Completion / Date of Products	<b>Jun-12</b>		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)			
10. Relationship			
11. Agency	Chapel Hill Transit (CHT)		
	<b>Totals By Funding Source (100%)</b>		
12. HPR - Highway	<b>NCDOT</b>	<b>20%</b>	<b>\$0</b>
13. HPR - Highway	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>
			<b>\$0 HPR</b>
14. Section 104 (f) PL	<b>Local</b>	<b>20%</b>	<b>\$0</b>
15. Section 104 (f) PL	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>
			<b>\$0 PL</b>
16. Section 5303	<b>Local</b>	<b>10%</b>	<b>\$0</b>
17. Section 5303	<b>NCDOT</b>	<b>10%</b>	<b>\$0</b>
18. Section 5303	<b>FTA</b>	<b>80%</b>	<b>\$0</b>
			<b>\$0 5303</b>
19. Section 5307 (planning)	<b>Local</b>	<b>10%</b>	<b>\$500</b>
20. Section 5307 (planning)	<b>NCDOT</b>	<b>10%</b>	<b>\$500</b>
21. Section 5307 (planning)	<b>FTA</b>	<b>80%</b>	<b>\$4,000</b>
			<b>\$5,000 5307</b>
22. Additional Funds	<b>Local</b>	<b>100%</b>	<b>\$0</b>
			<b>\$0 Misc.</b>
	<b>Total Funding Request:</b>		<b>\$5,000</b>

**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
			<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%	\$1,000
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>
		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	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	<b>\$0 HPR</b>
14. Section 104 (f) PL	Local	20%	\$3,000	
15. Section 104 (f) PL	FHWA	80%	\$12,000	<b>\$15,000 PL</b>
16. Section 5303	Local	10%	\$3,550	
17. Section 5303	NCDOT	10%	\$3,550	
18. Section 5303	FTA	80%	\$28,397	<b>\$35,496 5303</b>
19. Section 5307 (planning)	Local	10%	\$19,500	
20. Section 5307 (planning)	NCDOT	10%	\$19,500	
21. Section 5307 (planning)	FTA	80%	\$156,000	<b>\$195,000 5307</b>
22. Additional Funds	Local	100%	\$0	<b>\$0 Misc.</b>
			Total Funding Request:	<b>\$245,496</b>

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

TAC 5/11/2011 Attachment 7A

**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	
<b>II A</b>	<b>Surveillance of Change</b>											
	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
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	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
<b>II C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$41,875	\$41,875	\$335,000	\$41,875	\$41,875	\$335,000	\$418,750	\$418,750
<b>III-A</b>	<b>Planning Work Program</b>											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Req.</b>											
	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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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
<b>III E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106,375</b>	<b>\$106,375</b>	<b>\$851,000</b>	<b>\$106,375</b>	<b>\$106,375</b>	<b>\$851,000</b>	<b>\$1,063,750</b>	<b>\$1,063,750</b>

**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	<b>NCDOT</b>	<b>20%</b>	<b>\$0</b>	
13. HPR - Highway	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>	<b>\$0 HPR</b>
14. Section 104 (f) PL	<b>Local</b>	<b>20%</b>	<b>\$0</b>	
15. Section 104 (f) PL	<b>FHWA</b>	<b>80%</b>	<b>\$0</b>	<b>\$0 PL</b>
16. Section 5303	<b>Local</b>	<b>10%</b>	<b>\$0</b>	
17. Section 5303	<b>NCDOT</b>	<b>10%</b>	<b>\$0</b>	
18. Section 5303	<b>FTA</b>	<b>80%</b>	<b>\$0</b>	<b>\$0 5303</b>
19. Section 5307 (planning)	<b>Local</b>	<b>10%</b>	<b>\$11,250</b>	
20. Section 5307 (planning)	<b>NCDOT</b>	<b>10%</b>	<b>\$11,250</b>	
21. Section 5307 (planning)	<b>FTA</b>	<b>80%</b>	<b>\$90,000</b>	<b>\$112,500 5307</b>
22. Additional Funds	<b>Local</b>	<b>100%</b>	<b>\$0</b>	<b>\$0 Misc.</b>
			<b>Total</b>	<b>\$112,500</b>

**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	Transit Element of the LRTP		
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		<b>\$0 HPR</b>
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0		<b>\$0 PL</b>
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0		<b>\$0 5303</b>
19. Section 5307 (planning)	Local	10%	\$41,875		
20. Section 5307 (planning)	NCDOT	10%	\$41,875		
21. Section 5307 (planning)	FTA	80%	\$335,000		<b>\$418,750 5307</b>
22. Additional Funds	Local	100%	\$0		<b>\$0 Misc.</b>
			Total		<b>\$418,750</b>

**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	<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%	\$49,250	
20. Section 5307 (planning)	NCDOT	10%	\$49,250	
21. Section 5307 (planning)	FTA	80%	\$394,000	<u>\$492,500 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total	<u><u>\$492,500</u></u>

# ***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.				\$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 change to be presented to the TAC for FY12 UPWP highlighted

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 Greenway)	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000								
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/Plan	\$ 388,000	UPWP/Plan	\$ 373,000	UPWP/Plan	\$ 325,000						
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
Chapel Hill	U-4726	P	CH - Culbreth Rd: Cobble Ridge to Rosburn 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/Plan	\$ 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 Pearsons 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	\$ 317,400	Construction	\$930,600								
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 2,395,000	\$ 1,916,000	Planning	\$ 340,500	Construction	\$1,575,500								
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	\$ 171,086			Construction	\$768,687						
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			Planning	\$83,400			Construction	\$ 472,600				
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	DUR - 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 sidewalks	\$ 251,000	\$ 200,800			Construction	\$200,800								
LPA	U-4727		UPWP - staff and routine	\$ 4,962,103	\$ 3,969,682	UPWP/Plan	\$ 405,872	UPWP/Plan	\$ 632,709	UPWP/Plan	\$ 856,364	UPWP/Plan	\$ 671,241	UPWP/Plan	\$ 691,378	UPWP/Plan	\$ 712,119
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip) Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
TJCOG	U-4727		UPWP - staff and routine	\$ 210,541	\$ 168,433	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 27,595	UPWP/Plan	\$ 28,285	UPWP/Plan	\$ 28,992	UPWP/Plan	\$ 29,717
TJCOG	U-4727		UPWP - LUCID project/ Fiscal Constraints	\$ 13,354	\$ 10,683			UPWP/Plan	\$ 3,078	UPWP/Plan	\$ 7,605						
TJCOG	U-4727		UPWP - HUD Grant	\$ 25,000	\$ 20,000					UPWP/Plan	\$ 20,000						
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	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		\$ 5,233,699		\$11,469,096		\$3,453,054		\$ 3,333,655		\$ 846,055	\$ 741,836	

UPWP changes to be approved as part of FY12 UPWP

**RESOLUTION TO MODIFY THE  
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #19  
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**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

**WHEREAS**, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the “Attachment to Resolution for Amendment #19 to DCHC 2009-2015 MTIP” provided here on this, the 11th day of May, 2011.

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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

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

## Attachment to Resolution for Amendment #19 to DCHC 2009-2015 MTIP

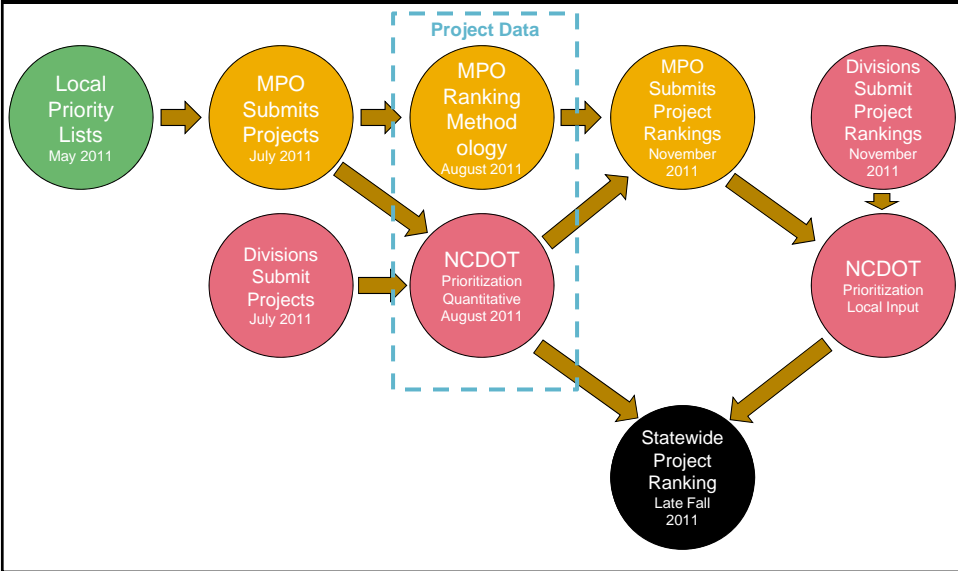
STIP #	DIV	COUNTY	MUNICIPALITY / SYSTEM	DESCRIPTION	funds	FY11 (\$000)	FY12 (\$000)
C-5103B	5	Durham	Durham Area Transit/DATA	Operating assistance – two years	CMAQ	\$297	\$247
					L	\$74	\$62
TG-4738	5	Durham	Durham Area Transit/DATA	Routine Capital – engines to retrofit vehicles	FBUS	\$741	
					L	\$185	
TA-4818A	5 & 7	Wake Durham Orange	Triangle Transit	Expansion bus	FBUS	\$215	
					L	\$54	
TA-4994	5 & 7	Wake Durham Orange	Triangle Transit	Replacement and expansion - paratransit	FBUS	\$339	
					L	\$85	
TA-4994B	5 & 7	Wake Durham Orange	Triangle Transit	Replacement – Vanpool van	FBUS	\$185	
					L	\$46	
TA-4726	7	Orange	Chapel Hill Transit	Replacement - bus	FBUS	\$741	
					L	\$185	

May 11, 2011

# Development of the FY 2014-2020 TIP

## TAC Meeting

# TIP Prioritization Process



## TAC Schedule

- June 11 TAC
  - Approval of submission of 15 new highway, 10 bicycle, 10 pedestrian, and transit projects.
  - Approval of MPO Ranking Methodology.
- October 12 TAC
  - Public Hearing on MPO Priority List.
- November 9 TAC
  - Approval of application of MPO's 1,300 highway points
  - Approval of ranking of 5 bicycle and 5 pedestrian projects.
  - Approval of ranking of transit projects.

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## Project Types

- Highway
  - **Mobility** – capacity widening, new location
  - **Modernization** – upgrade, shoulders, on-road bicycle >\$1M, etc.
- **Bicycle** – on-road <\$1M and greenways
- **Pedestrian**
- **Transit** – capital projects in FY 2013-2015
  
- Other Modes: Rail, Ferry, Aviation
- Not Included in Prioritization: Highway Safety, Highway Infrastructure Health, CMAQ, STPDA, Urban Loops

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## Highway Tiers

- **Statewide** – Strategic Highway Corridors
- **Regional** – Other US and NC routes not in statewide tier
- **Subregional** – Other secondary routes not in statewide tier



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## Bicycle and Pedestrian Tiers

- **Statewide** – NC bicycling highways
- **Regional** – multi-county regional routes and trails >20 miles
- **Subregional** – all other routes and sidewalks

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## Transit Tiers

- **Statewide** – serve travel out of state
- **Regional** – serve travel between two or more counties
- **Subregional** – serve travel within one county

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## Project Types and Tiers


	Highway Mobility	Highway Modernization	Bicycle	Pedestrian	Public Transit
Statewide	X	X	X		X
Regional	X	X	X		X
Subregional	X	X	X	X	X

- NCDOT develops project rankings for each category
- NCDOT will hold investment strategy summits to determine how much funding to provide to each category – winter 2011/2012

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## Funding in FY 2012-2018 TIP (See Attachment)

**TABLE 3 — MULTI-YEAR RESOURCE STRATEGY PROGRAM & RESOURCE PLAN 2011-2020**



Mode	Submode	Type	Subtype	Funds	ADDITIONAL FUNDING		ADDITIONAL FUNDING		ADDITIONAL FUNDING		ADDITIONAL FUNDING		ADDITIONAL FUNDING		
					2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Highway	Interstate	Construction	Construction	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Maintenance	Maintenance	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Operations	Operations	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Other	Other	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
Other	Interstate	Construction	Construction	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Maintenance	Maintenance	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Operations	Operations	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
	Interstate	Other	Other	10	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000

Notes: 1. This table provides a summary of the funding for the TIP. 2. The funding is provided in millions of dollars. 3. The funding is provided in fiscal years. 4. The funding is provided in the following categories: Construction, Maintenance, Operations, and Other. 5. The funding is provided in the following modes: Interstate, Other, and Non-Interstate. 6. The funding is provided in the following submodes: Construction, Maintenance, Operations, and Other. 7. The funding is provided in the following subtypes: Construction, Maintenance, Operations, and Other. 8. The funding is provided in the following funds: State, Federal, and Other. 9. The funding is provided in the following years: 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, and 2020. 10. The funding is provided in the following total: Total.

## Funding in FY 2012-2018 TIP (See Attachment)

- Investment summit recommendations were irrespective of federal and state regulations regarding funding (Equity Formula)
- Investment summits recommend more resources put into non-highway modes.
- More resources allocated to projects on the statewide tier in proportion to the submitted needs.

## 2014-2020 TIP Schedule

- Spring 2012 – NCDOT releases draft 10 Year Work Program
- Spring 2013? – NCDOT approves final 10 Year Work Program

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**TABLE 3 — MULTI-YEAR RESOURCE STRATEGY PROGRAM & RESOURCE PLAN 2015–2020**

Mode	Goal	Tier	Submode	2010 Estimated LOS <sup>5</sup>	Submitted Needs	GREENSBORO SUMMIT RECOMMENDED STRATEGY			KINSTON SUMMIT RECOMMENDED STRATEGY			MORGANTON SUMMIT RECOMMENDED STRATEGY			NCDOT SUMMIT RECOMMENDED STRATEGY			ACTUAL DRAFT STIP ALLOCATIONS			
						\$	% of Total	Est. LOS <sup>6</sup>	\$	% of Total	Est. LOS <sup>6</sup>	\$	% of Total	Est. LOS <sup>6</sup>	\$	% of Total	Est. LOS <sup>6</sup>	\$	% of Total	Est. LOS <sup>6</sup>	
Aviation <sup>1</sup>	Safety	Regional		C	\$10,342,500	\$31,136,000	0.3%	D	\$17,920,000	0.2%	D	\$18,133,333	0.2%	D	\$21,720,000	0.2%	D	\$99,782,948	1.0%	B	
		Subregional		C	\$1,525,000	\$3,336,000	0.0%	D	\$1,120,000	0.0%	D	\$900,000	0.0%	F	\$3,680,000	0.0%	D	\$14,712,980	0.1%	C	
	Mobility	Regional		C	\$3,178,931	\$50,980,000	0.5%	F	\$62,900,000	0.6%	F	\$36,000,000	0.3%	F	\$10,520,000	0.1%	F	\$30,669,868	0.3%	F	
		Subregional		C	\$7,331,163	\$18,240,000	0.2%	F	\$600,000	0.0%	F	\$600,000	0.0%	F	\$7,930,000	0.1%	F	\$70,730,003	0.7%	C	
	Health	Regional		C	\$1,295,550	\$17,888,000	0.2%	D	\$17,360,000	0.2%	D	\$18,600,000	0.2%	D	\$4,825,000	0.0%	F	\$12,499,280	0.1%	F	
		Subregional		C	\$270,000	\$7,480,000	0.1%	D	\$1,760,000	0.0%	F	\$2,266,667	0.0%	D	\$709,000	0.0%	F	\$2,604,921	0.0%	D	
Bicycle & Pedestrian	Mobility	Statewide		D	\$11,718,243	\$178,000	0.0%	D	\$279,000	0.0%	C	\$171,667	0.0%	D	\$656,000	0.0%	A	\$2,040,000	0.0%	A	
		Regional		F	\$25,053,361	\$34,620,000	0.3%	F	\$69,491,412	0.7%	D	\$16,666,667	0.2%	F	\$8,100,000	0.1%	F	\$13,230,000	0.1%	F	
		Subregional		F	\$334,286,940	\$89,020,000	0.8%	D	\$110,024,000	1.0%	D	\$115,856,667	1.1%	D	\$63,000,000	0.6%	D	\$57,150,000	0.5%	F	
Ferry	Mobility	Statewide		C	\$156,000,000	\$99,600,000	0.9%	D	\$112,440,000	1.1%	C	\$102,000,000	1.0%	D	\$163,800,000	1.6%	C	\$71,600,000	0.7%	D	
		Regional		C	\$0	\$63,000,000	0.6%	D	\$49,200,000	0.5%	D	\$55,333,333	0.5%	D	\$525,000	0.0%	D	\$0	0.0%	D	
	Health	Statewide		B	\$13,950,000	\$14,356,920	0.1%	D	\$11,287,932	0.1%	D	\$11,040,776	0.1%	D	\$16,800,000	0.2%	C	\$1,150,000	0.0%	F	
		Regional		B	\$1,500,000	\$4,808,000	0.0%	C	\$6,061,518	0.1%	B	\$6,435,864	0.1%	B	\$1,575,000	0.0%	C	\$1,500,000	0.0%	C	
Public Transportation	Mobility	Statewide		C	\$64,170,000	\$103,046,198	1.0%	D	\$138,656,876	1.3%	C	\$126,281,000	1.2%	C	\$76,825,000	0.7%	D	\$0	0.0%	D	
		Regional		C	\$2,314,375,200	\$340,910,400	3.2%	C	\$359,510,400	3.4%	C	\$430,071,416	4.0%	C	\$608,000,000	5.8%	C	\$261,096,000	2.5%	D	
		Subregional		C	\$287,528,500	\$197,685,320	1.9%	C	\$198,880,500	1.9%	C	\$192,784,000	1.8%	C	\$161,000,000	1.5%	C	\$983,000	0.0%	D	
	Health	Statewide		C	\$0	\$32,880,000	0.3%	C	\$33,600,000	0.3%	C	\$36,000,000	0.3%	C	\$6,425,000	0.1%	D	\$30,246,000	0.3%	C	
		Regional		C	\$95,042,200	\$117,536,720	1.1%	C	\$128,121,189	1.2%	C	\$151,936,533	1.4%	B	\$107,750,000	1.0%	C	\$9,844,000	0.1%	D	
		Subregional		B	\$139,761,059	\$242,263,329	2.3%	C	\$277,918,141	2.6%	C	\$347,984,451	3.3%	B	\$171,600,000	1.6%	C	\$64,235,000	0.6%	D	
Rail <sup>2</sup>	Mobility	Statewide		D	\$5,291,153,979	\$892,423,775	8.5%	D	\$267,117,800	2.5%	D	\$98,172,667	0.9%	D	\$182,800,000	1.7%	D	\$6,000,000	0.1%	D	
<b>Non-Highway (All)<sup>7</sup></b>						<b>\$8,758,482,626</b>	<b>\$2,361,388,663</b>	<b>22.5%</b>		<b>\$1,864,248,768</b>	<b>17.8%</b>		<b>\$1,586,919,819</b>	<b>14.9%</b>		<b>\$1,618,240,000</b>	<b>15.4%</b>		<b>\$750,074,000</b>	<b>7.2%</b>	
Highway	Safety	Statewide	Safety (I, R, U)	N/A <sup>3</sup>	\$152,145,000	\$37,904,260	0.4%	N/A*	\$43,467,000	0.4%	N/A*	\$43,467,000	0.4%	N/A*	\$46,056,000	0.4%	N/A <sup>3</sup>	\$21,800,000	0.2%	N/A <sup>3</sup>	
		Regional	Safety (I, R, U)	N/A <sup>3</sup>	\$342,276,276	\$5,739,740	0.1%	N/A*	\$11,066,400	0.1%	N/A*	\$6,333,000	0.1%	N/A*	\$10,752,000	0.1%	N/A <sup>3</sup>	\$7,900,000	0.1%	N/A <sup>3</sup>	
		Subregional	Safety (I, R, U)	N/A <sup>3</sup>	\$151,417,706	\$14,725,840	0.1%	N/A*	\$17,296,800	0.2%	N/A*	\$16,828,000	0.2%	N/A*	\$36,464,000	0.3%	N/A <sup>3</sup>	\$14,725,000	0.1%	N/A <sup>3</sup>	
		All Tiers	Hazard Elimination / Spot Safety	C	\$673,622,000	\$194,320,000	1.9%	D	\$173,124,400	1.6%	D	\$144,000,000	1.4%	D	\$274,000,000	2.6%	C	\$259,000,000	2.5%	D	
	Mobility	Statewide		C	\$19,449,281,364	\$2,081,690,200	19.8%	C	\$2,613,646,711	24.9%	C	\$3,161,980,500	29.8%	C	\$3,465,027,000	33.0%	B	\$3,861,757,000	37.2%	B	
		Regional		B	\$7,798,666,336	\$381,407,580	3.6%	B	\$572,752,800	5.5%	B	\$589,220,500	5.5%	B	\$396,800,000	3.8%	B	\$401,752,000	3.9%	B	
		Subregional		N/A <sup>3</sup>	\$6,388,489,241	\$521,853,560	5.0%	N/A*	\$416,169,880	4.0%	N/A*	\$596,701,000	5.6%	N/A*	\$198,400,000	1.9%	N/A <sup>3</sup>	\$508,827,000	4.9%	N/A <sup>3</sup>	
	Health <sup>4</sup>	Statewide	Interstate Pavement		B	\$1,450,032,950	\$658,297,630	6.3%	D	\$629,044,076	6.0%	D	\$682,311,019	6.4%	C	\$806,700,000	7.7%	C	\$939,967,000	9.0%	A
			Pavement (Contract Resurfacing)		D	\$585,155,000	\$318,279,888	3.0%	D	\$342,830,965	3.3%	D	\$331,788,720	3.1%	D	\$459,300,000	4.4%	C	\$440,331,896	4.2%	C
			Modernization		N/A <sup>3</sup>	\$553,471,800	\$541,480	0.0%	N/A*	\$652,800	0.0%	N/A*	\$50,308,000	0.5%	N/A*	\$1,325,000	0.0%	N/A <sup>3</sup>	\$49,050,000	0.0%	N/A <sup>3</sup>
		Regional	Pavement (Contract Resurfacing)		D	\$1,065,695,000	\$566,531,550	5.4%	D	\$505,555,889	4.8%	D	\$451,173,715	4.2%	D	\$716,000,000	6.8%	C	\$633,648,338	6.1%	D
			Modernization		N/A <sup>3</sup>	\$1,498,196,780	\$54,732,020	0.5%	N/A*	\$63,759,000	0.6%	N/A*	\$63,759,000	0.6%	N/A*	\$66,688,000	0.6%	N/A <sup>3</sup>	\$15,200,000	0.1%	N/A <sup>3</sup>
		Subregional	Pavement (Contract Resurfacing)		D	\$3,248,211,000	\$1,744,842,197	16.6%	F	\$1,687,306,511	16.1%	F	\$1,254,894,500	11.8%	F	\$859,520,000	8.2%	F	\$993,785,710	9.6%	F
			Modernization		N/A <sup>3</sup>	\$342,640,904	\$7,880,840	0.1%	N/A*	\$9,078,000	0.1%	N/A*	\$92,468,726	0.9%	N/A*	\$7,128,000	0.1%	N/A <sup>3</sup>	\$4,700,000	0.0%	N/A <sup>3</sup>
		All Tiers	Bridge (fixed commitment)		D	\$1,550,000,000	\$1,550,000,000	14.8%	D	\$1,550,000,000	14.8%	D	\$1,550,000,000	14.6%	D	\$1,537,600,000	14.6%	D	\$1,490,907,000	14.3%	D
<b>Highway (All)</b>						<b>\$45,249,301,357</b>	<b>\$8,138,746,786</b>	<b>77.5%</b>		<b>\$8,635,751,232</b>	<b>82.2%</b>		<b>\$9,035,233,681</b>	<b>85.1%</b>		<b>\$8,881,760,000</b>	<b>84.6%</b>		<b>\$9,643,350,944</b>	<b>92.8%</b>	
<b>TOTAL ALL BUCKETS</b>						<b>\$54,007,783,983</b>	<b>\$10,500,135,449</b>			<b>\$10,500,000,000</b>			<b>\$10,622,153,500</b>			<b>\$10,500,000,000</b>			<b>\$10,393,424,944</b>		

<sup>1</sup> Aviation allocations between goals and tiers based on stated needs.

<sup>2</sup> Rail LOS calculations do not include \$545 million in ARRA funding to further develop the Southeast High-Speed Rail Corridor.

<sup>3</sup> No LOS data available at this time.

<sup>4</sup> This LOS calculation does not include ARRA projects.

<sup>5</sup> Cost of projects submitted far exceed available funding in this category.

<sup>6</sup> Estimated LOS = Estimated Level of Service. See Introduction to Program & Resource Plan document for more information on LOS.

<sup>7</sup> Non-Highway project programming is subject to further refinement in the future as more information becomes available.

NOTE: This Multi-Year Resource Strategy is a guide for developing a DRAFT STIP. Actual projects selected to meet this Strategy are subject to funding, legal, and scheduling constraints. Investment reflects mostly construction and engineering activities and is only a subset of the overall NCDOT budget. Congestion Mitigation Air Quality (CMAQ), Non-Bicycle/Pedestrian Enhancements, Urban Loops, and Direct Attributable projects are not included in this Strategy.



# Comprehensive Transportation Plan (CTP)

## Tasks and Timeline (05-13-11)

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### Introduction

The DCHC MPO and Orange County will develop and adopt Comprehensive Transportation Plans (CTP) for their respective planning areas within the next year. The MPO and Orange County will coordinate the timeline and tasks to the greatest extent possible, and try to make the process as clear as possible given that most Orange County citizens live in the DCHC MPO planning area. Throughout the process it will remain clear that the TAC will adopt the CTP for the area in the MPO's planning area, and the Orange County Board of Commissioners (BOCC) will adopt the CTP for the area of Orange County that is not in the DCHC MPO or Burlington-Graham MPO.

This document presents the tasks and timeline for the DCHC MPO's CTP process. Given the coordination with the concurrent Orange County process, information on the coordination with Orange County is presented in *italics* when deemed relevant.

### Tasks

#### 1- CTP Schedule and Tasks (TAC review June 2011)

TAC received proposed schedules at previous meetings. No action was taken.

#### 2- Goals and Objectives (completed)

The CTP process will use the same Goals and Objectives in the joint 2035 LRTP and CTP process.

*Orange County already has a set of goals and objectives. The goals and objectives for the DCHC MPO and Orange County do not appear to have any conflicts.*

#### 3- Draft CTP (TAC release November 2011)

Develop Draft CTP for public review and input. TAC receives Draft in October 2011 and releases in November 2011. NCDOT staff will produce the preliminary Draft in July 2011 with substantial input from the MPO. Deficiency data will be presented with the Draft CTP to help staff, the public and elected officials understand the need for the proposed transportation improvements.

*The MPO and Orange County will work together to coordinate the transportation projects in the Draft CTP.*

#### 4- Public Input (complete by February 2012)

The Draft CTP and supporting information will be released for public input, and will likely include:

- a. Draft CTP maps for highway, public transportation and rail, bicycle, and pedestrian (following NCDOT prescribed format);
- b. Deficiency Analysis such as V/C maps (congestion maps using volume-to-capacity ratio) from the 2035 LRTP process.

*Orange County has drafted deficiency data and maps.*

The public outreach will include the activities listed directly below. The outreach could be expanded, e.g., additional workshop(s), if the projects attract a significant level of citizen input.

- a. Four workshops: one each in Durham, Orange (Chapel Hill and Hillsborough) and Chatham Counties;
- b. TAC public hearing;
- c. Presentation to local boards and elected officials, as desired;
- d. Mailing and published notices;
- e. Web site presentation and application to take comments; and,
- f. Newsletter.

*Orange County has conducted presentations to the BOCC and advisory boards, and conducted a public workshop.*

#### 5- Recommended CTP (TAC receive February 2012)

Prepare recommended CTP based on TAC, public and staff input. Coordinate with CAMPO, Orange County, Chatham County, Person County, Granville County, Triangle Area RPO, Kerr-Tar RPO, and Burlington-Graham MPO to help ensure similar treatment of improvements and services that cross the borders.

#### 6- Adopted CTP (TAC adopt March 2012)

TAC adopts the CTP for the DCHC MPO and endorses the CTP for the area in Orange County that is not in the DCHC MPO planning area. The Triangle Area Regional Planning Organization (TARPO) might decide to endorse the CTP, as well. The process for the North Carolina Board of Transportation to adopt the CTP will likely take an additional four months.

*Orange County Board of Commissioners will adopt the CTP for the Orange County area that is not in the DCHC MPO and the TAC will endorse the CTP for that same area.*

7- **Technical Report** (complete by July 2012)

The CTP technical report for the DCHC MPO and Orange County can be a joint report. The report will document the analysis and support for the proposed transportation improvements, and could include the MPO-wide collector street plan.

8- **Corridor Protection and Programming**

Local staff and the NCDOT will be responsible for implementing the CTP through the development review process and project recommendations.

**Task Timeline**

A simple task timeline is presented on the following page (page 4).

DRAFT

## Comprehensive Transportation Plan – Updated Task Timeline

Task ID#	Plan Tasks	2011									Jan					
		May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2012	Feb	Mar	Apr	May	Jun	Jul
1	<b>CTP Schedule and Tasks</b> -- TAC review and comment on CTP schedule and task plan															
2	<b>Goals and Objectives</b> -- TAC endorse goals and objectives	completed														
3	<b>Draft CTP</b> -- Develop Draft CTP in cooperation with NCDOT, and TAC releases for public comment															
4	<b>Public Input</b> -- Publish Draft CTP, mail CTP newsletter and notices, conduct workshops, local gov't input, and TAC conducts public hearing															
5	<b>Recommended CTP</b> -- Prepare and review recommended CTP															
6	<b>Adopted CTP</b> -- TAC adopts final CTP. NCDOT Board adopts CTP															
7	<b>Adopted CTP</b> -- NCDOT Board adopts CTP.															
8	<b>Technical Report</b> --															
9	<b>Corridor Protection and Programming</b> --															

<b>(bold/blue block)</b>	= Board task/action
<b>(light/blue crosshatch)</b>	= First Board review or action
<b>(light grey block)</b>	= Work in process




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 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
 

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**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 18, 2011

To: DCHC MPO State Legislative Delegation  
 Members of the House Appropriations Subcommittee on Transportation  
 Chairs of the House Appropriations Committee

Dear Sirs/Madams:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has preliminarily reviewed the proposed House FY 2011-2013 Biennial State Budget and offers the following comments on the transportation provisions.

The Urban Loop program is a critically important program for the State's urban areas including the Durham area. Elimination of this program is of great concern to our MPO. NCDOT recently developed a comprehensive methodology for quantifiably prioritizing remaining Urban Loop projects. Stakeholders, including our MPO, were consulted in the creation of this methodology. As a result of this process, our MPO's top priority project, the East End Connector, was fully funded in the draft FY 2012-2018 Transportation Improvement Program. Eliminating the program would erase the progress NCDOT has made to prioritize urban loops and would jeopardize the funding for the East End Connector and Durham's four other remaining Urban Loop projects.

The proposal to move funding from the Urban Loop program to the Mobility Fund would make these funds eligible to be used on projects in all areas of the State, not just urban areas. The Urban Loop program was established in 1989 in recognition of the special congestion-related needs of the State's largest urban areas. While the recommended Mobility Fund formula includes congestion as one of the criteria, this formula is under consideration to be changed and there is no guarantee that projects will be funded in urban areas.

Furthermore, there is a provision in the draft budget to eliminate the language requiring preferential consideration of intermodal projects for the Mobility Fund. The Triangle area is currently developing a regional transit plan for a fixed guideway transit system in Wake, Durham, and Orange counties. This plan will include projects that will be eligible for the Congestion Relief Intermodal Transport Fund established by the General Assembly in 2009. When this fund was established, no money was set aside to provide the State match for these transit projects. Subsequently, the Mobility Fund legislation included preferential consideration of intermodal projects to provide the State match for Congestion Relief Intermodal Transport Fund projects. Eliminating the preferential consideration of intermodal

projects for the Mobility Fund would leave these intermodal projects without a State funding source. Reliable and efficient transit systems are a very important element of our State's transportation future, and providing a funding source for intermodal projects must be maintained.

NCDOT has made great strides towards making the Department's funding decisions more transparent and inclusive. Involving MPOs, RPOs, municipalities, and other stakeholders has greatly helped strengthen intergovernmental relationships and improved the quality of these decisions. We urge the General Assembly to maintain or increase the level of stakeholder involvement in all future decision on funding formulas or prioritization processes.

The DCHC MPO is also concerned about the provision to require NCDOT to seek approval by the General Assembly before accepting any federal railroad grants that require the State to spend more than \$5 million a year for future operating and maintenance costs. Both passenger and freight rail is a key element of the State's future transportation network. NCDOT should be encouraged to seek out federal grants to improve rail infrastructure. These grant opportunities will likely be very competitive. Requiring legislative approval may make our grant applications less competitive with states that do not have this requirement. In addition, this requirement will politicize the selection of rail improvement projects at a time when the State has made progress towards professionalizing these decisions.

The proposed changes to Powell Bill payments to municipalities will affect local government's ability to finance road improvements. Splitting the annual payments into two payments per year means that the State will earn interest instead of municipalities. Municipalities may have to delay projects until later in the year once they receive the full payments. In addition, the reduction to the maximum number of allocations a municipality can accumulate will particularly affect small municipalities that need to save their allocations to afford a large project.

A provision in the draft budget would allocate all system preservation program funds for FY 2012 and 2013 to rehabilitate structurally deficient bridges. While we support rehabilitating these bridges, allocating all of these funds to bridges would leave no funding for maintenance of roadways. The State must have the resources to perform maintenance on our roadways, and we urge you not to approve this provision.

We are also concerned about the elimination of the Bicycle Committee and Rail Council. The elimination of the Bicycle Committee will only save \$2,070. This committee provides a forum for NCDOT to discuss bicycle issues with affected stakeholders.

We understand that you are facing a difficult challenge balancing the FY 2011-2013 State budget and in so doing will need to consider cuts to a variety of State programs. As you consider possible cuts to State funding in support of public transportation, please consider that recommended local transit budgets for FY 2011-2012 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.

Recognizing that cuts in State funding for public transportation may need to be made, we would respectfully request that State funding to help support the operating costs of existing transit service (State Maintenance Assistance Program - SMAP) not be reduced at this time and 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 2011-2012.

The DCHC MPO supports House Bill 635 "Adjust Highway Equity Formula." This bill would exempt Surface Transportation Program/Direct Attributable (STPDA) federal funds from the distribution formula for federal funds in North Carolina. STPDA funds are directly allocated to the State's largest urbanized areas, including the DCHC MPO, in recognition of the increased transportation needs of these areas. By federal law, these funds cannot be spent in other parts of the State. However, since they are currently subject to the Equity Formula, the effect is that these funds are distributed across all of the State according to the formula and urban areas don't receive the benefits intended by federal law. We suggest modifying the language in House Bill 635 to be more generic should the STPDA program change names.

We also support the provision in House Bill 635 that would eliminate remaining mileage of the Intrastate System from the Equity Formula. The current Equity Formula provides a disincentive to complete the Intrastate System because it would result in less federal funding for the distribution region. In addition, much of the remaining Intrastate System improvements are lower priority roadways in rural areas that would not provide as much benefit to the State as other roadway improvements.

Lastly, we urge you not to approve a cap on the motor fuel excise tax rate. 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 NCDOT. Capping the motor fuel tax at 32.5 cents per gallon as proposed in House Bill 399 would require the NCDOT to reduce the Department's ten-year work program by \$250 million over the next two years. This would require cuts to resurfacing projects, Powell Bill funding to municipalities, secondary roads, intrastate and Urban Loop projects. \$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). The implementation of the DCHC MPO 2035 Long Range Transportation Plan depends on funding from the motor fuel tax as well as new funding sources such as tolling, a local sales tax, and increased fees. Considering the growing transportation needs in the State and the current budget shortfalls, further reducing the available funding by capping the gas tax would be unwise at this time.

Thank you for your consideration of our MPO's position on these budget issues. We appreciate the work of the General Assembly and recognize the challenges of crafting the budget. If you have any questions about our MPO's position, please contact Mark

Ahrendsen ([mark.ahrendsen@durhamnc.gov](mailto:mark.ahrendsen@durhamnc.gov)) or Ellen Beckmann ([ellen.beckmann@durhamncgov](mailto:ellen.beckmann@durhamncgov)) at 919-560-4366.

Sincerely,



Lydia E. Lavelle, Chair  
Transportation Advisory Committee

Cc:DCHC MPO TAC

Julie White, NC Metropolitan Mayors Coalition  
Thomas J. Bonfield, City of Durham  
Roger Stancil, Town of Chapel Hill  
Steve Stewart, Town of Carrboro  
Eric Peterson, Town of Hillsborough  
Mike Ruffin, Durham County  
Frank Clifton, Orange County  
Charlie Horne, Chatham County

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** May 11, 2011

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

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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**

#### **Town of Carrboro Transportation Study/Main Street Road Diet**

- ✓ Consultant selected
- Scope development/contract negotiation underway

#### **Town of Hillsborough Downtown Transportation Study**

- ✓ Consultant selected
- Scope development/contract negotiation underway

### **2040 Long Range Transportation Plan LRTP**

- LRTP Schedule/Timeline TAC Approval – August 2011
- Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

### **Comprehensive Transportation Plan (CTP)**

- Draft CTP – November 2011 – Depends on NCDOT Schedule
- Public Input
- Recommended CTP

- Adopted CTP - March 2012
- 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
  - Phase 2 - ongoing
  - Study completion – June 2012

#### **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 – ongoing
- Build Scenario Planning Tool
- Develop and approve Place Typology – Place Type Palette – May 2012
- Focus Group Meetings – May 2012
- Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

**MPO Congestion Management Process CMP**

- CMP Procedure Plan approval – June 2011
- FHWA Approval of CMP procedure plan – August 2011
- CMP data requirement collection plan –Fall of 2011
- CMP Data collection and monitoring – ongoing
- CMP implementation – ongoing
- State- of Systems Report – December 2010
- Evaluation of effective of CMP projects and funded projects - ongoing

**MPO Safety and Security Plan**

- Action Plan and schedule under development

**Update of the MPO Public Involvement consistent with Federal Certification Review**

- Action Plan and schedule under development

**MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP)y Plan**

- Action Plan and schedule under development

**MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan**

- Action Plan and schedule under development

**MPO Freight Plan and Integration**

- Action Plan and schedule under development

**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:** 0.4%  
**Availability Date:** 10/1/2007 **Letting Date:** 8/21/2007  
**Completion Date:** 8/1/2010 **Work Began:** 10/1/2007  
**Revised Completion Date:** 12/15/2010 **Estimated Completion:** 4/30/2011  
**Last Estimate Thru:** 4/21/2011 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 4/26/2011 **Actual Progress:** 99.99%

**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:** 2.89%  
**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:** 3/31/2011 **Scheduled Progress:** 72%  
**Last Estimate Paid:** 4/29/2011 **Actual Progress:** 38.79%

**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

<p><b>Location Description:</b> SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).  <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, AND SIGNAL.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$4,222,625.78      <b>Cost Ovrerrun/Underrun:</b> 0%  <b>Availability Date:</b> 8/30/2010      <b>Letting Date:</b> 7/20/2010  <b>Completion Date:</b> 6/15/2012      <b>Work Began:</b> 9/30/2010  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 6/15/2012  <b>Last Estimate Thru:</b> 4/7/2011      <b>Scheduled Progress:</b> 19%  <b>Last Estimate Paid:</b> 4/18/2011      <b>Actual Progress:</b> 14%</p>	
<p><b>Contract Number:</b> C202493      <b>Route:</b> I-85  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> R-5164A  <b>Length:</b> 9.6 miles      <b>Federal Aid Number:</b> STM-085-4(114)171  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147.  <b>Type of Work:</b> MILLING, RESURFACING &amp; MILLED RUMBLE STRIPS.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$6,088,736.11      <b>Cost Ovrerrun/Underrun:</b> -8.96%  <b>Availability Date:</b> 3/15/2010      <b>Letting Date:</b> 1/19/2010  <b>Completion Date:</b> 12/16/2010      <b>Work Began:</b> 8/4/2010  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 4/30/2011  <b>Last Estimate Thru:</b> 2/7/2011      <b>Scheduled Progress:</b> 100%  <b>Last Estimate Paid:</b> 2/17/2011      <b>Actual Progress:</b> 97.58%</p>	
<p><b>Contract Number:</b> C202538      <b>Route:</b> NC-55, NC-751, SR-1118  SR-1357, SR-1404, SR-1615  SR-1641, SR-1646, SR-1656  SR-1670, SR-1671, SR-1901  SR-1954, SR-1955, SR-1981  US-70  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b>  <b>Length:</b> 22.96 miles      <b>Federal Aid Number:</b>  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 &amp; 13 SECTIONS  OF SECONDARY ROADS.  <b>Type of Work:</b> MILLING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> TRIANGLE GRADING &amp; PAVING, INC  <b>Contract Amount:</b> \$4,474,348.51      <b>Cost Ovrerrun/Underrun:</b> 0.14%  <b>Availability Date:</b> 3/15/2010      <b>Letting Date:</b> 1/19/2010  <b>Completion Date:</b> 12/16/2010      <b>Work Began:</b> 4/5/2010  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 5/15/2011  <b>Last Estimate Thru:</b> 4/22/2011      <b>Scheduled Progress:</b> 100%  <b>Last Estimate Paid:</b> 4/28/2011      <b>Actual Progress:</b> 95.23%</p>	
<p><b>Contract Number:</b> C202610      <b>Route:</b> NC-147  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> R-5164D  <b>Length:</b> 6.8 miles      <b>Federal Aid Number:</b> STM-0147(3)  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW  ALEXANDER BLVD).  <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL &amp; SHOULDER RECONST.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$4,274,880.20      <b>Cost Ovrerrun/Underrun:</b> 0%  <b>Availability Date:</b> 3/15/2011      <b>Letting Date:</b> 9/21/2010  <b>Completion Date:</b> 11/1/2011      <b>Work Began:</b> 3/15/2011  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 11/1/2011  <b>Last Estimate Thru:</b> 4/7/2011      <b>Scheduled Progress:</b> 10%  <b>Last Estimate Paid:</b> 4/13/2011      <b>Actual Progress:</b> 13.47%</p>	
<p><b>Contract Number:</b> C202613      <b>Route:</b> US-15501  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> R-5164E  <b>Length:</b> 7.59 miles      <b>Federal Aid Number:</b> STM-0070(140)  <b>Resident Engineer:</b> Chad D. Hinnant      <b>RE Phone Number:</b> (919)220-4680  <b>Location Description:</b> 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751  AND 4 SECTIONS OF SECONDARY ROADS.</p>	

<p><b>Type of Work:</b> MILLING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$1,844,694.96      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b> 3/15/2011      <b>Letting Date:</b> 9/21/2010  <b>Completion Date:</b> 9/2/2011      <b>Work Began:</b> 4/1/2011  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b>  <b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b>  <b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> C202712      <b>Route:</b> NC-751, SR-1811, SR-1903  SR-1905, SR-1919, SR-1921  SR-1959  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b>  <b>Length:</b> 13.04 miles      <b>Federal Aid Number:</b>  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE &amp; 6 SECTIONS OF  SECONDARY ROADS.  <b>Type of Work:</b> WIDENING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$2,700,860.68      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b> 4/4/2011      <b>Letting Date:</b> 2/15/2011  <b>Completion Date:</b> 9/30/2011      <b>Work Began:</b>  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b>  <b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b>  <b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> C202713      <b>Route:</b> NC-157  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b>  <b>Length:</b> 14.99 miles      <b>Federal Aid Number:</b>  <b>Resident Engineer:</b> Chad D. Hinnant      <b>RE Phone Number:</b> (919)220-4680  <b>Location Description:</b> US-15/501 FROM MT MORIAH RD TO ORANGE CO LINE, NC-157 FROM BEG 2 LANE  TO ORANGE CO LINE &amp; 7 SECTIONS OF SECONDARY RDS.  <b>Type of Work:</b> WIDENING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$3,152,859.31      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b> 4/4/2011      <b>Letting Date:</b> 2/15/2011  <b>Completion Date:</b> 8/26/2011      <b>Work Began:</b> 4/4/2011  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b>  <b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b>  <b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> DO00069      <b>Route:</b> NC-147  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> BK-5102G  <b>Length:</b> 0 miles      <b>Federal Aid Number:</b> BRNHS-0147(4)  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> S &amp; D INDUSTRIAL PAINTING, INC.  <b>Contract Amount:</b> \$922,562.15      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b>      <b>Letting Date:</b> 8/19/2010  <b>Completion Date:</b>      <b>Work Began:</b>  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b>  <b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b>  <b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> DO00070      <b>Route:</b> NC-147  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> BK-5102E  <b>Length:</b> 0 miles      <b>Federal Aid Number:</b> BRZ-1940(2)  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-  147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> ASTRON GENERAL CONTRACTING COMPANY INC  <b>Contract Amount:</b> \$1,079,557.80      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b>      <b>Letting Date:</b> 8/19/2010</p>	

<b>Completion Date:</b>	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> DO00076	<b>Route:</b> -
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> BK-5102F
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> BRSTP-1959(5)
<b>Resident Engineer:</b> Jeffrey D. Allen, PE	<b>RE Phone Number:</b> (919)733-9499
<b>Location Description:</b> BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.	
<b>Type of Work:</b> BRIDGE PAINTING.	
<b>Contractor Name:</b> SAFFO CONTRACTORS INC	
<b>Contract Amount:</b> \$1,138,000.00	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b>	<b>Letting Date:</b> 9/2/2010
<b>Completion Date:</b>	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA**

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	EL-4601	Morgan Creek Greenway	11/9/2009	5/31/2011	75.14% complete	\$940,000	ARRA
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	<b>80% complete</b>	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	<b>16.24% complete</b>	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	<b>29.95% complete</b>	\$5.175 million	ARRA
Orange	U-4726 GA	Twin Creeks Park Greenway	11/19/2009	6/30/2011	<b>82.29% complete</b>	\$429,457.00	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	50+% complete	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TAC 5/11/2011 Attachment 15

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	6/1/2011	No work underway	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	TBD	TBD	Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43030	Safety improvements near railroad crossing #736157R on SR 1843 (Seawell School Rd.)(signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	N/A	5/30/2011	F.A. construction	\$45,000	Small Construction
Orange	43114	Install a pedestrian countdown signal and crosswalk on SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	N/A	TBD	F.A. construction	\$20,000	Small Construction
Orange	C-4932 A	<b>Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses</b>	5/17/2011	TBD		\$20,275	CMAQ
Orange	EB-4409 34025.1.1	<b>Installation of Orange County Bike Route Signs</b>	4/5/2011	7/22/2011	no work underway	\$34,564.50	STP
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	7/15/2011	19.77% complete	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	<b>Construct 870 linear feet of 5' sidewalk from existing sidewalk near Weaver Street to Shelton Street in Carrboro</b>	TBD	4/12/2012	PE and R/W underway	\$300,000.00	SRTS
Orange	SR-5001 AR	<b>Construct 320' of 5' sidewalk between Cobbleridge Rd. and Rossburn Rd. in Chapel Hill</b>	TBD	TBD	Construction plan review	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 T 42204.2 42204.1 42170	Construct a right turn lane on SR 1710 and install a traffic signal @ NC 86	10/20/2010	9/1/2011	no work underway	\$215,000	Spot Safety-State

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	TBD	TBD	utility relocation meeting pending	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	TBD	TBD	Design pending	\$198,000	Spot Safety-State
Orange	SS-4907 AC 43040.1.1 PE 07-10-727	Installation of a left turn lane on Erwin Rd. and a traffic signal at SR 1791 (Mt. Moriah Rd.) near Chapel Hill	N/A	N/A	Roundabout requested by MPO; see below	\$10,000 PE \$1000 R/W \$239,000 C	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	N/A	F.A. construction	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	W-5207E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	6/1/2012	TBD	To replace SS-4907 AC	\$450,000	High Hazard Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 inOrange County	Apr. 17, 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	

## **Why North Carolina should accept federal money for rail (Charlotte Observer)**

NC Metropolitan Mayors Coalition Friday, Apr. 08, 2011

From Durham Mayor Bill Bell and Salisbury Mayor Susan Kluttz, chair and vice chair of the N.C. Metropolitan Mayors Coalition:

Very recently, the debate about rail modernization and North Carolina's share of federal funding has been derailed. Critics want to reject the \$461 million in federal stimulus funding for rail projects because they argue it will not greatly reduce travel time. But on behalf of the mayors representing North Carolina's 27 largest cities, we are urging state leaders to consider the consequence of turning down this critical funding.

Accepting federal grant monies for investment in the state's rail system is about creating jobs, addressing future transportation congestion and maintaining and building infrastructure our state needs to attract businesses. Our state's population is expected to grow by 4 million by 2030. If we fail to invest now, passenger and freight rail travel will be far more delayed.

Utilizing the federal funding will allow for expansions and improvements along the railroad corridor between Raleigh and Charlotte. Much of the investment will directly affect safety – separating crossings and eliminating places where trains and automobiles could collide. The funding will also help expand the capacity for both passenger and freight rail with additional tracks – accommodating future growth for new riders and businesses shipping their goods by rail.

Rail ridership continues to grow in North Carolina, and with more frequency and options, additional people will want to travel by rail. In 2010, rail ridership increased by 15 percent – double the national average. Additional passenger trains and increased train frequency give motorists more options for travel by getting drivers from behind the wheel and off the roads.

There are 4,800 direct jobs related to the planning, design and construction of the proposed rail improvements and, according to the NC Associated General Contractors, direct and indirect jobs could total as many as 15,000. These are private sector jobs – not jobs within the government. This isn't an expansion of big government. This is an expansion of the wallets, savings accounts and grocery bags for nearly 5,000 workers in our state. This is stimulus at work.

And while some critics of the federal funding seem eager to turn down the money for their own communities, we aren't. We know that many of our citizens would appreciate the jobs and added options for travel. We understand that adding more passenger trains creates opportunities to build or expand stations, grow businesses around the stations and attract new businesses related to both passenger and freight rail.

Bottom line, it would be a mistake to reject this money. It takes years to plan and construct these rail projects, and already the U.S. is behind the times. Will the better time come when we more desperately need expanded rail infrastructure, but there's no pot of money? Rejecting this funding will not allow our state to use the money for roads and it also won't change the fact that we still need to invest in our rail system.

We say look forward. Start addressing needs now while we have this window and available funding. It's obvious that if we reject this funding, another state will only seize on our mistake.

For The Record offers commentaries from various sources. The views are the writer's, and not necessarily those of the Observer editorial board.

## **City eyeing N.C. House budget plan**

The Herald-Sun By Ray Gronberg April 14, 2011

DURHAM -- Budget proposals in the N.C. House are raising new questions about whether the state will go forward with plans to

build the East End Connector between the Durham Freeway and U.S. 70.

An appropriations subcommittee in the House has recommended eliminating the so-called "urban loop" program that since 1989 has funded the construction of beltline and other major highways in and near North Carolina's major cities.

It would instead channel \$132.1 million reserved in fiscal 2011-12 for loop projects into the "mobility fund" legislators and Gov. Beverly Perdue set up last year to fund high-dollar transportation projects seen as having statewide importance.

Officials at the N.C. Department of Transportation and in Durham government on Wednesday were still sizing up the proposal that surfaced late the day before.

"We were a little bit surprised by that ourselves, so we're still trying to [figure] out the meaning of the various changes affecting transportation that were in the budget," said Ted Vaden, DOT's chief spokesman.

He added that because DOT officials "don't yet know what the ramifications of moving the loop projects in the mobility fund will be," it's "too early to say how it will affect any particular loop, whether the East End Connector or any other."

City Transportation Director Mark Ahrendsen, though, said the move could subject loop projects benefiting the state's major cities to new competition.

"At first blush, it's diluted what was an urban program," Ahrendsen said, adding that local officials would write Durham legislators and "the leadership" in the General Assembly to make clear their worries.

The 3.2-mile, \$182 million East End Connector has been poised to receive full funding in the next version of the state's long-range transportation improvement plan.

That document calls for right-of-way acquisition to begin in fiscal 2011-12, with construction to follow in fiscal 2013-14.

DOT officials last year ranked the connector as the No. 6 project in the entire state that was eligible for loop funds -- a pot of money legislators and former Gov. Jim Martin, a Republican, set up in 1989 to pay for big highway projects in and near Asheville, Charlotte, Durham, Fayetteville, Gastonia, Greensboro, Greenville, Raleigh, Wilmington and Winston-Salem.

That ranking all but assured funding for the connector, as a couple on the list above it either weren't going to be construction-ready in the next few years or were moving ahead, on a separate funding track, as toll roads.

Vaden indicated that DOT officials aren't sure yet what legislators on the subcommittee want them to do with last year's loop rankings.

"One of the speculations is that the intent was to include the loops in the mobility fund prioritization process, as opposed to having their own prioritization process," he said.

Democrats on the Appropriations Subcommittee on Transportation pointed out Wednesday that ending the loop program will allow money now reserved for urban areas to flow to projects in rural parts of the state.

The subcommittee itself is heavily weighted toward rural interests. Of the committee's 13 members, eight come from small-town or rural districts. Another comes from a mostly rural district that includes part of Greenville, and there's one from a coastal district dominated population-wise by the Camp Lejeune Marine Corps base.

The three urban-area legislators on the panel come from Charlotte, Raleigh and Wilmington. None of Durham's House members serves on it.

The committee's geographic makeup is further skewed by the fact that four of its members -- two each from the Wilmington and Greenville/Rocky Mount areas -- come from districts that are adjacent to each other. Two more come from districts near Hendersonville, in the mountains, that are close to each other but don't share a border.

The panel's Greenville and Wilmington legislators -- whose communities still have loop projects in the pipeline -- are Democrats, now a minority in the General Assembly.

The Charlotte legislator on the panel, Rep. Ric Killian, R-Mecklenburg, is one of the subcommittee's co-chairmen but comes from a district served by a completed piece of Charlotte's Interstate 485 loop. He could not be reached Wednesday for comment.

Local business leaders made it clear they'll be keeping an eye on the loop proposal.

The East End Connector "has got to move forward," said Joe Milazzo, president of the Regional Transportation Alliance, an advocacy group that among others represents major RTP firms IBM and GlaxoSmithKline. "It's essential for Durham, it's essential for the Triangle, no two ways about it."

## **Duke reduces parking permits**

The Herald Sun By Neil Offen April 24, 2011

DURHAM -- Duke University wants to reduce the number of parking permits on campus by up to 1,500 over the next year.

"We want to do it by offering incentives to cut the number of single occupancy vehicles driving here," said Brian Williams, the university's transportation demand coordinator. "We want the Duke community to choose alternative transit options so we can reduce the number of vehicles on and around campus."

The university currently issues around 27,000 parking permits. To cut that by 1,500 would mean a reduction of almost 6 percent.

Williams thinks the goal is attainable.

Approximately 1,300 members of the Duke community travel to campus by riding a bus, sharing a ride or biking. In fact, according to Duke's transportation department, there are only 377 registered bike riders coming to campus and only 601 who take the bus. Vanpool and carpool riders total only 322.

Tweaking those programs and creating new incentives could easily raise the numbers, Williams said.

"Like with the bike program, we're making it simpler," he said. "It used to be to register in the bike commuter program, you had to fill out a form, bring it to a permit office and then go through some more steps. We've put it all online, and made it much simpler."

Williams' office also has put online an interactive bike rack map, where riders can see where the racks are and how many spaces there are on the rack. The office also will be adding more racks to campus this summer.

As a new incentive, anyone who registers as a bike commuter will have access to showers in Wilson and Brodie gyms, Monday through Friday mornings before 9 a.m.

Additionally, more ungated "universal" parking spaces are being created across campus for people who are carpooling, a minimum of three to a vehicle. "If they want to park at a different space, now they can," Williams said.

Although Williams acknowledged that "nothing is nailed down yet," the department also is looking at a number of other incentives to encourage alternative transportation use, such as prize giveaways, tickets to events, additional free parking passes and perhaps some kind of partnerships with local, independent businesses.

"We've seen the numbers start to increase," said Williams, who is the first person to hold the newly created position at Duke of managing alternative transportation. "We've seen a huge increase in the numbers of people using our zip car service, for instance. I think we're on track. The heart of what my job is I want to make sure people see they have choices. They shouldn't feel that they have to drive to Duke every day."

## **Loop funds may be victim to new rankings**

The Herald\_Sun By Ray Gronberg April 26, 2011

DURHAM -- Budget-writers in the state House appear intent on forcing the N.C. Department of Transportation to redo a ranking of so-called "urban loop" projects that appeared to make funding Durham's East End Connector all but certain last year.

During a redrafting of the 2011-12 budget last week, a House Appropriations Committee panel added language that requires the agency to assess the loops' value based on the a measure of "mobility benefits" that it's preparing to use on a broader array of projects.

The new yardstick would put a heavier emphasis on travel-time savings than the ranking system DOT engineers employed while assessing the East End Connector and other loop projects around the state last year.

DOT officials are monitoring the budget bill but have already concluded they'll have to redo their rankings -- and the spending plans they shaped -- "if the legislation ends up as it's currently written," agency chief spokesman Ted Vaden said.

That's a big "if," as the budget has to survive a series of House floor votes, a review by the N.C. Senate and the scrutiny of Gov. Beverly Perdue.

Members of the House panel signaled earlier this month that they want to begin winding down the loop program, which since 1989 has reserved money each year for big new roads for Asheville, Charlotte, Durham, Fayetteville, Gastonia, Greensboro, Greenville, Raleigh, Wilmington and Winston-Salem.

Instead, they want to channel money into the "mobility fund" the General Assembly set up last year at Perdue's urging to pay for major transportation projects across the state.

Advocates of the switch acted last week to blunt worries that the state would walk away from the loop projects entirely. Those advocates added a provision to the draft budget that says money reserved until now for loops should remain earmarked for them.

If it holds, that decision would be good news for the East End Connector, as the project appears to create greater travel-time-savings than many other proposed loops.

But if legislators soften or eliminate the grandfathering provision, the \$182 million connector might not fare well.

DOT engineers have already done some back-of-the-envelope work comparing potential travel-time savings to likely construction costs. It suggests the connector could fall behind other projects that haven't enjoyed the loop label.

Just in Durham, agency analysts suspect it would be more cost-effective to do an as-yet undesigned, \$80 million widening of N.C. 54 from Interstate 40 to N.C. 55 than to build the East End Connector, which would link the Durham Freeway to U.S. 70.

The travel-time gauge could yield some results that legislators may not intend.

In Charlotte, for example, it would imply that DOT should get behind a planned commuter rail link between that city's downtown and the northern Mecklenburg County suburbs near Davidson College. But some of the House members pushing the use of travel-time benchmarks are known to be opposed to rail projects.

Relatively low-dollar projects could also get a leg up.

For instance, there's enough potential travel-time savings over the years for pedestrians in south Durham that a \$7.8 million bridge carrying the American Tobacco Trail over I-40 might rate higher than several costly loop projects, especially since the state mobility fund would only have to cough up \$1.6 million for the crossing, according to DOT's figures.

Vaden cautioned that the engineers' preliminary scan "is not official, exhaustive, complete or final," not the least because they aren't sure about how the budget will read, what projects will get mobility-fund consideration or the exact rating formula they'll have to use.

Not to mention, of course, that they also have to wait to see "how much funding is available," he said.

## **House plan will derail progress on N.C. trains (Charlotte Observer)**

North Carolina Metropolitan Mayors Coalition Wednesday, Apr. 27, 2011

Proposal could slow travel, sidetrack Charlotte station

Rep. Ric Killian, R-Mecklenburg, thinks passenger trains are little more than a “joy ride” and that spending taxpayers’ money on rail infrastructure does nothing to relieve traffic congestion or improve safety.

He’d have a hard time proving that to passengers on recent sold-out trains or those who sit in long lines while freight trains rumble by at grade crossings, but his campaign against passenger trains is more about politics than fiscal restraint. If this were about spending, he would push for legislative review and approval of every dime the N.C. Department of Transportation gets, not just acceptance of rail grants of \$5 million or more that require state matches or significant maintenance costs.

Killian, co-chairman of the House Appropriations Subcommittee on Transportation, believes passenger trains rob the state highway budget of too much money helping maintain popular rail travel between Raleigh and Charlotte – launched with the bipartisan support of Govs. Jim Martin and Jim Hunt.

Killian failed in his attempt to stop a recent \$461 million grant in federal funds that will help improve trackage, reduce travel times and boost railroad infrastructure. But he has gotten tentative approval for bureaucratic hurdles to receiving more rail money in two House bills, including the proposed state budget.

His objection to passenger rail displays a disdain for travelers who want more alternatives to \$4-per-gallon automobile travel across the Piedmont Crescent. This is a narrow approach to transportation. By riding any of six daily trains between the state capitals of government and commerce, travelers can avoid the traffic crushes of the Research Triangle, the rush-hour congestion of the Triad area and the mind-boggling bumper-to-bumper traffic of I-85 and other major routes in the Charlotte area.

With the latest grant from the federal government, state rail officials say thousands of jobs will be created to improve rail facilities, and cut another 13 minutes from the rail trip. That’s not inconsequential: it represents a roughly 7 percent decrease in rail travel time. Anyone have a plan in mind for cutting auto travel time from Charlotte to Raleigh by 7 percent?

Widely overlooked in the overheated discussion of this project is the fact that much of the money will indeed go for traffic congestion relief and safety. The project involves building a dozen bridges and closing some 30 grade crossings that both pose a danger to car traffic and regularly result in long lines as drivers wait for passenger and freight trains to pass. The project will also pay for 28 miles of double tracks to speed rail traffic.

Rail travel enables those who need to conduct business on the go to do so safely. The use of cell phones by car drivers may pose as much of a traffic hazard as drinking and driving. Rail travelers can sit back, relax and talk business for more than three hours if they wish without having to worry about hitting another vehicle – or getting hit by one.

Lawmakers who reject the suggestion they’re micromanaging transportation policy are disingenuous. The delays this hurdle will impose may jeopardize future rail grants that would help pay for a new rail station in uptown Charlotte. It likely will slow travel for citizens in the future who wish not to further foul the air and crowd N.C. highways driving back and forth across this state. It’s a bad idea.

## **2011 Ridership Records Set at Triangle Transit**

RTA 1 min news: Ridership Records Set At Triangle Transit Posted April 28, 2011

- Rising fuel prices have increased usage and support of public transportation in record numbers as of March 2011, according to Triangle Transit.

- Ridership has exceeded 2010 levels, up 21% since March 2010. January and February 2011 ridership numbers also surpassed 2010 levels, showing that Triangle Transit's service is an accepted alternative to personal transportation in our region.
- In addition, Triangle Transit users can now plan their trips using Google Transit and have access to Wi-Fi on the buses, two newly added benefits.
- Jeff Merritt, Chair of Triangle Transit's Board of Trustees, confirmed that "In today's economy, we can help households cope with rising energy prices. Commuters and riders using transit find it provides reliable, safe and friendly service."

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## Inattentive drivers surprised at wider I-40 / Wade Ave. split

The News and Observer By BruceSiceloff on 05/03/2011 - 09:32 a.m.

Wake up and smell the new asphalt, Interstate 40 commuters!

As Alan Schueler approached the Wade Avenue split today on a newly widened I-40 in West Raleigh (see [today's Road Worrier](#) with reader comment), he discovered that lots of drivers have not noticed how the lanes -- and the rules -- have changed:

"This morning, traveling from Durham to Raleigh, I saw 5 cars make dangerous, last-second jogs to the right to get into a proper lane for exiting onto Wade Ave. Apparently they can't read the big new signs, or didn't notice them," Schueler said by email.

The Road Worrier noticed a few drivers making the same dangerous maneuver on the way in from Chapel Hill this morning.

I-40 is four lanes wide as it approaches Harrison Avenue, which is the exit before Wade. Here's what has changed:

\* Previously, the two left lanes continued on I-40. The two right lanes turned into Wade Avenue. **Many commuters heading for Wade favored the second lane from the right, where they could stay out of the way of drivers merging from the Harrison Avenue on-ramp. These old dogs have a new trick to learn.**

\* Now, the three left lanes -- including that second lane from the right -- continue on I-40. Only the far right lane turns into the Wade exit. (Take note of a new overhead sign that says this.) The Harrison on-ramp lane turns into a second Wade Avenue lane.

\* So if you were accustomed to driving in that second lane from the right, and Wade is your destination, you need to shift to the far right lane instead. And do it a mile or more before you reach the scary Wade split.

The changes will become clearer after a top layer of asphalt is put down, and new pavement markings are applied with labels for each lane. More signs, still under wraps, will be unveiled, too.

Meanwhile, Schueler has this suggestion for DOT: Give drivers an extra reminder now.

[It] seems to me that for the immediate [next] few days, it would be very helpful for DOT or someone to put up some "Caution, lane shift ahead" physical or electronic signs to help out those who drive by habit or inattention.

Good idea.