

Member Governments

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

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**February 22, 2012
9:00 am**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

**4. Approval of January 25, 2012 TCC Meeting Minutes
Attachment 4**

A copy of the January 25, 2012 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the January 25, 2012 TCC meeting.

**5. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan –
Goals & Objectives and Targets
Attachment 5, 5A, 5B, 5C
Andy Henry, LPA Staff**

The TCC will receive an update on development of the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan CTP) and MPO Collector Street Plan (CSP). Attachment 5 is a current schedule for these projects. The next steps include:

- TAC release Goals, Objectives and Targets, and Public Involvement Plan for public comment at March 2012 TAC meeting;
- TAC release Socioeconomic Data for public comment at March 2012 meeting (including 2010 and 2040 forecast by TAZ); and,
- TAC review Deficiency Analysis at April 2012 TAC meeting.

The TAC and TCC have received presentations on the Goals, Objectives and Targets. The TAC asked that the Targets be adjusted to be more ambitious, and the TCC requested that an Existing-plus-Committed (E+C) Triangle Regional Model (TRM) be completed to produce a more appropriate set of performance measures for use as a reference in setting the Targets.

The Goals and Objectives are in Attachment 5A, and the Targets are in Attachment 5B. Attachment 5C presents reasons for selecting each Target and presents them in a graphic format.

The Lead Planning Agency (LPA) staff has proposed the following public involvement activities for the Goals, Objectives and Targets:

- Email, postal mail and public notices of the public review period and activities;
- Online survey for Goals and Objectives;
- Public workshops, and;
- Public hearing at the May TAC meeting.

TCC Action: Review Goals and Objectives and Targets, provide comments and make recommendation to TAC.

6. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Socio-Economic Data

Attachment 6

Andy Henry, LPA Staff

The DCHC MPO is scheduled to release the Socio-economic Data (SE Data) at the March 2012 TAC meeting for public comment. The Goals & Objectives and Targets will be released and will be part of the same public input process. This SE Data is to be used in developing the 2040 LRTP and CTP. The DCHC MPO and CAMPO are using the CommunityViz land use modeling process to forecast the SE Data for two baseline scenarios: Trend (based on local zoning); and Community Plan (based on local comprehensive plans). Attachment 6 provides background and presents the SE Data. The Trend scenario is complete and is included in the attachment; however the Community Plan scenario is not ready and therefore will be distributed at the TCC meeting.

The following DCHC MPO Web page provides maps depicting the 2040 SE Data forecasts: http://www.dchcmo.org/index.php?option=com_content&task=view&id=88&Itemid=35 (or, the user can simply go to the www.dchcmo.org Web site and follow the appropriate link.

TCC Action: Receive SE Data and recommend that the TAC release the SE Data for public comment.

7. FY 2012-2018 MTIP – Amendment #2

Attachment 7, 7A

Ellen Beckmann, LPA Staff

Amendment #2 to the FY 2012-2018 MTIP is requested to ensure that recent changes to the STIP are matched in the MTIP. In addition, while not necessitating a MTIP amendment, the TCC is also asked to recommend a shift in funding between two Chapel Hill STPDA projects. Attachment 7 is a memo describing these actions. Attachment 7A is the resolution and tables amending the MTIP.

TCC Action: That the TAC direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

8. FY 2013 UPWP- Draft
Attachment 8, 8A
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.

TCC Action: Review draft #1 FY2013 UWP and updated development schedule.

9. Section 5307- FFY12 Partial Apportionment & Split Recommendation
Attachment 9, 9A
Maricia Brown, LPA Staff

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's partial apportionment was released by FTA in February. The MPO transit operators met to develop a recommended distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) will need to be approved. Once the allocation has been approved by the TAC, the transit operators will be authorized to seek application for via FTA's TEAM process. Please reference Attachment 9 for the memo detailing this grant program. Attachment 9A is the letter of recommendation for FTA.

TCC Action: Recommend that the TAC endorse a letter to FTA for the FFY12 (partial) distribution of Section 5307 funds.

10. FY 2012 UPWP – Amendment #3
Attachment 10
Maricia Brown, LPA Staff
David Bonk, Town of Chapel Hill

The TAC approved the 2011-2012 UPWP on May 11, 2011. 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. Any new task being added to the current year program, there must be amendment in order to program the necessary funds. This amendment is necessary to process a request for additional funding for Chapel Hill's Ephesus Church-Fordham Boulevard Study. Please reference Attachment 10 for the resolution & financial tables of the proposed change for the Town of Chapel Hill.

TCC Action: Recommend that the TAC approve the resolution adopting Amendment #3 to the FY 2011-2012 Unified Planning Work Program.

11. Local Match Cost-Sharing for MPO Planning Activities**Attachment 11****Felix Nwoko, LPA Staff****Ellen Beckmann, LPA Staff**

LPA staff has outlined a proposal to require that all MPO jurisdictions share in providing the matching funds for LPA planning activities. Currently, the City of Durham provides the full 20 percent match for the federal funding for the LPA. Attachment 11 is a memo that describes the proposal. The intent is for this to be considered for the FY 2014 UPWP. Direction from the TCC and TAC is requested so discussions with local governments can progress.

TCC Action: Recommend TAC endorsement of cost-sharing concept.

12. FY 2014-2020 TIP – Prioritization 2.0 Results**Attachment 12, 12A, 12B****Ellen Beckmann, LPA Staff**

NCDOT's Strategic Planning Office of Transportation (SPOT) released the results of Prioritization 2.0 on January 31, 2012. A table that displays the results for DCHC MPO projects is in Attachment 12. Attachment 12A summarizes the results by mode, goal, tier, and division. The complete statewide results are posted here <http://www.ncdot.org/performance/reform/prioritization/>.

The next step in the development of the FY 2014-2020 TIP is setting the investment levels for each mode, goal, and tier. NCDOT will be holding Strategic Investment Summits where local governments will have the opportunity to provide input to this decision. TCC and TAC members are encouraged to attend.

- Divisions 8 & 10 – Feb. 28, 9 am to 4 pm – Stanly County Commons - Albemarle
- Divisions 7 & 9 – Mar. 19, 9 am to 4 pm – Greensboro Coliseum - Greensboro
- Divisions 5 & 6 – Mar. 22, 9 am to 4 pm – Harnett County Government Complex - Lillington

As background information for these summits, LPA staff prepared a document that compares the investment scenario in the 2035 LRTP, the scenarios recommended in the previous investment summits and the draft FY 12-18 STIP, and the current statewide plan. This is provided as Attachment 12B.

TCC Action: Receive information. Consider recommending comments for endorsement by the TAC on the NCDOT Strategic Investment Summits.

13. Triangle Regional Transit Program – Update**No Attachment****Patrick McDonough, Triangle Transit****Andy Henry, LPA Staff**

The DCHC MPO approved the Locally Preferred Alternative for the Durham-Orange and Durham-Wake rail corridors in February 2012. The next steps for the projects are Scoping and PE/DEIS. Triangle Transit will provide an update on the progress of the projects and upcoming events.

TCC Action: Receive update.

REPORTS FROM STAFF:

14. Reports from Staff

Attachment 14

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

15. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

16. NCDOT Report

Attachment 16

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

David Bender, Public Transportation Division – NCDOT

Kelly Becker, Traffic Operations – NCDOT

INFORMATIONAL ITEMS:

Local Programs Management Construction Administration Training, April 5, 2012, 12:30 pm – 5:00 pm, CAT Operations Center, 4101 Poole Road, Raleigh - This training is specifically for construction project managers for federally funded projects (STP-DA, CMAQ, etc.).

NC Association of MPOs Annual Conference, May 2-4, 2012, Asheville, NC

http://www.fbrmpo.org/ncampo_2012_conference

Adjourn

Next meeting: February 22, 2012

43
44 **Voting Member
45 ^Temporary Non-Voting Member
46 Quorum Count: 22 of 22 Voting Members
47

48 Mark Ahrendsen, TCC Chair called the meeting to order at 9:04 a.m. The Alternate Voting
49 Members were identified and are indicated above.

50 **PRELIMINARIES:**

51 **Adjustments to the Agenda**

52 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting. Each
53 handout will be discussed during the agenda item.

54 Ed Venable stated the American Tobacco Trail bids will be opened today at 2:00 p.m.

55 **Public Comments**

56 There were no public comments.

57 **ACTION ITEMS:**

58 **Approval of December 21, 2011 TCC Meeting Minutes (Attachment 4)**

59 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu for the approval of the
60 December 21, 2011 TCC Meeting Minutes. The motion carried unanimously.

61 **Triangle Regional Transit Program – Locally Preferred Alternative (Attachments – see the MPO**
62 **website)**

63
64 Patrick McDonough provided a Power Point Presentation for the Triangle Regional Transit
65 Program – Locally Preferred Alternative, noting the attachments are on the MPO website.

66 Mr. McDonough stated the Town of Chapel Hill Council said to advance C1 and C2 with a
67 preference for C2 when they met on Monday. C1 is \$40 million more than C2 to construct. If C2
68 requires a grade separation at Barbee Chapel there will be a cost increase. In looking at additional study
69 areas either of the alignments could move based on the feedback we get from the US Army Corps of

70 Engineers. We are also studying the maintenance facility location based on public comment and
71 community impact. There is no recommended site at this time.

72 Patrick McDonough explained the reasons for the Durham-Orange LPA recommendations of
73 technology, endpoints, and alignment.

74 Craig Benedict, Orange County Planning Director, provided an update from the Orange County
75 Board of County Commissioners (BOCC) meeting last night. Even though there was no vote on either
76 issue, the Board did have some questions that Mr. Benedict wants to make the TCC members aware of.
77 Wib Gulley attended the Board meeting last night so he is aware of the questions. The Board will be
78 voting on this item on February 7, 2012 - the night before the TAC meeting occurs. They are in
79 agreement with the endpoints of the LPA; they believe both C1 and C2 should move forward as there is
80 no preference at this time. They want further studies to address traffic, environmental issues, land use,
81 and financing. The Light Rail Transit (LRT) versus Bus Rapid Transit (BRT) alternative analysis which was
82 completed in July of 2011 shows LRT would have ridership of approximately 11,700 and BRT (whether it
83 be low or high) would have ridership of approximately 19,000 to 20,000. The reason LRT was chosen to
84 go down the NC54 corridor was because it is the corridor with the most traffic in comparison with US
85 15-501 and the NC 54 corridor has over 30 buses picking people up at the Friday Center and taking them
86 into UNC. US 15-501 has fewer buses. The LRT program for this corridor will not be picking those
87 people up because there are no park-and-ride lots in the recommended NC 54 corridor study. Could
88 BRT in that corridor pick up more bus riders? There is some discussion that that might be a better
89 technology than LRT in that alternative.

90 The US 15-501 corridor rated favorably on economic development in 1998 as part of the major
91 investment study because there is more redevelopment opportunity. Sales tax disbursements in Orange
92 County have been flat over the years. No longer is sales tax based on population, it is based on point of
93 sale. Since financing is dependent on the sales tax, Orange County needs redevelopment to pay for rail.

94 In summary, there is interest by the Board to match the technology whether it is BRT high or LRT
95 to what is intended as far as land use patterns. If you have a certain amount of ridership, BRT is a viable
96 alternative to LRT, and if you implement BRT high now, it can preserve the corridor so that 25-30 years
97 from now LRT, due to changing land use patterns or higher ridership, could be added. Mr. Benedict
98 provided TCC members with a set of questions that the Board sent to Triangle Transit to address.

99 David Bonk asked Patrick McDonough to review the park-and-ride opportunities at the different
100 stations. Mr. McDonough stated they received the questions from Orange County late last Friday
101 afternoon. They will be addressing the questions at the February 7, 2012 meeting. Mr. McDonough
102 stated they will send the responses to both TCC and TAC members.

103 Mr. McDonough provided an update on the park-and-ride opportunities. He stated not having a
104 park-and-ride lot won't eliminate the demand for parking. Individuals will just park in residential areas.
105 There is a demand and desire for park-and-ride in the NC 54 area. Triangle Transit will need to continue
106 to work with Durham on park-and-ride at Leigh Village.

107 David Bonk appreciates the questions of the Orange County BOCC. In the adopted 2035 LRTP,
108 we have a proposed BRT corridor on US 15-501. Mr. Bonk stated he thinks we have begun to address
109 some of the concerns raised by Orange County and we don't need to revisit the decision.

110 A motion was made by Felix Nwoko and seconded by Scott Whiteman to recommend TAC
111 approval of the two resolutions for the Durham-Orange County Transit Corridor and Durham-Wake
112 County Transit Corridor; including language developed by the LPA staff to address how public comments
113 will be addressed in a new WHEREAS.

114 Andy Henry reviewed the two resolutions with TCC members. David Bonk stated there needs to
115 be a technical change on the Durham-Orange County Transit Corridor in the "Be It Therefore Resolved"
116 section where "Woodmont" is referenced needs to be changed to "Hillmont".

117 Dale McKeel stated the planning document shows a multi-use path parallel with the LRT
118 alignment from Chapel Hill to Durham. Mr. McDonough stated up to now the study has not included it.
119 There are areas where it may be more feasible than others.

120 Jeff Brubaker asked if the language in the resolution would preclude including an extension of
121 the line in the 2040 LRTP. Mr. McDonough stated no as long as it is fiscally constrained it can be added.
122 Andy Henry stated the CTP will not be financially constrained.

123 John Hodges-Copple stated the word "intends" is important. Is there a process requirement to
124 have a response to comments? Mr. McDonough stated this is completed during the EIS process; it is not
125 required in the alternative analysis.

126 John Hodges-Copple suggested adding a WHEREAS in each resolution that states that comments
127 have been considered and will be further considered informing the development of scoping for the next
128 phase. Patrick McDonough recommends the language say we will respond to issues in the comments
129 rather than the comments directly. Mr. Hodges-Copple stated we need to make sure the comments are
130 addressed.

131 Mark Ahrendsen recommended deferring it to the LPA to add the language to the resolutions
132 addressing the comments in a new WHEREAS. The motion was amended to include the new WHEREAS.

133 Craig Benedict stated Orange County is interested in moving the most people by mass transit
134 options both in the NC 54 corridor and in the US 15-501 corridor. They are not saying one over the
135 other one. They think BRT may better serve the travel demand in the NC 54 to Southpoint corridor and
136 either LRT or BRT may better serve the US 15-501 corridor. Orange County is looking at a ½ cent sales
137 tax investment for mobility, and the alternatives may better serve more people with a better return on
138 the investment, not just financially, but also environment, community vision, and ridership. The
139 alternative analysis that was provided by URS and Triangle Transit shows increases in both corridors by
140 2035. It shows US 15-501 going from 8,000 to 15,000 plus and NC 54 from 8,000 to 14,000. In the

141 alternative analysis, US 15-501 was part of the study area. Mr. Benedict wants to reinvestigate US 15-
142 501.

143 Mr. McDonough stated the graphic is a subarea analysis between different parts of the corridor.
144 One key point to remember is it is looking at flows from the subareas to each other. It does not look at
145 trips from Wake County.

146 Mr. McDonough stated it is important for the TCC to know that Triangle Transit had staff from
147 Orange County involved in meetings. Triangle Transit is hearing most of the concerns for the first time
148 as of last Friday. It is important to remember that if we want to go back and study the US 15-501
149 Fordham Boulevard corridor at the same level as C1 and C2, we will not be able to submit an application
150 to the federal government this year. We will delay the project probably by a year in the cycle and the
151 cost will go up \$21 million. The cost to Durham County will be about \$15 million and to about \$6 million
152 to Orange County.

153 Felix Nwoko stated the TAC will take two actions with different assumptions about Leigh Village
154 park-and-ride. We need to be transparent to the TAC on the differences. Patrick McDonough stated
155 these numbers are not fixed, they can be refined.

156 Craig Benedict stated Orange County is not suggesting that they want to delay the process as
157 regional transportation is very important. They are saying as we move forward during the scoping
158 process, we should look at other options in the 2040 LRTP.

159 John Hodges-Copple stated we need to make sure everyone understands the costs and demand.
160 David Bonk stated we also need to address feeder bus service.

161 Mark Ahrendsen repeated the motion on the table. A motion was made by Felix Nwoko and
162 seconded by Scott Whiteman to recommend TAC approval of the two resolutions for the Durham-
163 Orange County Transit Corridor and Durham-Wake County Transit Corridor; including language
164 developed by the LPA staff to address comments in a new WHEREAS. The motion carried unanimously.

165 **Triangle Regional Model (Attachment 6)**

166 Felix Nwoko provided an introduction for the Triangle Regional Model, along with the
167 attachment. Mr. Nwoko stated there are very small differences. The model is performing well, better
168 than our benchmarks.

169 A motion was made by Andy Henry and seconded by Felix Nwoko to recommend TAC approve
170 the use of TRMv5 in the development of the 2040 LRTP. The motion carried unanimously.

171 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals & Objectives**
172 **and Targets (Attachments 7 and 7A)**

173
174 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and
175 Comprehensive Transportation Plan – Goals & Objectives and Targets, along with the attachments.

176 Mr. Henry stated at the last TCC meeting we decided we need the 2040 E+C network results,
177 and we don't have it yet because the model run is not done yet. It might be done today. Therefore, we
178 don't have any new targets and Mr. Henry recommends deferring it to the February TCC meeting.

179 Jeff Brubaker stated pricing and land use were raised as an option to add to our goals and/or
180 targets last month and he is wondering if anymore thought has been put into this. Mr. Henry stated
181 they have not pursued this but can before the next TCC meeting. There are only nine targets. John
182 Hodges-Copple stated he was advised pricing and land use produce the biggest mode shifts. Jeff
183 Brubaker stated it could be added as a goal even if it is difficult to have a measurable target.

184 After discussion, it was recommended to bring this item back at the next TCC meeting.

185 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Socio-Economic Data**
186 **(No attachments)**

187
188 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and
189 Comprehensive Transportation Plan – Socio-Economic Data.

190 Mr. Henry stated they were hoping to have the Socio-Economic Data, but we don't have it yet.

191 Mr. Henry recommends bringing it back at the next TCC meeting.

192 Mark Ahrendsen stated we will need to adjust the schedule. It won't change the end date; it will
193 just compress the schedule.

194 David Bonk stated we don't want to drop everything on the TAC at once. We want to make sure
195 they understand the options; we may need a special meeting or workshop with the TAC.

196 Felix Nwoko suggested moving forward with the targets we have. Andy Henry recommends
197 delaying the item because we don't have the 2040 E+C results. Mark Ahrendsen stated the TAC
198 members thought the targets weren't strong enough. We need the E+C to show the targets in context.

199 Jeff Brubaker asked if the TCC could move forward with recommending the TAC approve the
200 public involvement plan. Andy Henry stated it goes hand in hand with the goals and objectives. It will
201 be put out to the public at the same times as the targets, goals, and objectives.

202 **FY 2012 UPWP – Amendment #2 (Attachment 9)**

203 Maricia Brown provided an introduction for the FY 2012 UPWP – Amendment #2, along with the
204 attachment.

205 Ms. Brown stated Amendment #2 is to de-obligate \$20,000 of STPDA for TJCOG in FY2012 so Mr.
206 Hodges-Copple can put it in his FY2013 request.

207 David Bonk stated they requested moving STPDA funds for Bolin Creek stairs and will follow-up
208 with LPA staff on this request.

209 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to recommend TAC
210 approve the resolution adopting Amendment #2 to the FY 2011-2012 Unified Planning Work Program.
211 The motion carried unanimously.

212 **FY 2013 UPWP – Draft & Schedule Update (Attachments 10 and 10A)**

213 Maricia Brown provided an introduction for the FY 2013 UPWP – Draft & Schedule Update,
214 along with the attachments.

215 Ms. Brown stated the deadlines were not met for the FY2013 UPWP development. We don't
216 have the data needed to complete a draft.

217 Felix Nwoko asked if the action required is to ask the TAC to approve the schedule or is it an
218 informational item. Ms. Brown stated she would prefer that the TAC approve the schedule. Mark
219 Ahrendsen would prefer not to have it on the agenda if no action is required due to the amount of items
220 already requiring their approval. Mr. Ahrendsen suggested waiting until the draft is more complete
221 before we ask TAC to release.

222 David Bonk wants to have a meeting to discuss areas of emphasis for next year for the UPWP
223 and to discuss how we react to changes in federal funding.

224 Mark Ahrendsen recommends holding off until next month. Bring a draft for the TAC to release
225 in March, public hearing in April, and TAC approval in May.

226 **Chapel Hill Application for an NCDOT Bicycle Planning Grant (Attachment 11)**

227 David Bonk provided an introduction for the Chapel Hill Application for an NCDOT Bicycle
228 Planning Grant, along with the attachment.

229 A motion was made by David Bonk and seconded by Jeff Brubaker to recommend TAC
230 endorsement of the Town of Chapel Hill's application for a NCDOT bicycle and pedestrian planning
231 grant. The motion carried unanimously.

232 **Federal Functional Classification for U-4763B (Attachments 12 and 12A)**

233 Felix Nwoko provided an introduction for the Federal Functional Classification for U-4763B,
234 along with the attachments.

235 A motion was made by Felix Nwoko and seconded by David Bonk to recommend the TAC
236 approve the Resolution Endorsing the Federal Functional Classification Revisions for U-4763B. The
237 motion carried unanimously.

238 **STP-DA Obligation Report (Attachment 13)**

239 Maricia Brown provided an introduction and update for the STP-DA Obligation Report, along
240 with the attachment.

241 Jeff Brubaker stated the locally managed projects are very unlikely going to go from planning to
242 obligation in one year. Maricia Brown stated On-Call consultant agreements can help shorten the
243 timeline. Joey Hopkins stated NCDOT has pre-qualified consultants as well.

244 **REPORTS FROM STAFF:**

245 **Reports from Staff (Attachment 14)**

246 Dale McKeel stated there will be a regional bicycle/pedestrian summit at RDU on March 2, 2012.
247 Plans are underway for a statewide bicycle/pedestrian summit on October 12 and October 13, 2012,
248 tentatively set at the McKimmon Center. There is a survey out requesting topics to discuss. NCDOT also
249 released another draft Complete Streets document for comment.

250 Jeff Brubaker stated the MPO approved a small transportation study for the Town of Carrboro
251 associated with a neighborhood traffic circulation study. A draft has been completed by the consultant
252 and the Town of Carrboro staff is reviewing. If the TCC wishes, Mr. Brubaker can provide a brief
253 overview to the MPO.

254 John Hodges-Copple stated that on February 29, 2012 Triangle J COG and the Triangle Chapter
255 of ULI will be jointly sponsoring a meeting focusing on growth scenarios and Community Viz will be
256 involved, as well as, UNC Charlotte.

257 There will be a TCC Subcommittee meeting immediately following this meeting.

258

259 **Report from the Chair**

260 Mark Ahrendsen did not have anything to report.

261 **NCDOT Report (Attachment 16)**

262 Joey Hopkins, Division 5, provided an update on projects. They are just starting to work on
263 Mobility Fund projects. They want to talk to Durham off-line about projects because it is competitive.

264 Mike Mills, Division 7, provided an update on projects. The bid opening for Columbia Street was
265 held last week and it came in 15% above the engineer's estimate. David Bonk stated he saw that it was
266 going to be re-bid next November. They are working on their Mobility Fund projects as well.

267 **INFORMATIONAL ITEMS:**

268 **NCDOT Strategic Investment Summits**

269 The NCDOT Strategic Investment Summits dates are as follows:

270 Divisions 8 & 10 – February 28, 2012, 9 am to 4 pm – Stanly County Commons – Albermarle
271 Divisions 7 & 9 – March 19, 2012, 9 am to 4 pm – Greensboro Coliseum - Greensboro
272 Divisions 5 & 6 – March 22, 2012, 9 am to 4 pm – Harnett County Government Complex-
273 Lillington

274

275 **Adjournment**

276 There being no further business before the Technical Coordinating Committee, the meeting was
277 adjourned at 11:25 a.m.

2040 Long Range Transportation Plan (LRTP) Comprehensive Transportation Plan (CTP) Summarized Development Schedule

Public Involvement Activities	
W = Public Workshops/meetings	H = Public Hearings
N = LRTP Newsletter	O = Other Public Involvement Activities
M = Mailing List - flyers, information, materials	

(bold/blue block) = TAC task/action
(light/blue crosshatch) = First TAC review or action
(light grey block) = task/action

Task ID#	Plan Tasks	Pub. Involve.	2011					2012						2013												
			Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
1	2040 LRTP Work Plan and Schedule -- develop, review and endorse				(light/blue crosshatch)	(light/blue crosshatch)	(bold/blue block)																			
2	2040 LRTP Public Involvement Plan -- update, release for comment, conduct hearing and approve	N, W, M, H, O								(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
3	Goals & Objectives and Targets -- develop, release for comment, conduct hearing, and adopt	N, W, M, H, O								(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve for use in 2040 LRTP	N, W, M, H, O								(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
5	Triangle Regional Model (TRM) -- update model, complete Base Year validation, verify network, and TAC approve					(light/blue crosshatch)	(light/blue crosshatch)	(bold/blue block)																		
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment									(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
7	Financial Plan -- Preliminary forecasts for Alts. Analysis; final forecasts for Preferred Option																									
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, conduct workshops and public hearing, other agency and local review, TAC select Preferred Option	N, W, M, H, O												(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
9	CTP Projects -- Same tasks as #8 (Alternatives Analysis) except most of CTP report will be drafted, and NC Bd. of Transportation needs to approve after TAC approval.	N, W, M, H, O												(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
10	Incorporated Studies -- Freight; Purpose & Need; Environmental Justice; Resource agency review (4F); Planning Factors; and, Indirect & Cumulative																									
11	Adoption of 2040 LRTP -- release fiscally-constrained 2040 LRTP full report for public comment, conduct hearing, receive local review, and approve Plan	M, H, O																			(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
12	CTP Report -- Write full CTP report (includes purpose & need, etc.), release for public comment, conduct workshop, TAC adopt final CTP Report, NC BOT approves final CTP Maps.	M, H, O																			(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
13	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report	M, H, O																								
14	Final LRTP/AQ Conformity Adoption -- release full report for comment, conduct public hearing, TAC approve full report, and federal agency approval	M, H																				(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	(light/blue crosshatch)	
▶	Conformity Lapse Date -- June 15, 2013																									

Goals and Objectives.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's goals and objectives are:

1. Overall Transportation System

Goal: A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values.
- h) Seek additional funding and funding sources to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.
- j) Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
- k) Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
- c) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- d) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- e) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
- f) Increase education about the benefits of pedestrian and bicycle alternatives.
- g) Support the enforcement of pedestrian and bicycle regulations.
- h) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- i) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.

- j) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify the impacts of different land use patterns and site designs on travel behavior.
- d) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- e) Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.

Objectives:

- a) Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.
- h) Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

- b) Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.
- e) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.
- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
- c) Reduce economic losses due to transportation crashes and incidents.
- d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
- e) Provide a safe environment for transportation users through the "3 Es" (Engineering, Enforcement and Education).
- f) Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

- a) Relieve congestion on heavily-traveled truck routes.
- b) Improve mobility and access to intermodal operations and facilities.
- c) Establish and designate truck routes consistent with federal, state and local regulations.

Development of Performance Targets

As part of the same process for creating the Goals and Objectives, the DCHC MPO develops a set of performance targets to provide a set of broadly based quantitative measures that evaluate the transportation plan from several different perspectives. The targets mostly use measurements from the Triangle Regional Model (the region's travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

The targets that the MPO seeks to achieve with its transportation investments are shown in the tables below. Table 1 shows the measures and targets from the 2035 LRTP report and Table 2 has the proposed targets for the 2040 LRTP. The final measures from the adopted 2040 LRTP will be compared to these targets in the final 2040 LRTP report.

The values in the tables are used as follows:

Comparison Data – this information provides contextual values for comparing the 2040 LRTP and Target values:

- **2005 and 2010** – This is the current condition. It is the 2005 or 2010 population and employment using the 2005 or 2010 transportation network (e.g., highways and transit service).
- **2035 E+C and 2040 E+C** – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 and 2040 SE Data using the existing transportation network.
- **2035 LRTP and 2040** – This is the 2035 and 2040 SE Data using the 2035 LRTP network. In the first table, these are the values from the final 2035 LRTP report. In the second table, it is the 2035 SE Data adjusted with a five-year growth cycle to reflect the 2040 horizon year.

Targets – There are three Target values, **Good**, **Better** and **Best**. The use of more than one Target value helps to set a range of values that can be used for comparison.

Table 1 – Targets from 2035 LRTP

No.	Mobility Targets	Comparison Data		2035 LRTP	Targets		
		2005	2035 E+C		Good	Better	Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$351	\$1,211	\$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

In Table 2 below, several measures will likely change as staff has time to check and reconsider the model output that was used to develop these Targets and receives feedback from the TAC and public:

- Percent of Peak Period VMT at Congestion – The precipitous climb from 2010 (2.6%) to 2035 (6.7%) appears unusual when compared values in the 2035 LRTP table.
- Average Travel Time – The decrease from 2010 (14.3) to 2035 (14.1) runs counter to the large increase in congestion, and does not match the increase in the 2035 LRTP table.
- Cost of Congestion – These values are currently expressed in 2008 dollars. Staff will adjust these values to account for inflation.
- Percent of EJ Population within ¼ mile of transit – It might not be possible to calculate this target for 2010. EJ (Environmental Justice) population includes minority population and households in poverty. The US Census did not use a so-called long form, and as a result, income data is only available through the American Community Survey (ACS) process. ACS sampling size does not permit income reporting below the Census tract or block group geography, which are much larger than Census block geography and too large for a reliable calculation of this value.

Table 2 – Proposed Targets for 2040 LRTP

No.	Mobility Targets	Comparison Data			Targets		
		2010	2040 E+C	2040	Good	Better	Best
1	VMT Per Capita (daily miles)	31	31	31	30	29	28
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3%	24%	10%	9%	7%	5%
3	Average Travel Time: all peak trips (daily minutes)	15	16	15	14	13	12
4	Transit Mode Share: all trips	2.8%	2.2%	2.6%	3%	5%	7%
5	Percent SOV Trip Share: work trips	81%	80%	79%	78%	75%	72%
6	Percent Non-motorized Trip Share: all trips	10%	11%	12%	13%	14%	16%
7	Greenhouse Gas Change (community target)				-10%	-15%	-20%
8	Cost of Congestion (daily; in million \$)	\$0.62	\$3.2	\$1.9	\$1.8	\$1.5	\$1.2
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	85%	57%	90%

Bold indicates that the value is the same as that used in the 2035 LRTP process.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Key Targets for the 2040 LRTP

What is the 2040 LRTP?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) performs the long-range transportation planning for Durham County and parts of Orange County and Chatham County. The DCHC MPO is developing their 2040 Long Range Transportation Plan (2040 LRTP) which will identify the highway, transit, pedestrian and other transportation projects to be implemented, maintained and operated over the next twenty-nine years in the MPO's planning area.

What are the Targets?

The DCHC MPO has identified a list of Targets that will be used to evaluate the extent to which the adopted 2040 LRTP meets the MPO's goals and objectives. These Targets use measurements from the Triangle Regional Model (a travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking), to compare the Target value and the value generated by the 2040 LRTP.

What are the Key Targets?

The Key Targets are a subset of a larger table of Targets. These nine Key Targets represent a broad spectrum of the various types of measurements and provide a general overview of the represented measurement. In addition, this Key Targets document identifies the reasons the Target is important and what changes need to be made in land use, transportation and other policies to meet the Target. This presentation is intended for the citizens, public officials and staff who are interested in transportation issues but do not need the details of the complete table.

What is the Guide Data?

The Targets have Guide Data for two scenarios to help set the Target values:

- 2010 – This is the current condition. It is the 2010 population and employment using the 2010 transportation network (e.g., highways and transit service). This is the **2010** column and value in the charts.
- 2040e+c – This is the 2040 population and employment using the existing transportation network plus any projects that are committed to being completed. This is the **2040e+c** column and value in the charts.
- 2035 – This shows how a major transportation investment might affect the Target value. It is the 2040 population and employment using the 2035 transportation network, which is budgeted at over \$8 billion and includes light rail and High Occupancy Vehicle (HOV) lanes. This is the **2035** column and value in the charts.

What is the Target Range?

There are three Target values -- Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Additional Information

Additional information, including a table of the complete list of Targets, is available at the DCHC MPO's Web site – www.dhcmpo.org.

You can also contact:

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Transportation Planner
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Durham, NC 27701

(919) 560-4366, ext. 36419
andrew.henry@durhamnc.gov

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2040 LRTP and CTP Targets

↓ Reduce Vehicle Miles Traveled (VMT)

Why Reduce VMT?	How to Reduce VMT?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce pollutant emissions</u> – Triangle Region is on federal non-attainment and maintenance plan for ozone and carbon monoxide, respectively. ▪ <u>Minimize congestion</u> – Bi-annual mobility report lists Triangle Region among those areas with the fastest growing traffic congestion. ▪ <u>Relieve transportation demand</u> – NCDOT study concludes that Triangle Region transportation needs will outpace revenues by several billion dollars over next few decades. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. 	<div style="text-align: center;"> <h4>Vehicle Miles Traveled (Daily per capita)</h4> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>VMT (Daily per capita)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>31</td> </tr> <tr> <td>2040e+c</td> <td>31</td> </tr> <tr> <td>2035</td> <td>31</td> </tr> <tr> <td>Good</td> <td>30</td> </tr> <tr> <td>Better</td> <td>29</td> </tr> <tr> <td>Best</td> <td>28</td> </tr> </tbody> </table> </div>	Year/Target	VMT (Daily per capita)	2010	31	2040e+c	31	2035	31	Good	30	Better	29	Best	28
Year/Target	VMT (Daily per capita)															
2010	31															
2040e+c	31															
2035	31															
Good	30															
Better	29															
Best	28															

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↓ Reduce Congestion (Percent of Peak Period Vehicle Miles Traveled [VMT] at Congestion)

Why Reduce Congestion?	How to Reduce Congestion?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce Travel Costs</u> – Mobility Report concludes annual congestion cost is \$537 per commuter in Triangle. ▪ <u>Reduce Travel Time</u> – Mobility Report estimates 25 hours of annual delay per commuter in Triangle. ▪ <u>Reduce Pollution</u> – Congestion reduces travel speed and increases pollution. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Design</u> – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths. 	<div style="text-align: center;"> <p>Percent Congested at Peak Period</p> <table border="1" style="margin: auto; border-collapse: collapse;"> <caption>Percent Congested at Peak Period Data</caption> <thead> <tr> <th>Year/Target</th> <th>Percent Congested</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>3%</td> </tr> <tr> <td>2040e+c</td> <td>24%</td> </tr> <tr> <td>2035</td> <td>10%</td> </tr> <tr> <td>Good</td> <td>9%</td> </tr> <tr> <td>Better</td> <td>7%</td> </tr> <tr> <td>Best</td> <td>5%</td> </tr> </tbody> </table> </div>	Year/Target	Percent Congested	2010	3%	2040e+c	24%	2035	10%	Good	9%	Better	7%	Best	5%
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↓ Reduce Cost of Congestion

Why Reduce Congestion Cost?	How to Reduce Congestion Cost?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce Travel Costs</u> – Mobility Report concludes annual congestion cost is \$537 per peak hour traveler in Triangle. ▪ <u>Reduce Travel Time</u> – Mobility Report estimates 25 hours of annual delay per peak traveler in Triangle ▪ <u>Reduce Pollution</u> -- Congestion reduces travel speed and increases pollution. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Design</u> – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths. 	<div style="text-align: center;"> <p>Cost of Congestion (\$ millions)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Scenario</th> <th>Cost (\$ millions)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>\$0.6</td> </tr> <tr> <td>2040e+c</td> <td>\$3.2</td> </tr> <tr> <td>2035</td> <td>\$1.9</td> </tr> <tr> <td>Good</td> <td>\$1.8</td> </tr> <tr> <td>Better</td> <td>\$1.5</td> </tr> <tr> <td>Best</td> <td>\$1.2</td> </tr> </tbody> </table> </div>	Year/Scenario	Cost (\$ millions)	2010	\$0.6	2040e+c	\$3.2	2035	\$1.9	Good	\$1.8	Better	\$1.5	Best	\$1.2
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Good	\$1.8															
Better	\$1.5															
Best	\$1.2															

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↓ Reduce Travel Time (Average Peak Travel Time)

Why Reduce Travel Time?	How to Reduce Travel Time?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce In-Vehicle Time</u> – Travel model estimates that the average peak-hour travel time in the western Triangle will increase 22% from 2005 to 2035. ▪ <u>Reduce Greenhouse Gases</u> – Longer vehicle trips produce greater amounts of greenhouse gases that contribute to global warming. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity. ▪ <u>Land Use</u> – Permit more mixed-use development. 	<div style="text-align: center;"> <p>Average Peak Travel Time (minutes)</p> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Scenario</th> <th>Average Peak Travel Time (minutes)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>15</td> </tr> <tr> <td>2040e+c</td> <td>16</td> </tr> <tr> <td>2035</td> <td>15</td> </tr> <tr> <td>Good</td> <td>14</td> </tr> <tr> <td>Better</td> <td>13</td> </tr> <tr> <td>Best</td> <td>12</td> </tr> </tbody> </table> </div>	Scenario	Average Peak Travel Time (minutes)	2010	15	2040e+c	16	2035	15	Good	14	Better	13	Best	12
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2010	15															
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↓ Reduce Single-Occupied Vehicle (SOV) Share (Work Trips)

Why Decrease SOV Share?	How to Decrease SOV Share?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce Congestion</u> – SOV contributes to congestion, which wastes time, fuel and money. ▪ <u>Reduce Pollution</u> – SOV contributes to air pollutants. Triangle Region is on federal maintenance plan for carbon monoxide and ozone. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase support for Transportation Demand Management programs such as carpooling, vanpooling, and company-based rideshare efforts. ▪ <u>Transportation</u> – Support infrastructure that creates incentives to rideshare such as HOT (high occupancy vehicle/toll) and park-and-ride facilities. ▪ <u>Ordinance</u> – Create local ordinances that support ridesharing. ▪ <u>Land Use</u> – Permit more concentrated employment development that enables easier ride matching. ▪ <u>Design</u> – Permit design elements that support ridesharing such as convenient drop off points. 	<div style="text-align: center;"> <p>SOV Mode Share (Work Trips)</p> <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>SOV Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>81%</td> </tr> <tr> <td>2040e+c</td> <td>80%</td> </tr> <tr> <td>2035</td> <td>79%</td> </tr> <tr> <td>Good</td> <td>78%</td> </tr> <tr> <td>Better</td> <td>75%</td> </tr> <tr> <td>Best</td> <td>72%</td> </tr> </tbody> </table> </div>	Year/Target	SOV Mode Share (%)	2010	81%	2040e+c	80%	2035	79%	Good	78%	Better	75%	Best	72%
Year/Target	SOV Mode Share (%)															
2010	81%															
2040e+c	80%															
2035	79%															
Good	78%															
Better	75%															
Best	72%															

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↑ Increase Percent Non-Motorized Trip Share (All Trips)

Why Increase Non-Motorized Share?	How to Increase Non-Motorized Share?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Reduce Pollution</u> – Motorized vehicles are major emitters of carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide (greenhouse gas), particulate matter and several other toxics that are linked to increased health ailments and global warming. ▪ <u>Reduce Congestion</u> – The percent of congested peak travel miles in the Triangle has risen from 13% to 49%, between 1982 and 2010. Bicycle and walking trips can replace vehicle trips to help abate the growing vehicle congestion problem. ▪ <u>Support Personal Health</u> – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase investment in bicycle and pedestrian facilities and programs. ▪ <u>Transportation</u> – Require bicycle and pedestrian facilities on new and improved roadways, as appropriate. ▪ <u>Ordinance</u> – Require bicycle and pedestrian facilities and supportive design in new and renovated developments. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Land Use</u> – Encourage shorter block lengths and greater roadway connectivity. 	<p style="text-align: center;">Non-Motorized Trip Share (All Trips)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Non-Motorized Trip Share (All Trips) Data</caption> <thead> <tr> <th>Year/Scenario</th> <th>Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>10%</td> </tr> <tr> <td>2040e+c</td> <td>11%</td> </tr> <tr> <td>2035</td> <td>12%</td> </tr> <tr> <td>Good</td> <td>13%</td> </tr> <tr> <td>Better</td> <td>14%</td> </tr> <tr> <td>Best</td> <td>16%</td> </tr> </tbody> </table>	Year/Scenario	Share (%)	2010	10%	2040e+c	11%	2035	12%	Good	13%	Better	14%	Best	16%
Year/Scenario	Share (%)															
2010	10%															
2040e+c	11%															
2035	12%															
Good	13%															
Better	14%															
Best	16%															

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↑ Increase Transit Mode Share (All Trips)

Why Increase Transit Mode Share?	How to Increase Transit Mode Share?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Provide Transportation Alternatives</u> – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ <u>Reduce Congestion</u> – Congestion wastes time, fuel and money. ▪ <u>Reduce Pollution</u> – Triangle Region has difficulty meeting carbon monoxide, ozone, and greenhouse gases standards. Using transit instead of driving a single-occupied-vehicle reduces overall pollution emissions. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase transit capacity and investment. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors that have transit and adjacent to proposed transit station areas. ▪ <u>Design</u> – Encourage the type of scale, building orientation, connections, public spaces, parking, amenities and other design elements that support transit. 	<p style="text-align: center;">Transit Mode Share (All Trips)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Transit Mode Share (All Trips) Data</caption> <thead> <tr> <th>Year/Scenario</th> <th>Transit Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>2.8%</td> </tr> <tr> <td>2040e+c</td> <td>2.2%</td> </tr> <tr> <td>2035</td> <td>2.6%</td> </tr> <tr> <td>Good</td> <td>3.0%</td> </tr> <tr> <td>Better</td> <td>5.0%</td> </tr> <tr> <td>Best</td> <td>7.0%</td> </tr> </tbody> </table>	Year/Scenario	Transit Mode Share (%)	2010	2.8%	2040e+c	2.2%	2035	2.6%	Good	3.0%	Better	5.0%	Best	7.0%
Year/Scenario	Transit Mode Share (%)															
2010	2.8%															
2040e+c	2.2%															
2035	2.6%															
Good	3.0%															
Better	5.0%															
Best	7.0%															

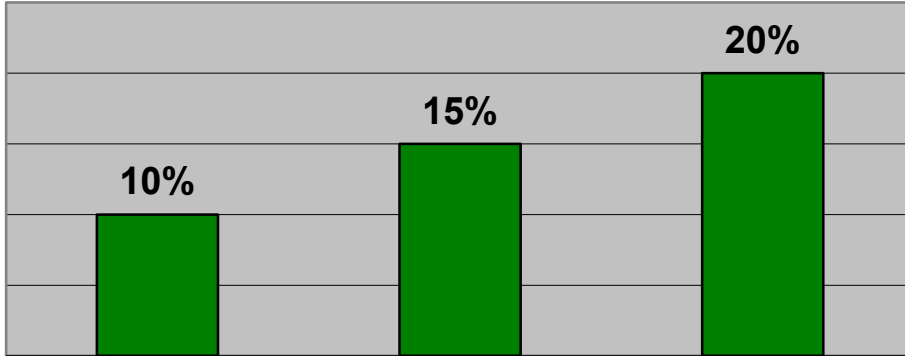
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↑ Increase Percent of EJ Population within One-Quarter Mile of Transit

Why Increase Transit Access?	How to Increase Transit Access?	Trends and Targets														
<ul style="list-style-type: none"> ▪ <u>Provide opportunity</u> – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ <u>Reduce Congestion</u> – Congestion wastes time, fuel and money, and contributes to air pollutants. Transit use can help reduce roadway congestion. ▪ <u>Support Personal Health</u> – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. Transit use has shown to induce bicycling and walking trips. ▪ <u>Reverse Transit Disinvestment</u> – Triangle transit investment lags behind comparable regions. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase transit routes and service levels. ▪ <u>Transportation</u> – Increase transit investment. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors that best support transit. ▪ <u>Design</u> – Encourage transit-supportive scale, building orientation, connections, public spaces, parking, amenities and other design elements along transit corridors and station areas. 	<div style="text-align: center;"> <p>Percent of EJ Pop. Within 1/4 Mile of Transit</p> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>58%</td> </tr> <tr> <td>2040e+c</td> <td>59%</td> </tr> <tr> <td>2035</td> <td>85%</td> </tr> <tr> <td>Good</td> <td>70%</td> </tr> <tr> <td>Better</td> <td>80%</td> </tr> <tr> <td>Best</td> <td>90%</td> </tr> </tbody> </table> </div>	Year/Target	Percent	2010	58%	2040e+c	59%	2035	85%	Good	70%	Better	80%	Best	90%
Year/Target	Percent															
2010	58%															
2040e+c	59%															
2035	85%															
Good	70%															
Better	80%															
Best	90%															

Draft

↓ Reduce Greenhouse Gases (based on community plans)

Why Reduce Greenhouse Gases?	How to Reduce Greenhouse Gases?	Trends and Targets								
<ul style="list-style-type: none"> ▪ <u>Support Environment</u> – Greenhouse gases are causing global warming. An estimated 39% of the greenhouse gases in Durham County are from the vehicle emissions. ▪ <u>Reduce Pollution</u> – Greenhouse gas emissions are accompanied by other pollutants such as carbon monoxide, nitrogen oxides (ozone precursor), and particulate matter that are linked to increased health ailments. 	<ul style="list-style-type: none"> ▪ <u>Local Initiative</u> – Support efforts of Durham greenhouse gas local action plan. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. Study concludes that 10% density increase results in 4.3% emissions reduction in urban areas. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Transportation</u> – Increase investment and ordinance support for bicycle and pedestrian facilities and programs. 	<p style="text-align: center;">Greenhouse Gas Reduction (based on community plans)</p>  <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Reduction Target</th> </tr> </thead> <tbody> <tr> <td>Good</td> <td>10%</td> </tr> <tr> <td>Better</td> <td>15%</td> </tr> <tr> <td>Best</td> <td>20%</td> </tr> </tbody> </table>	Category	Reduction Target	Good	10%	Better	15%	Best	20%
Category	Reduction Target									
Good	10%									
Better	15%									
Best	20%									

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

Socioeconomic Data

Transportation Coordinating Committee
February 22, 2012



Presentation Outline

- Need for SE Data
- Guide Totals and Method
- Community Visualization
- 2040 Maps (dwelling units and employment)
- Receive Comments
- Next Steps (TAC release)



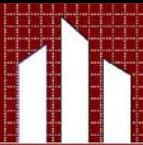
Need for SE Data

What is SE Data?

- Where people live and work
- By Traffic Analysis Zone (TAZ)
- Years: 2010 Base Year, plus 2020, 2030 and 2040 forecasts

Why Collect Data? – Input into the Triangle Regional Model; which is major tool for:

- 2040 Long Range Transportation Plan and Comprehensive Transportation Plan
- Air Quality Conformity
- Regional Transit and Area Plans (e.g., Regional Rail Study and NC 54 Study)
- Project Studies (e.g., Triangle Parkway and East End Connector)



What is “where people live and work”?

Population

- Dwelling units
- Households
- Population
- Students (post secondary)
- On-campus students
- Average income
- Student enrollment

Employment

- Service
- Office
- Industrial
- Retail
- Highway Retail (restaurants)
- Special Generators
 - Universities
 - Hospitals
 - Shopping Centers
 - Airports

... These are input values for the travel demand model (TRM)

DCHC

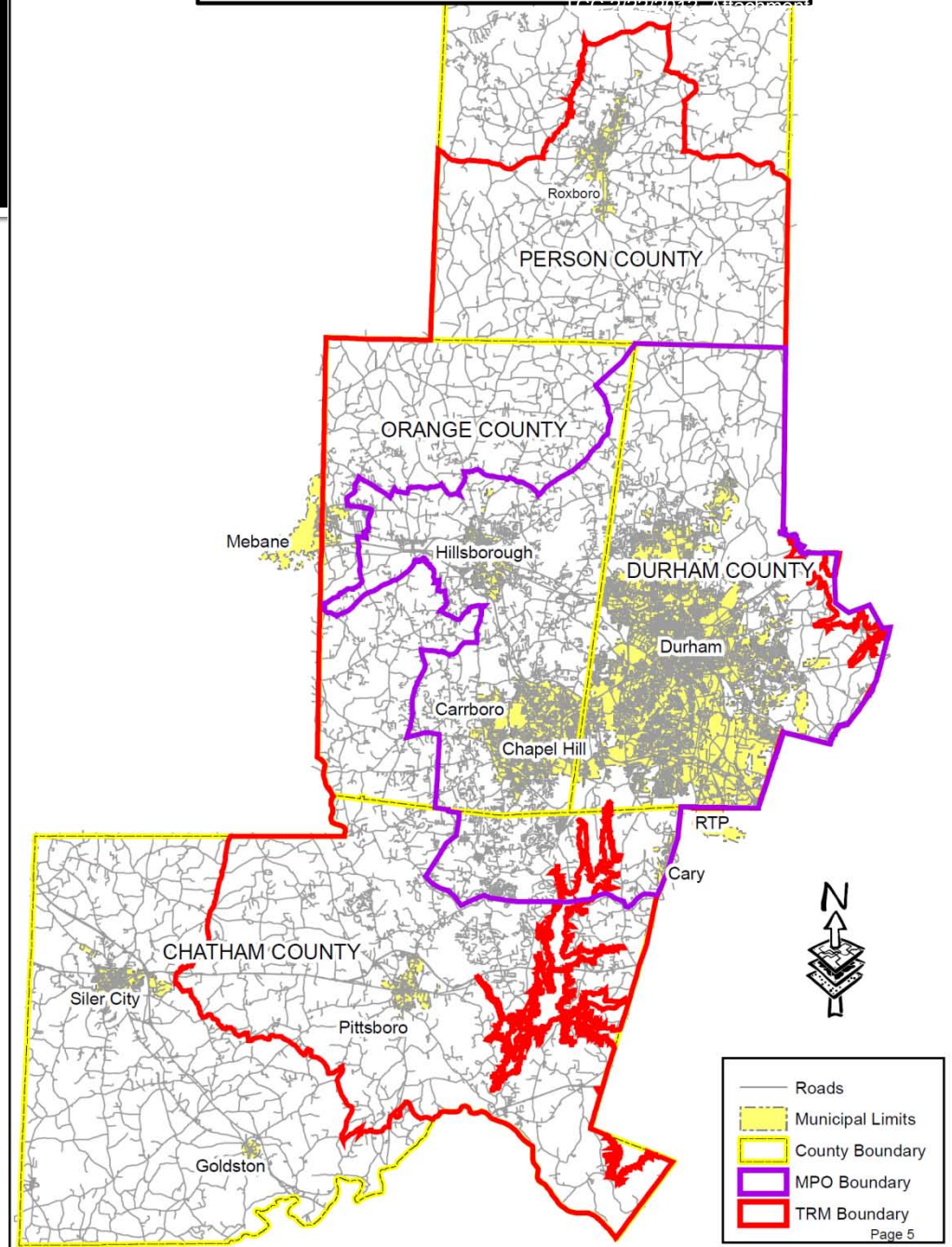


Durham-Chapel Hill-Carrboro

METROPOLITAN
Planning Organization

What is TRM Area?

DCHC MPO, TRM and County Boundaries





Method – 2010 Base Year

Dwelling Units (Population)

- SE Data: 2010 U.S. Census
- Guide Total: 2010 U.S. Census

Employment

- SE Data:
 - Start with InfoUSA data
 - Local planners use Web-based tool to add, delete and adjust.
- Guide Total: Based on N.C. Employment Security Commission (ESC) data and commonly used adjustment factor.



Method – 2040 Forecast – Guide Totals

Dwelling Units (Population)

- Use N.C. Office of State Management and Budget county-level population forecasts up to year 2031.
- Project county-level population to year 2040 based on trend in years 2026-2031.

Employment

- Calculate county-level employment growth from 2010 to 2040 using Woods & Poole Economics forecasts.
- Apply resulting growth factors to county-level Employment Security Commission (ESC) figures.

... Want more details on Guide Totals method?
See “SE Data” at www.dchcmpo.org.



Method – 2040 Forecast – Guide Totals

Population						
--Guide Totals--	2035 LRTP			2040 LRTP		
Jurisdiction	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	242,207	355,639	1.3%	268,925	432,571	1.6%
Orange County	121,992	171,453	1.1%	134,325	197,675	1.3%
Chatham County ⁽¹⁾⁽²⁾	34,067	117,130	4.2%	38,991	71,672	2.0%
Person County ⁽¹⁾	N/A	N/A	N/A	31,845	44,784	1.1%
Total	398,266	644,222	1.6%	474,086	746,702	1.5%

Method – 2040 Forecast – Guide Totals

Employment-2

--Guide Totals--

	2035 LRTP			2040 LRTP		
	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	184,130	285,761	1.5%	194,770	306,637	1.5%
Orange County	68,680	116,669	1.8%	70,491	119,787	1.8%
Chatham County ⁽¹⁾⁽²⁾	8,199	23,863	3.6%	10,011	19,509	2.2%
Person County ⁽¹⁾	N/A	N/A	N/A	8,791	13,093	1.3%
Total	261,009	426,293	1.6%	284,063	459,026	1.6%



Method – 2040 Forecast – CommunityViz

What is CommunityViz

- Land use model software.
- Used in Triangle-wide project called Imagine 2040.
- Participation from all Triangle jurisdictions.

How does CommunityViz Work?

- CommViz Method:
 - Each parcel has suitability value (= how attractive for development)
 - Allocates dwelling units and employment to parcels if:
 - Available for development
 - Can accommodate the growth type (e.g., single family, multi-family, commercial, industrial)

... Want more details on How CommunityViz Works?
See “SE Data” at www.dchcmpo.org.



Method – 2040 Forecast – CommunityViz

What CommunityViz Models will be completed?

Baseline

Used as baseline SE Data for deficiency analysis (business-as-usual)

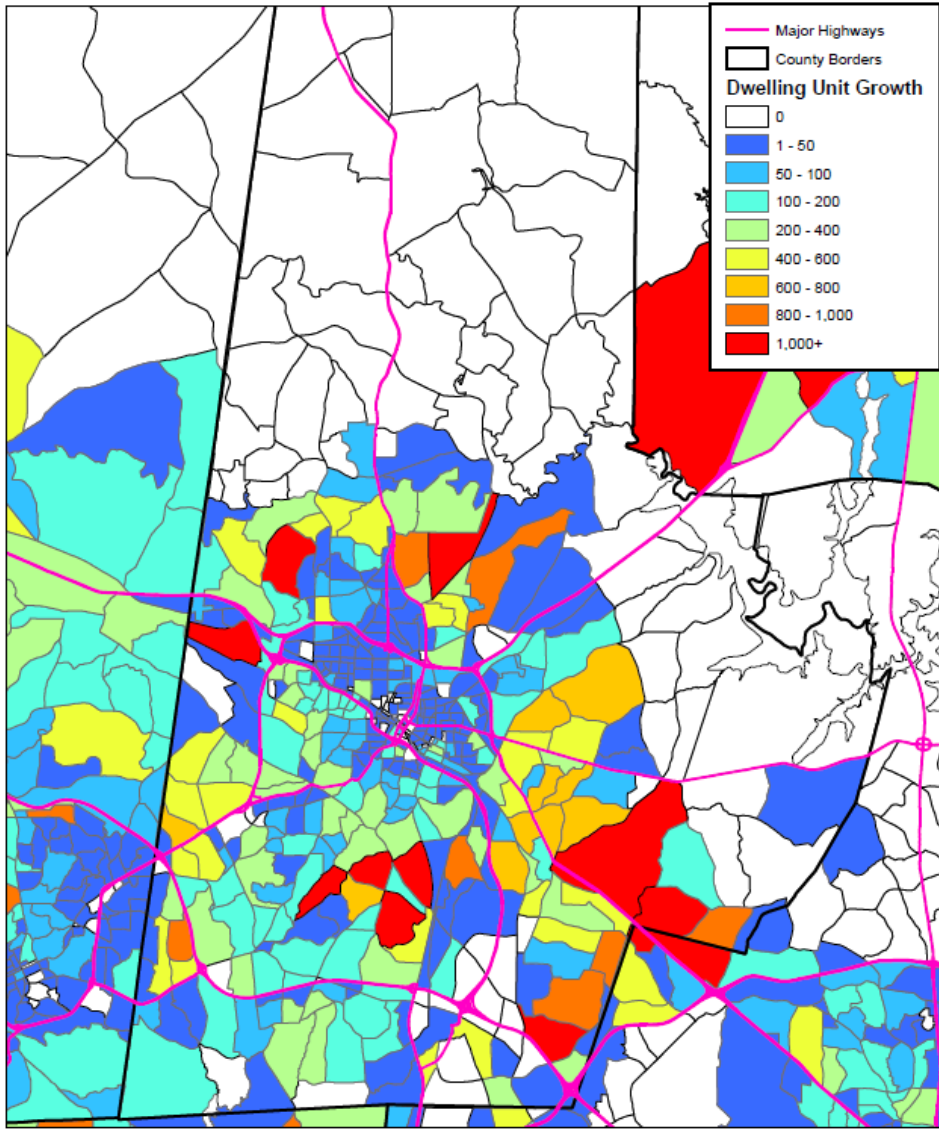
- Trend – Based on local zoning
- Community Plan – Based on local comprehensive plans.

Land Use Scenarios

Used with transportation Alternatives in 2040 LRTP (visions of alternative future)

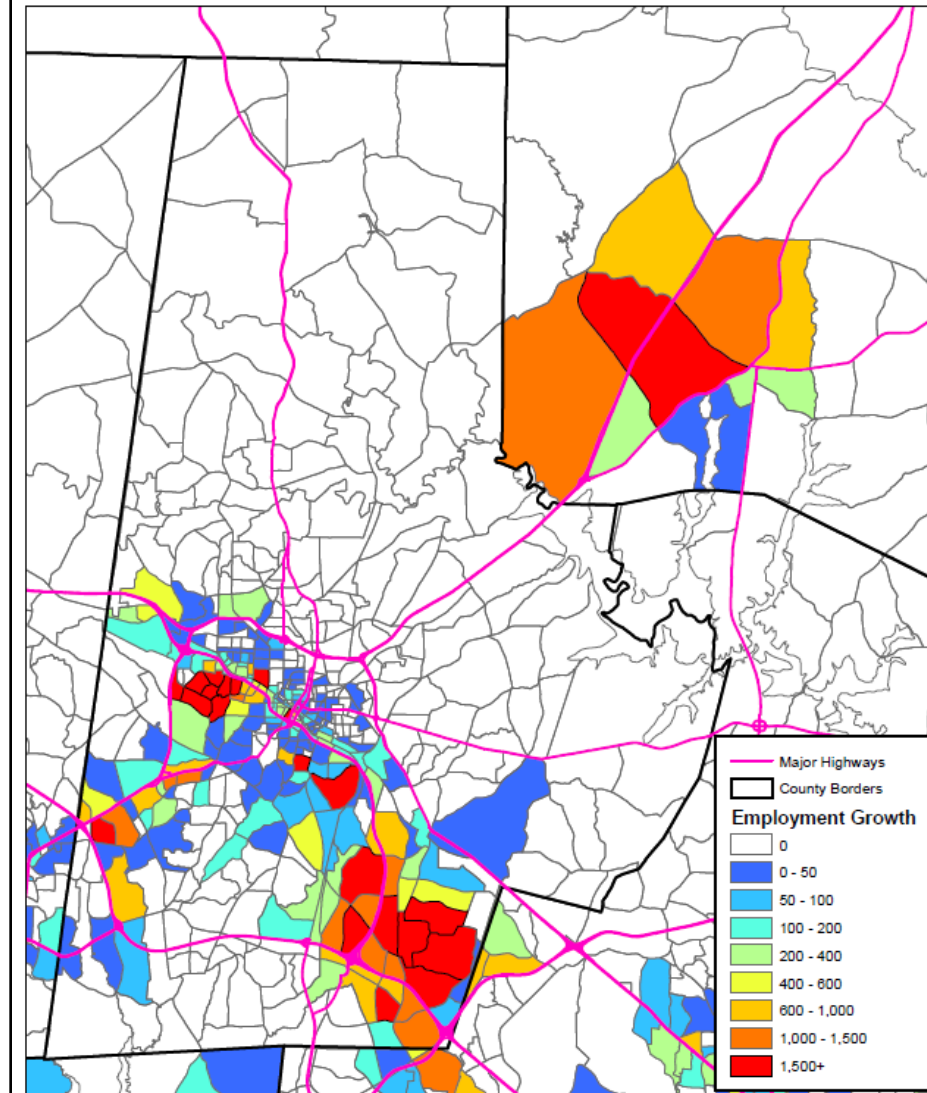
- Transit – Accommodate regional rail transit
- Development Nodes – Urban and suburban centers.

Durham County Trend -- Dwelling Unit Growth 2010-2040



Trend -- Draft Results

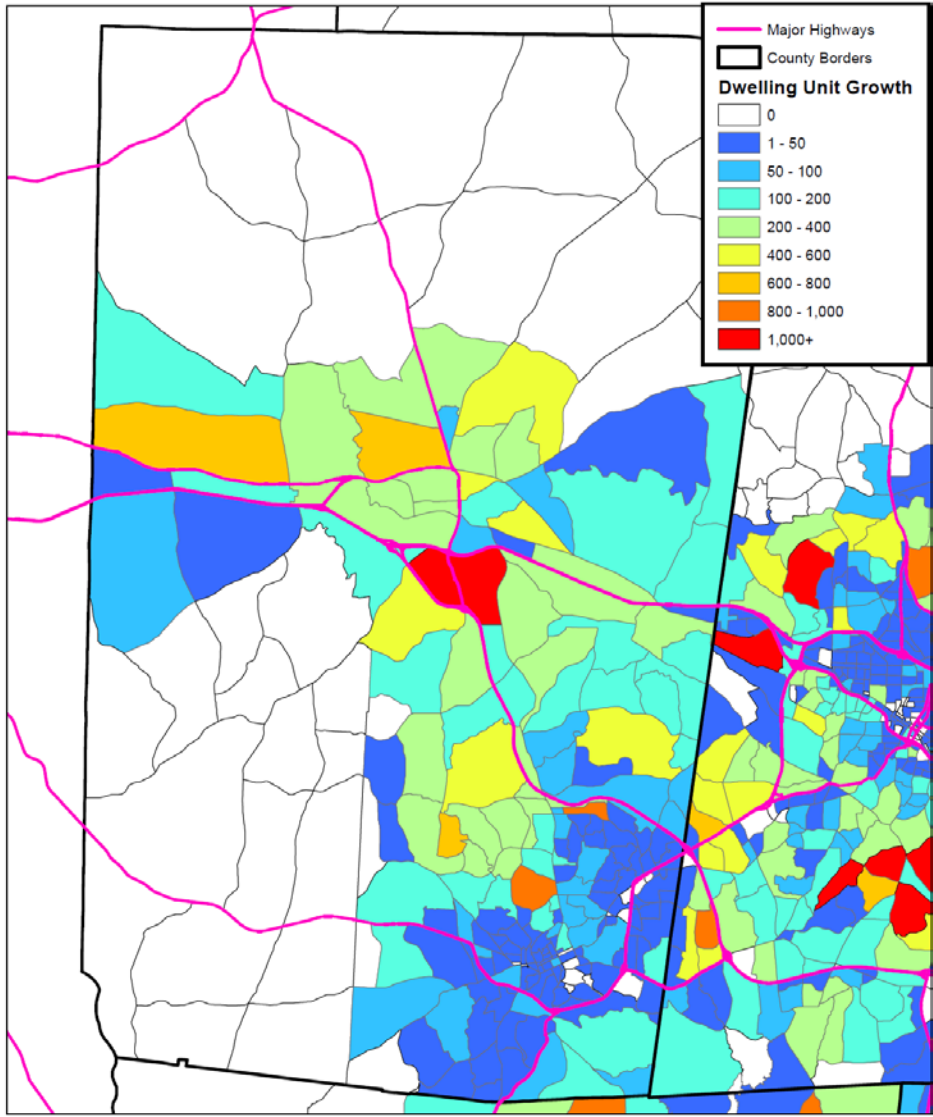
Durham County Trend -- Employment Growth 2010-2040



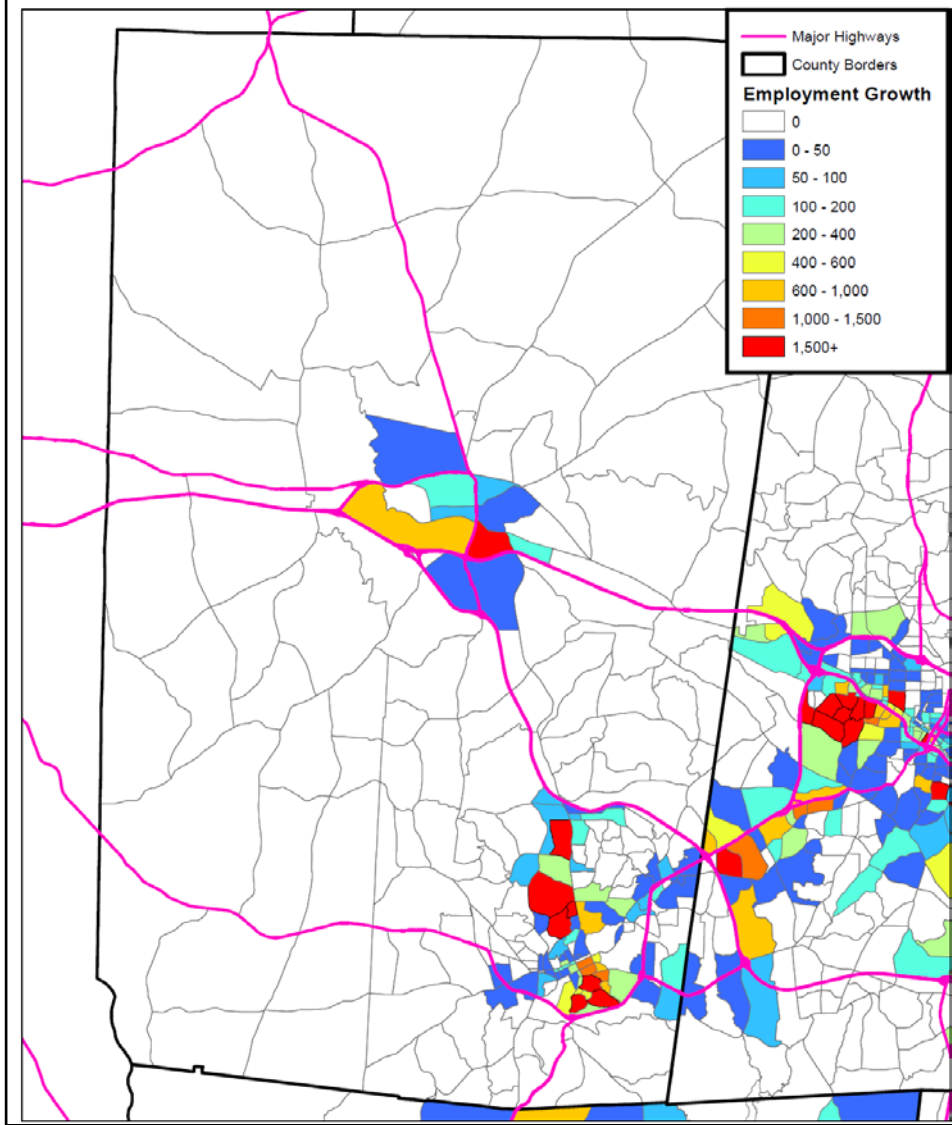
... For Central Durham close up map,
See "SE Data" at www.dchcmpo.org.

Trend -- Draft Results

Orange County
Trend -- Dwelling Unit Growth 2010-2040



Orange County
Trend -- Employment Growth 2010-2040



SE Data Release for Public Comment

Two 2040 Forecasts

- Trend scenario
- Community Plan scenario

Contents

- Background information on 2040 LRTP and CTP, and importance of SE Data.
- Maps and Tables:
 - dwelling units and employment by county and municipality
 - 2010, 2010 to 2040 growth and 2040

Public Input

- Workshops (with Goals & Objectives): Durham, Chapel Hill, Hillsborough and Pittsboro.
- Public Hearing
- Newsletter

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 22, 2012

Subject: **MTIP Amendment #2 – Chapel Hill STPDA Request, STIP Adjustments**

The FY 2012-2018 MTIP Amendment #2 is needed to match several recent updates to the STIP. In addition, as part of this action, we are recommending an update to the STPDA database to move funding for a Chapel Hill STPDA project to another STPDA project.

Chapel Hill STPDA Request

The Town of Chapel Hill has requested that the MPO cancel funding for U-4726IF (Bolin Creek Stairs) and move the \$100,000 to U-4726IG (Morgan Creek Greenway Phase 2). The reasoning is that meeting the federal funding requirements for the small Bolin Creek Stairs project is burdensome and not an efficient use of town resources. The larger Morgan Creek Greenway project will be designed to meet federal requirements. Both projects are programmed in FY 2013. Since they both fall under the U-4726 project and there is no movement between federal fiscal years, a TIP amendment is not necessary. If approved by the TAC, LPA staff will update the STPDA database to reflect a total of \$1,410,000 (federal) programmed for the Morgan Creek Greenway Phase 2 project.

STIP Adjustments

NCDOT has sent LPA staff a number of STIP amendments and administrative modifications that affect the DCHC MPO. Three of the changes are related to statewide projects, and three projects are in Durham County. I-5378 (NC 540 maintenance) is not eligible for funding and will be deleted. I-5307 (I-540 maintenance) is now shown in Durham County. The description of R-5164F (resurfacing in Durham) has been modified to extend the project limits. Details are shown on the tables attached to the resolution.

TCC Recommendation: That the TAC direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

**RESOLUTION TO MODIFY THE
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #2
March 14, 2012**

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 2012-2018 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 September 14, 2011; 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 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #2 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of March, 2012.

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: March 14, 2012

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

Attachment to Resolution for Amendment #2 to DCHC 2012-2018 MTIP

Amendments:

Additions to the MTIP to match the STIP

STATEWIDE

- | | | | |
|---|---------------|---|---|
| 1 | C-5554 | Division of Air Quality School Bus Replacement Program. Replace buses with new buses that meet the new heavy duty diesel truck and bus standards. | Acquisition FFY 12 - \$1,420,000 (CMAQ)
Acquisition FFY 12 - \$ <u>355,000</u> (DAQ)
Total Cost ----- \$1,775,000

(CMAQ/DAQ) |
| 2 | W-5508 | Highway System Data Collection. Traffic Engineering Branch to participate in a three year data collection program. | Implementation FFY 12 - \$ 500,000 (HES)
Implementation FFY 13 - \$ 500,000 (HES)
Implementation FFY 14 - \$ <u>500,000</u> (HES)
Total Cost ----- \$1,500,000 (HES) |

Deletions to the MTIP to match the STIP

DIVISION 5

- | | | | |
|---|---------------|--|--|
| 1 | I-5378 | NC 540, NC 54 TO I-40. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. | <i>DELETE. PROJECT INELIGIBLE FOR IMPM PROGRAM.</i> |
| | DURHAM | | |
| | WAKE | | |

Administrative modifications:

STATEWIDE

- | | | | |
|---|---------------|---|--|
| 1 | U-4500 | Urban Economic Development Program. Add construction funds not previously programmed. | Construction FFY 13 - \$ 5,000,000 (S) |
|---|---------------|---|--|

DIVISION 5

- | | | | |
|----|---------------|--|---|
| 1. | I-5307 | I-540, I-40 in Durham County to NC 50 in Wake County, Durham and Wake Counties. Rehabilitation and shoulder seals. | Modified description to extend project limits to I-40 in Durham County. |
|----|---------------|--|---|

DIVISION 5

- | | | | |
|---|----------------|---|---|
| 1 | R-5164F | US 70 BUSINESS (MAIN ST) / SR 1322 (SWIFT AV), US 70 BUSINESS, FIFTEENTH STREET TO EAST OF BUCHANAN STREET; SR 1322 (SWIFT AVENUE), NC 147 TO US 70 BUSINESS (MAIN STREET). | <i><u>NOTE: CONSTRUCTION REMAINS IN FY 12</u></i> |
| | DURHAM | <i><u>REVISE DESCRIPTION TO EXTEND WESTERN TERMINUS ON US 70 BUSINESS AND ADD SECTION OF SR 1322.</u></i> | |

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: February 22, 2012

SUBJECT: 2012-2013 Unified Planning Work Program (UPWP)

Unified Planning Work Program (UPWP) Development Process

The tentative development schedule for the 2012-13 UPWP is presented below. The work program will contain new initiative for FY2013 and a continuation of the FY2012 initiatives and emphasis areas. The schedule reflects in an earlier shift in the development of the FY12-13 work plan comparative to FY11-12. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process.

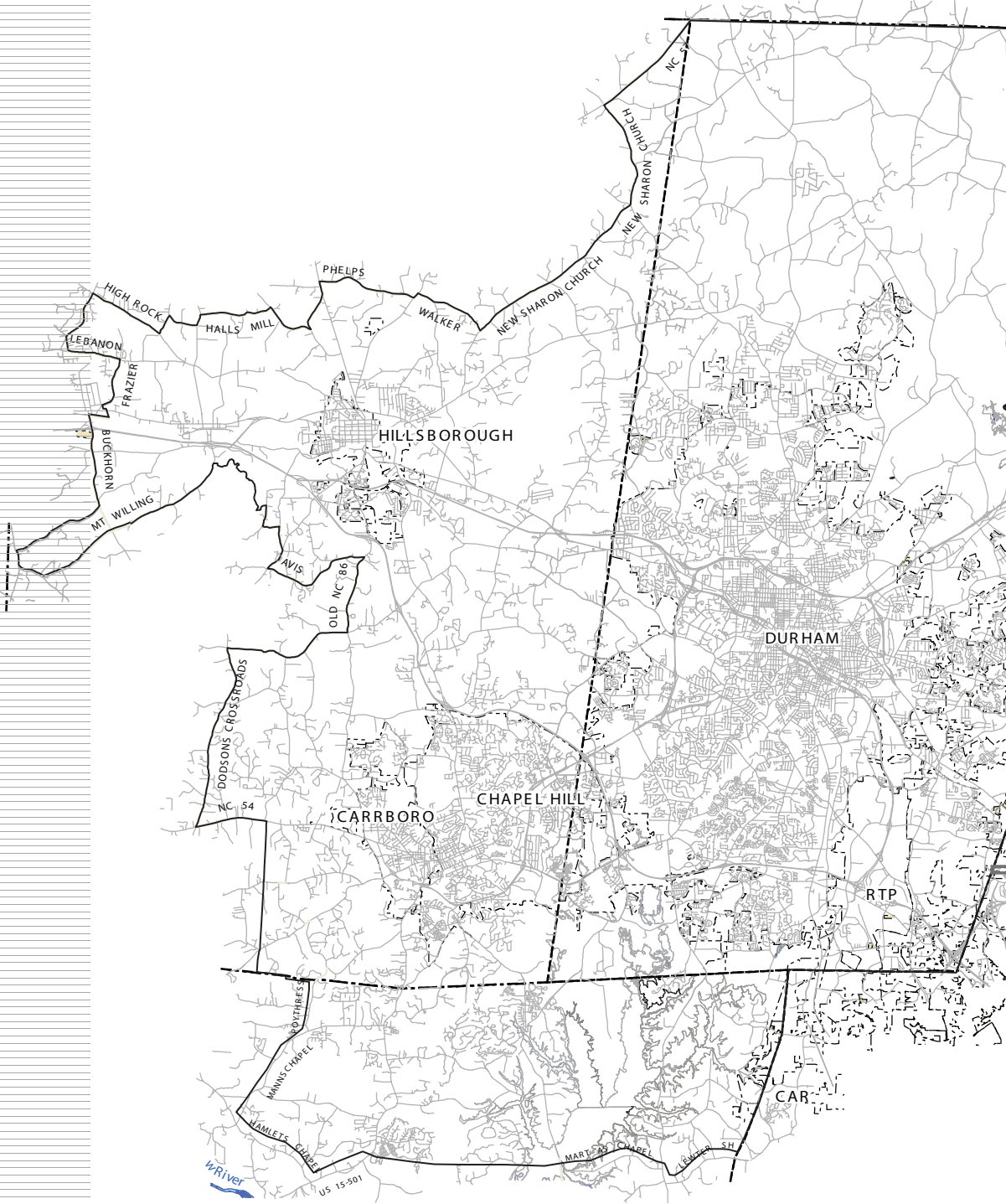
26-Oct-11	TCC receives the schedule for the development of the 2012-2013 UPWP.
31-Oct-11	MPO funding request sent out to member agencies
9-Nov-11	TAC receives schedule for the development of the 2012-2013 UPWP
2-Dec-11	Deadline for funding request to be submitted to MPO by member agencies.
December 2011 - February 2012	Development of Draft 2012-2013 UPWP and coordinating with local agencies continues.
22-Feb-12	TCC receives Draft 2012-2013 UPWP.
14-Mar-12	TAC receives Draft 2012-2013 UPWP
February - March 2012	TCC coordinates with member jurisdictions budget process for local matching funds.
28-Mar-12	TCC recommends Draft 2012-2013 UPWP to be released for Public Comment
11-Apr-12	TAC reviews Final Draft 2012-2013 UPWP, hold public comments hearing
25-Apr-12	TCC considers public comments and recommends that TAC adopt FINAL FY2012-2013 UPWP and self certifies MPO planning process.
9-May-12	TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process
10-May-12	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

DCHC- MPO

TCC 2/22/2012 Attachment 8A

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

FY 2012-13



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

FY 2012-2013 Unified Planning Work Program

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

RESOLUTION

Approving the FY 2012-2013 Unified Planning Work Program

-----, 2012

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 2012-2013.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2012-2013 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 ___ day of _____, 2012

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: _____, 2012

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 2012-2013 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

-----, 2012

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 2012-2013.

**Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the FY 2012-2013 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 ____ day of _____, 2012.

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: _____, 2012

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 2012-2013 (FY 2013)

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 ____ day of ____, 2012

Lydia E. Lavelle, TAC Chair

Clerk/Secretary/Planner

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 2012-13 STP-DA Funds will cover special projects and continuation major emphasis projects. These are summarized as follows:

Special Projects

- Regional Transit Studies New Start Analyses
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)

- Parking survey, inventory and study for the TRM
- Development of the 2040 LRTP
- MPO Freight planning
- MPO Safety and security Plan
- Model data collection
- Community VIZ Update
- Geo-coder Update
- GIS enterprise update
- MPO Congestion Management Plan and process
- Climate Change adaptation and planning

Continuation of Major Projects

- MPO Integrated Land-use/Transportation Model
- Non-Motorized trip model
- GIS Warehouse/Integration and Automation
- MPO-wide Collector Street Plan

FY 2012-13 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 2012-13 is as follows:

Federal (PL funds)	\$	507,387
Local (20% match)	\$	126,847
Total PL Funds	\$	<u>634,234</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 2012-13 UPWP are shown below; including re-obligated or carried over to FY 2013-14:

Federal (STP-DA)	\$	1,373,336
Local (20% match)	\$	343,334
Total	\$	<u>1,716,670</u>

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 and Section 5307 funds 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).

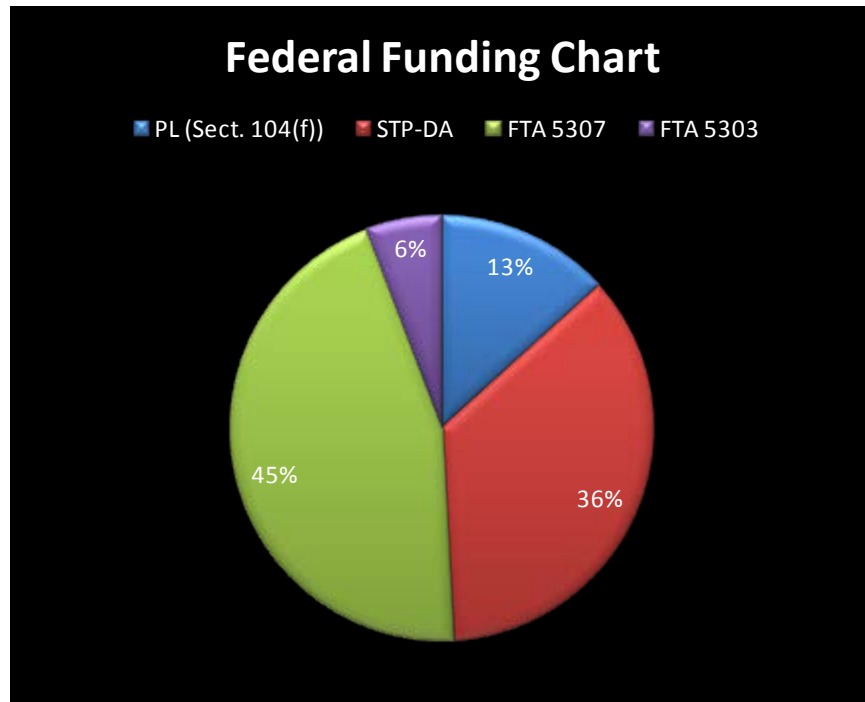
	CHT	DATA	TTA	MPO Total
Federal	\$107,596	\$111,988	\$0	\$219,584
State	\$13,450	\$13,999	\$0	\$27,449
Local	\$13,450	\$13,999	\$0	\$27,449
Total Sect. 5303	\$134,496	\$139,986	\$0	\$274,482

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	\$360,000	\$509,724	\$855,000	\$1,724,724
State	\$45,000	\$63,716	\$106,875	\$215,591
Local	\$45,000	\$63,716	\$106,875	\$215,591
Total Sect. 5307	\$450,000	\$637,156	\$1,068,750	\$2,155,906

DCHC MPO UPWP FY 2012-2013 SUMMARY Funding Sources

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$507,387	\$0	\$126,847	\$634,234
STP-DA	\$1,373,336	\$0	\$343,334	\$1,716,670
FTA 5307	\$1,724,724	\$215,591	\$215,591	\$2,155,906
FTA 5303	\$219,584	\$27,449	\$27,449	\$274,482
Totals	\$3,825,031	\$243,040	\$713,221	\$4,781,292



Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2011-12) 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 2011-12 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 conducted 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. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO TELUDE, Community VIZ integration, MPO Twitter account, Preparation of CMAQ applications, MPO Collector Street Plan, etc. Significant progress was made during the 2010-11 fiscal year.
11. Certification Review: USDOT conducted Certification Review of the DCHCMPO. The MPO received several commendations and one corrective action; evaluation of the effectiveness of the MPO Involvement, including addressing how Civil Rights public outreach. The MPO is working on addressing the corrective action.
12. Carrboro Main Street Study and Road Diet: Consulting firm of Martin-Alexio-Bryson selected to undertake this study. Data collection and analysis effort was completed and work continued on the evaluation of road diet.
13. Hillsborough Downtown Study: Data collection and analysis task was completed. Kimley Horn & Associates was selected for this study. Work began on the evaluation of traffic circulation and congestion
14. Alston Avenue Widening & East-End Connector: The LPA worked on the project planning and NEPA for the Alston Avenue and the East End Connector projects. The LPA continued work in helping NCDOT in the public involvement and outreach for the East-End Connector planning and environmental (NEPA) study.
15. Other Project Development Planning and NEPA: the LPA continued to participate on several on-going 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

16. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This included linkages of ITP to travel model.
17. Farrington/Stagecoach Road study has been completed. Public involvement and recommendations are anticipated to be folded into the Comprehensive Transportation Plan (CTP).
18. The MPO Collector Street Plan (CSP) development is being done in parallel with the Comprehensive Transportation Plan. The MPO continued work on the refinement of the draft Collector Street Plan. The public involvement and adoption of the CSP will be streamlined with the CTP.
- 19.

2012-2013 Proposed Work Program (Work Plan)

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

FY 2013 Transportation Planning Work Plan and Unified Planning Work Program (UPWP) Emphasis Transportation Planning Projects/Products	
1	2040 LRTP
2	CTP
3	Development of the MPO CMP
4	Maintenance and update of ITS-SDP
5	Maintenance and update of the IDAS and Dynasmart
6	MPO Data collection and Surveillance of Change
7	TRM Modeling improvements, calibration and validation
9	Environmental Justice Plan for the DCHC MPO
10	MPO Safety and Security Plan/Integration
11	Freight Plan and integration of freight (urban Goods Movement planning
12	MPO Climate Change Plan/ integration of climate change and Greenhouse gas emission into MPO Planning

13	Bicycle friendly designation for Durham (and Chapel Hill?)
14	Spatial mapping and analysis of bike and pedestrian access to schools - sidewalks/bike access
15	Rail Traffic separation Study
16	Purpose and Need Statements/Indirect & Cumulative Impacts (ICI)
17	Bicycle map for Durham
18	TDM Plan update
19	MPO Policy /Process document - CAMPO organization Study - Charlotte study
20	MPO expansion, MAB expansion - ground for post 2010 analysis
21	Regional transit planning and local revenue option

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

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

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**Durham-Chapel Hill-Carrboro Urban Area
 FY 2012-2013 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

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			Section 5309 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$331,263	\$1,325,051	\$102,861	\$411,445	\$13,999	\$13,999	\$111,988	\$63,716	\$63,716	\$509,724	\$0	\$0	\$0	\$511,838	\$77,714	\$2,358,208	\$2,947,760
Carrboro	\$0	\$0	\$6,635	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,635	\$0	\$26,538	\$33,173
Chapel Hill/CHT	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$45,000	\$45,000	\$360,000	\$0	\$0	\$0	\$75,801	\$58,450	\$537,000	\$671,250
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$12,071	\$48,285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,071	\$0	\$48,285	\$60,356
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$1,068,750
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$343,334	\$1,373,336	\$126,847	\$507,387	\$27,449	\$27,449	\$219,584	\$215,591	\$215,591	\$1,724,724	\$0	\$0	\$0	\$713,220	\$243,039	\$3,825,031	\$4,781,289

Footnote: All program of activities have been developed with the knowledge that there is no approved Federal Indirect Cost Plan in place at this time of the approval of the FY2013 work program.

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Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

TCC 2/22/2012 Attachment 8A

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary					
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total		
II A	Surveillance of Change																		
	1 Traffic Volume Counts	0	0	13,130	52,520	746	2,984	0	0	0	0	0	0	0	0	13,876	-	55,504	69,380
	2 Vehicle Miles of Travel	0	0	1,600	6,400	1,000	4,000	100	100	800	0	0	0	0	0	2,700	100	11,200	14,000
	3 Street System Changes	0	0	1,000	4,000	1,000	4,000	0	0	0	0	0	0	0	0	2,000	-	8,000	10,000
	4 Traffic Accidents	0	0	800	3,200	72	288	0	0	0	0	0	0	0	0	872	-	3,488	4,360
	5 Transit System Data	0	0	800	3,200	0	0	200	200	1,600	10,625	10,625	85,000	11,625	10,825	89,800	-	112,250	112,250
	6 Dwelling Unit, Pop. & Emp. Change	0	0	4,400	17,600	7,150	28,600	8,572	8,572	68,575	1,120	1,120	8,958	21,242	9,692	123,733	-	154,666	154,666
	7 Air Travel	0	0	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	-	2,000	2,000
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	9 Travel Time Studies	0	0	5,740	22,960	0	0	200	200	1,600	0	0	0	5,940	200	24,560	-	30,700	30,700
	10 Mapping	0	0	2,400	9,600	9,674	38,696	3,000	3,000	24,000	0	0	0	15,074	3,000	72,296	-	90,370	90,370
	11 Central Area Parking Inventory	0	0	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	-	2,440	2,440
	12 Bike & Ped. Facilities Inventory	0	0	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	-	9,180	9,180
	13 Bike & Ped. Counts	0	0	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	-	21,194	21,194
II-B	Long Range Transp. Plan																		
	1 Collection of Base Year Data	0	0	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	-	1,600	1,600
	2 Collection of Network Data	0	0	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	-	3,240	3,240
	3 Travel Model Updates	0	0	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	-	430,696	430,696
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	5 Forecast of Data to Horizon year	0	0	2,680	10,720	0	0	0	0	0	0	0	0	2,680	-	10,720	-	13,400	13,400
	6 Community Goals & Objectives	0	0	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	-	4,720	4,720
	7 Forecast of Future Travel Patterns	0	0	3,000	12,000	6,800	27,200	0	0	0	0	0	0	9,800	-	39,200	-	49,000	49,000
	8 Capacity Deficiency Analysis	0	0	6,000	24,000	15,000	60,000	1,000	1,000	8,000	0	0	0	22,000	1,000	92,000	-	115,000	115,000
	9 Highway Element of th L RTP	0	0	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	-	12,730	12,730
	10 Transit Element of the L RTP	0	0	1,000	4,000	1,546	6,184	400	400	3,200	3,188	3,188	25,500	6,134	3,588	38,884	-	48,605	48,605
	11 Bicycle & Ped. Element of the L RTP	0	0	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	-	68,540	68,540
	12 Airport/Air Travel Element of L RTP	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	-	2,000	2,000
	13 Collector Street Element of L RTP	0	0	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	-	12,540	12,540
	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	-	6,000	6,000
	16 Financial Planning	0	0	0	0	2,200	8,800	500	500	4,000	4,540	4,540	36,320	7,240	5,040	49,120	-	61,400	61,400
	17 Congestion Management Strategies	0	0	56,000	224,000	890	3,560	500	500	4,000	0	0	0	57,390	500	231,560	-	289,450	289,450
	18 Air Qual. Planning/Conformity Anal.	0	0	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	-	26,890	26,890
II-C	Short Range Transit Planning																		
	Short Range Transit Planning	0	0	0	0	254	1,016	1,000	1,000	8,000	44,688	44,688	357,500	45,942	45,688	366,516	-	458,145	458,145
III-A	Planning Work Program																		
	Planning Work Program	0	0	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	-	73,120	73,120
III-B	Transp. Improvement Plan																		
	TIP	0	0	2,400	9,600	14,582	58,328	0	0	0	500	500	4,000	17,482	500	71,928	-	89,910	89,910
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
	1 Title VI	0	0	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	-	38,740	38,740
	2 Environmental Justice	0	0	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	-	16,640	16,640
	3 Minority Business Enterprise	0	0	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	-	4,500	4,500
	4 Planning for the Elderly & Disabled	0	0	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	-	14,360	14,360
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	-	15,000	15,000
	6 Public Involvement	0	0	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	-	90,380	90,380
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
III-D	Incidental Plng./Project Dev.																		
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	-	425,000	425,000
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	-	67,040	67,040
	3 Special Studies	0	0	61,000	244,000	486	1,944	0	0	0	6,000	6,000	48,000	67,486	6,000	293,944	-	367,431	367,431
	4 Regional or Statewide Planning	0	0	16,471	65,885	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	27,771	8,300	144,285	-	180,356	180,356
III-E	Management & Operations																		
	1 Management & Operations	0	0	49,277	197,107	24,872	99,486	8,527	8,527	68,213	81,831	81,831	654,646	164,506	90,357	1,019,453	-	1,274,316	1,274,316
	Totals	\$0	\$0	\$343,334	\$1,373,336	\$126,847	\$507,386	\$27,448	\$27,448	\$219,585	\$215,591	\$215,591	\$1,724,724	\$713,219	\$243,039	\$3,825,031	-	\$4,781,289	\$4,781,289

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

Composite Agency Tables -PL & STPDA Funding ONLY.

	Task Description	Chapel Hill			Carrboro			TJCOG			Durham			MPO		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II-A	Surveillance of Change															
	1 Traffic Volume Counts	\$600	\$2,400	\$3,000	\$146	\$584	\$730	\$0	\$0	\$0	\$13,130	\$52,520	\$65,650	\$13,876	\$55,504	\$69,380
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$10,400	\$13,000	\$2,600	\$10,400	\$13,000
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$2,000	\$8,000	\$10,000
	4 Traffic Accidents	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$872	\$3,488	\$4,360
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$800	\$3,200	\$4,000
	6 Dwelling Unit, Pop. & Emp. Change	\$400	\$1,600	\$2,000	\$102	\$408	\$510	\$0	\$0	\$0	\$11,048	\$44,192	\$55,240	\$11,550	\$46,200	\$57,750
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$5,740	\$22,960	\$28,700	\$5,740	\$22,960	\$28,700
	10 Mapping	\$2,000	\$8,000	\$10,000	\$418	\$1,672	\$2,090	\$0	\$0	\$0	\$9,656	\$38,624	\$48,280	\$12,074	\$48,296	\$60,370
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$88	\$352	\$440	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$488	\$1,952	\$2,440
	12 Bike & Ped. Facilities Inventory	\$600	\$2,400	\$3,000	\$36	\$144	\$180	\$0	\$0	\$0	\$1,200	\$4,800	\$6,000	\$1,836	\$7,344	\$9,180
	13 Bike & Ped. Counts	\$551	\$2,203	\$2,754	\$88	\$352	\$440	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000	\$4,239	\$16,955	\$21,194
II-B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$1,280	\$1,600	\$320	\$1,280	\$1,600
	2 Collection of Network Data	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$576	\$2,304	\$2,880	\$648	\$2,592	\$3,240
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,340	\$253,360	\$316,700	\$63,340	\$253,360	\$316,700
	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	\$2,680	\$10,720	\$13,400	\$2,680	\$10,720	\$13,400
	6 Community Goals & Objectives	\$0	\$0	\$0	\$144	\$576	\$720	\$0	\$0	\$0	\$3,200	\$12,800	\$16,000	\$944	\$3,776	\$4,720
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$39,200	\$49,000	\$9,800	\$39,200	\$49,000
	8 Capacity Deficiency Analysis	\$2,000	\$8,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$76,000	\$95,000	\$21,000	\$84,000	\$105,000
	9 Highway Element of th L RTP	\$400	\$1,600	\$2,000	\$146	\$584	\$730	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$2,546	\$10,184	\$12,730
	10 Transit Element of the L RTP	\$400	\$1,600	\$2,000	\$146	\$584	\$730	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$2,546	\$10,184	\$12,730
	11 Bicycle & Ped. Element of the L RTP	\$400	\$1,600	\$2,000	\$108	\$432	\$540	\$0	\$0	\$0	\$12,800	\$51,200	\$64,000	\$13,308	\$53,232	\$66,540
	12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
	13 Collector Street Element of L RTP	\$200	\$800	\$1,000	\$108	\$432	\$540	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$2,308	\$9,232	\$11,540
	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 Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$4,800	\$6,000	\$1,200	\$4,800	\$6,000
	16 Financial Planning	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$7,200	\$9,000	\$2,200	\$8,800	\$11,000
	17 Congestion Management Strategies	\$600	\$2,400	\$3,000	\$290	\$1,160	\$1,450	\$0	\$0	\$0	\$56,000	\$224,000	\$280,000	\$56,890	\$227,560	\$284,450
	18 Air Qual. Planning/Conformity Anal.	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,978	\$19,912	\$24,890	\$5,378	\$21,512	\$26,890
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$254	\$1,016	\$1,270	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$1,016	\$1,270
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$2,000	\$324	\$1,296	\$1,620	\$0	\$0	\$0	\$12,900	\$51,600	\$64,500	\$13,624	\$54,496	\$68,120
III-B	Transp. Improvement Plan															
	TIP	\$400	\$1,600	\$2,000	\$582	\$2,328	\$2,910	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000	\$16,982	\$67,928	\$84,910
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$36	\$144	\$180	\$0	\$0	\$0	\$6,712	\$26,848	\$33,560	\$6,748	\$26,992	\$33,740
	2 Environmental Justice	\$0	\$0	\$0	\$108	\$432	\$540	\$0	\$0	\$0	\$3,220	\$12,880	\$16,100	\$3,328	\$13,312	\$16,640
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$800	\$3,200	\$4,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$872	\$3,488	\$4,360
	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	\$402	\$1,608	\$2,010	\$0	\$0	\$0	\$16,674	\$66,696	\$83,370	\$17,076	\$68,304	\$85,380
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$600	\$2,400	\$3,000	\$108	\$432	\$540	\$0	\$0	\$0	\$12,700	\$50,800	\$63,500	\$13,408	\$53,632	\$67,040
	3 Special Studies	\$0	\$0	\$0	\$486	\$1,944	\$2,431	\$5,000	\$20,000	\$25,000	\$56,000	\$224,000	\$280,000	\$61,486	\$245,944	\$307,431
	4 Regional or Statewide Planning	\$3,000	\$12,000	\$15,000	\$0	\$0	\$0	\$7,071	\$28,285	\$35,356	\$9,400	\$37,600	\$47,000	\$19,471	\$77,885	\$97,356
III-E	Management & Operations															
	1 Management & Operations	\$4,000	\$16,000	\$20,000	\$2,298	\$9,194	\$11,492	\$0	\$0	\$0	\$67,850	\$271,400	\$339,250	\$74,148	\$296,594	\$370,742
	Totals	\$17,351	\$69,403	\$86,754	\$6,635	\$26,538	\$33,173	\$12,071	\$48,285	\$60,356	\$434,124	\$1,736,496	\$2,170,620	\$470,181	\$1,880,722	\$2,350,903

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

FHWA Planning Funds
MPO PL & STP-DA Total

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	13,130	52,520	65,650	746	2,984	3,730	13,876	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	8,000	1,000	4,000	5,000	2,600	10,400	13,000
3	Street System Changes	1,000	4,000	5,000	1,000	4,000	5,000	2,000	8,000	10,000
4	Traffic Accidents	800	3,200	4,000	72	288	360	872	3,488	4,360
5	Transit System Data	800	3,200	4,000	0	0	0	800	3,200	4,000
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	22,000	7,150	28,600	35,750	11,550	46,200	57,750
7	Air Travel	400	1,600	2,000	0	0	0	400	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	5,740	22,960	28,700	0	0	0	5,740	22,960	28,700
10	Mapping	2,400	9,600	12,000	9,674	38,696	48,370	12,074	48,296	60,370
11	Central Area Parking Inventory	0	0	0	488	1,952	2,440	488	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	6,000	636	2,544	3,180	1,836	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	18,000	639	2,555	3,194	4,239	16,955	21,194
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	320	1,280	1,600	0	0	0	320	1,280	1,600
2	Collection of Network Data	576	2,304	2,880	72	288	360	648	2,592	3,240
3	Travel Model Updates	63,340	253,360	316,700	0	0	0	63,340	253,360	316,700
4	Travel Surveys	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	2,680	10,720	13,400	0	0	0	2,680	10,720	13,400
6	Community Goals & Objectives	400	1,600	2,000	544	2,176	2,720	944	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	15,000	6,800	27,200	34,000	9,800	39,200	49,000
8	Capacity Deficiency Analysis	6,000	24,000	30,000	15,000	60,000	75,000	21,000	84,000	105,000
9	Highway Element of the LRTP	1,000	4,000	5,000	1,546	6,184	7,730	2,546	10,184	12,730
10	Transit Element of the LRTP	1,000	4,000	5,000	1,546	6,184	7,730	2,546	10,184	12,730
11	Bicycle & Ped. Element of the LRTP	12,400	49,600	62,000	908	3,632	4,540	13,308	53,232	66,540
12	Airport/Air Travel Element of LRTP	0	0	0	400	1,600	2,000	400	1,600	2,000
13	Collector Street Element of LRTP	1,000	4,000	5,000	1,308	5,232	6,540	2,308	9,232	11,540
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	400	1,600	2,000	800	3,200	4,000	1,200	4,800	6,000
16	Financial Planning	0	0	0	2,200	8,800	11,000	2,200	8,800	11,000
17	Congestion Management Strategies	56,000	224,000	280,000	890	3,560	4,450	56,890	227,560	284,450
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	8,000	3,778	15,112	18,890	5,378	21,512	26,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	0	0	0	254	1,016	1,270	254	1,016	1,270
III-A	Planning Work Program									
	Planning Work Program	2,000	8,000	10,000	11,624	46,496	58,120	13,624	54,496	68,120
III-B	Transp. Improvement Plan									
	TIP	2,400	9,600	12,000	14,582	58,328	72,910	16,982	67,928	84,910
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	1,800	7,200	9,000	4,948	19,792	24,740	6,748	26,992	33,740
2	Environmental Justice	800	3,200	4,000	2,528	10,112	12,640	3,328	13,312	16,640
3	Minority Business Enterprise	800	3,200	4,000	0	0	0	800	3,200	4,000
4	Planning for the Elderly & Disabled	800	3,200	4,000	72	288	360	872	3,488	4,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
6	Public Involvement	13,400	53,600	67,000	3,676	14,704	18,380	17,076	68,304	85,380
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	49,000	3,608	14,432	18,040	13,408	53,632	67,040
3	Special Studies	61,000	244,000	305,000	486	1,944	2,431	61,486	245,944	307,431
4	Regional or Statewide Planning	16,471	65,885	82,356	3,000	12,000	15,000	19,471	77,885	97,356
III-E	Management & Operations									
1	Management & Operations	49,277	197,107	246,384	24,872	99,486	124,358	74,148	296,594	370,742
	Totals	343,334	1,373,336	1,716,670	126,847	507,386	634,233	470,181	1,880,722	2,350,903

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**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2012-2013 Unified Planning Work Program**

II-A: Surveillance of Change

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

Task II-A-1: Traffic Volume Counts

Perform routine 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 routine 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 route traffic accident data from TEES 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 Process (CMP) and the Mobility Report Card, MPO MTIP ranking and project prioritization, SPOT, Mobility funds and Urban Lop funds prioritization, etc.

Task II-A-5: Transit System Data

Transit system data 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 APC data 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 NTD (Section 15) 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. Continue to review developments to assess impacts to the 2035 LRTP, the SE data for the 2035 LRTP update, land-use model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data

TCC 2/22/2012 Attachment 8A

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2012-2013 Unified Planning Work Program**

records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the GIS enterprise and the Geocoder.

Task II-A-7: Air Travel

The MPO will continue routine collection of 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 continue routine travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMP.

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.

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.

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

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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 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.

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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 2020 2030, 2035 and 2040). 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.

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

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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.

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

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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 Process (CMP) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMP 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.

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

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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

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

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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.

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

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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.

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8		VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory		Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	Land-use Scenario analysis	Approval of the 2040 LRTP for AQ analysis and conformity	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP	Approval of the 2045 LRTP for AQ analysis and conformity

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
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	
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
4.3	2010 Census TAZ Delineation	Collection & development of 2013 networks			
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
4.7		2013 base year model calibration and validation			
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
5.2	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan	on-going implementation of the bike and pedestrian plans

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
5.3			On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.6	Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan		Develop Performance monitoring Plan		Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.		Identification and evaluation of strategies.		Identification and evaluation of strategies.
7.9	Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies
7.10	Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
	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	
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps

DCHC MPO 5-Year Unified Planning Work Program					
July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
	NC 54 Studies	Parking survey/Study	As Needed	As Needed	As needed

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

City of Durham / LPA

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$13,130	\$52,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,130	\$0	\$52,520	\$65,650	
	2 Vehicle Miles of Travel	\$1,600	\$6,400	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$10,400	\$13,000	
	3 Street System Changes	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
	4 Traffic Accidents	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	5 Transit System Data	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	6 Dwelling Unit, Pop. & Emp. Change	\$4,400	\$17,600	\$6,648	\$26,592	\$8,472	\$8,472	\$67,775	\$1,120	\$1,120	\$8,958	\$20,640	\$9,592	\$120,925	\$151,156	
	7 Air Travel	\$400	\$1,600	\$0	\$0	\$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	\$5,740	\$22,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,740	\$0	\$22,960	\$28,700	
	10 Mapping	\$2,400	\$9,600	\$7,256	\$29,024	\$0	\$0	\$0	\$0	\$0	\$0	\$9,656	\$0	\$38,624	\$48,280	
	11 Central Area Parking Inventory	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	12 Bike & Ped. Facilities Inventory	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
	13 Bike & Ped. Counts	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$14,400	\$18,000	
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$320	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$1,280	\$1,600	
	2 Collection of Network Data	\$576	\$2,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576	\$0	\$2,304	\$2,880	
	3 Travel Model Updates	\$63,340	\$253,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,340	\$0	\$253,360	\$316,700	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Forecast of Data to Horizon year	\$2,680	\$10,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,680	\$0	\$10,720	\$13,400	
	6 Community Goals & Objectives	\$400	\$1,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	7 Forecast of Future Travel Patterns	\$3,000	\$12,000	\$6,800	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$39,200	\$49,000	
	8 Capacity Deficiency Analysis	\$6,000	\$24,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$76,000	\$95,000	
	9 Highway Element of th LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
	10 Transit Element of the LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
	11 Bicycle & Ped. Element of the LRTP	\$12,400	\$49,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000	
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	13 Collector Street Element of LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
	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	\$400	\$1,600	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
	16 Financial Planning	\$0	\$0	\$1,800	\$7,200	\$0	\$0	\$0	\$4,540	\$4,540	\$36,320	\$6,340	\$4,540	\$43,520	\$54,400	
	17 Congestion Management Strategies	\$56,000	\$224,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000	
	18 Air Qual. Planning/Conformity Anal.	\$1,600	\$6,400	\$3,378	\$13,512	\$0	\$0	\$0	\$0	\$0	\$0	\$4,978	\$0	\$19,912	\$24,890	
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-A	Planning Work Program															
	Planning Work Program	\$2,000	\$8,000	\$10,900	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,900	\$0	\$51,600	\$64,500	
III-B	Transp. Improvement Plan															
	TIP	\$2,400	\$9,600	\$13,600	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$80,000	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$1,800	\$7,200	\$4,912	\$19,648	\$0	\$0	\$0	\$0	\$0	\$0	\$6,712	\$0	\$26,848	\$33,560	
	2 Environmental Justice	\$800	\$3,200	\$2,420	\$9,680	\$0	\$0	\$0	\$0	\$0	\$0	\$3,220	\$0	\$12,880	\$16,100	
	3 Minority Business Enterprise	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	4 Planning for the Elderly & Disabled	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	6 Public Involvement	\$13,400	\$53,600	\$3,274	\$13,096	\$0	\$0	\$0	\$0	\$0	\$0	\$16,674	\$0	\$66,696	\$83,370	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Plng.	\$9,800	\$39,200	\$2,900	\$11,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,700	\$0	\$50,800	\$63,500	
	3 Special Studies	\$56,000	\$224,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$224,000	\$280,000	
	4 Regional or Statewide Planning	\$9,400	\$37,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400	\$0	\$37,600	\$47,000	
III-E	Management & Operations															
	1 Management & Operations	\$49,277	\$197,107	\$18,573	\$74,293	\$5,527	\$5,527	\$44,213	\$58,056	\$58,056	\$464,446	\$131,432	\$63,582	\$780,059	\$975,074	
	Totals	\$331,263	\$1,325,051	\$102,861	\$411,445	\$13,999	\$13,999	\$111,988	\$63,716	\$63,716	\$509,724	\$511,838	\$77,714	\$2,358,208	\$2,947,760	

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$100	\$100	\$800	\$0	\$0	\$0	\$100	\$100	\$800	\$1,000	
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	\$200	\$200	\$1,600	\$3,125	\$3,125	\$25,000	\$3,325	\$3,325	\$26,600	\$33,250	
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$400	\$1,600	\$100	\$100	\$800	\$0	\$0	\$0	\$500	\$100	\$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	\$200	\$200	\$1,600	\$0	\$0	\$0	\$200	\$200	\$1,600	\$2,000	
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	\$551	\$2,203	\$0	\$0	\$0	\$0	\$0	\$0	\$551	\$0	\$2,203	\$2,754	
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$150	\$150	\$1,197	\$0	\$0	\$0	\$150	\$150	\$1,197	\$1,496	
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Capacity Deficiency Analysis	\$0	\$0	\$2,000	\$8,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$3,000	\$1,000	\$16,000	\$20,000	
9	Highway Element of th LRTP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
10	Transit Element of the LRTP	\$0	\$0	\$400	\$1,600	\$400	\$400	\$3,200	\$1,000	\$1,000	\$8,000	\$1,800	\$1,400	\$12,800	\$16,000	
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$0	\$0	\$0	\$600	\$200	\$3,200	\$4,000	
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	\$0	\$0	\$200	\$800	\$100	\$100	\$800	\$0	\$0	\$0	\$300	\$100	\$1,600	\$2,000	
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 Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
16	Financial Planning	\$0	\$0	\$400	\$1,600	\$500	\$500	\$4,000	\$0	\$0	\$0	\$900	\$500	\$5,600	\$7,000	
17	Congestion Management Strategies	\$0	\$0	\$600	\$2,400	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,100	\$500	\$6,400	\$8,000	
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
II-C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,250	\$1,250	\$10,000	\$2,250	\$2,250	\$18,000	\$22,500	
III-A	Planning Work Program															
1	Planning Work Program	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000	
III-B	Transp. Improvement Plan															
1	TIP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000	
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	\$50	\$50	\$400	\$50	\$50	\$400	\$500	
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000	
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$12,000	\$1,500	\$1,500	\$12,000	\$15,000	
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000	
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$48,000	\$6,000	\$6,000	\$48,000	\$60,000	
4	Regional or Statewide Planning	\$0	\$0	\$3,000	\$12,000	\$3,000	\$3,000	\$24,000	\$5,300	\$5,300	\$42,400	\$11,300	\$8,300	\$78,400	\$98,000	
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$4,000	\$16,000	\$3,000	\$3,000	\$24,000	\$23,775	\$23,775	\$190,200	\$30,775	\$26,775	\$230,200	\$287,750	
	Totals	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$45,000	\$45,000	\$360,000	\$75,801	\$58,450	\$537,000	\$671,250	

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2012-2013 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730	
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	\$72	\$288	\$0	\$0	\$0	\$0	\$0	\$0	\$72	\$0	\$288	\$360	
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	\$102	\$408	\$0	\$0	\$0	\$0	\$0	\$0	\$102	\$0	\$408	\$510	
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	\$418	\$1,672	\$0	\$0	\$0	\$0	\$0	\$0	\$418	\$0	\$1,672	\$2,090	
11	Central Area Parking Inventory	\$0	\$0	\$88	\$352	\$0	\$0	\$0	\$0	\$0	\$0	\$88	\$0	\$352	\$440	
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$36	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$144	\$180	
13	Bike & Ped. Counts	\$0	\$0	\$88	\$352	\$0	\$0	\$0	\$0	\$0	\$0	\$88	\$0	\$352	\$440	
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Collection of Network Data	\$0	\$0	\$72	\$288	\$0	\$0	\$0	\$0	\$0	\$0	\$72	\$0	\$288	\$360	
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Community Goals & Objectives	\$0	\$0	\$144	\$576	\$0	\$0	\$0	\$0	\$0	\$0	\$144	\$0	\$576	\$720	
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	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730	
10	Transit Element of the LRTP	\$0	\$0	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730	
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540	
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	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540	
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	\$290	\$1,160	\$0	\$0	\$0	\$0	\$0	\$0	\$290	\$0	\$1,160	\$1,450	
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II-C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$254	\$1,016	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$0	\$1,016	\$1,270	
											\$0	\$0	\$0	\$0	\$0	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$324	\$1,296	\$0	\$0	\$0	\$0	\$0	\$0	\$324	\$0	\$1,296	\$1,620	
											\$0	\$0	\$0	\$0	\$0	
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$582	\$2,328	\$0	\$0	\$0	\$0	\$0	\$0	\$582	\$0	\$2,328	\$2,910	
											\$0	\$0	\$0	\$0	\$0	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$36	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$144	\$180	
2	Environmental Justice	\$0	\$0	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540	
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	\$72	\$288	\$0	\$0	\$0	\$0	\$0	\$0	\$72	\$0	\$288	\$360	
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Public Involvement	\$0	\$0	\$402	\$1,608	\$0	\$0	\$0	\$0	\$0	\$0	\$402	\$0	\$1,608	\$2,010	
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540	
3	Special Studies	\$0	\$0	\$486	\$1,944	\$0	\$0	\$0	\$0	\$0	\$0	\$486	\$0	\$1,944	\$2,431	
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$2,298	\$9,194	\$0	\$0	\$0	\$0	\$0	\$0	\$2,298	\$0	\$9,194	\$11,492	
Totals		\$0	\$0	\$6,635	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,635	\$0	\$26,538	\$33,173	

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2012-2013 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

Triangle J COG

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18	Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
4	Regional or Statewide Planning	\$7,071	\$28,285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,071	\$0	\$28,285	\$35,356
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$12,071	\$48,285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,071	\$0	\$48,285	\$60,356

**Durham-Chapel Hill-Carrboro Urban Area
FY 2012-2013 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TCC 2/22/2012 Attachment 8A

Triangle Transit Authority (TTA)

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary					
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total		
II A	Surveillance of Change												
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$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
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$7,500	\$7,500	\$60,000	\$7,500	\$7,500	\$60,000	\$75,000	\$75,000	\$75,000
	6 Dwelling Unit, Pop. & Emp. Change	\$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
	8 Vehicle Occupancy Rates	\$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
	10 Mapping	\$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
	12 Bike & Ped. Facilities Inventory	\$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
II B	Long Range Transp. Plan												
	1 Collection of Base Year Data	\$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
	3 Travel Model Updates	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	\$112,500	\$112,500
	4 Travel Surveys	\$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
	6 Community Goals & Objectives	\$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
	8 Capacity Deficiency Analysis	\$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
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$2,188	\$2,188	\$17,500	\$2,188	\$2,188	\$17,500	\$21,875	\$21,875	\$21,875
	11 Bicycle & Ped. Element of the LRTP	\$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
	13 Collector Street Element of LRTP	\$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
	15 Freight Movement/Mobility Planning	\$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
	17 Congestion Management Strategies	\$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
II C	Short Range Transit Planning												
	1 Short Range Transit Planning	\$0	\$0	\$0	\$43,438	\$43,438	\$347,500	\$43,438	\$43,438	\$347,500	\$434,375	\$434,375	\$434,375
III-A	Planning Work Program												
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan												
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
	1 Title VI	\$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
	3 Minority Business Enterprise	\$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
	5 Safety/Drug Control Planning	\$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
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.												
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$42,500	\$42,500	\$340,000	\$42,500	\$42,500	\$340,000	\$425,000	\$425,000	\$425,000
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations												
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$106,875	\$106,875	\$855,000	\$1,068,750	\$1,068,750	\$1,068,750

MEMORANDUM

TO: Transportation Committee
DCHC MPO

FROM: Maricia Brown, DCHC MPO Lead Planning Agency

DATE: February 22, 2012

SUBJECT: FFY 2012 Section 5307/5340 Apportionment for Durham NC UZA

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (tma) is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

The DCHC- MPO has received a partial FFY2012 Apportionment and has submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guide way revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Please reference attachment to this agenda item.

Member Organizations

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

February 14, 2012

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2012 Section 5307/5340 (Partial) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2012 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$3,480,216. Distribution of the FFY 2012 5307/5340 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO. The Transit Enhancement and Safety and Security apportionments are also calculated in the table below.

	FFY 2012	Transit	Safety and	Net
	Partial	Enhancement	Security	Available for
	Apportionment	1%	1%	Transit
				Expenditures
Chapel Hill	972,893.00	9,729.00	9,729.00	953,435.00
Durham Area Transit Authority	1,857,405.00	18,574.00	18,574.00	1,820,257.00
Triangle Transit	649,918.00	6,499.00	6,499.00	636,920.00
Totals	3,480,216.00	34,802.00	34,802.00	3,410,612.00

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator's FFY 2012 FTA Section 5307/5340 grant application in accordance with the amounts apportioned.

Page 2 of 2
February 14, 2012

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko (Felix.Nwoko@Durhamnc.gov) or Maricia Brown, (Maricia.brown@Durhamnc.gov).

Sincerely,

Lydia Lavelle, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Stephen Spade, Chapel Hill Transit Administrator
Bill Barlow, NCDOT PTD

RESOLUTION

**TO APPROVE AMENDMENT #3 TO THE FY 2011-2012 UNIFIED PLANNING
WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

March 14, 2012

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

WHEREAS, a comprehensive and continuing transportation planning program must be
carried out cooperatively in order to ensure that funds for transportation planning projects are
effectively allocated to the DCHC MPO; and

WHEREAS, the Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2011-
2012 UPWP as outlined on the attached tables; and

WHEREAS, members of the Transportation Advisory Committee agree that the Unified
Planning Work Program amendment effectively advances transportation planning for 2011-
2012

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan
Planning Organization Transportation Advisory Committee hereby endorses Amendment #3
of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for FY
2011-2012 as described in the attached sheets.

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: March 14, 2012

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

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

TCC 2/22/2012 Attachment 10

**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 After Amend. #2 February 8, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$48,768	\$60,960	\$12,192	\$48,768	\$60,960
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	\$7,064	\$28,256	\$35,320	\$7,064	\$28,256	\$35,320
10	Mapping	\$14,880	\$59,520	\$74,400	\$6,942	\$27,768	\$34,710	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$5,000	\$652	\$2,608	\$3,260	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$10,000	\$40,000	\$50,000	\$760	\$3,040	\$3,800	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$10,712	\$13,390	\$2,678	\$10,712	\$13,390
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	\$396	\$1,584	\$1,980	\$1,516	\$6,064	\$7,580
10	Transit Element of the LRTP	\$1,760	\$7,040	\$8,800	\$64	\$256	\$320	\$1,824	\$7,296	\$9,120
11	Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$64,000	\$1,496	\$5,984	\$7,480	\$14,296	\$57,184	\$71,480
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	\$96	\$384	\$480	\$1,096	\$4,384	\$5,480
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$2,500	\$10,000	\$12,500	\$2,000	\$8,000	\$10,000	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$102,130	\$408,520	\$510,650	\$1,256	\$5,024	\$6,280	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$174,500	\$698,000	\$872,500	\$10,314	\$41,256	\$51,570	\$184,814	\$739,256	\$924,070
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	Totals	\$495,416	\$1,981,665	\$2,477,081	\$114,028	\$456,111	\$570,139	\$609,444	\$2,437,776	\$3,047,220

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

TCC 2/22/2012 Attachment 10

**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 Amend #3 March 14, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0
	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	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	0	0	0	0	0
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0
II-B	Long Range Transp. Plan									
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	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
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0
	9 Highway Element of th L RTP	0	0	0	0	0	0	0	0	0
	10 Transit Element of the L RTP	0	0	0	0	0	0	0	0	0
	11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0
	12 Airport/Air Travel Element of L RTP	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
	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	0	0	0
	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0
II-C	Short Range Transit Planning									
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program									
	Planning Work Program	0	0	0	0	0	0	0	0	0
III-B	Transp. Improvement Plan									
	TIP	0	0	0	0	0	0	0	0	0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	0	0	0	0	0	0
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
	6 Public Involvement	0	0	0	0	0	0	0	0	0
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0
	3 Special Studies	\$7,500	\$30,000	\$37,500	\$0	\$0	\$0	\$7,500	\$30,000	\$37,500
	4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0
III-E	Management & Operations									
	1 Management & Operations	0	0	0	0	0	0	0	0	0
Totals		7,500	30,000	37,500	0	0	0	7,500	30,000	37,500

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

TCC 2/22/2012 Attachment 10

**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 After Amend. #3 March 14, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$48,768	\$60,960	\$12,192	\$48,768	\$60,960
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	\$7,064	\$28,256	\$35,320	\$7,064	\$28,256	\$35,320
10	Mapping	\$14,880	\$59,520	\$74,400	\$6,942	\$27,768	\$34,710	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$5,000	\$652	\$2,608	\$3,260	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$10,000	\$40,000	\$50,000	\$760	\$3,040	\$3,800	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$10,712	\$13,390	\$2,678	\$10,712	\$13,390
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	\$396	\$1,584	\$1,980	\$1,516	\$6,064	\$7,580
10	Transit Element of the LRTP	\$1,760	\$7,040	\$8,800	\$64	\$256	\$320	\$1,824	\$7,296	\$9,120
11	Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$64,000	\$1,496	\$5,984	\$7,480	\$14,296	\$57,184	\$71,480
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	\$96	\$384	\$480	\$1,096	\$4,384	\$5,480
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$2,500	\$10,000	\$12,500	\$2,000	\$8,000	\$10,000	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$102,130	\$408,520	\$510,650	\$1,256	\$5,024	\$6,280	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$182,000	\$728,000	\$910,000	\$10,314	\$41,256	\$51,570	\$192,314	\$769,256	\$961,570
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	Totals	\$502,916	\$2,011,665	\$2,514,581	\$114,028	\$456,111	\$570,139	\$616,944	\$2,467,776	\$3,084,720

Preliminary Draft Proposals for MPO Agencies Contribution to the Lead Planning Agency Non-Federal Match

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the recipient for federal transportation funds in our area. The federal legislation designates funds for planning purposes in addition to highway, transit, and multi-modal construction projects. To receive these funds, a local match of twenty percent (20%) of the total project cost must be provided. Access to federal transportation funding (highway, transit, bike/pedestrian) by the DCHC MPO requires a continuing, comprehensive and cooperative process of transportation planning. As part of this process, the City of Durham, in its capacity as Lead Planning Agency for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), is responsible for fulfilling federal metropolitan transportation planning requirements and regulations.

The City of Durham has been paying the non-federal match for MPO UPWP planning. During the development of the FY 2012 City Budget, the City Manager raised concern about Durham's continued shouldering of the full match for MPO planning. He subsequently directed staff to seek match contributions from our member agencies. Several MPOs in North Carolina are exploring members' contribution to the UPWP non-federal match. About five MPOs (including CAMPO) have a form of local cost-sharing match using population.

Features of the Proposed Cost Sharing Match

- Cost sharing based on population.
- To be implemented in FY 2014.
- Costs to be revised using official April 1, 2010 population figures
- Figures to be updated every 5 years using the official Census data
- MPO agencies to be provided STP-DA fund to perform MPO Unified Planning Work Program (UPWP) activities such as data inventories, GIS mapping, geo-spatial analysis, TIP, UPWP, LRTP, Civil Rights (LEP/Environment Justice), etc.

Proposed match cost sharing based on 2010 population as follows:

<i>Funds</i>	FY 2014 Total (100%)	Non-Fed Match (20%)		
<i>STP-DA</i>	\$725,333	\$145,067		
<i>PL</i>	\$514,306	\$102,861		
Total	\$1,239,639	\$247,928		

No.	Agency	2010 POP*	Share (pop)	Match
1	Durham City*	228,300	0.57	\$141,912
2	Durham County**	39,287	0.10	\$24,421
3	Chapel Hill*	57,233	0.14	\$35,576
4	Carrboro*	19,582	0.05	\$12,172
5	Hillsborough*	6,087	0.02	\$3,784
6	Orange County***	34,202	0.09	\$21,260
7	Chatham County***	14,160	0.04	\$8,802
	Total MPO	398,851	100%	247,928
*	Census Data			
**	Portion of Durham County outside the City of Durham			
***	Portion within the DCHC MPO			

*2010 Census Population. Orange County and Chatham County are estimates of population within the MPO boundary.

Match figures do not include indirect costs borne by the City: Computers maintenance, IT, telephones, office space, other administrative overhead, etc.

Proposed STP-DA Planning Funds Allocation to MPO Agencies

No.	Agency	STP-DA for Planning	FY 2014 PL funds
1	Durham City		
2	Durham County	\$30,000	
3	Chapel Hill*		\$69,404
4	Carrboro*		\$26,538
5	Hillsborough	\$4,578	
6	Orange County	\$25,725	
7	Chatham County	\$10,651	
	Total MPO	\$70,954	

The proposed allocations of STP-DA to MPO agencies were calculated according to the following:

- Chapel Hill and Carrboro continue to receive PL based on their current allocations.
- Hillsborough, Durham County, Orange County, and Chatham County receive STPDA that is proportionate to their populations according to the same ratio as Carrboro's PL allocation is to its population. (\$0.75 per capita)
- Allocation to the City of Durham should be discussed and considered by the TCC.

TCC Action: Recommend TAC endorsement of cost-sharing concept.

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

SPOTID	Old SPOTID (P1.0)	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Scoring Category	Congestion Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Weighted Total Quantitative Points	Total Division Points	Total MPORPO Points	Multimodal Bonus Points	Total Points	Division Concatenated	MPO/RPO Concatenated	County Concatenated	Rank
1013		Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	Mobility-Statewide	100.00	66.53	4.00	9.40	71.97			36.13	85	50	8	66.13	05,,	Capital Area MPO, Durham-Chapel Hill-Carrboro MPO,	Durham,Wake,,	12
10	42714	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	Mobility-Statewide	81.60	44.36	10.00	11.69	53.32			29.43	100	0	0	49.43	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	52
1144		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	Mobility-Statewide	86.20	44.36	38.00	100.00	14.48			46.92	0	0	0	46.92	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	61
997		Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	Mobility-Statewide	77.04	55.44	9.00	10.14	13.10			25.19	85	0	0	42.19	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	90
1143		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	Mobility-Statewide	91.24	44.36	15.00	40.69	83.06			40.63	0	0	0	40.63	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	101
1131		Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	Mobility-Statewide	100.00	44.36	3.00	16.24	63.55			34.34	0	0	0	34.34	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	123
366	43506	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	Mobility-Statewide	84.92	66.53	15.00	5.73	25.20			28.80	0	0	0	28.80	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	153
1036		Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	Mobility-Statewide	68.64	66.53	38.00	7.06	1.44			25.74	0	0	0	25.74	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	169
1014		Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	Mobility-Statewide	66.84	66.53	8.00	0.83	10.06			21.99	0	0	0	21.99	05,,	Capital Area MPO, Durham-Chapel Hill-Carrboro MPO,	Durham,Wake,,	206
7	42689	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	Mobility-Statewide	57.76	77.62	15.00	0.35	2.37			21.12	0	0	0	21.12	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	217
937	46022	Statewide	Mobility	Interchange/Inter section		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Mobility-Statewide	70.20	50.00	12.00	3.77	0.71			21.07	0	0	0	21.07	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	218
6	42688	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	Mobility-Statewide	53.32	33.27	10.00	0.26	1.87			15.23	0	0	0	15.23	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	265
534	46021	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55.	Mobility-Regional	100.00	66.53	12.00	1.88	1.55			24.29	90	100	3	74.79	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	3
533	46020	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	Mobility-Regional	100.00	66.53	0.00	2.28	1.56			23.75	90	100	3	74.25	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	5
650	44274	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	Mobility-Regional	99.92	44.36	18.00	26.40	13.42			27.73	0	100	3	55.73	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	28
532	46019	Regional	Mobility	Capacity	U-5324B	NC054		SR 1118 (Fayetteville Road)	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	Mobility-Regional	87.76	77.62	0.00	6.08	7.24			22.71	0	100	3	50.71	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	31
531	46018	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	Mobility-Regional	74.60	66.53	2.00	2.80	2.68			18.90	0	100	3	46.90	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	41
652	44276	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	Mobility-Regional	65.44	66.53	57.00	7.84	1.60			20.52	0	0	0	20.52	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	143
1011		Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	Mobility-Regional	51.08	66.53	8.00	1.60	0.60			14.21	0	0	0	14.21	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	182
326	43462	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	Mobility-Regional	45.64	66.70	5.00	3.21	2.87			13.34	0	0	0	13.34	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	195
555	44013	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	Mobility-Regional	31.84	66.53	22.00	2.36	29.90			12.64	0	0	0	12.64	08,,	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Chatham...	204
558	44023	Regional	Mobility	Interchange/Inter section			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	Mobility-Regional	15.72	99.80	6.00	13.31	1.94			10.53	0	0	0	10.53	07,,	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Orange...	223
1018		Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	Mobility-Regional	38.96	33.27	12.00	0.52	0.28			10.15	0	0	0	10.15	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	231
637	44255	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	Mobility-Subregional	66.12	66.53	7.00					16.90	0	100	3	59.90	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	36
200	43093	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	Mobility-Subregional	65.48	33.27	21.00					15.81	0	0	0	15.81	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	197
1034		Subregional	Mobility	Capacity		032 SR1146		SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	Mobility-Subregional	48.76	44.36	61.00					15.02	0	0	0	15.02	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham...	206
655	44279	Subregional	Mobility	Interchange/Inter section		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	Mobility-Subregional	50.80	50.00	43.00					14.81	0	0	0	14.81	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange...	211

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

SPOTID	Old SPOTID (P1.0)	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Scoring Category	Congestion Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Weighted Total Quantitative Points	Total Division Points	Total MPO/RPO Points	Multimodal Bonus Points	Total Points	Division Concatenated	MPO/RPO Concatenated	County Concatenated	Rank
647	44269	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	Mobility-Subregional	53.80	33.27	25.00					13.67	0	0	0	13.67	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	221
651	44275	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	Mobility-Subregional	41.40	88.71	0.00					12.72	0	0	0	12.72	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	239
1033		Subregional	Mobility	Capacity		032 SR1118		Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	Mobility-Subregional	34.76	88.71	24.00					12.59	0	0	0	12.59	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	244
654	44278	Subregional	Mobility	Interchange/Inter section		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	Mobility-Subregional	43.44	50.00	9.00					11.64	0	0	0	11.64	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	261
239	43162	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	Mobility-Subregional	35.88	66.53	22.00					11.60	0	0	0	11.60	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	262
487	45383	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	Mobility-Subregional	24.80	33.27	15.00					7.37	0	0	0	7.37	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	334
1056		Subregional	Mobility	Interchange/Inter section		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	Mobility-Subregional	36.08	0.00	0.00					7.22	0	0	0	7.22	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	337
1005		Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	Mobility-Subregional	10.00	88.71	15.00					7.19	0	0	0	7.19	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	338
372	43514	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	Mobility-Subregional	16.00	33.27	46.00					7.16	0	0	0	7.16	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	339
859	45036	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	Mobility-Subregional	0.68	66.53	32.00					5.06	0	0	0	5.06	05,,	Capital Area MPO,Durham-Chapel Hill-Carrboro MPO,	Durham,Wake,,	367
527	44257	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	Modernization-Statewide	91.96	44.36	14.00			0	100	35.03	0	100	3	48.03	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	8
1103		Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	Modernization-Statewide	28.12	88.71	0.00			0	100	31.68	0	0	0	31.68	07,08,	Durham-Chapel Hill-Carrboro MPO,,	Chatham,Orange,,	17
1097		Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	Modernization-Statewide	67.44	33.27	26.00			0	0	12.67	0	0	0	12.67	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	26
961	44333	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Construct wide outside lanes.	Modernization-Regional	30.72	66.53	11.00			25	100	27.49	0	100	3	55.49	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	13
663	44308	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	Modernization-Regional	51.56	55.44	31.00			0	100	24.67	0	0	0	24.67	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	100
666	44311	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	Modernization-Regional	71.12	33.27	45.00			0	100	24.13	0	0	0	24.13	05,07,	Durham-Chapel Hill-Carrboro MPO,,	Durham,Orange,,	103
944	44293	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	Modernization-Regional	46.76	55.44	21.00			0	100	23.93	0	0	0	23.93	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	107
632	44250	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	Modernization-Subregional		88.71				50	100	23.87	100	50	0	73.87	08,,	Durham-Chapel Hill-Carrboro MPO,,	Chatham,,	3
945	44301	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	Modernization-Subregional		55.44				75	100	23.04	0	100	3	66.04	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	6
659	44292	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	Modernization-Subregional		77.62				50	100	22.76	0	100	3	65.76	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	7
375	43518	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	Modernization-Subregional		66.53				50	100	21.65	0	100	3	64.65	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	9
1162		Subregional	Infrastructure Health	Modernization		068 SR1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	Modernization-Subregional		66.53				50	100	21.65	0	100	3	64.65	07,,	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Orange,,	9
958	44073	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	Modernization-Subregional		88.71				50	100	23.87	0	100	0	63.87	07,,	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Orange,,	11
660	44296	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	Modernization-Subregional		66.53				50	100	21.65	0	25	3	34.65	05,,	Durham-Chapel Hill-Carrboro MPO,,	Durham,,	30
950	44328	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	Modernization-Subregional		66.53				50	100	21.65	0	25	3	34.65	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	30
951	44339	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	Modernization-Subregional		66.53				50	100	21.65	0	25	3	34.65	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	30
952	44342	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	Modernization-Subregional		66.53				50	100	21.65	0	25	3	34.65	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	30
1096		Subregional	Infrastructure Health	Modernization		068 SR1727		SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	Modernization-Subregional		55.44				50	100	20.54	0	25	3	33.54	07,,	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	35

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

SPOTID	Old SPOTID (P1.0)	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Scoring Category	Congestion Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Weighted Total Quantitative Points	Total Division Points	Total MPORPO Points	Multimodal Bonus Points	Total Points	Division Concatenated	MPO/RPO Concatenated	County Concatenated	Rank
949	44327	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	Modernization-Subregional		44.36				50	100	19.44	0	25	3	32.44	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	38
662	44300	Subregional	Infrastructure Health	Modernization		SR1945	South Alston Avenue	Capps Street	SR 1171 (Riddle Road)	Construct Bicycle Lanes and Sidewalks	Modernization-Subregional		66.53				50	100	21.65	0	0	0	21.65	05,,	Durham-Chapel Hill Carrboro MPO,,	Durham,,	61
953	44344	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	Modernization-Subregional		66.53				25	100	19.15	0	0	0	19.15	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	79
1100		Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	Modernization-Subregional		66.53				25	100	19.15	0	0	0	19.15	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	79
948	44325	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	Modernization-Subregional		33.27				50	100	18.33	0	0	0	18.33	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	88
408	43561	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.	Modernization-Subregional		55.44				25	100	18.04	0	0	0	18.04	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	90
1095		Subregional	Infrastructure Health	Modernization	EB-5108	068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	Modernization-Subregional		55.44				25	100	18.04	0	0	0	18.04	07,,	Durham-Chapel Hill Carrboro MPO, Triangle Area RPO,	Orange,,	94
365	43505	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	Modernization-Subregional		44.36				25	100	16.94	0	0	0	16.94	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	101
641	44262	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Modernization-Subregional		66.53				0	100	16.65	0	0	0	16.65	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	103
658	44289	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	Modernization-Subregional		66.53				0	100	16.65	0	0	0	16.65	05,,	Durham-Chapel Hill Carrboro MPO,,	Durham,,	103
653	44277	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	Modernization-Subregional		33.27				25	100	15.83	0	0	0	15.83	08,,	Durham-Chapel Hill Carrboro MPO,,	Chatham,,	107
826	44892	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)	Modernization-Subregional		33.27				25	100	15.83	0	0	0	15.83	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	107
631	44249	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	Modernization-Subregional		44.36				0	100	14.44	0	0	0	14.44	05,07,	Durham-Chapel Hill Carrboro MPO,,	Durham,Orange,,	121
947	44320	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	Modernization-Subregional		33.27				0	100	13.33	0	0	0	13.33	05,,	Durham-Chapel Hill Carrboro MPO,,	Durham,,	127
649	44273	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	Modernization-Subregional		0.00				25	100	12.50	0	0	0	12.50	08,,	Durham-Chapel Hill Carrboro MPO,,	Chatham,,	131
1305		Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave with bicycle accommodations	Modernization-Subregional		0.00				25	100	12.50	0	0	0	12.50	07,,	Durham-Chapel Hill Carrboro MPO,,	Orange,,	131
946	44303	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	Modernization-Subregional		22.18				0	100	12.22	0	0	0	12.22	05,,	Durham-Chapel Hill Carrboro MPO,,	Durham,,	134

Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

SPOT ID	Improvement Type	Goal	Tier	TIP #	Municipality	Route Name	From	To	Description	MPO/RPO	Division(s)	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	ROW Score	Access Score	Connection Score	In Plan Score	Crash Score	Density Score	Total Quantitative Score	MPO/RPO Points	Total Score	Rank
1493	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	Rocky Creek Greenway Trail Extension	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$1,610,000	\$175,000	\$1,785,000	5	10	5	15	5	12	52	35	87	18
1524	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	1008 (Mount Carmel Church Road)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$375,000	\$0	\$375,000	18	10	5	15	0	12	60	21	81	25
1501	Bicycle/Multiuse Facility	Mobility	Subregional		Carrboro	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – widen for bike lanes, add bicycle signal detection, and median	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$200,000	\$0	\$200,000	10	10	5	15	0	12	52	28	80	27
1497	Bicycle/Multiuse Facility	Mobility	Subregional		Carrboro	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School Rd.) – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$850,000	\$50,000	\$900,000	10	10	5	15	0	12	52	14	66	62
1530	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Dr to Estes Dr, then along Estes Dr to Carolina North) multi-use path.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,050,000	\$50,000	\$3,100,000	10	10	5	15	0	12	52	7	59	90
1522	Bicycle/Multiuse Facility	Mobility	Subregional		Carrboro	NC 54 Sidepath	James Street	Anderson Park Entrance	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$700,000	\$0	\$700,000	18	10	5	15	0	10	58	0	58	95
1498	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Horace Williams Greenway	1777 (Homestead Road) and Carolina North	Chapel Watch Village	Horace Williams Greenway: Chapel Watch Village to Homestead Road	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,000,000	\$0	\$3,000,000	18	10	5	15	0	8	56	0	56	104
1526	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Horace Williams Trail (adjacent to Norfolk Souther rail line)	1777 (Homestead Road) and Carolina North	1725 (Mill House Road) at the Chapel Hill Town Operations Center	Horace Williams Trail (Homestead Rd and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line (formerly Southern Railroad Greenway)).	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,500,000	\$0	\$3,500,000	18	10	5	15	0	8	56	0	56	104
1525	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	1727 (Eubanks Road)	1729 (Rogers Road)	NC 86 (Martin Luther King Boulevard)	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$824,000	\$0	\$824,000	18	10	5	15	0	6	54	0	54	111
1531	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Bolin Creek/Little Creek Greenway Trail	Estes Drive Extension at Chapel Hill Community Center	Pinehurst Drive	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Dr) multi-use path.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,100,000	\$100,000	\$3,200,000	10	10	5	15	0	12	52	0	52	126
1495	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	NC 751	1307 (Erwin Road)	US 70 Business (Hillsborough Road)	NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) – On-road bicycle facilities	Durham-Chapel Hill-Carrboro MPO	05, 07	Durham, Orange	\$820,000	\$40,000	\$860,000	10	10	5	15	0	8	48	0	48	145
1499	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Dry Creek Trail Phase 1	Perry Creek Road	1734 (Erwin Road)	Dry Creek Trail: Phase 1 Perry Creek Road to Erwin Road	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$1,250,000	\$0	\$1,250,000	18	0	5	15	0	10	48	0	48	145
1500	Bicycle/Multiuse Facility	Mobility	Subregional	EL-4828	Carrboro	Morgan Creek Greenway Trail -- Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,100,000	\$20,000	\$3,120,000	10	10	5	15	0	8	48	0	48	145
1492	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road bicycle facilities	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$565,000	\$65,000	\$630,000	10	10	5	15	0	6	46	0	46	154
1496	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	1401 (Cole Mill Road)	1404 (Rose of Sharon Road)	Orange County Line	Cole Mill Road (Rose of Sharon Rd. to Orange County line) – On-road bicycle facilities	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$650,000	\$75,000	\$725,000	10	10	5	15	0	6	46	0	46	154
1491	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	West Ellerbee Creek Greenway Trail Extension	Current trail terminus at Maryland Avenue	Stadium Drive	W. Ellerbee Creek Trail (existing trail to Stadium Drive) – Shared Use Path	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$1,535,000	\$100,000	\$1,635,000	0	10	5	15	0	12	42	0	42	168
1494	Bicycle/Multiuse Facility	Mobility	Subregional		Durham	Duke Beltline Rail-Trail	1127 (Chapel Hill Street)	Y east of NC 55 (Avondale Drive)	Duke Beltline Trail – Shared Use Path	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$2,750,000	\$0	\$2,750,000	0	10	5	15	0	12	42	0	42	168
1529	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	US 15-501 (Fordham Boulevard) Overpass / Underpass	1902 (Manning Drive)	Old Mason Farm Road	US 15-501 (Fordham Blvd) pedestrian and bicycle overpass/underpass across Fordham Blvd between SR 1902 (Manning Dr) and Old Mason Farm Rd.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$1,000,000	\$1,300,000	\$2,300,000	0	10	5	15	0	12	42	0	42	168
2054	Bicycle/Multiuse Facility	Mobility	Subregional		Chapel Hill	Morgan Creek Phase 3 in Chapel Hill	End of Phase 2	Carrboro Town Limits	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line) multi-use path.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$3,500,000	\$200,000	\$3,700,000	0	10	5	15	0	12	42	0	42	168

Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

SPOT ID	Improvement Type	Goal	Tier	TIP #	Municipality	Route Name	From	To	Description	MPO/RPO	Division(s)	County(s)	Construction Cost	Right-of-Way Cost	Total Cost	ROW Score	Access Score	Connection Score	In Plan Score	Crash Score	Density Score	Total Quantitative Score	MPO/RPO Points	Total Score	Rank
1505	Pedestrian	Mobility	Subregional		Durham	US 501 Bypass (Duke Street)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$1,080,000	\$70,000	\$1,150,000	10	10	5	15	5	12	57	35	92	8
1503	Pedestrian	Mobility	Subregional		Durham	US 501 Business (Roxboro Road)	Murray Avenue	Pacific Avenue	Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$275,000	\$75,000	\$350,000	10	10	5	15	5	10	55	28	83	21
1520	Pedestrian	Mobility	Subregional		Durham	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes.	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$590,000	\$220,000	\$810,000	10	10	5	15	5	12	57	21	78	28
1506	Pedestrian	Mobility	Subregional		Durham	1443 (Horton Road)	NC 157 (Guess Road)	US 501 (Roxboro Road)	Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$445,000	\$80,000	\$525,000	10	10	5	15	5	12	57	14	71	43
1512	Pedestrian	Mobility	Subregional		Durham	1118 (Fayetteville Road)	1158 (Cornwallis Road)	Nelson Street	SR 1118 (Fayetteville Rd) (SR 1158 (W Cornwallis Rd) to Nelson St) bike lanes and sidewalks.	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$385,000	\$5,000	\$390,000	18	10	5	15	5	12	65	0	65	59
1504	Pedestrian	Mobility	Subregional		Durham	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$340,000	\$80,000	\$420,000	10	10	5	15	5	12	57	7	64	64
1523	Pedestrian	Mobility	Subregional		Chapel Hill	US 15-501 (Fordham Boulevard)	1742 (Ephesus Church Road)	Elliott Road	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$175,000	\$0	\$175,000	18	10	5	15	0	12	60	0	60	77
1502	Pedestrian	Mobility	Subregional		Durham	NC 54	NC 55	City Limits (Research Triangle Park)	NC 54 (NC 55 to RTP) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$340,000	\$40,000	\$380,000	10	10	5	15	5	12	57	0	57	101
1507	Pedestrian	Mobility	Subregional		Carrboro	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$80,080	\$52,400	\$132,480	10	10	5	15	5	12	57	0	57	101
1513	Pedestrian	Mobility	Subregional		Durham	NC 55 (Avondale Drive)	US 501 Business (Roxboro Road)	1670 (Geer Street)	NC 55 (Avondale Dr) (US 501 Bus (Roxboro Rd) to SR 1670 (E Geer St)) bike lanes and sidewalks.	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$565,000	\$25,000	\$590,000	10	10	5	15	5	12	57	0	57	101
1514	Pedestrian	Mobility	Subregional		Durham	1118 (Fayetteville Street)	1158 (Cornwallis Road)	NC 147 (Durham Freeway)	SR 1118 (Fayetteville St) (SR 1158 (W Cornwallis Rd) to NC 147) sidewalks and streetscape enhancements	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$750,000	\$25,000	\$775,000	10	10	5	15	5	12	57	0	57	101
1516	Pedestrian	Mobility	Subregional		Durham	1800 (Cheek Road)	1670 (Geer Street)	Hardee Street	SR 1800 (Cheek Rd) (SR 1670 (E Geer St) to Hardee St) sidewalks.	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$765,000	\$100,000	\$865,000	10	10	5	15	5	12	57	0	57	101
1517	Pedestrian	Mobility	Subregional		Durham	Main Street	Commerce Street	NC 55 (Alston Avenue)	E Main St (Hood St to NC 55 (Alston Ave)) sidewalks and streetscape enhancements	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$135,000	\$15,000	\$150,000	10	10	5	15	5	12	57	0	57	101
1518	Pedestrian	Mobility	Subregional		Durham	Angier-Driver Intersection Sidewalks			SR 1926 (Angier Ave) and S Driver St intersection sidewalks and streetscape enhancements	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$70,000	\$10,000	\$80,000	10	10	5	15	5	12	57	0	57	101
2055	Pedestrian	Mobility	Subregional		Chapel Hill	18 Chapel Hill Intersections			18 Chapel Hill Intersections-bicycle and pedestrian improvements.	Durham-Chapel Hill-Carrboro MPO	07	Orange				10	10	5	15	5	12	57	0	57	101
1515	Pedestrian	Mobility	Subregional		Durham	1127 (Chapel Hill Street)	1127 (Kent Street)	Buchanan Boulevard	W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$70,000	\$10,000	\$80,000	10	10	5	15	0	12	52	0	52	142
1519	Pedestrian	Mobility	Subregional		Durham	US 15-501 (Mangum Street)	Broadway Street	Miosha Street	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$70,000	\$10,000	\$80,000	10	10	5	15	0	12	52	0	52	142
1521	Pedestrian	Mobility	Subregional		Durham	Main Street	Gary Street	Driver Street	E Main St (Gary St to S Driver St) sidewalks.	Durham-Chapel Hill-Carrboro MPO	05	Durham	\$230,000	\$45,000	\$275,000	10	10	5	15	0	12	52	0	52	142
1527	Pedestrian	Mobility	Subregional		Carrboro	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771 (Merritt Mill Rd)) sidewalk on the west side.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$325,000	\$310,000	\$635,000	10	10	5	15	0	12	52	0	52	142
1528	Pedestrian	Mobility	Subregional		Chapel Hill	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree Dr) sidewalks.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$440,000	\$0	\$440,000	10	10	5	15	0	8	48	0	48	162
1511	Pedestrian	Mobility	Subregional		Chapel Hill	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge islands, signals, crosswalks	Durham-Chapel Hill-Carrboro MPO	08	Chatham	\$300,000	\$0	\$300,000	18	10	5	8	0	2	43	0	43	190
1508	Pedestrian	Mobility	Subregional		Carrboro	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. – Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$450,000	\$100,000	\$550,000	10	10	5	15	0	2	42	0	42	200
1509	Pedestrian	Mobility	Subregional		Carrboro	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 – Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd.	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$496,620	\$24,050	\$520,670	10	10	5	15	0	2	42	0	42	200
1510	Pedestrian	Mobility	Subregional		Hillsborough	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. Include sidewalk from I-40 to Timbers Drive	Durham-Chapel Hill-Carrboro MPO	07	Orange	\$1,001,000	\$9,000	\$1,010,000	10	10	0	8	0	4	32	0	32	297

Prioritization 2.0 - PUBLIC TRANSPORTATION Project Data and Final Scores

SPOT ID	Planning Organization	TIP #	Transit Partner	Project Description	Goal	Tier	3 Year Cost	State Score	Local Input points	Weightd State Score	Weighted Local Input Points	Total Score	Rank
1394	CAPITAL AREA & DURHAM CHAPEL HILL CARRBORO MPO	TA-4818	TRIANGLE TRANSIT	REPLACEMENT BUS	Health	Regional	\$1,926,000	11.52	100	0.31	90	90.31	36
1410	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4748	CHAPEL HILL TRANSIT	REPLACEMENT VAN - PARATRANSIT	Health	Subregional	\$1,188,000	25.04	56	2.70	50.4	53.10	54
1400	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4923	DURHAM AREA TRANSIT AUTHORITY / DATA	REPLACEMENT BUS - FIXED ROUTE	Health	Subregional	\$18,900,000	28.37	56	2.67	50.4	53.07	55
1391	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4726A	CHAPEL HILL TRANSIT	REPLACEMENT BUS	Health	Subregional	\$31,080,000	26.12	56	1.96	50.4	52.36	56
1411	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-5019A	DURHAM AREA TRANSIT AUTHORITY / DATA	REPLACEMENT VAN - PARATRANSIT	Health	Subregional	\$675,000	18.57	56	0.50	50.4	50.90	57
1342	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4755	DURHAM AREA TRANSIT AUTHORITY / DATA	EXPANSION BUS	Mobility	Subregional	\$23,800,000	43.24	44	3.54	39.6	43.14	60
1384	DURHAM-CHAPEL HILL-CARRBORO MPO	TE-4903B	TRIANGLE TRANSIT	FIXED GUIDEWAY - LIGHT RAIL SERVICE-CHAP	Mobility	Regional	\$1,000,000	20.00	44	1.30	33	34.30	64
1368	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-4710	CHAPEL HILL TRANSIT	FACILITY - PARK & RIDE	Health	Subregional	\$15,000,000	34.54	31	1.78	27.9	29.68	65
1383	DURHAM-CHAPEL HILL-CARRBORO MPO	TE-5203	CHAPEL HILL TRANSIT	FIXED GUIDEWAY - BUS RAPID TRANSIT OPERA	Mobility	Subregional	\$22,700,000	45.82	31	1.43	27.9	29.33	66
1373	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5267	DURHAM AREA TRANSIT AUTHORITY / DATA	FACILITY - PARK & RIDE, 2 LOTS	Mobility	Subregional	\$2,200,000	34.39	31	1.23	27.9	29.13	67
1415	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-5107	TRIANGLE TRANSIT	REPLACEMENT VAN - VANPOOL	Health	Regional	\$736,000	25.05	28	0.79	25.2	25.99	68
1385	DURHAM-CHAPEL HILL-CARRBORO MPO	TE-4903A	TRIANGLE TRANSIT	FIXED GUIDEWAY - Commuter Rail SERVICE-Phase 1	Mobility	Regional	\$1,000,000	20.06	22	1.30	16.5	17.80	72
1418	DURHAM-CHAPEL HILL-CARRBORO MPO	TT-5213	TRIANGLE TRANSIT	TECHNOLOGY - REGIONAL FARE SYSTEM UPGRAD	Mobility	Regional	\$1,295,000	16.00	15	3.17	11.25	14.42	73
1354	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-4944	TRIANGLE TRANSIT	FACILITY - I-40 BUS BYPASS SHOULDER PROJ	Mobility	Regional	\$800,000	25.05	15	1.82	11.25	13.07	74
1372	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-4941	TRIANGLE TRANSIT	FACILITY - PARK & RIDE REGIONAL EXPANSIO	Mobility	Regional	\$500,000	25.55	15	1.09	11.25	12.34	75

Statewide Mobility - Division 5

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	US401		Purser Drive	Legend Road	Short term improvement. Superstreet.	Capital Area MPO,,	Wake,,	9
2	092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	Capital Area MPO,Durham-Chapel Hill-Carrboro MPO.	Durham,Wake,,	12
3	092 I-040		West Of Wade Ave	East Of US 1/64 (Limits Of I-5338)	Widen roadway to 8 lanes and rehabilitate pavement	Capital Area MPO,,	Wake,,	13
4	US001	Capital Blvd	I-540	North of SR 2006 (Durant Road)	Upgrade roadway to freeway	Capital Area MPO,,	Wake,,	30
5	092 US070		Durham County Line	Triangle Drive (U-2823 Western Limits)	Widen to 6 lanes and add new interchanges	Capital Area MPO,,	Wake,,	32

Statewide Mobility - Division 7

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	52
2	US158		US 220	US 29 Business (Freeway Drive)	US 220 to US 29 Business (Freeway Drive). Widen to Multi-Lanes.	Greensboro Urban Area MPO,Piedmont Triad RPO.	Guilford,Rockingham,,	58
3	068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	61
4	I-040		US 311	I-40 Business/US 421	Widen Interstate from 4 lanes to six lanes between US 311 and I-40 Bus./US 421	Greensboro Urban Area MPO,High Point Urban Area MPO,Winston-	Forsyth,Guilford,,	84
5	068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	Durham-Chapel Hill-Carrboro MPO,,	Orange,,	101

Statewide Mobility - Division 8

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	US001		US 74 Business	North of SR 1606 (Fox Road)	South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808). Section BC: US 74 Business to North of SR 1606	Lumber River RPO,,	Richmond,,	31
2	US001		US 74 Bypass	US 74 Business	South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808). Section BB: US 74 Bypass to US 74 Business.	Lumber River RPO,,	Richmond,,	36
3	063 US001		Old US 1	US 15/501	Implement access management/operational improvements	Triangle Area RPO,,	Moore,,	42
4	US001		SR 1104 (Osborne Road)	US 74 Bypass	South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808) - SR 1104 (Osborne Road) to US 74 Bypass.	Lumber River RPO,,	Richmond,,	68
5	I-073, I-074, US220	New Route Rockingham Bypass	US 74 Bypass West of Rockingham at SR 1109 (Zion Church Road)	South of SR 1140 (Old Charlotte Highway)	Four Lanes Divided on New Location. Section A: US 74 Bypass West of Rockingham at SR 1109 (Zion Church Road) Interchange to South of SR 1140 (Old Charlotte Highway).	Lumber River RPO,,	Richmond,,	75

Statewide Infrastructure Health - Division 5

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	039 US158	US158	Williamsboro Street	Roxboro Road	Construct 4.7 miles of wide shoulders	Kerr-Tar RPO,,	Granville,,,	18
2	032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	26

Statewide Infrastructure Health - Division 7

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	Durham-Chapel Hill-Carrboro MPO,,	Orange,,,	8
2	019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	Durham-Chapel Hill-Carrboro MPO,,	Chatham,Orange,,	17
3	I-085B		I-85 in Davidson County	I-85 in Guilford County	I-85 in Davidson County to I-85 in Guilford County. Upgrade, Safety Improvements and Replace Bridge No. 74 at SR 1627 (B-2163).	Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont	Davidson,Guilford,Randolph,,	19
4	I-073, US220		SR 1462 (West Presnell Street)	I-85	SR 1462 (West Presnell Street Extension) in Asheboro To I-85 in Greensboro. Upgrade To Interstate Standards.	Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont	Guilford,Randolph,,	20
5	US421		SR 2662 (Linville Road) in Forsyth County	West Of SR 1850 (Sandy Ridge Road) in Guilford County	West of US 158 in Forsyth County to West of SR 1850 in Guilford County. Pavement and Bridge Rehabilitation. Section B: SR 2662 (Linville Road) in Forsyth County to West of SR 1850 (Sandy Ridge	Greensboro Urban Area MPO,High Point Urban Area MPO,Winston-	Forsyth,Guilford,,	22

Statewide Infrastructure Health - Division 8

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	I-073, I-074, US220		North of US 220 Alternate	South of NC 211	South of Steeds To North of Emery. Upgrade To Interstate Standards. Section A: North of US 220 Alternate to South of NC 211	Piedmont Triad RPO,,	Montgomery,,,	12
2	019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	Durham-Chapel Hill-Carrboro MPO,,	Chatham,Orange,,	17
3	I-085B		I-85 in Davidson County	I-85 in Guilford County	I-85 in Davidson County to I-85 in Guilford County. Upgrade, Safety Improvements and Replace Bridge No. 74 at SR 1627 (B-2163).	Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont	Davidson,Guilford,Randolph,,	19
4	I-073, US220		SR 1462 (West Presnell Street)	I-85	SR 1462 (West Presnell Street Extension) in Asheboro To I-85 in Greensboro. Upgrade To Interstate Standards.	Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont	Guilford,Randolph,,	20
5	I-073, I-074, US220		South of NC 211	North of SR 1500 (Post Office Road)	South of Steeds To North of Emery. Upgrade To Interstate Standards. Section B: South of NC 211 to North of SR 1500 (Post office Road).	Piedmont Triad RPO,,	Montgomery,,,	21

Regional Mobility - Division 5

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55).	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	3
2	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	5
3	NC050		I-540	NC 98	Widen from 2 to 4 lanes.	Capital Area MPO,,	Wake,,,	11
4	NC054		NW Maynard Road	NC 540	Widen from 2 to 4 lanes.	Capital Area MPO,,	Wake,,,	21
5	NC054	Hillsborough Street	SR 1664/3074 (Blue Ridge Road)		NC 54 (Hillsborough Street) and SR 1664-3074 (Blue Ridge Road) Near Csx Transportation System and Southern Railroad and SR 3042 (Beryl Road). Construct A Grade Separation.	Capital Area MPO,,	Wake,,,	22

Regional Mobility - Division 7

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	041 NC068		Market Street	Pleasant Ridge Road	Widen from 4 lane divided to 6 lane divided	Greensboro Urban Area MPO,,	Guilford,,,	2
2	041 US220	Battleground Avenue	Cotswold Avenue	Westridge Road	Widen from 5 lanes to 6 lanes divided. Please note the intersections at Westridge, New Garden, and Brassfield have already been funded with TIP # U-5306. Therefore this project	Greensboro Urban Area MPO,,	Guilford,,,	7
3	NC068		US 311		U-5169- Reconstruct the existing Interchange of US 311 and NC 68 to support unanticipated turning volumes.	High Point Urban Area MPO,,	Guilford,,,	10
4	US070		SR 2851 (Penry Road)	SR 3056 (Rock Creek Dairy Road)	SR 2851 (Penry Road) to SR 3056 (Rock Creek Dairy Road). Widen to Multi-Lanes. Some Relocation.	Greensboro Urban Area MPO,,	Guilford,,,	17
5	NC062	Alamance Road	SR 1430 (Ramada Road)	US 70 (Church Street)	SR 1430 (Ramada Road) to US 70 (Church Street). Widen to Multi-Lanes With Curb and Gutter. Include sidewalk and mast arm signal poles.	Burlington-Graham MPO,,	Alamance,,,	20

Regional Mobility - Division 8

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	NC042, SR1579		US 421 (Horner Boulevard) in Sanford	SR 1579	NC 42, US 421 (Horner Boulevard) in Sanford to SR 1579 and Along SR 1579, NC 42 (Avents Ferry Road) to SR 1538 (Buckhorn Avenue) in Broadway. Widen to multilanes	Triangle Area RPO,,	Lee,,,	19
2		North-South Connector	I-85	I-74/US 311	I-85 to I-74/US 311. Multi-Lanes on New Location.	High Point Urban Area MPO,,	Davidson,Guilford,Randolph,	61
3	NC211		US 15/501 in Aberdeen	SR 1244 in Raeford	US 15/501 in Aberdeen to SR 1244 in Raeford. Widen to Multi-Lanes.	Lumber River RPO,Triangle Area RPO,	Hoke,Moore,,	66
4	053 US421		US 1	Former Atlantic Coast Line Railroad Crossing	Reconstruct as a "complete street" with improvements such as medians, sidewalks, bicycle facilities, and streetscaping, following completion of new US 421 bypass	Triangle Area RPO,,	Lee,,,	67
5	US015, US401		South Carolina State Line	South of SR 1105 (Turnpike Road)	South Carolina State Line to South of SR 1105 (Turnpike Road). Widen to Multi- Lanes.	Lumber River RPO,,	Scotland,,,	107

Regional Infrastructure Health - Division 5

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	039 US015		US 158 (Oxford Outer Loop)	Virginia Sate Line	Modernize Roadway to current standard lane widths, add bike lanes, rehab pavement	Kerr-Tar RPO,,	Granville,,,	10
2	NC056		US 15	Darden Drive	Construct Bicycle Lanes and Sidewalks	Capital Area MPO,,	Granville,,,	41
3	NC039		Bunn City Limits	US 401/NC 39 in Louisburg	Section B - Widen NC 39 to two 12-foot lanes from town of Bunn to US 401/NC 39 in Louisburg.	Capital Area MPO,Kerr-Tar RPO,	Franklin,,,	53
4	NC096		Franklin County Line	Oxford Southern Planning Boundary	Widen NC 96 to a 24-foot cross section from Franklin County to Oxford with wide shoulders to accommodate bicycles.	Capital Area MPO,Kerr-Tar RPO,	Granville,,,	55
5	US015		Northern Creedmoor Planning Boundary	SR 1192 (Bryant Hill Rd)	Section B - Widen to 24' cross-section from the northern Creedmoor Planning Boundary to Bryant Hill Rd, including wide outside shoulders	Capital Area MPO,Kerr-Tar RPO,	Granville,,,	74

Regional Infrastructure Health - Division 7

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	NC086		US 70A	I-40	Construct wide outside lanes.	Durham-Chapel Hill-Carrboro MPO,,	Orange,,,	13
2	NC150		US 158	NC 87	From US 158 in Caswell County to NC 87 in Rockingham. widen lanes, pave shoulders. Add to STIP.	Piedmont Triad RPO,,	Caswell,Rockingham,,	62
3	NC065, NC087		West of SR 2371 (Old County Home Road) in Wentworth	US 158-29 Business (Freeway Drive) in Reidsville	West of SR 2371 (Old County Home Road) in Wentworth to US 158-29 Business (Freeway Drive) in Reidsville. Upgrade Existing Roadway.	Piedmont Triad RPO,,	Rockingham,,,	67
4	NC086	Martin Luther King, Jr.	I-40	North Street	Construct Bicycle Lanes and Sidewalks	Durham-Chapel Hill-Carrboro MPO,,	Orange,,,	100
5	NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	Durham-Chapel Hill-Carrboro MPO,,	Durham,Orange,,	103

Regional Infrastructure Health - Division 8

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	NC087		NC 902	Alamance County Line	Widen and Replace Bridge No. 61.	Triangle Area RPO,,	Chatham,,,	29
2	NC109		NC 24/27	NC 47	NC 24/27 in Troy to NC 47 in Denton. Widen existing two-lane cross section; improve shoulders; add turn lanes at traffic generators; improve signalization. Provide bicycle accomodation	Piedmont Triad RPO,,	Davidson,Montgomery,Randolph,	56
3	NC109		NC 73 (Main Street)	NC 24/27	NC 73 in Mt. Gilead to NC 24-27 west of Troy. Widen existing; add shoulders; install turn lanes at traffic generators and signalization.	Piedmont Triad RPO,,	Montgomery,,,	59
4	NC731		Pee Dee River	US 220 Business	Widen existing lanes; add paved shoulders; address drainage issues from Pee Dee River to US 220 Business.	Piedmont Triad RPO,,	Montgomery,,,	64
5	US220B		Proposed US 64 Bypass	US 64/NC 49	Proposed US 64 Bypass to US 64/NC 49. Upgrade Roadway, Address Intersections and Other Safety Issues.	Piedmont Triad RPO,,	Randolph,,,	81

Subregional Mobility - Division 5

Route	Name	From	To	Description	MPO/RPO	County	State Rank
1 SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	36
2 SR1002	Aviation Parkway	NC 54	I-40	NC 54 to I-40. Widen to Multi-Lanes with interchange modifications at I-40	Capital Area MPO,,	Wake,,,	65
3	New Route Henderson Western	SR 1101 (Old County Home Road)	NC 39	Continuation of the Western Outer Loop from Old County Home Road to US 1 Bypass and terminating at NC 39.	Kerr-Tar RPO,,	Vance,,,	91
4 SR1346	New Route Younger Road	SR 1333 (Chub Lake Road)	SR 1364 (Carver Drive)	Extend Younger Road (SR 1346) 0.6 mile from Chub Lake Road Road (SR 1333) to Carver Drive	Kerr-Tar RPO,,	Person,,,	94
5 SR1004	Old NC 75	Durham County Line	Stem	Section A - Upgrade to a four-lane Divided facility from Durham County line to Stem, including wide shoulders to accommodate bicycles.	Kerr-Tar RPO,,	Granville,,,	96

Subregional Mobility - Division 7

Route	Name	From	To	Description	MPO/RPO	County	State Rank
1 SR1008	West Market Street	SR 1546 (Guilford College Road)		Intersection and sidewalk improvements.	Greensboro Urban Area MPO,,	Guilford,,,	2
2	Aycock Street	Spring Garden Street	Lee Street	Replace railroad overpass and widen roadway.	Greensboro Urban Area MPO,,	Guilford,,,	3
3 SR1556	Gallimore Dairy Road	NC 68	South of international Drive	NC 68 to SR 1008 (Market Street). Widen to Multi-Lanes. Section A: NC 68 to South of international Drive.	Greensboro Urban Area MPO,,	Guilford,,,	8
4 001 SR1452		US 70 (Church Street)	NC 87 (Webb Avenue)	#####	Burlington-Graham MPO,,	Alamance,,,	12
5 SR1486, SR1421	Greensboro High Point Road	US 311 Bypass	SR 4228 (Vickrey Chapel Road)	Hilltop Road to Proposed US 311 Bypass. Widen to Multi-Lanes, Part on New Location. Section A: US 311 Bypass to SR 4228 (Vickrey Chapel Road).	High Point Urban Area MPO,,	Guilford,,,	28

Subregional Mobility - Division 8

Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	Wayside Road	Plank Road	US 401	Wayside Road, widen to four lanes divided, from Plank Road to US 401	Fayetteville Area MPO,,	Hoke,,,	10
2 063 SR1115		NC 211	NC 5	Western Connector. Construct 4-lane divided roadway on new location. Consider use of existing roads (including Chicken Plant and Linden Roads) when possible.	Triangle Area RPO,,	Moore,,,	53
3	New Route	SR 1903 (Mill Road)	SR 1426 (Aberdeen Road)	SR 1903 (Mill Road) to SR 1426 (Aberdeen Road). Construct Two Lanes Utilizing Sections of SR 1923 (Broad Street), SR 1641 (Clemmer Road) and SR 1645 (Mt. Olive Church Road). Remainder	Lumber River RPO,,	Richmond,,,	80
4 SR1102	Gillis Hill Road	US 401 (Raeford Road)	SR 1418 (Lindsay Road)	From Old Raeford Road to Lindsay Road in Hoke County. Widen to multi-lanes with median.	Fayetteville Area MPO,,	Cumberland, Hoke,,	121
5 SR1577, SR1004	Archdale Road	SR 1567 (Robbins Country Road)	US 311 (Main Street)	SR 1567 (Robbins Country Road) to US 311 (Main Street). Widen to Multi-Lanes.	High Point Urban Area MPO,,	Guilford, Randolph,,	126

Subregional Infrastructure Health - Division 5

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	SR1711	Bruce Garner Road	Northern Falls Rd	Mays Store Rd	Add bicycle accommodations	Capital Area MPO,,	Granville,,,	5
2	SR1110	Barbee Chapel Road/Farri	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	6
3	SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	7
4	SR1001		(Henderson),	Warrenton	Widen to 12-foot lanes rom Henderson to Warrenton.	Kerr-Tar RPO,,	Warren,,,	22
5	SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	Durham-Chapel Hill-Carrboro MPO,,	Durham,,,	30

Subregional Infrastructure Health - Division 7

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	068 SR1104	Dairyland Road/Buckhorn Road	SR 1006 (Orange Grove Road)	SR 1146 (West Ten Road)	Construct 4-foot paved shoulders	Burlington-Graham MPO, Triangle Area RPO,	Orange,,,	8
2	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	Durham-Chapel Hill-Carrboro MPO,,	Orange,,,	9
3	068 SR1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Orange,,,	9
4	SR1006, SR1102	Orange Grove Road.	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO,	Orange,,,	11
5	SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	Durham-Chapel Hill-Carrboro MPO,,	Orange,,,	30

Subregional Infrastructure Health - Division 8

	Route	Name	From	To	Description	MPO/RPO	County	State Rank
1	SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	Durham-Chapel Hill-Carrboro MPO,,	Chatham,,,	3
2	076 SR1150	River Road	NC 24/27	NC 109	Wide shoulders for bicycle route, straighten turns, turn lanes, site distance improvement for safety	Piedmont Triad RPO,,	Montgomery,,,	16
3	SR1362	Piney Grove Church	SR 1006 (Old US 421)	US 421	Modernize Roadway	Triangle Area RPO,,	Chatham,,,	19
4	SR1100	Airport Road	SR 1181 (Gilliand Road)	SR 1107 (West Third Street)	Modernize Roadway	Triangle Area RPO,,	Chatham,,,	28
5	SR1012	Pittsboro-Moncure Road	US 15/501/NC 87	SR 1011 (Old US 1)	Upgrade to accommodate new development occurring in corridor.	Triangle Area RPO,,	Chatham,,,	34

Bicycle/Multi-Use Facility - Division 5

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Durham	Rocky Creek Greenway	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham-Chapel Hill-Carrboro MPO	Durham	18
2	Warrenton	Connell Road School	Connell Road	Warren County High School	Construct .5 miles of off-road multi-use path in Warren County from the school to Connell Road.	Kerr Tar RPO	Warrem	27
3	Cary		Various	Various	Sensitize Traffic Signal Detectors for Bicycles	Capital Area MPO	Wake	36
4	Creedmoor	Hawley School Road	NC 56	Brassfield Rd	Hawley School Rd b/t NC 56 and Brassfield Rd-Add Sidewalks and Bike Lanes	Capital Area MPO	Granville	39
5	Warrenton	Connell Road	Connell Road School Property	Warren Plains Road	Construct .7 miles of wide shoulders on Connell Road in Warren County from the school property line to Warren Plains Road.	Kerr Tar RPO	Warren	43

Bicycle/Multi-Use Facility - Division 7

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Greensboro	Hill Street Connector	Battleground Avenue	Mendenhall	Road diet from 4 lanes with turn lanes to 2 lanes with turn lanes and sidepath on north side.	Greensboro Urban Area MPO	Guilford	3
2	Chapel Hill	1008 (Mount Carmel)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Durham-Chapel Hill-Carrboro MPO	Orange	25
3	Carrboro	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – widen for bike lanes, add bicycle signal detection, and median	Durham-Chapel Hill-Carrboro MPO	Orange	27
4	Reidsville	Jaycee Park Greenway Extension	Jaycee Park Dr	S. Park Drive	Extend existing greenway 1900' between JayCee Park and South Park Drive in Reidsville. Design and construct 10' wide Asphalt multiuse trail.	Piedmont Triad RPO	Rockingham	43
5	Summerfield	A&Y Greenway (Summerfield)	US220	Centerfield Rd.	Construct shared use path (paved) with accompanying equestrian trail	Greensboro Urban Area MPO	Guilford	46

Bicycle/Multi-Use Facility - Division 8

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Southern Pines	NC 2 (Midland)	US 1	US 15-501	Construct wide outside lanes with bicycle shared lane markings. 1' to 2' additional pavement needed in each direction, plus	Triangle Area RPO	Moore	5
2	Siler City	SR 1006/2113/	SR 2110 (Alston Bridge Road)	Siler Business Drive	Reduce number of lanes from 4 to 3 and add striped bicycle lanes from Fayetteville Avenue to Cottage Grove Avenue. Widen	Triangle Area RPO	Chatham	22
3	Ramsuer	Deep River Greenway	Ramsuer	Cedar Falls	5 mile multi-use path between Ramseur and Cedar Falls on abandoned rail right of way. Portion complete in proximity to	Piedmont Triad RPO	Guilford, Randolph	86
4	Sanford	Endor Iron Furnace	Kiwanis Family Park (on NC 42/Wicker Street)	NC 78 (Tramway Road)	EB-4981 was an ARRA project that connected Kiwanis Family Park north to Boone Drive; this project would extend greenway to	Triangle Area RPO	Lee	90
5	Southern Pines	SR 2035 (Broad Avenue)	SR 2116 (Vermont Avenue)	SR 2032 (Clark Road)	Construct bicycle lanes. Add 8' total pavement width and restripe.	Triangle Area RPO	Moore	111

Pedestrian - Division 5

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Durham	US 501 Bypass (Duke)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	Durham	8
2	Butner	C Street	Central Avenue	29th Street	Construct 1.38 miles of sidewalk on C Street in downtown Butner.	Kerr Tar RPO	Granville	11
3	Durham	US 501 Business (Roxboro)	Murray Avenue	Pacific Avenue	Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	Durham	21
4	Durham	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes.	Durham-Chapel Hill-Carrboro MPO	Durham	28
5	Durham	1443 (Horton Road)	NC 157 (Guess Road)	US 501 (Roxboro Road)	Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	Durham-Chapel Hill-Carrboro MPO	Durham	43

Pedestrian - Division 7

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Greensboro	Summit Avenue	south of Sixteenth Street	Rankin Rd	Construct sidewalk	Greensboro Urban Area MPO	Guilford	11
2	Greensboro	Sixteenth Street	Yanceyville Street	Cone Blvd.	Construct sidewalk	Greensboro Urban Area MPO	Guilford	25
3	Elon	East Haggard Avenue	East Haggard Avenue / Elon University	NC 87	Install sidewalks on East Haggard Avenue from Daniely Center to Phoenix Arms Apts and extend to NC 87	Burlington-Graham Urban Area MPO	Alamance	28
4	Reidsville	South Park Drive	Existing Sidewalk	Cypress Drive	Construct 6' wide concrete sidewalk for 4,070' between existing sidewalk and Cypress Drive	Piedmont Triad RPO	Rockingham	37
5	Greensboro	Battleground Avenue (US220)	Old Battleground Avenue	Benjamin Pkwy	Construct sidewalk	Greensboro Urban Area MPO	Guilford	43

Pedestrian - Division 8

	Municipality	Route	From	To	Description	MPO/RPO	County	State Rank
1	Pittsboro	US 15-501 (Hillsboro Street)	Launis Street	Powell Place Lane/Lowes Drive	Hillsboro St (15-501) in Pittsboro – New Sidewalk & Crosswalks 2.8 miles from Powell Place/Lowes to Launis.	Triangle Area RPO	Chatham	11
2	Sanford	SR 1519 (Nash)	SR 1514 (Bragg Street)	Wicker Civic Center (east of Kelly Drive)	Construct sidewalk	Triangle Area RPO	Lee	54
3	Biscoe	NC 24/27	Town Hall	Food Lion/Foundary	Crosswalk and Pedestrian Refuge Island Improvements in conjunction with NC 24/27 improvements	Piedmont Triad RPO	Montgomery	59
4	Southern Pines	SR 1848 (Pennsylvania)	Glover Street	NC 2 (Midland Road)	PENNSYLVANIA St., Southern Pines, Sidewalk, 0.69 miles from GLOVER to MIDLAND	Triangle Area RPO	Moore	59
5	Sanford	US 1 Business/N	Moore Street	US 1 Business/NC 42 (Wicker Street)	Carthage Street Sidewalks from Moore to Wicker	Triangle Area RPO	Lee	68

Figure 8.1: DCHC MPO and CAMPO Costs

DCHC MPO -- Cost Category	Time Period			Total
	2009-15	2016-25	2026-35	
Roadways - Total	\$ 588	\$ 1,534	\$ 1,566	\$ 3,687
Roadways	\$ 16	\$ 699	\$ 1,305	\$ 2,020
Tolled roads (excluding I-40 HOT)	\$ 157	\$ -	\$ -	\$ 157
Non-tolled trust fund urban loops	\$ 155	\$ 487	\$ 41	\$ 684
Maintenance	\$ 260	\$ 347	\$ 220	\$ 827
Light Rail and Commuter Rail - Total	\$ 156	\$ 1,280	\$ 477	\$ 1,913
Bus - Total	\$ 330	\$ 688	\$ 917	\$ 1,935
Other - Total	\$ 68	\$ 232	\$ 261	\$ 561
Pedestrian/Bicycle	\$ 42	\$ 153	\$ 173	\$ 368
Transportation Demand Management	\$ 7	\$ 13	\$ 13	\$ 33
Intelligent Transportation Systems	\$ 6	\$ 21	\$ 23	\$ 50
Transportation System Management	\$ 13	\$ 46	\$ 52	\$ 111
Total	\$ 1,142	\$ 3,733	\$ 3,221	\$ 8,096

CAMPO -- Cost Category	Time Period			Total
	2009-15	2016-25	2026-35	
Roadways - Total	\$ 2,042	\$ 3,308	\$ 3,821	\$ 9,171
Roadways	\$ 668	\$ 1,939	\$ 2,615	\$ 5,222
Tolled roads (excluding I-40 HOT)	\$ 925	\$ 645	\$ 366	\$ 1,936
Non-tolled trust fund urban loops	\$ -	\$ -	\$ -	\$ -
Maintenance	\$ 449	\$ 724	\$ 840	\$ 2,013
Light Rail and Commuter Rail - Total	\$ 458	\$ 1,560	\$ 610	\$ 2,628
Bus - Total	\$ 356	\$ 568	\$ 535	\$ 1,459
Other - Total	\$ 80	\$ 114	\$ 132	\$ 326
Pedestrian/Bicycle	\$ 30	\$ 49	\$ 49	\$ 128
Transportation Demand Management	\$ 17	\$ 28	\$ 28	\$ 73
Intelligent Transportation Systems	\$ 22	\$ 37	\$ 37	\$ 96
Transportation System Management	\$ 11	\$ -	\$ 18	\$ 29
Total	\$ 2,936	\$ 5,550	\$ 5,098	\$ 13,584

Note: Totals in both tables might differ slightly from sum of subtotal because subtotals are rounded to nearest million

DCHC MPO 2035 L RTP

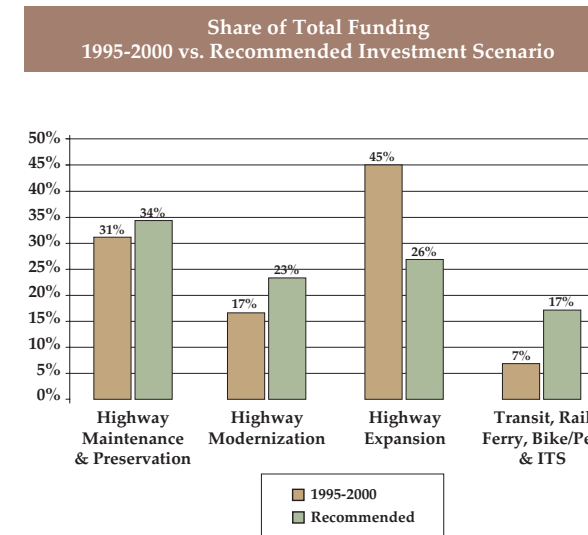
\$ in millions

	2009-2015		2016-2025		2026-2035		Total	
Roadways - Total	\$588	51.5%	\$1,534	41.1%	\$1,566	48.6%	\$3,687	45.5%
Roadways	\$16	1.4%	\$699	18.7%	\$1,305	40.5%	\$2,020	25.0%
Tolled roads (excluding I-40 HOT)	\$157	13.7%	\$0	0.0%	\$0	0.0%	\$157	1.9%
Non-tolled trust fund urban loops	\$155	13.6%	\$487	13.0%	\$41	1.3%	\$684	8.4%
Maintenance	\$260	22.8%	\$347	9.3%	\$220	6.8%	\$827	10.2%
Light Rail and Commuter Rail - Total	\$156	13.7%	\$1,280	34.3%	\$477	14.8%	\$1,913	23.6%
Bus - Total	\$330	28.9%	\$688	18.4%	\$917	28.5%	\$1,935	23.9%
Other - Total	\$68	6.0%	\$232	6.2%	\$261	8.1%	\$561	6.9%
Pedestrian/Bicycle	\$42	3.7%	\$153	4.1%	\$173	5.4%	\$368	4.5%
Transportation Demand Management	\$7	0.6%	\$13	0.3%	\$13	0.4%	\$33	0.4%
Intelligent Transportation Systems	\$6	0.5%	\$21	0.6%	\$23	0.7%	\$50	0.6%
Transportation System Management	\$13	1.1%	\$46	1.2%	\$52	1.6%	\$111	1.4%
Total	\$1,142		\$3,733		\$3,221		\$8,096	

What does this scenario mean and how does it compare with the Department's historic pattern of spending?

In contrast to the last decade, the *Recommended Investment Scenario* increases investment in highway modernization and maintenance/ preservation activities for all modes. Heavier modernization investment will lead to improved safety and traffic flow on congested highways, reconstruction of substandard pavement, and the replacement of structurally deficient bridges. Maintenance/ preservation activities provide newer, fuel-efficient transit buses, repairs to ferry terminals and boats, and the replacement of insufficient guardrail statewide.

It is imperative to understand that the *Recommended Investment Scenario* is based on a statewide perspective of needs, regardless of where and when the needs occur; category funding levels were not constrained based on current legislative requirements that influence programming structures or allocations such as the State's Equity Formula. This means that unique regional needs will need to be balanced within this statewide proposal, requiring yearly review and allocation of resources. As shifts occur in the programming process to address these pressing needs, methods to monitor progress and report improvements must also be advanced.



The Statewide Transportation Plan will be treated as a "living document" that is routinely updated to reflect changing needs and resources (every two years) and evolving staff and stakeholder interests (every four years).

The Recommended Investment Scenario



With nearly \$84 billion in transportation investment needs over the next 25 years and projected revenues of \$55 billion, NCDOT's planning challenge is to prioritize needs to maximize the benefit of transportation investments for North Carolina's stakeholders. In short, the Department needs to be visionary and craft a direction for State transportation investment while financially constraining Statewide Transportation Plan recommendations to ensure they reflect fiscal realities. The culmination of NCDOT's three-year statewide planning process is a response to these challenges — a proposed 25-year *Recommended Investment Scenario* for North Carolina's transportation system that establishes investment priorities and suggests targeted expenditure levels for specific programs and improvement categories.

The *Recommended Investment Scenario* reflects considerable effort by the NCDOT to balance extensive customer feedback, technical analysis findings, and management input. Key steps in the *Recommended Investment Scenario* development process included:

1. Creation of financially constrained "straw man" investment scenarios built around various themes, such as modernization, system preservation, non-highway investment, and maintaining the status quo.
2. Presentation of draft scenarios to the BOT Planning Committee and discussion of trade-offs between different investment strategies.
3. Establishment of Planning Committee consensus through an iterative scenario development process.

The *Recommended Investment Scenario* (summarized in the table on the following page) underscores the importance of *safety* in all investments and places a focus on upgrading and preserving the existing transportation system. It also emphasizes greater investment in the State's highest-use facilities — the infrastructure elements that support high levels of demand and play a critical role in enhancing statewide mobility. Finally, the *Scenario* supports increased investment in non-highway modes, areas that historically have received a disproportionately low percentage of State transportation funding.

the combined total (\$19 billion) is more than 1/3 of total available funding

**Historical Allocation Approach vs. Recommended Investment Scenario
(needs and funding levels in billions of constant 2001 Dollars)**

	25-Year Needs	Category Funding Levels		Percent of Total Funding		Percent of Needs Met	
		Historical Approach	Recommended Scenario	Historical Approach	Recommended Scenario	Historical Approach	Recommended Scenario
Maintenance & Preservation							
Highways & Bridges							
Routine Highway Maintenance	\$11.7	\$10.5	\$9.5	19.1%	17.2%	89.9%	80.8%
Highway & Bridge Resurfacing	\$13.1	\$ 6.5	\$9.1	11.8%	16.5%	49.5%	69.2%
Intelligent Trans. Systems	\$ 0.4	\$0.1	\$0.4	0.1%	0.7%	12.5%	100.0%
Alternative Modes							
Public Transportation	\$4.3	\$ 2.2	\$3.2	3.9%	5.8%	50.0%	74.4%
Ferries	\$0.7	\$0.6	\$ 0.5	1.0%	0.9%	78.6%	71.4%
Total Maintenance & Preservation	\$30.2	\$19.8	\$22.6	35.9%	41.1%	65.4%	74.9%
System Modernization							
Highways & Bridges							
Highway Improvements	\$14.2	\$7.4	\$8.7	13.4%	15.7%	52.0%	60.9%
Intelligent Transportation Systems	\$0.7	\$0.1	\$ 0.4	0.1%	0.7%	8.6%	57.1%
Bridge Improvements	\$5.4	\$1.9	\$ 4.1	3.5%	7.5%	35.7%	76.3%
Alternative Modes							
Passenger Rail	\$2.9	\$ 0.4	\$2.0	0.7%	3.6%	12.8%	68.6%
Freight Rail	\$0.5	\$0.1	\$0.2	0.1%	0.4%	12.0%	44.0%
Bicycle/Pedestrian	\$ 0.3	\$0.2	\$0.2	0.3%	0.4%	56.7%	66.7%
Total System Modernization	\$ 24.0	\$10.0	\$15.6	18.1%	28.3%	41.5%	64.9%
System Expansion							
New Highways, Add'l Lanes & Urban Loops	\$22.2	\$24.8	\$14.6	45.1%	26.4%	111.8%	65.7%
Public Transportation	\$6.3	\$ 0.3	\$1.8	0.5%	3.3%	4.8%	28.6%
Passenger Rail	\$0.6	\$0.2	\$0.3	0.3%	0.6%	28.3%	51.7%
Freight Rail	\$ 0.1	-	\$0.0	0.0%	0.1%	0.0%	40.0%
Ferries	\$0.3	-	\$0.1	0.0%	0.2%	0.0%	36.7%
Total System Expansion	\$29.5	\$25.3	\$16.8	46.0%	30.5%	85.7%	57.1%
Grand Totals	\$ 83.7	\$55.0	\$55.0	100.0%	100.0%	65.7%	65.8%

funds an additional 10 percent of identified needs

modernization investment yields nearly a 25 percent increase in needs met compared to historical approach

investment still meets 2/3 of all highway expansion needs

Notes:

- The values in this table represent a "snapshot" analysis comprising sum totals of needs and revenue across a 25-year period.
- Historical approach represents a 6-year period of investment (1995-2000)
- For purposes of investment comparison maintenance and preservation categories were lumped together.
- The *Recommended Investment Scenario* only addresses two-thirds of all needs and results in a funding gap of almost \$30 billion.

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

Mode	Goal	Tier	Submode	2010 Estimated LOS ⁵	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 ⁶	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁶	
Aviation ¹	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 ²	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	
Non-Highway (All)⁷					\$8,758,482,626	\$2,361,388,663	22.5%		\$1,864,248,768	17.8%		\$1,586,919,819	14.9%		\$1,618,240,000	15.4%		\$750,074,000	7.2%		
Highway	Safety	Statewide	Safety (I, R, U)	N/A ³	\$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 ³	\$21,800,000	0.2%	N/A ³	
		Regional	Safety (I, R, U)	N/A ³	\$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 ³	\$7,900,000	0.1%	N/A ³	
		Subregional	Safety (I, R, U)	N/A ³	\$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 ³	\$14,725,000	0.1%	N/A ³	
		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 ³	\$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 ³	\$508,827,000	4.9%	N/A ³	
	Health ⁴	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 ³	\$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 ³	\$49,050,000	0.0%	N/A ³
		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 ³	\$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 ³	\$15,200,000	0.1%	N/A ³
		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 ³	\$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 ³	\$4,700,000	0.0%	N/A ³
		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
Highway (All)					\$45,249,301,357	\$8,138,746,786	77.5%		\$8,635,751,232	82.2%		\$9,035,233,681	85.1%		\$8,881,760,000	84.6%		\$9,643,350,944	92.8%		
TOTAL ALL BUCKETS					\$54,007,783,983	\$10,500,135,449			\$10,500,000,000			\$10,622,153,500			\$10,500,000,000			\$10,393,424,944			

¹ Aviation allocations between goals and tiers based on stated needs.

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

³ No LOS data available at this time.

⁴ This LOS calculation does not include ARRA projects.

⁵ Cost of projects submitted far exceed available funding in this category.

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

⁷ 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.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 8, 2012

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

This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

FY 2011- 2012 Unified Planning Work Program (UPWP) – Projects

Town of Carrboro Transportation Study/Main Street Road Diet

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis 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 – March/April/May 2012
- LRTP Goals and Objectives – March/April/May 2012
- Approval of LRTP Targets - March/April/May 2012
- Deficiency Analysis – March/April/May 2012
- Socio-economic Forecasts – March 2012
- Land use Scenario – March 2012
- Alternative Analysis – May –July 2012
- 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 –Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 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 – underway

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
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

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 – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ 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 – completed
- ✓ 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 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

MPO Safety and Security Plan

- ✓ Action Plan and schedule to be completed in September 2011

Update of the MPO Public Involvement consistent with Federal Certification Review

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

MPO Freight Plan and Integration

- ✓ Action Plan and schedule completed in September 2011

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: GELDER AND ASSOCIATES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 7.03%
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:** 4/30/2012
Last Estimate Thru: 12/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/9/2012 **Actual Progress:** 90.91%

Contract Number: C202164 **Route:** SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4011
Length: 0.767 miles **Federal Aid Number:** STP-1959(3)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,666,751.41 **Cost Overrun/Underrun:** -0.96%
Availability Date: 6/27/2011 **Letting Date:** 5/17/2011
Completion Date: 7/13/2012 **Work Began:** 7/13/2011
Revised Completion Date: **Estimated Completion:** 7/13/2012
Last Estimate Thru: 1/15/2012 **Scheduled Progress:** 42.51%
Last Estimate Paid: 1/27/2012 **Actual Progress:** 24.07%

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: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (HILLDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$4,222,625.78 **Cost Overrun/Underrun:** 11.92%
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2012 **Work Began:** 9/30/2010
Revised Completion Date: **Estimated Completion:** 6/15/2012
Last Estimate Thru: 1/7/2012 **Scheduled Progress:** 63.6%
Last Estimate Paid: 1/18/2012 **Actual Progress:** 54.61%

Contract Number: C202507 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** R-2635, U-4763B
Length: 18.8 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: Jason R. Peterson, PE **RE Phone Number:** (919)571-3000
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO

NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Cost Overrun/Underrun: Availability Date: 8/15/2011 Letting Date: 4/21/2011 Completion Date: 7/1/2015 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:	
Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Cost Overrun/Underrun: 1.58% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 3/30/2012 Last Estimate Thru: 6/22/2011 Scheduled Progress: 100% Last Estimate Paid: 7/7/2011 Actual Progress: 98.01%	Route: 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 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914
Contract Number: C202610 Physical Division: 5 Administrative Division: 5 Length: 6.8 miles Resident Engineer: Cadmus Capehart, PE Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: 18.21% Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 11/1/2011 Work Began: 3/15/2011 Revised Completion Date: Estimated Completion: 4/30/2012 Last Estimate Thru: 1/7/2012 Scheduled Progress: 100% Last Estimate Paid: 1/11/2012 Actual Progress: 85.1%	Route: NC-147 County: Durham TIP Number: R-5164D Federal Aid Number: STM-0147(3) RE Phone Number: (919)840-0914
Contract Number: C202620 Physical Division: 5 Administrative Division: 5 Length: 12.6 miles Resident Engineer: Cadmus Capehart, PE Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY. Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,098,211.15 Cost Overrun/Underrun: 3.47% Availability Date: 6/1/2011 Letting Date: 4/19/2011 Completion Date: 7/15/2012 Work Began: 6/10/2011 Revised Completion Date: Estimated Completion: 7/15/2012 Last Estimate Thru: 1/15/2012 Scheduled Progress: 55% Last Estimate Paid: 1/20/2012 Actual Progress: 68.47%	Route: I-85 County: Durham TIP Number: I-5145 Federal Aid Number: IMS-085-4(118)178 RE Phone Number: (919)840-0914
Contract Number: C202712 Physical Division: 5 Administrative Division: 5 Length: 13.04 miles	Route: NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959 County: Durham TIP Number: Federal Aid Number:

Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$2,700,860.68 **Cost Overrun/Underrun:** 24.44%
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 9/30/2011 **Work Began:** 5/5/2011
Revised Completion Date: 11/28/2011 **Estimated Completion:** 12/1/2011
Last Estimate Thru: 10/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 11/4/2011 **Actual Progress:** 99.76%

Contract Number: DE00010 **Route:** SR-1357
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.17 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).
Type of Work: INSTALL ROUNDABOUT.
Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC
Contract Amount: \$497,421.60 **Cost Overrun/Underrun:** -14.19%
Availability Date: 8/15/2011 **Letting Date:** 7/26/2011
Completion Date: 11/15/2011 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:** 12/16/2011
Last Estimate Thru: 12/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/18/2012 **Actual Progress:** 100%

Contract Number: DE00011 **Route:** SR-1308
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 4 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.
Type of Work: STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$1,102,907.60 **Cost Overrun/Underrun:** 4.78%
Availability Date: 9/6/2011 **Letting Date:** 7/26/2011
Completion Date: 11/30/2011 **Work Began:** 9/6/2011
Revised Completion Date: **Estimated Completion:** 1/10/2012
Last Estimate Thru: 12/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/12/2012 **Actual Progress:** 85.21%

Contract Number: DE00012 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.6 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.
Type of Work: PARK IMPROVEMENTS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$597,864.70 **Cost Overrun/Underrun:** 34.48%
Availability Date: 9/19/2011 **Letting Date:** 8/30/2011
Completion Date: 12/23/2011 **Work Began:** 9/23/2011
Revised Completion Date: 12/30/2011 **Estimated Completion:** 2/15/2012
Last Estimate Thru: 12/7/2011 **Scheduled Progress:** 82%
Last Estimate Paid: 12/13/2011 **Actual Progress:** 88.62%

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: S & D INDUSTRIAL PAINTING, INC.
Contract Amount: \$922,562.15 **Cost Overrun/Underrun:**

Availability Date: 7/11/2011
Completion Date: 11/7/2011
Revised Completion Date: 8/28/2012
Last Estimate Thru:
Last Estimate Paid:

Letting Date: 8/19/2010
Work Began: 7/11/2011
Estimated Completion:
Scheduled Progress:
Actual Progress:

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

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	Rev. compl. 1/17/12	work to begin by 12/12/11	\$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.			Reimbursement pending receipt of DBE-IS form	\$30,000	Small Construction
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		Bike racks installed and reimbursement requested; bus shelter ordered by Contractor	\$20,275	CMAQ
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		10/3/2012	MA with Town executed	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)	10/13/2011	3/15/2012	Pre-construction meeting 1/5/12	\$137,500.00	STP-Division Enhancement
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; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/2012	4/21/2012	L	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	Pending Town's advertisement	7/22/2012	Construction Authorization approved	\$50,000/\$108,000	SRTS/STP-DA
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)	N/A	Revised to 6/1/2012	Utility relocation underway; FA construction in Spring 2012	\$320,000	Spot Safety-State

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Consultant design pending	\$198,000	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	1/30/2012	F.A. widening & contract resurfacing complete; signs and striping; F.A. tree trimming pending	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	SS-4907 AI 43404.1.1	Revise signals on US 70 at SR 1561/1709 (Lawrence Rd.) and at SR 1002 (St. Mary's Rd.) near Hillsborough			Signal design underway	\$7000 PE	Spot Safety-State
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.) including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	1/17/2012	8/1/2013	Avail. 2/27/12	\$4.85 million	STP
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/20/2012		Municipal Agreement with Town of Carrboro; Advertisement pending	\$39,262.65 PE \$129,431.35 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	6/20/2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	6/20/2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	6/20/2012	12/31/2012	Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending	\$20,000 PE	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	6/20/2012		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$1,310,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 7/31/2012	12/31/2012	Consultant design underway	\$450,000	High Hazard Safety
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
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 in Orange County	TBD			\$4.0 million	Delayed R/W to FY 12 and Construction to FY 13 to allow City to secure increased funding
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,9 million	

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$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	slightly behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	well behind schedule	\$5.175 million	ARRA
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments