

**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**

**March 28, 2012  
9:00 am**

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

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

**ACTION ITEMS**

**4. Approval of February 22, 2012 TCC Meeting Minutes  
Attachment 4**

A copy of the February 22, 2012 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the February 22, 2012 TCC meeting.

**5. NCDOT 2040 Plan  
Attachment 5  
Julie Bollinger, NCDOT  
Tyler Bray, NCDOT**

NCDOT will provide a presentation on the NCDOT 2040 Plan. A draft plan has been developed. The 45-day public comment period is tentatively set to begin on April 9, 2012 with approval by the Board of Transportation possibly in July 2012. Attachment 5 is a draft of NCDOT's presentation.

**TCC Action:** Receive presentation. Consider developing recommended comments on the plan for the TAC to endorse.

**6. NC 54/I-40 Corridor Study  
Attachment 6  
Leta Huntsinger, LPA Staff**

The TAC released the draft NC 54/I-40 Corridor Study report for public comment in December 2011. The draft report is was previously distributed to TCC and TAC members and is posted on the NC 54 Corridor Study website:

<http://www.nc54-i40corridorstudy.com/DraftReport.html>. A summary of comments received to date is included in Attachment 6. The TCC will receive an update on progress and next steps.

**TCC Action:** Receive update.

**7. FY 2012 UPWP – Amendment #4**

**Attachment 7, 7A**

**Maricia Brown, LPA Staff**

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. Funds that would not be expended during the current fiscal year (FY 2012) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (FY 13). The proposed Amendment #4 is necessary in order to reflect reallocation of funds (PL and STP-DA) and de-obligation of STP funds. Please reference attached memo 7 and resolution & tables attachment 7A.

**TCC Action:** Recommend that the TAC approve the resolution adopting Amendment #4 to the FY 2011-2012 Unified Planning Work Program.

**8. FY 2012-2018 MTIP – Amendment #3**

**Attachment 8, 8A**

**Felix Nwoko, LPA Staff**

Amendment #3 to the FY 2012-2018 MTIP is requested to add the Chapel Hill Transit Fixed Route/Demand Response Organizational Analysis project, to revise Triangle Transit projects. Attachment 8 is a memo describing these actions. Attachment 8A is the resolution and tables amending the MTIP.

**TCC Action:** That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #3.

**9. FY 2013 UPWP - Draft**

**Attachment 9**

**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:** Recommend that the TAC release the draft FY2013 UPWP for public comment.

**10. FY 2013-2015 Congestion Mitigation Air Quality Projects**

**Attachment 10, 10A****Dale McKeel, LPA Staff**

DATA and the Town of Hillsborough have requested changes to the FY 2013-2015 CMAQ funding approved by the TAC in August 2010 (Attachment 10A). Attachment 10 is a memo describing the requested changes. NCDOT is not requiring that the TAC adopt a resolution endorsing these changes, but the MPO may choose to do so if desired. A new CMAQ application must be submitted to NCDOT for the Hillsborough project and the revised DATA project. After NCDOT approves the applications, the MTIP will be amended and transit funds will be flexed to FTA.

**TCC Action:** Review the requested changes from the Town of Hillsborough and DATA. Consider if TAC approval is desired. If so, make a recommendation to the TAC.

**11. Local Match Cost-Sharing for MPO Planning Activities****Attachment 11****Felix Nwoko, 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. Triangle Regional Transit Program – Update****Attachment 12****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 provided an overview of these steps at the last meeting.

Orange County is in the process of finalizing the Orange County Transit Plan. This plan will need to be adopted by the county, MPO, and Triangle Transit. Orange County's proposed schedule is included as Attachment 12. The TCC should discuss the process and schedule for MPO approval of the Orange County Transit Plan.

**TCC Action:** Receive update. Discuss schedule for approval of the Orange County transit plan.

**REPORTS FROM STAFF:****13. Reports from Staff****Attachment 13****Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**14. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

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

**15. NCDOT Report**

**Attachment 15**

**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](http://www.fbrmpo.org/ncampo_2012_conference)

**Adjourn**

**Next meeting: April 23, 2012**



44 **Adjustments to the Agenda**

45 Felix Nwoko stated an update was distributed at the beginning of the meeting for agenda item #11  
46 and will be reviewed during the item.

47 **Public Comments**

48 There were no comments from the public.

49 **ACTION ITEMS:**

50 **Approval of January 25, 2012 TCC Meeting Minutes (Attachment 4)**

51 A motion was made by Felix Nwoko and seconded by Laura Woods to approve the January 25,  
52 2012 TCC Meeting Minutes.

53 A substitute motion was made by Craig Benedict and seconded by David Bonk to amend the  
54 January 25, 2012 meeting minutes reflecting Mr. Benedict as the voting member as an e-mail was sent to  
55 Ms. Beckmann prior to the meeting and also to reflect his vote. The following amendments will be made  
56 to the January 25, 2012 meeting minutes; lines 161-164 should read as “Mark Ahrendsen repeated the  
57 motion on the table. A motion was made by Felix Nwoko and seconded by Scott Whiteman to  
58 recommend TAC approval of the two resolutions for the Durham-Orange County Transit Corridor and  
59 Durham-Wake County Transit Corridor; including language developed by the LPA staff to address  
60 comments in a new WHEREAS. The motion carried with Craig Benedict voting against it.” Lines 229-  
61 231 should read as “A motion was made by Craig Benedict and seconded by Jeff Brubaker to recommend  
62 TAC endorsement of the Town of Chapel Hill’s application for a NCDOT bicycle and pedestrian  
63 planning grant. The motion carried unanimously.” Lines 235-237 should read as “A motion was made  
64 by Craig Benedict and seconded by Scott Whiteman to recommend the TAC approve the Resolution  
65 Endorsing the Federal Functional Classification Revisions for U-4763B. The motion carried  
66 unanimously.” The motion to approve the substitute motion with the recommended amendments was  
67 approved unanimously.

68 David Bonk stated the issue is that Tom Altieri was here at the time of the vote. Craig Benedict  
69 stated it was not intended for Mr. Altieri to be here for the entire meeting. Ms. Beckmann stated the issue  
70 isn't whether or not a notice was received. The issue is if an alternate can serve when a member is  
71 present. The Bylaws say the purpose of an alternate is to serve in the member's absence. We are not sure  
72 when Mr. Altieri was present.

73 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals &**  
74 **Objectives and Targets (Attachments 5, 5A, 5B, and 5C)**

75  
76 Andy Henry provided an overview of the 2040 Long Range Transportation Plan and  
77 Comprehensive Transportation Plan – Goals & Objectives and Targets, along with the attachments.

78 Craig Benedict asked about the effect of telecommuting and Andy Henry said it will have an  
79 effect; but it isn't in the model because we have no way of adjusting the model. Patrick McDonough  
80 stated they don't have data on telecommuting.

81 Patrick McDonough asked why the GHG target decreased. Ellen Beckmann stated there are a  
82 number of measures needed to meet the goal that we don't control – the MPO can only influence local  
83 measures. Patrick McDonough stated the target on the transit mode share should be different. Mr.  
84 McDonough asked what the deviation on travel time is. Andy Henry stated the trips on the fringe are  
85 counted in these statistics.

86 John Hodges-Copple stated target #9 has an error as 3% of households don't own a vehicle. Mr.  
87 Hodges-Copple thinks it is higher. Some targets are at cross-purposes and we can't decrease the travel  
88 time and increase the transit mode share.

89 Andy Henry said there is time to edit the targets. Felix Nwoko stated we need to remember the  
90 TAC perceives our targets to be timid. Some are feel good targets.

91 Mark Ahrendsen stated we can update the targets as we go along. We want something to release  
92 to the public. John Hodges-Copple suggested adding a description at the bottom of the spreadsheet  
93 indicating how we calculated the measures in the table.

94 A motion was made by John Hodges-Copple and seconded by Felix Nwoko to recommend that  
95 the TAC release the draft Goals and Objectives and Targets for public comment. Patrick McDonough  
96 suggested a friendly amendment to include any updates to the targets made between now and when it is  
97 released and to also fix the error on target #9. The motion carried unanimously.

98 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Socio-Economic**  
99 **Data (Attachment 6)**

100 Andy Henry provided a PowerPoint presentation on the 2040 Long Range Transportation Plan  
101 and Comprehensive Transportation Plan – Socio-Economic Data, along with the attachment.

102 Mr. Henry stated they are going to make an adjustment to the trend scenario because it is showing  
103 too much growth at Duke University and Medical Center. We haven't used a function to distribute  
104 growth further from city and town centers. Patrick McDonough suggested normalizing by acreage to  
105 show the intensity of growth. Mark Ahrendsen asked what is driving the numbers in Granville County  
106 and Andy Henry said there is a lot of area open for development and access to the interstate. The  
107 allocation is done by county and is not competing with Durham.

108 John Hodges-Copple stated in reality, growth follows a probabilistic pattern. We may want to  
109 add a percent of the employment for people that work from home that won't have a big effect on traffic.  
110 Jeff Brubaker stated the probabilistic model also has some errors.

111 Craig Benedict stated the I-85 corridor near Mebane and near Durham are economic development  
112 areas. They are putting in water and sewer. Andy Henry stated he thinks Carolina North took all the jobs  
113 and it will change when we rerun the model. We will add Chatham and Person County to the website.

114 David Bonk asked if we are asking for public comment on Land use and Goals/Objectives and  
115 Andy Henry stated yes. Mr. Bonk asked if the intent is to select one Land Use scenario and Mr. Henry  
116 stated yes we want to select one.

117 David Bonk has a concern regarding the schedule and pressure to release data without proper  
118 review at the staff level. Andy Henry stated the subcommittee can review it the first week of March and  
119 there will be new maps next week. David Bonk stated he would like to meet by the end of next week.

120 Andy Henry stated there will be some difference between the trend and the Community Viz plan  
121 for southern Orange County.

122 A motion was made by David Bonk and seconded by Felix Nwoko to authorize the TCC  
123 subcommittee to review the revised zoning and plan results and recommend that the TAC release for  
124 public comment. The motion carried unanimously.

125 **FY 2012-2018 MTIP – Amendment #2**

126 Ellen Beckmann provided an introduction for the FY 2012-2018 MTIP – Amendment #2, along  
127 with the attachments.

128 A motion was made by Craig Benedict and seconded by Jeff Brubaker to recommend the TAC  
129 direct LPA staff to move \$100,000 of STPDA funds from U-4726IF to U-4726IG and adopt the  
130 Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-  
131 Carrboro Urban Area Amendment #2. The motion carried unanimously.

132 **FY 2013 UPWP – Draft (Attachments 8 and 8A)**

133 Maricia Brown provided an introduction for the FY 2013 UPWP – Draft, along with the  
134 attachments. The document has been posted online and there will be opportunity to review. Ms. Brown  
135 needs the changes by March 7<sup>th</sup> for the March 14, 2012 TAC meeting or staff can make changes for the  
136 second draft to the TCC on March 28<sup>th</sup> for the April 2012 TAC meeting.

137 Ellen Beckmann asked when is the public hearing and Maricia Brown indicated it is on April 11,  
138 2012. Felix Nwoko stated the public involvement period doesn't prescribe a comment period or public  
139 hearing period. Maricia Brown stated if the TAC released it for public comment on April 11, 2012; it  
140 would push the public hearing to May 9, 2012. Mark Ahrendsen suggested having the public hearing at  
141 the TCC meeting in April 2012. Mark Ahrendsen stated it could be released at the TAC April 11, 2012  
142 meeting, a public hearing could be held at the TCC meeting on April 25, 2012 and the TAC could  
143 approve it on May 9, 2012. Ellen Beckmann stated she could suggest this. In the past, we haven't had a

144 public hearing at a TCC meeting before. If the TAC has concerns, the back-up is to have both the public  
145 hearing and approval at the May TAC meeting.

146 Maricia Brown stated the UPWP work plan doesn't include any indirect cost plan proposals at  
147 this time. None of the member agencies have submitted an indirect cost plan for approval. No indirect  
148 costs can be reimbursed during FY2013 unless there is a plan approved by FHWA before the start of the  
149 fiscal year. The deadline is June 1, 2012.

150 Maricia Brown has some examples of indirect costs plans that she will send out to member  
151 agencies.

152 David Bonk stated that the language on page 9 of the draft under the section labeled 5303 is a  
153 little confusing. "It stated that funds provided from FTA through PTD to the MPO transit operators."  
154 The funds are provided from the FTA through PTD to the MPO for their distribution. On page 16; we  
155 don't have the allocations yet so we are using the current allocations. Felix Nwoko stated that PTD says  
156 to plan on 100% funds.

157 John Hodges-Copple asked if there is going to be a subcommittee to discuss the UPWP and  
158 David Bonk stated they did meet and discuss some of the issues. John Hodges-Copple stated to make  
159 sure everyone is invited to the meeting. Maricia Brown and Andy Henry will coordinate to schedule a  
160 subcommittee meeting to discuss the UPWP & LRTP.

161 **Section 5307 – FFY12 Partial Apportionment & Split Recommendation (Attachments 9 and 9A)**

162 Maricia Brown provided an introduction for the Section 5307 – FFY12 Partial Apportionment &  
163 Split Recommendation, along with the attachments.

164 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to recommend that the  
165 TAC endorse the letter to FTA for the FFY12 (partial) distribution of Section 5307 funds. Indicate the  
166 formula for the TAC agenda item. The motion carried unanimously.

167 **FY 2012 UPWP – Amendment #3 (Attachment 10)**

168 Maricia Brown provided an introduction for the FY 2012 UPWP – Amendment #3, along with  
169 the attachment.

170 Ms. Brown stated a request has been received from the Town of Chapel for \$30,000 STPDA  
171 funds for the Ephesus Church Fordham Boulevard Study. David Bonk stated this is a follow on to the  
172 study. A professional engineer is to cost out some of the recommended improvements and will seek TIP  
173 or Town funds. The total project of \$100,000 will be included in next year's UPWP. Felix Nwoko stated  
174 the Town of Chapel Hill needs to provide a narrative and purpose of study. Andy Henry suggested  
175 adding \$70,000 for next year in the description. John Hodges-Copple asked if the \$70,000 is in the draft  
176 budget and David Bonk said not yet.

177 John Hodges-Copple stated the committee needs to get together and look at all the different  
178 projects. This project should be considered with all the other projects.

179 A motion was made by Felix Nwoko and seconded by David Bonk to recommend that the TAC  
180 approve the resolution adopting Amendment #3 to the FY 2011-2012 Unified Planning Work Program.  
181 The motion carried unanimously.

182 **Local Match Cost-Sharing for MPO Planning Activities (Attachment 11)**

183 Felix Nwoko provided an introduction for the Local Match Cost-Sharing for MPO Planning  
184 Activities, including the attachment.

185 Mr. Nwoko stated the City of Durham has provided the local match for the MPO for years. At  
186 the City Manager's request, we are investigating having member agencies cost share for the local match  
187 based on population in the MAB. The local agencies expressed a need for planning funds to do MPO  
188 work only. Jeff Brubaker stated they need to know that the work being performed by the LPA staff  
189 benefits all jurisdictions.

190 John Hodges- Copple stated CAMPO LPA's job is to do planning. It is to the local jurisdictions  
191 benefit to participate in MPO activities. Participation makes you more likely to get projects. This is

192 another way to do it. The concern is that it impacts other ways to use STPDA funds. Everyone needs to  
193 discuss this. Mark Ahrendsen says the MOU says each jurisdiction is to participate.

194 Mark Ahrendsen stated the Durham City Manager is not willing to support the entire match. The  
195 attachment is a model that is used elsewhere. The two tables could be considered separate. Felix Nwoko  
196 staff wants to share this with the TAC. The idea is for TAC to endorse the concept.

197 John Hodges-Copple asked where the funds are coming from and Ellen Beckmann stated we have  
198 STPDA funds available to do this; but it means a trade-off between planning and construction projects.  
199 David Bonk said the STPDA process needs to be discussed. Melissa Guilbeau stated the Town of Cary is  
200 10% of the population of the MPO.

201 Maricia Brown stated that only Chapel Hill and Carrboro participate in the MPO requirement and  
202 everyone needs to know the process for getting MPO funds requires work.

203 Ellen Beckmann stated the numbers seem off for Durham City and Durham County. Felix  
204 Nwoko stated it is based on population and tasks. We can discuss it more at the subcommittee meeting.  
205 We need to look at the tables separately. It will go to the subcommittee before going to the TAC.

206 Mark Ahrendsen stated the subcommittee will put more details together before the TAC meeting.

207 **FY 2014-2020 TIP – Prioritization 2.0 Results (Attachments 12, 12A, 12B)**

208 Ellen Beckmann provided an introduction for the FY 2014-2020 TIP – Prioritization 2.0 Results,  
209 along with the attachments.

210 Ellen Beckmann asked if we want a TAC position on the Summit and David Bonk stated the LPA  
211 staff needs to draft a letter for TAC.

212 Craig Benedict stated there is an error on Dairyland, Orange Grove Road and he asked who they  
213 notify if there is an error and Ellen Beckmann stated we can make the correction in the database the next  
214 time corrections can be made.

215 A motion was made by Andy Henry and seconded by Craig Benedict for the LPA staff to draft a  
216 letter for the TACs endorsement. The motion carried unanimously.

217 **Triangle Regional Transit Program – Update (No Attachment)**

218 Juanita Shearer-Swink with Triangle Transit provided a PowerPoint presentation on the Triangle  
 219 Regional Transit Program – Update. We can begin the scoping NEPA for the Durham-Orange corridor.  
 220 Scoping defines what is in the EIS. There are both public meetings and official meetings that will be  
 221 published. David Bonk stated we need to make sure we are forthcoming; but explain purpose.

222 Andy Henry asked if the MPO needs to make specific comments. Ms. Shearer-Swink stated they  
 223 are looking for the local jurisdictions to provide comments. The MPO may want to give broad and  
 224 general comments. Mark Ahrendsen stated the MPO wants to make sure that comments the MPO  
 225 received through the LPA are included in the scoping.

226 Patrick McDonough stated they don't want comments on preferred projects. This is not the EIS.  
 227 This is what we will study. CAMPO wants to approve the LPA at the same time as the financial plan.  
 228 The Wake Board of County Commissioners doesn't want to vote prior to the primary. Durham-Orange  
 229 will be the only New Starts application in 2012. Patrick McDonough stated Triangle Transit intends to  
 230 move forward with the Durham-Orange corridor.

231 **REPORTS FROM STAFF:**

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

233 The Reports from Staff is attached for review.

234 **Report from the Chair**

235 Mark Ahrendsen did not have anything to report.

236 **NCDOT Report (Attachment 16)**

237 Battle Whitley, Division 5, provided an update on projects.

238 Julie Bollinger stated there is an Orange CTP local adoption and RPO in April. Chatham County  
 239 planners expect to start the CTP process in 2012. G&O survey out doing traffic programming.

240 **Adjournment**

241           There being no further business before the Technical Coordinating Committee, the meeting was  
242 adjourned at 12:12 p.m.

# 2040 Plan Update

## MPO/RPO Briefing

March 2012



## Briefing Topics

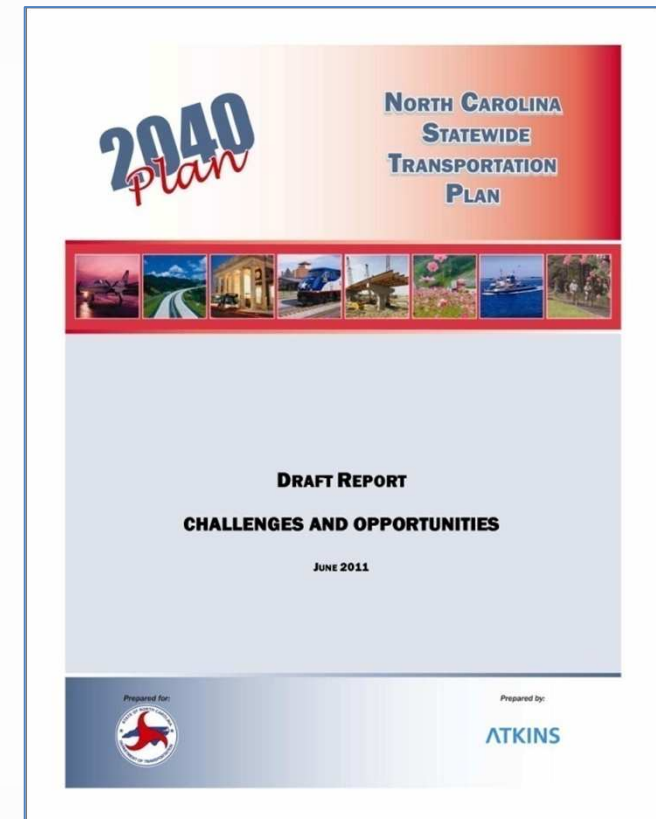
1. 2040 Plan Overview
2. Ongoing activities
3. Draft 2040 Plan

# 2040 Plan Overview

The 2040 Plan identifies:

1. Challenges & Opportunities
2. Long-term modal infrastructure and service needs
3. A sustainable financing strategy
4. Strategic investments and plan implementation

Schedule: adoption in Summer 2012



# Ongoing Activities

# Public & Agency Input

## 2nd Round of Public Involvement Complete

- Statewide Stakeholder and Agency Coordination Group workshops
- Webinars with Regional Stakeholders
- Second public survey completed
- RPO and MPO Activities



NCDOT  
From Policy to Projects  
2040 Plan

Departamento de Transporte de Carolina del Norte 2º Cuestionario del Plan del 2040 – Septiembre del 2011  
Llame al 1-877-DOT-4YOU (368-4968) o visite [www.ncdot.gov](http://www.ncdot.gov) para más información.  
Importante para el Plan del 2040. Por favor conteste las siguientes preguntas sobre el transporte para el futuro. Por favor indique en la parte posterior, agregue estampa postal y envíelo por correo.

1. Please provide your zip code: \_\_\_\_\_

2. Although several billion dollars are expected to be available over the next 30 years for improvements for highways, bicycle and pedestrian facilities, passenger and freight rail, aviation and ferries, this amount is insufficient to address all needs. Given this limited funding, which of the following should NCDOT make its highest priority? Please select only one.

- Focus on funding highway maintenance only, with no expansions or new roadways, and no enhancements to other forms of transportation, such as bus and light rail.
- Focus on other forms of transportation, such as bus and light rail.
- Focus on projects and programming, such as road widening.
- Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.
- Other (Please specify): \_\_\_\_\_

3. By 2040 there will be 3 million more people living in North Carolina – equal to the entire population of Iowa. Our residents will be older and more diverse, and more people will reside in and near large cities. Which of the following is the most important to address the transportation needs of our changing population? Please select only one.

- Invest additional resources in public transportation (rail and buses).
- Encourage development with higher numbers of people per acre.
- Better coordinate transportation and land development.
- Other (Please specify): \_\_\_\_\_

4. Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.

- Improved air and water quality
- Shorter commute times
- Easily accessible public transportation (bus and rail) options
- Enhanced aviation or ferry facilities
- Other (Please specify): \_\_\_\_\_

Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be used, which of the following should be the focus for future rail service? Please select only one.

- Expand passenger rail service within major cities.
- Expand passenger rail service between downtown and suburban communities.
- Expand passenger rail service between downtown and suburban communities.
- Other (Please specify): \_\_\_\_\_

5. Which of the following will be the greatest benefit to economic prosperity? Please select only one of the following.

- Blank
- Investments to better move people and freight
- Investments to better move people and freight
- Investments to better move people and freight
- Investments to better move people and freight
- Other (Please specify): \_\_\_\_\_

# Public & Agency Input

## Major feedback themes captured in draft 2040 Plan

- Be more multi-modal
- Take care of what we have
- Integrate land use and transportation planning
- Streamline project development

# Public & Agency Input

## Major feedback themes captured in draft 2040 Plan

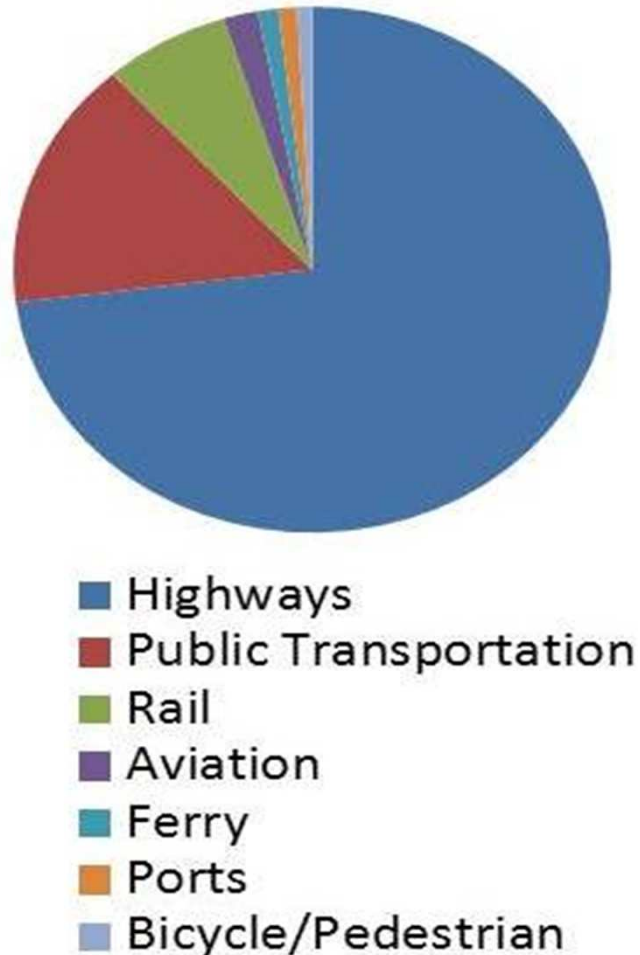
- Eliminate fund diversions
- Improve MPO/RPO coordination
- Recognize regionalism
- Improve education for stakeholders and the general public

# Public & Agency Input

## 3rd Round of Public Involvement initiated:

- Statewide Stakeholder Group
- Agency Coordination Group
- Regional Stakeholders
- MPOs and RPOs presentations
- Other presentations as requested

# Modal Needs Estimates



## \$159 Billion (2011 Dollars)

- Needs based on optimal performance
- Includes today's \$45 Billion backlog
- Consistent with previous estimates
- \$244 Billion when converted to Year of Expenditure (YOE)

## Finance: Revenue Forecast

- Operating budget – \$119 Billion
- Available funds for projects - \$93 Billion
- \$159 Billion (2011) = \$244 Billion (YOE)
- **\$151 Billion gap (BEST!)**
- \$107 Billion (better)
- \$49 Billion (good–current level)

**Conclusion: NCDOT's current funding model is not sufficient and sustainable.**

10



## Finance – Can the Funding Gap be closed?

### Revenue options that have been considered

- System tolling of Interstate highways and urban loops
- Fee on vehicle miles travelled
- Local vehicle property tax
- Local option sales tax
- Fee on automobile insurance
- Increased motor fuel tax rate and registration fees

**How much revenue would these options generate?**

## Revenue Enhancement Options

- Continue motor fuel tax indexing - \$36 Billion
- Increase registration/license fees - \$13 Billion
- Eliminate Highway Fund transfers - \$8 Billion
- Redirect vehicle lease fee to NCDOT - \$1 Billion
- Increase Highway Use Tax - \$6 Billion
- Local vehicle property tax - \$1 Billion
- Auto insurance surcharge - \$25 Billion
- Wholesale motor fuels tax - \$24 Billion
- Interstate tolling - \$83 Billion
- VMT Fee - \$70 Billion

# Funding Gap Closure Strategies

## Four revenue scenarios evaluated

*(Objective not to choose, but to demonstrate power and limitations of different strategies)*

- Interstate tolling to supplement existing taxes/fees
- VMT fee to replaces motor fuel tax in 2020
- Existing revenue sources with indexing & increases gap
- New revenue sources

## Key Study Findings and Conclusions: Modal Needs and Finance

- **Transportation needs remain large and challenging**
- **Current transportation funding is insufficient and non-sustainable**
  - Current funding insufficient even to maintain status quo
  - Current funding model is not sustainable
- **Improve current quality of service**
- **Revenue options are available and feasible to address needs**

# Draft 2040 Plan:

– Key Preliminary Findings & Recommendations

# Strategic Investments and Policy Recommendations

1. Establishes investment priorities in a funding-challenged environment:
  - Priority for safety and taking care of existing system
  - Emphasis on Statewide Tier
  - Emphasis on addressing logistics needs
  - Recognition of regional and urban/rural diversity of needs

# Strategic Investments and Policy Recommendations

2. Endorses recent/ongoing major policy and process initiatives:
  - Transportation Reform and Project Prioritization
  - Value of making transportation investments that address the logistics needs of the state's economy
  - Sustainability Blueprint

# Strategic Investments and Policy Recommendations

## 3. Endorses proposed Policy, Process, and Program recommendations

- Place highest priority on investments within the Statewide Tier
- Improve the MPO and RPO processes with a focus on improving relationships and communications
- Encourage integration between land use and transportation planning
- Expedite project delivery times
- Strengthen planning processes to ensure all perspectives of the human environment are considered

# Strategic Investments and Policy Recommendations

## 3. Endorses proposed Policy, Process, and Program recommendations (Cont'd)

- Better integrate logistics needs into transportation planning process
- Establish new sources of revenue for transportation investments
- Recognize differences in regional, urban and rural needs
- Embrace and capitalize on technology advances
- Diversify opportunity and participation for subregional transportation systems

# Discussion Q&A

# Thank you

**Visit 2040 Plan website:**

<http://www.ncdot.org/performance/reform/2040Plan/>

**For more information or to submit additional comments:**

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## Public Comments – NC 54 Phase II Draft Final Report – March 21, 2012

Comment	Source
<p>I am reading "Plan targets traffic tie-ups" in this morning's Chapel Hill News, with the web site giving your address for comments.</p> <p>Yesterday I watched the stoplight crews working once more -- in bitter wind -- to adjust the new lights at 54 and Environ Way, lights that have a mind of their own to hold up traffic no matter what humans try to tell them.</p> <p>My question: why has DOT not acted on the obvious solution to congested inbound traffic on 54 by relieving the tie-up caused at the junction with southbound 15/501 Bypass at Glen Lennox in east Chapel Hill? The cloverleaf for the right turn for 54 traffic onto 15/501 Bypass heading south (towards the intersection with Manning drive) was widened years ago from one lane to two. However, permitting two lanes of traffic coming from the east (coming from I-40) to make a right turn ONTO the cloverleaf has NEVER BEEN FINISHED. The middle lane of 54, as it goes under the 15/501 bridge to that cloverleaf, needs to be made an optional right-turn-or-go-straight-lane. Similar lanes have been converted for such use in other parts of town. Why not here? It seems as if DOT intentionally wants to create a bottleneck at this point by ignoring the obvious solution. Of COURSE, traffic comes to a bumper-to-bumper standstill!</p> <p>BTW: The intersection of Manning Drive and 15/501 Bypass has recently been extensively reworked, and a second, optional right turn lane from Bypass onto Manning should have been done there, as well. DOT is not putting existing resources to their best use.</p> <p>Furthermore: my brother-in-law Leo is a railroad executive in the Chicago area. He is in charge of having the right freight cars available in the right places across the U.S. for the use of shippers. He laughs and shakes his head whenever the subject of a light rail corridor coming into Chapel Hill along 54 to the University comes up. Does no one acknowledge that the train cannot go up the hill to the University? Trains need level ground and very gradual uphill grades. Rail would have to terminate at 54 and Hamilton Road, and what then? There would need to be a large transportation center where travelers would have to change from rail to bus to proceed up to the University. Where is there space for THAT in THIS location? Even if Glenwood School were torn down, that land area is not large enough, nor is there space for bus access in and out of that location. If light rail is brought into this area, it needs to terminate somewhere out along Barbee Chapel Road, where it would connect with Chapel Hill buses, as is presently done with the park-and-ride arrangement from the Friday Center to the University, where there is still space for such an endeavor.</p> <p>Frankly, I think TTA buses have the out-of-town commute under control. They are convenient. They pick us up and let</p>	<p>Email to Project Manager</p>

<p>us off at any bus stop along the streets -- many more stops than light rail could make, and on routes that can be altered whenever there is a new need. Light rail would be a horrible waste of money, and retrofitting tracks through the middle of the Meadowmont community and shopping area at this late date would be a years-long traffic headache of its own. I was in Frankfurt, Germany, last fall, staying on a residential street where about a mile of a tram line extension was laid down the middle of the street in about four months, WITHOUT closing off the street or tying up major intersections. I don't think we have either the subsoil foundation -- especially in the swampy areas the line is projected to pass through - - nor the efficiency of manpower that the Germans do -- to do a similar thing here. Furthermore, rail is noisy at every curve.</p>	
<p>I am writing to express my concern over the Hwy 54 corridor study conclusion that SouthWest Durham Parkway should be constructed and traverse the DENR natural heritage area of Little Creek bottomlands. It will also impinge on the perimeter of the USACE wetlands.</p> <p>Here are important decisions that have been made recently to preserve this bottomland SNHP and USACE wetland area.</p> <ol style="list-style-type: none"> <li>1. The Aydan Court development proposed in the NCDENR Natural Heritage Program Little Creek bottom land (SNHP) was voted down by the Chapel Hill Town Council and the land was sold to UNC Chapel Hill.</li> <li>2. The Rizzo Center expansion of the UNC Business school was moved from the DENR SNHP bottomlands when Holden Thorp, Chancellor of UNC, reaffirmed the university's mission statements that it would not encroach on environmentally sensitive land.</li> <li>3. The C1 LRT alternative analysis has met with strong resistance from multiple environmental groups, including DENR and the natural heritage program advocates. This C1 right of way encroaches on the same SNHP bottomland area as does the proposed route of the SW Durham Parkway.</li> <li>4. The SW Durham Parkway route also traverses the Durham County inventoried heritage land in the Little Creek bottomland wetlands and violates Durham's stated environmental conservation policies.</li> </ol> <p>If the C1 alternative fails to be recommended by the Environmental Impact Study and NEPA analysis, then there would be overwhelming arguments to NOT build the SW Durham Parkway over the same corridor swath, ie SNHP and DENR bottomland area. I am also formally requesting by copy of this letter that DENR representatives, Linda Pearsall and Allison Schwarz Weakley, be requested to comment on the proposed SW Durham Parkway route in the Hwy 54 corridor study.</p> <p>I emphatically urge that the Hwy 54 corridor study report be updated to include these developing concerns about its recommendation that the SW Durham parkway be built on the Little Creek bottom lands proposed right of way. This route is currently the ONLY construction proposed that will pierce this fragile environmentally sensitive and protected</p>	<p>Email to Project Manager</p>

bottomland over Little Creek.	
<p>I was surprised that one obvious alternative of having a ring road from RTP to chapel hill that would alleviate much of the commuter traffic on 54 to 40 was not anywhere to be seen in the plans? Much of the problem of congestion that exists now is created by commuters and not local traffic .... adding more housing and offices to this region even if transit is increased is not going to reduce the congestion of this corridor? Transportation should not be the only solution alternative road routes is a must!</p>	<p>Email to Project Manager</p>
<p>I am new to the triangle area and saw the article about the NC-54/I-40 decongestion plan in yesterday's Durham News. I can't make it to the open house next week, but I would like to advocate strongly in favor of increased bicycle access along this corridor. Currently, there is no safe and usable bike route from south-central Durham to Chapel Hill. A continuous bike path (or at least a bike lane) from Woodcroft to the UNC campus would fill a major gap in Durham's transportation network, and I suspect it would be highly used and would reduce traffic congestion. Personally, I currently drive the NC-54 corridor every day, but would prefer to bike if given the choice.</p>	<p>Email to Project Manager</p>
<p>I read with interest the Corridor Study Master Plan and associated materials, which were recently released. Could you please answer three related questions for me?</p> <p>An enormously important aspect of the plan to our community of Eastwood Park is the landscaping/hardscaping that will be employed as a barrier between us and NC54 and between us and the new road expected on our northeast border. The barrier would also be of benefit to pedestrians and bicyclists who travel on the Service Road, and would be of benefit to commuters, especially if the barrier turns out to be inadequate in which case the commuters may be exposed to a decaying community and unsightly corridor.</p> <p>The Master Plan document does not describe landscaping/hardscaping in much detail other than, for example, its function to provide a sense of security to pedestrians. In one place the landscaping is described as a grassy area that provides space. Is there any more precise language and could it be employed to characterize landscaping appropriate to our community, that is, a continuous barrier of a given height that completely blocks the view and reduces sound? I wonder if there is a 'scale' or some way of 'grading' or are there 'levels' of landscaping that are recognized by landscaping architects, planners, and the DOT. For example, is there a technical term to describe the barrier erected alongside parts of I-85 when it was widened in Durham?</p> <p>Currently there is landscaping along our side of NC54, consisting of occasional clumps of hollies and small trees. However it is inadequate as a barrier and would fail if it were replanted this way after widening of NC54. The materials themselves, especially the hollies, are good. However, they are far too sparse (not at all continuous), and at the west end</p>	<p>Email to Project Manager</p>

<p>of Eastwood Park, they are not tall enough. Something such as magnolias seem to be needed there.</p> <p>On a second topic, the Plan includes many superstreet style intersections where traffic seeking to turn left onto NC54 must turn right and then make a U-turn. One such intersection is planned at Crossland/George King such that Leigh Village and Eastwood Park residents planning to travel to the interstate turn right onto NC54 and then make a U-turn. At the point of this U-turn why is there no light? I ask because I am concerned about safety. The possible safety issue occurred to me for three reasons. For one, before the light was installed at Huntingridge Road, residents had to turn left without a light and it was precarious (though at the time we had to deal with traffic from both directions). Also, at the location where the U-turn is proposed, unless there is congestion, traffic in the corridor usually is travelling at a relatively high speed. This high speed can be expected to persist in the future since, from what I have read, few changes are planned to slow down traffic in that section of NC54. Finally, I noticed that there are two locations in Chapel Hill (Meadowmont Lane traffic “turning left” onto NC54, and The Exchange at Meadowmont traffic also “turning left”) where it will be necessary to turn right and then make a U-turn. However, in the case of the two locations noted in Chapel Hill, a light is present where the U-turn is made. I am curious about the reasoning behind the lack of a light for the Crossland Drive/George King Road U-turn, so as to be assured about the safety issue. In fact, it would be more desirable not to have a light if it is not needed.</p>	
<p>Some of you might get a sense of déjà vu all over again, a sort of variation on an old theme from what I’m about to share, and in many ways it is. The proposed SW Durham Drive, not unlike the C1 route and all its issues, concerns and problems, should be coupled along with it. Because C1 and SWDD cut thru a pristine and unique habitat, they should both hew to the pending environmental assessment and study; in other words, they should not be de-coupled.</p> <p>The Little Creek Bottomlands and Slopes is a designated “Significant Natural Heritage Area”; it’s not an “insignificant” natural heritage area and should be afforded the same respect and process that the C1 proposal is thankfully currently undergoing. To do otherwise would be to not only undermine the entire process surrounding both the LRT proposal and most certainly the SWDD plan, but it would also undercut the public’s faith in the plan for the future in addition to how it was implemented, not to mention those planning it.</p> <p>In short, when it comes to the SWDD, the community respectfully asks the Council to support the following:</p> <ul style="list-style-type: none"> <li>· Delay any and all decisions on construction/implementation until the thorough environmental impact study and assessment comes back on the light rail proposal;</li> <li>· Take into account the effects on Rachkis Elementary with possibly thousands of cars passing by it regularly and all the safety concerns for Chapel Hill’s children;</li> <li>· Work with other decision-making bodies in the area to source and identify alternative routes for the SWDD, not unlike the C2 route down George King Road, the new Farrington Road extension and the like which eventually bisect</li> </ul>	<p>Letter to Chapel Hill Town Council</p>

<p>with Hwy 54;</p> <ul style="list-style-type: none"> <li>· Since George King and the Farrington Road extension would be new roads, they could be appropriately engineered to accommodate future traffic;</li> <li>· The message and movement is clear: SWDD should continue to hew to the underlying C2 meaning in doing the least amount of environmental damage to unique and irreplaceable natural areas : Along these lines, UNC Rizzo is not expanding to preserve the natural habitat surrounding it; Aydan Court did not move forward; C2 is the preferred alternative with a shift east to avoid the Little Creek Bottomlands and Slopes and so too should the SWDD shift east away from the SNHA.</li> </ul> <p>In the end, the community asks that the plan for SWDD not be de-coupled from CI, that a Significant Natural Heritage area not be rendered insignificant-essentially destroyed- and that the plan take into account all of the essential stakeholders, that until now, have not been given their just and necessary place at the table.</p>	
<p>I am writing to provide feedback about the NC 54/I-40 Corridor Study Report that came out earlier this year. This feedback is separate from lansdscaping/hardscaping issues. I appreciate your efforts in this work and in trying to get the consultants to address the serious and difficult problems that the Corridor presents.</p> <p>Overall, it is disappointing that with the recommended infrastructure changes, traffic is not expected to improve substantially in the Corridor in the foreseeable future. The only option considered that would have improved traffic flow seems to have been determined to be out of character for the area and perhaps too costly. Another option to improve traffic flow would be to limit new housing and commercial development in the Corridor. The idea of limiting development to limit increased traffic seems to have never been seriously considered.</p> <p>An interesting thing happened on the way to recommending the widening of NC 54 to six lanes. Early in the Study, participants were asked to consider three or four scenarios in which different levels of residential and commercial development were coupled with different levels of transportation infrastructure. Unexpectedly, in the lower levels of transportation service, NC 54 was recommended to be widened to six lanes, but in the plan for the highest level of service, which would accommodate the most vehicles, the recommendation was for NC 54 to remain four lane. It was only at the end of the Study that the six-lane highway with roundabouts was decided upon, and it is not clear why (or even if) six lanes now would be expected to accommodate more vehicles than two when early in the Study the reverse was the case.</p> <p>Overall, the pedestrian and bicycle facilities that are recommended I expect will be highly beneficial.</p> <p>Another highly beneficial aspect is the park and ride component consisting of lots outside of the Corridor. These lots will</p>	<p>Email to Project Manager</p>

reduce the number of cars entering the congested Corridor. On the other hand, the lot in Leigh Village will not contribute and will in fact likely worsen congestion in the Corridor since it will draw vehicular traffic (including buses) not only into the Corridor but through the most precarious and heavily travelled routes/intersections.

The use of buses as an intermediate mass transit option prior to light rail seems to be a good idea.

The Report recommends the completion of Southwest Durham Drive through Meadowmont Lane and describes the historical aspect of this plan which was put in place long before Meadowmont was developed. Completion of this collector street will be beneficial because it will increase connectivity. This connectivity will allow commuters from the north (e.g., Durham) to visit the facilities at the Friday Center and Meadowmont without travelling on NC 54, and it will allow Meadowmont residents and Friday Center workers/visitors to travel to the north, again, without having to travel on a major arterial. This will help relieve some of the congestion on NC 54. It will also provide valuable connectivity for bicyclists and probably also pedestrians (depending on the route of the light rail line which would have a greenway through Meadowmont).

Reducing the speed limit seems to have been not considered during the project. It seems like a higher speed limit may be detrimental not only regarding safety. A hurry up and wait traffic pattern wastes gas.

Closer to home, I am concerned about the safety of an intersection. When vehicles exit Leigh Village/Eastwood Park from Crossland Drive to travel east on NC54, they must turn right and then make a U-turn on NC54. There is no light where this U-turn is to be made, although there are lights at comparable U-turns in Chapel Hill. I believe a light is not present because of anticipated low traffic volume and the State will provide a light if there is a safety problem. Unfortunately, a safety problem at this U-turn is likely to be of the kind in which a turning vehicle is 'T-boned' by a vehicle travelling at a nominal 45 mph. This is an extremely dangerous type of collision. This is an intersection that I would likely use. I am not enthusiastic about sitting at a light if it is not necessary. On the other hand, I am less enthusiastic about a neighbor being 'T-boned' in order to learn that a light is needed. It seems like it should be possible to make a determination about anticipated safety in the planning phase or err on the side of safety.

Close to the site of this planned U-turn is George King Road. The Report states that many residents expressed an interest in an intersection of George King Road with NC 54 as an alternative to an intersection of Crossland Drive with NC 54. This I am certain includes residents of my neighborhood, Eastwood Park. In the past, during the Collector Street Plan, there was also a great deal of interest among local residents, including many non-Eastwood Park residents, in creating an intersection of George King Road with NC 54. Despite all of the interest expressed by us locals, the Study recommends an intersection at Crossland Drive. While some reasoned arguments were made for the recommendation, I think there remains some negative sentiment left over from the handling of this issue during the Collector Street Plan

<p>Meetings. It will take more than the Corridor Study for some folks to gain confidence in the system, if they ever do.</p> <p>Even closer to home, the Study suggests mechanisms to prevent cut-through traffic in Eastwood Park. These include preventing access/egress via the north end of the neighborhood, and a connection of Celeste Circle to the Service Road at the north end of the neighborhood (Figure 6-10). I expect that a mechanism of this type would be beneficial. Surprisingly, the connection of Celeste to the Service Road is described in the report as a 'preliminary concept'. Eastwood Park residents have been represented among Study participants throughout the course of the Study which began over two years ago. Issues related to our neighborhood have been made known to the Study. It seems the consultants have had sufficient time to come up with a serious and complete road plan. Instead, they find that "a more in-depth study is needed to determine the best way to address access for this small subdivision (i.e., Eastwood Park)" (p. 6-17). The way I read this, the consultants did not complete their job. I suggest that if the consultants have not yet been paid, that their payment be reduced by the fraction of the land area that Eastwood Park represents to the Study area.</p> <p>The best recommendation made by the Study is that the future land use for Eastwood Park should be single family residential. I have lived in Eastwood Park for over 14 years. I believe most Eastwood Park homeowners have owned their homes longer than I. It is a pleasant place to live. There remains at least one issue for the Study to address to preserve and protect our neighborhood. Otherwise I think that we will do well in the future in the context of the plans recommended by the Study.</p>	
<p>On behalf of the nearly 400 residents of The Cedars, the licensed continuing care retirement community in Meadowmont, I am writing to express our grave concern over and opposition to the proposed extension of Meadowmont Lane through the ecologically sensitive wetlands to Southwest Durham Drive. The NC 54 / I-40 Corridor study is premised upon the construction of this extension as is apparent from page 6-37 of the Study. Safety and the environment would suffer greatly if the proposed extension were ever built.</p> <p>As you know, Meadowmont Lane traverses an upscale built-out residential community with an elementary school at one end and a continuing care retirement community at the other. To take traffic off the 6 lanes of NC54 and funnel it down a residential street that becomes 2 lanes is irresponsible, particularly when traffic estimates we have heard range from 8,000 to 12,000 vehicles per day. The safety concerns for everyone, and especially grade school children and senior citizens, are huge.</p> <p>The irreversible damage caused by penetration of the Little Creek Bottomlands and Slopes Significant Natural Heritage Area has already been recognized by the MPO in its selection of light rail route C2 as the locally preferred alternative. The Meadowmont Lane extension if built would cause the same kind of severe damage.</p>	<p>Letter to the Project Manager from the Chair of the Members Association of The Cedars of Chapel Hill</p>

<p>We request that the MPO protect its constituents and the environment by opposing the extension of Meadowmont Lane to Southwest Durham Drive.</p>	
<p>Why is there no mention of the R4-11 BICYCLES MAY USE FULL LANE sign that has been in the MUTCD since 2009?</p> <p>Given that any of the proposed "improvements" in the report will not happen anytime soon and are quite expensive, it seems that a simple immediate intervention would be widespread use of the R4-11. Attached is a comparison I've made of the R4-11 with the "Share the Road" sign. You might also be interested in a paper I wrote about the "Share the Road" sign here: <a href="http://bicyclingmatters.wordpress.com/infrastructure/critique-of-the-share-the-road-sign/">http://bicyclingmatters.wordpress.com/infrastructure/critique-of-the-share-the-road-sign/</a></p>	<p>Email to Project Manager</p>
<p>I write in regard to the TAC Public Hearing on the NC 54/I-40 Corridor Study which will be held this Wednesday March 14. I live in the Eastwood Park neighborhood which is in the Study area and which is also in the part of the City that you represent. We are fortunate that you have been involved in the Study and are familiar with the issues.</p> <p>You probably recall that my neighbors and I have participated substantially in the Study. There are two items in the Study Report that many of us advocated. I write this email to emphasize that there is great interest in this Study and we wish that these two items be retained in the Study Report. These items are:</p> <ol style="list-style-type: none"> <li>1. The Study recommends that the long-term land use for Eastwood Park (called Celeste Circle in the Report) be single family residential. (See page 2-15 in the Land Use section.) Happily, this recommendation is stated unambiguously.</li> <li>2. The Study recommends that landscaping and/or hardscaping be located between NC 54 and our neighborhood. (See page 5-15 in the Pedestrian and Bicycle section.)</li> </ol> <p>The recommendation for landscaping/hardscaping is a weak statement directed towards pedestrians and bicyclists using the Service Road. It is felt that a stronger statement about landscaping/hardscaping should be written in the paragraphs about Eastwood Park (Celeste Circle) in the Land Use section. This issue has been communicated to the Study and the response was that the wording may be addressed in some way.</p> <p>I have no additional issues to bring to the Study and do not plan to attend the Public Hearing.</p> <p>I would like to note that the management of the Study during the two and a half years of my participation has been commendable.</p> <p>I appreciate your involvement in these issues of great importance to us.</p>	<p>Email to Councilman Mike Woodard</p>

Thank you for the opportunity to discuss the NC 54 Study with you at the open house at Chapel Hill City Hall in February. I live in Carrboro and drive through this corridor several times per week.

Email to  
Project  
Manager

I am quite impressed with the design proposal and strongly endorse it. Some elements I specifically favor:

- Overpasses at Fearington and Falconbridge, with the attending realignments and connections between those two roads.
- Ramp reconfigurations at I40/NC54, including the slip ramp.
- Widening NC54 to 6 through lanes from Barbee Chapel to I40.
- Realignment of the ramps at 15-501/NC54, including the closure of the entrance into the Glenwood Square Shopping Center from NC54 and diversion of the shopping center traffic to the entrance off Hamilton Road.

I'd like to add three short-term recommendations:

- Extend the three-lane section of NC54 East from Fearington all the way to Falconbridge. I've observed traffic here, and noted that the third(right) lane of 54E carries through the Fearington intersection only as many cars as are queued in the right line while the signal is red. If this lane were extended another 10 (or more) car lengths, then that many additional cars would pass through the Fearington intersection on each green cycle.
- Improve the signage on NC54 East approaching Fearington. I frequently see vehicles changing between the two rightmost lanes while moving through the Fearington intersection or immediately at the head of the ramp to I40 East. It seems that many people do not understand that they can use either lane to cross Fearington and enter I40 East. An overhead sign with arrows showing the movement options for both lanes might help with this. I've actually seen vehicles stop between Fearington and the I40 ramp in order to change lanes. We have many out-of-town visitors who get confused here.
- Close the entrance to Glenwood Shopping Center from NC54 immediately. The entrance off Hamilton Road should be able to handle all the traffic into and out of the shopping center. At the very least, convert the driveway from NC54 to entrance-only and block the exit (to NC54) option. I frequently see vehicles exit to NC54 East and immediately cross all lanes of NC54 to get into the left turn lane at the Hamilton Road intersection to make a U-turn. It would be much safer if they exited directly to Hamilton and then turned left to 54W. This is the route I take whenever I exit the shopping center, and I don't see that requiring others to do so would cause any significant inconvenience, while greatly improving safety.

I'd like to add a long-term suggestion:

- Encourage the homeowners in the Celeste Circle neighborhood to form a corporation and sell their land as a group. It looks to me like there is disinvestment going on here already. This site is less attractive for detached

<p>housing, given the growing traffic and future road development, but it would be attractive for office development. The City of Durham should make it clear that higher density office development would be given as a zoning bonus if the properties were combined into one parcel for redevelopment. This would allow the owners a windfall profit on the sale of their properties and could encourage a more timely transition rather than a long, slow degradation. It appears from the map that the proposed Falconbridge extension through here will require condemnation of a few of the houses.</p> <p>Kudos on a well-crafted plan.</p>	
<p>I live in Meadowmont and our community will be significantly affected by the increase traffic and the future changes made in the Hwy 54 corridor.</p> <p>I am concerned with and opposed to the proposed "super highway crossings" at Meadowmont Lane and East Barbee Chapel Road.</p> <p>I do not believe they will speed up traffic on Hwy 54 in particular if traffic lights have to be added to accommodate U-turns. I also have safety concerns when drivers have to cross 3 lanes of traffic, especially during rush hour when traffic often backs up thru traffic lights that are too close together.</p> <p>We have the example of the crossing on 15/501 at Erwin Road and I have met very few people who consider this an improvement.</p> <p>However I also believe that the "above grade" crossing at East Barbee Chapel Road will be a huge improvement and will alleviate many of the above mentioned problems as the majority of traffic thru Meadowmont will take that venue in order to go East on Hwy 54. In fact my guess would be that very few motorists traveling On Meadowmont Lane with the intention of going East on HWY 54 would use the Meadowmont Lane super street crossing. They would go on East Barbee Road. Therefore I would like to suggest that the stoplight in between Meadowmont Lane and west Barbee proposed for that U turn can be eliminated. The few people that would go that way could travel a little further to the next U turn.</p> <p>Congestion is caused not by the number of traffic lanes but by the number of stoplights.</p> <p>I have always been puzzled why a cheap solution which have been successful in many communities has not been tried on Hwy 54. I believe it has been called the "green zone" in some cases. Traffic lights on 54 would be programmed in such a way that once you have hit one green light and are traveling at a predetermined speed all subsequent lights will be</p>	<p>Email to Project Manager</p>

<p>green. It really moves the traffic on a main artery (at the expense of some longer wait at the feeder roads). The beauty of this solution is that all it takes is reprogramming of lights at very low cost.</p>	
<p>I own a home and live in a development called Blenheim Woods. Please know that I am opposed to the alternative light rail route that I understand would come down Farrington Road from Highway 54. I am especially opposed to changes to George King Road that would make it a busy road as is Farrington now. These spaces were not designed for the kind of traffic volume that would generate. It would be unfair to impose such conditions on development such as ours. George King Road is not a wide enough road to handle any meaningful increase in traffic.</p>	<p>Email to Project Manager</p>
<p>I live in a development called Blenheim Woods. Please know that I am opposed to the alternative light rail route that I understand would come down Farrington Road from Highway 54. I am especially opposed to changes to George King Road that would make it a busy road as is Farrington now. These spaces were not designed for the kind of traffic volume that would generate. It would be unfair to impose such conditions on a development such as ours. George King Road is not a wide enough road to handle any meaningful increase in traffic.</p>	<p>Email to Project Manager [same message, different person]</p>
<p>In light of the comments concerning the alignment and routing of South West Durham Drive that were raised at the MPO Meeting on March 14, which were echoed and reinforced by Councilman Harrison's statements, I would request that you:</p> <ol style="list-style-type: none"> <li>1. Please direct your staff to soften the language on pages 6-37 and 38 to state that the SWDD alignment traversing the Little Creek Bottom Lands is in the process of being re-examined in light of environmental and public/community concerns with its current routing.</li> <li>2. Please direct your staff to emphasize that there are multiple alternative North/South "drains" for traffic flow between 15-501 and 54 to the East of Little Creek that can be constructed according to minor arterial standards, i.e. George King Road and the new Farrington Road extension, both of which are part of the current Collector Street Plan. I understand the future need for "Traffic Load Balancing" across more than one North South route between 15-501 and 54.</li> </ol> <p>As you know, the neighborhoods to the West of Little Creek are already at maximum buildout (Meadowmont and the Oaks as well as Rogerson, Oakwood, etc) and that the traffic generated by build out will be on the East side of Little Creek. It seems possible and viable to channel this traffic to enter 54 on the East side of the wetlands.</p> <p>Finally, the MPO charter specifically calls out NOT running arterial streets through neighborhoods. Please see the following statement for the DCHC MPO Goals and Objectives under Section 2 point D,</p>	<p>Email to Project Manager</p>

<p>d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.</p> <p>The URL link to see the DCHC MPO document cited above is:  <a href="http://www.dchcmppo.org/index.php?option=com_wrapper&amp;Itemid=41">http://www.dchcmppo.org/index.php?option=com_wrapper&amp;Itemid=41</a></p> <p>Therefore, please do not release a 54 Corridor study that proscriptively recommends a routing alignment for SWDD that puts Rashkis elementary school and the Cedars retirement community in the arterial traffic crosshairs when there are compelling and viable alternative routes that circumvent this inherently flawed and environmentally destructive route selection.</p>	
<p>For the record:</p> <p>Greetings and many thanks to members of the MPO-TAC for this opportunity to share community concerns about the 54-40 study, its recommendations and proposals.</p> <p>In regards to the 54/I-40 study and its proposed SW Durham Drive and Meadowmont Lane extention, the situation is about process, place and people.</p> <p>The LRT routing process, community support for C2 and the decisions of the Orange County Board of Commissioners, the Chapel Hill Town Council and the MPO-TAC in support of C2 as the preferred alternative should not be de-coupled from the routing of the SW Durham Parkway within the 54-40 study. Namely, with C2 the preferred alternative, not to mention the Environmental study yet to be concluded on the LRT routing, the 54-40 study should mirror the ongoing course of the LRT routing. Therefore, the routing for the SWDD thru Meadowmont Lane should not be de-coupled from the LRT study. Since they both follow similar routes thru the Little Creek Natural Heritage site-and Meadowmont, they should remain, essentially, coupled. To do otherwise would be to undermine community trust in the process, not to mention the proposals and votes of support from local government.</p> <p>In terms of place, the 54-40 study proposes rather clearly that the SWDD cut thru and degrade, not unlike C1, the Little Creek Bottomlands and Slopes, a key Significant Natural Heritage Area. Significant voices of support within the community have spoken rather clearly on the need to preserve and leave whole this unique and irreplaceable place. Furthermore, UNC actions in avoiding a Rizzo Center expansion, not to mention the votes of support for C2 from the</p>	<p>Citizen prepared notes from March 14 Public Hearing</p>

<p>Chapel Hill Town Council, MPO-TAC and the Orange County Board of Commissioners would be undermined if SWDD and it's plans were not informed by and updated by these important decisions. In essence, sauce for the goose is sauce for the gander and, therefore, it's of utmost importance that these two projects, seemingly coupled in their original planning, not be de-coupled. Both would do inalterable damage to a unique and protected environmental resource and both should therefore be joined. To do otherwise, would make a mockery, not only of the process but of the place.</p> <p>And, finally, making Meadowmont Lane an extension of the SWDD would create unacceptable harm to the people of the neighborhood that straddles Meadowmont Lane, namely, the children and their families of Ratchiss Elementary, local homeowners and residents of the Cedars Community who would be adversely affected by such a massive project.</p> <p>In the end, to de-couple the SWDD extension from the course of the LRT routing would do irreparable harm to people, place and process and we respectfully submit to the TAC today that the 54-40 study be informed and updated by the course of the LRT process, with C2 the preferred alternative, not only for the LRT but also for the extension of the SWDD thru Meadowmont Lane as proposed in the 54-40.</p>	
<p>Dear DCHC-MPO Transportation Advisory Committee members:</p> <p>Page 6-37 of the 54/40 corridor study mentions two options for connecting Southwest Durham Drive to NC 54, namely Meadowmont Lane and George King Road. The study concludes that "both connections are necessary to maintain mobility within this corridor."</p> <p>The Meadowmont Lane route would essentially follow the flawed and overwhelmingly unpopular C1 light rail alignment, raising similar environmental and safety issues. It would require building an expensive bridge through a state-designated Significant Natural Heritage Area (SNHA), which includes wetlands managed by ownership or easement by the U.S. Army Corps of Engineers (USACE).</p> <p>The N.C. Natural Heritage Program documented that the Little Creek Bottomlands and Slopes SNHA "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of this region...The upland buffers surrounding the wildlife impoundments...are particularly important...This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with the floodplain forest." i</p> <p>I asked USACE last week if it would be commenting on the 54/40 corridor study and got the following response:</p>	<p>Citizen prepared notes from March 14 Public Hearing</p>

“Thanks for the heads up on this project. We had not received an official notification. We do provide comments on corridor studies and will be preparing a letter on this one.”

Following are excerpts from the ensuing (3/13/12) USACE letter, which I just saw this morning. (Full letter attached to this message).

“Routes not impacting government property should be utilized first. Routes crossing government property must avoid and minimize adverse impacts to these resources. Mitigation would be required for unavoidable adverse impacts including loss of flood storage capacity...It also appears that the proposed routes may include wetlands and waters of the United States under the jurisdiction of the U.S. Army Corps of Engineers Regulatory Division, pursuant to Section 404 of the Clean Water Act.”

Transportation Advisory Committee members, please do whatever you can to prevent the building of a bridge that will drastically affect a critical natural area and perhaps an entire ecosystem. George King Road is an already disturbed transportation corridor that avoids these sensitive lands. Farrington Road is another arterial option connecting Southwest Durham Drive.

Finally, I would like to express serious concern that we have had two large, expensive transportation planning studies in a row – Triangle Transit’s Durham-Orange corridor alternatives analysis and now the 54/40 corridor study – that recommended cutting through the Little Creek Bottomlands and Slopes SNHA without even mentioning the SNHA’s existence, much less its significance. Given that this SNHA comprises a major portion of the 54/40 study area, this is a glaring omission.

I respectfully request that the Transportation Advisory Committee attempt to ensure that future such studies under its auspices acknowledge any impacted SNHAs. Please see that these critical natural areas are taken as seriously in transportation planning studies as they are by Durham and Orange county citizens and the municipal and county governments they elect.

Also, please try to ensure that input and information from state and federal resource agencies is more effectively obtained and made available to the public and local decision makers as part of these important studies and the planning processes they inform.

Corridor Study_CommentsUNC.pdf (attached)	Letter from UNC and UNC Hospital
March 13, 2012 Hwy54-I40 Corridor Study – comment letter.pdf (attached)	Letter from Army Corps of Engineers
Letter to Leta Huntsinger_NHP_NC 54 Corridor Study_120316.pdf (attached)	Letter from NCDENR
Letter_TomStark.pdf (attached)	Letter from Stark Law Group, PLLC
Letter to Chapel Hill Town Council.pdf (attached)	Letter from concerned citizen
Orange County BOCC Comments on NC 54 Corridor Study_revised.pdf (attached)	Letter from Orange County BOCC to TAC Chair
120212 BPAC Response – NC54-I40 Corridor[1].pdf (attached)	Letter from Durham Bicycle & Pedestrian Advisory Commission
Comments from Chapel Hill Transit.pdf (attached)	Emailed comments from Chapel Hill Transit
March 16, 2012 – End official public comment period	



THE UNIVERSITY  
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March 16, 2012

Leta Huntsinger, Project Manager  
City of Durham  
Transportation Department  
101 City Plaza  
Durham, NC 27701

[leta.huntsinger@durhamnc.gov](mailto:leta.huntsinger@durhamnc.gov).


Dear Leta:

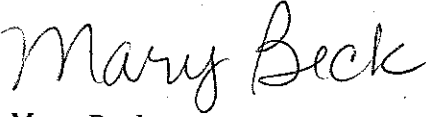
We are writing to provide comments regarding the NC 54/I-40 Corridor Study from the University of North Carolina at Chapel Hill and the UNC Health Care System. The draft final report raises several concerns.

1. Regional rail alignment C2 is the preferred alignment of both the University and the Health Care System, and is favored by others as well. It is absent from the NC 54/I-40 Corridor Study maps. The C2 corridor should be included on applicable maps. In addition, explicit comments need to be included in the report noting that the intersection solution at Barbee Chapel and I-40 needs to be redesigned if C2 is the selected alignment.
2. Both the superstreet concept and the reconfiguration of the NC54/I-40 interchange impede access to services and business along the route, including many UNC Health Care System clinics. We believe the proposed chain of multiple superstreets will be difficult for the public to follow, create major traffic flow issues, and negatively impact businesses and homes in the corridor.
3. The superstreet concept substantially interferes with bus service to the Park and Ride lots at the Friday Center. Presently, 16 buses run on 5 minute headways in peak periods. The superstreet adds 4 minutes to each trip, which will require substantially more buses and increase the cost to provide the same headways.
4. The transit costs in the plan are not accurate. Transit costs should be benchmarked to existing costs of transit systems operating in the corridor.
5. Transit routes cannot be extended as described in the plan. The buses already are at capacity when serving the existing routes.
6. The park-and-ride solution is not feasible. The lots are too small and too distant from the key employer destinations to provide bus service necessary to make them attractive to commuters. The number of buses in the plan is not sufficient to serve the lots. In most cases the number of buses must be at least doubled, and for some locations they need to be quadrupled, in order to provide sufficient service.

Thank you for this opportunity to comment on the draft final plan. We are supportive of efforts to streamline traffic in this corridor and happy to work with you further in this regard.

Sincerely,

  
Carolyn W. Elfland  
Associate Vice Chancellor for Campus Services  
The University of North Carolina at Chapel Hill

  
Mary Beck  
Senior Vice President for System Affiliations  
UNC Health Care System

cc: William L. Roper, M.D., M.P.H.  
Holden Thorp, Ph.D.  
Linda Convissor  
Roger Stancil



**DEPARTMENT OF THE ARMY**  
**WILMINGTON DISTRICT, CORPS OF ENGINEERS**

**B. EVERETT JORDAN DAM AND LAKE**  
 POST OFFICE BOX 144  
 MONCURE, NORTH CAROLINA 27559

March 13, 2012

City of Durham, Transportation Department  
 Attn: Ms. Leta Huntsinger  
 101 City Hall Plaza  
 Durham, North Carolina 27701

Dear Ms. Huntsinger:

This letter is in response to the request for comments on the Durham - Chapel Hill - Carrboro Metropolitan Planning Organization (DCHC-MPO), NC54-I40 Corridor Study Transportation-Land Use Master Plan, December 2011. We appreciate the DCHC-MPO's continued efforts to plan for future transportation needs and to keep the public informed.

Figures 1-1, 1-2, 2-9, 2-10, 2-11, 2-12 and 6-29 depict transportation routes that would require widening of the existing right of way along NC Highway 54 and/or addition of new rights-of-way for roads and/or light rail lines crossing government property and/or flowage easements along Little Creek. This government property is under the stewardship of the U. S. Army Corps of Engineers (USACE) at B. Everett Jordan Lake. Please note that generally public lands administered by the Corps of Engineers would only be made available for roads that are considered regional arteries or freeways. The expansion of existing rights-of-way will be considered on a case by case basis.

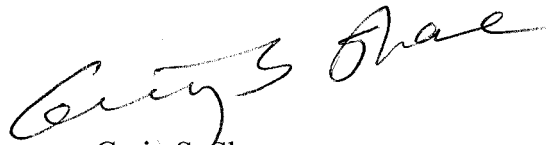
The congressionally authorized purposes of the Jordan Lake project are flood control, water supply, water quality, recreation, and fish and wildlife conservation. In addition to these authorized purposes the public land in this area serves as mitigation for adverse impacts from construction of Jordan Lake. The area is designated as permanent wildlife lands and includes a wildlife sub-impoundment. The area is leased to the State of North Carolina and managed by the North Carolina Wildlife Resources Commission (NCWRC) as part of their Game Land program. The area is part of the Little Creek Bottomlands and Slopes Significant Natural Heritage Area as designated by the NC Natural Heritage Program (NCNHP). The routes depicted in this area also fall within Jordan Lake's flood storage pool, which is subject to inundation up to elevation 245 feet mean sea level. Routes not impacting government property should be utilized first. Routes crossing government property must avoid and minimize adverse impacts to these resources. Mitigation would be required for unavoidable adverse impacts including loss of flood storage capacity. Note that mitigation would be required for adverse impacts from addition of facilities within existing rights-of-way crossing government property.

It also appears that the proposed routes may include wetlands and waters of the United States under the jurisdiction of the U. S. Army Corps of Engineers Regulatory Division, pursuant to Section 404 of the Clean Water Act. Please contact the Raleigh Regulatory Field Office, telephone 919-554-4884, regarding activities impacting wetlands and waters of the U. S.

Request for use of government property at Jordan Lake and notification of actions within existing rights-of-way on government property should be sent to my office. Requests are reviewed for compliance with USACE policies for out granting of government property and the National Environmental Policy Act (NEPA). The determination to approve or deny a requested use would be made after the review process has been completed and the requirements of NEPA have been satisfied. Information about this process is provided on our land use request web page at <http://www.saw.usace.army.mil/recreation/LandUse/index.htm>.

Thank you for the opportunity to comment on the proposed plan. Please keep my office informed regarding plans within the NC54-I40 Corridor Study area and any plans for the section of the NC Highway 54 corridor crossing government property along New Hope Creek east of the study area. For additional information or clarification please contact Mr. Michael Hosey at 919-542-4501 extension 26 or via e-mail at [michael.l.hosey.ii@usace.army.mil](mailto:michael.l.hosey.ii@usace.army.mil).

Sincerely,



Craig S. Shoe  
Operations Project Manager

Copy Furnished:

NCWRC - Chris Dawes  
NCWRC - Travis Wilson  
NCNHP - Linda Pearsall  
CESAW-RG-R/Jean Gibby  
CESAW-OP-L/Michael Hosey



North Carolina Department of Environment and Natural Resources  
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue  
Governor

Linda Pearsall  
Director

Dee Freeman  
Secretary

March 16, 2012

SENT VIA EMAIL

Leta Huntsinger  
Technical Services Team Leader  
Department of Transportation/DCHC MPO  
City of Durham  
101 City Hall Plaza, 4<sup>th</sup> floor  
Durham, NC

RE: Comments on the NC54-I40 Corridor Study

Dear Ms. Huntsinger,

We recently became aware of the NC54-I40 Corridor Study through requests for our comments from several interested citizens and offer the following comments. The Natural Heritage Program serves as one of the state's main information sources regarding the presence of rare and threatened species, exemplary natural communities, and important ecosystems. Our information is routinely used in review of environmental impact assessments. Although we recognize that long-range planning falls outside the limits of the SEPA or NEPA review process, we believe nonetheless that the information we can provide on potential ecological impacts can play a significant role in directing development towards the least damaging alternatives as possible.

As in comments we made concerning the Locally Preferred Alternative Study for the Light Rail Transit (LRT), we are concerned about potential impacts to a Significant Natural Heritage Area (SNHA), which we refer to as the Little Creek Bottomlands and Slopes. This SNHA is located along on both sides of NC 54 where Little Creek crosses the highways just east of Meadowmont and the Friday Center and is likely to be affected by several improvements to the NC 54 Corridor that are proposed in the Study.

C1 Alternative for the LRT

As shown in Figure 6-23, the C1 Alternative – identified as preferred in the LRT Study – crosses the Little Creek floodplain along a new alignment, transecting property owned by the US Army Corps of Engineers (USACOE) and managed as a State Game Land by the North Carolina Wildlife Resources Commission (Table 6.7 notes the crossing of USACOE lands as a constraint). Other maps (e.g., Figure 1.2), however, show an alignment that appears to stay on private lands. We are unsure which of these is correct, but in any case, all

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Phone: 919-707-8600 Webpage: [www.oneNCAaturally.org](http://www.oneNCAaturally.org)

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 March 16, 2012  
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alignments transect the Little Creek Bottomlands and Slopes SNHA, which includes a portion of the Little River floodplain that extends west of the USACOE property line.

Although the footprint of the LRT is likely to be narrow and its direct impacts limited, it is likely to have a disruptive effect on wildlife movements and contribute to the fragmentation of their populations. Such impacts are particularly important in the headwater floodplains in the upper end of the USACOE project lands, including the Little Creek floodplain, since most of the terrestrial wildlife habitat located within the Jordan project are contained within those areas. Such impacts will likely contribute to significant cumulative impacts on the regions' wildlife populations, affecting not just the USACOE lands themselves, but also the much broader set of wildlife habitats that are connected via the USACOE lands, including major nature preserves such as the NC Botanical Gardens and Duke Forest in Orange and Durham Counties, and the Hope Valley Forest, Lower Haw River State Natural Area, and the Deep River State Trail.

#### Collector Street Extensions and Improvements

The Corridor Study recommends creation of or improvements to two roads that cross the SNHA, an extension of the Southwest Durham Drive that would connect the Meadowmont development with the proposed Leigh Village development node, and improvements to George King Road.

The proposed extension of Southwest Durham Drive would cross the SNHA along essentially the same alignment as the C1 Alternative for the LRT (although the route shown in the Figures more clearly stays within private lands just west and north of the USACOE property line). The fragmenting effects on wildlife habitats and populations would be similar but more severe for several reasons:

- greater likelihood of collisions between cars and wildlife (the LRT would be elevated along this segment and unlikely to cause direct mortality);
- more constant traffic, including during the night when many wildlife species are most active; and
- use of fill to elevate the roadway above the surrounding floodplain.

These effects will exist even if another alignment is chosen for the LRT, but if both are built along the same alignment, the effects should be considered cumulative.

George King Road is an extant public road that runs through the eastern side of the USACOE lands (USACOE property is located along both sides of the road) and the Little River Bottomlands and Slopes SNHA. Currently, the portion that transects this area is unpaved, only slightly elevated above the floodplain, and only lightly traveled. All of these factors allow some degree of connectivity between wildlife populations on either side of the road. However, improvements of this road as a major collector are likely to involve widening of the road and use of fill to raise it above the floodplain, both of which, along with increased traffic volume and frequency, will essentially cut off the lands to the east of the road from the rest of the SNHA. While this would affect a much smaller area than the extension of Southwest Durham Drive, it would nonetheless still have a similar impact on wildlife. Construction of the LRT along the C2 Alternative would contribute further to these impacts. Given the amount of land that would be affected and the current existence of a public road through this area, we expect the impacts to be far less than those that would result from the construction of the C1 Alternative or the Southwest Durham Drive extension, either individually or in combination. If both collector

## NC Natural Heritage Program- NC54 Corridor Study

March 16, 2012

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roads are constructed or improved, along with whatever Alternative is selected for the LRT, their impacts should be considered cumulatively, not in isolation.

Widening of NC 54 to Six Lanes

The segment of NC 54 that transects the USACOE lands and SNHA located along Little Creek is currently four-lanes wide plus a divided median and elevated on fill above the level of the floodplain. As such, it already constitutes a major obstacle to wildlife movements, mitigated only by a fairly narrow, low bridge across the creek. Widening this segment to six lanes, as proposed in the Corridor Study, will create an even more impassible barrier if not accompanied by improvements to the existing bridge, making it more suitable specifically as a wildlife crossing.

Effects of High Density Development

Much of the Corridor Study describes land use planning considerations in addition to the transit corridors. The proposed improvements to the NC 54 Corridor and adjoining areas are not only being planned in response to projected population growth and development but also may spur development, particularly in the vicinity of the planned transit stations. The Corridor Study suggests that the City of Durham “revise the Comprehensive Plan policies and regulations, as necessary, to allow the highest density, mixed-use development within the core ¼ mile radius of the planned stations, and establish minimum densities or a minimum number of households/jobs in these centers” (p. 2-25). Specifically with regard to the Leigh Village node, it suggests that this area “should be designated as a compact neighborhood transit area” and that “the land use mix in the core area should emphasize employment and commercial uses, with supporting residential” (p. 2-25). Many of the features of Corridor Study, including the alignments of the LRT, improvements to the connector road system, and a new interchange proposed for I-40 at Leigh Village, are closely related. As stated in the Corridor Study, “the nodal development plan also provides a mechanism to advance transportation funding opportunities that are unlikely to be available with the lower density development scenario. For instance, more intense development at the planned Leigh Village station and other “nodes” along the corridor can provide sufficient incentive to obtain funds to offset transportation costs for roadway improvements that eventually will be needed in the corridor even without the development” (p. 1.5).

The close ties between development and the proposed improvements to the transportation system indicate that high density development will increase in the vicinity of the Little Creek SNHA and should be considered as part of the impacts associated with the proposed Corridor improvements. Currently, the area surrounding the Little Creek floodplain is mostly rural and largely undeveloped, one of the last such areas left along the NC 54 Corridor: “nowhere is this [loss of rural landscape] more evident than the eastern approach to the NC 54/I-40 study area, where land owned by the Army Corps of Engineers in the Lake Jordan watershed sets a tranquil scene along this two-lane roadway as it approaches I-40. A jarring transition occurs where the ramps, additional travel lanes and adjacent commercial development create a confusing juxtaposition of brake lights, merging traffic and signage as the corridor reverts to a suburban pattern” (p. 2-1). Although the document appears to lament the loss of open space, it does not offer any suggests for its protection. Instead, as shown in Figure 2-2, it projects the growth of high density development immediately adjacent to the USACOE property along George King Road, within the area associated with the planned Leigh Village transit hub.

NC Natural Heritage Program- NC54 Corridor Study

March 16, 2012

Page 4

The presence of high density human uses immediately adjoining the SNHA will strongly degrade its value for wildlife. Coupled with the expected impacts due to the construction of the LRT, collector roads, and NC 54 widening, the cumulative impacts of the interconnected system of projects included in the Corridor Study will likely be significant. The area that will be affected is one of few wildlife reservoirs remaining in the eastern Piedmont, and the potential cumulative are significant at the regional level.

#### Recommendations

It may be possible to reduce or mitigate the possible impacts from these projects. We would be glad to discuss our ideas if there is interest in exploring these options. While many of the issues identified above will become more prominent during the SEPA or NEPA review of specific project components, we support their consideration as part of the long range planning efforts currently under development. Especially for such an intricate system of inter-dependent projects, the time to propose and implement measures to protect the environment should be done as early as possible.

We applaud the efforts of the MPO to engage “corridor stakeholders and the public at large in the study process to understand, define and build consensus toward a corridor blueprint” (p. 1-2). As stakeholders in this area, we would like to participate in the development of this blueprint. We also recommend that the USACOE be recognized as an important stakeholder – particularly as the owner of much of the land that is likely to be affected by these projects – as well as the NC Wildlife Resources Commission (WRC), which manages the USACOE property as a State Game Land. WRC’s Green Growth Toolbox program can also provide suggestions about how to steer development in environmentally sustainable ways.

Thank you for considering our comments, and please keep us apprised of any future discussions of the Corridor Study.

Sincerely,

A handwritten signature in blue ink that reads "Linda Pearsall" with a stylized flourish at the end.

Linda Pearsall

LPP/sph asw

CC: Michael Hosey, US Army Corps of Engineers  
Shari Bryant, NC Wildlife Resources Commission

**Stark Law Group, PLLC**  
Attorneys and Counselors at Law

Thomas H. Stark, Esq.  
Katherine L. Jones, Esq.  
S.C. Kitchen, Esq. *Of Counsel*  
Seth A. Neyhart, Esq. *Of Counsel*

David M. Lomas, Sr. Law Clerk (1951-2004)  
Elise Galford, Paralegal  
Francisca Bordeaux, Paralegal

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March 16, 2012

Leta F. Huntsinger  
Department of Transportation  
101 City Hall Plaza, 4<sup>th</sup> Floor  
Suite 4200  
Durham, NC 27701

Comments: NC 54 Study

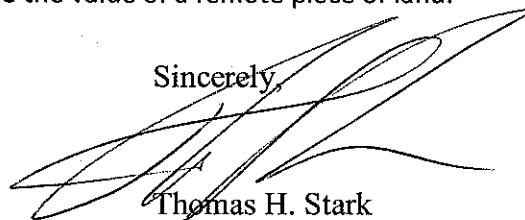
As you will recall I represent the owners of property on three of the four corners of the intersection of Highway 54 and Farrington Road, just west of Interstate Forty. In addition to our prior comments, we would address the following:

- 1) The second parcel away from 54 on the Northwest side of the intersection is currently in use as a church by Farrington Road Baptist Church. It is zoned R-20. On your plans you show the property as R-20, for long range planning purposes. While the zoning is not particularly important as long as the property is used by a Church, Farrington Road Baptist Church now wishes to relocate. The property is shown as Office on the long range Comprehensive plan. In fact, an application for a rezoning to Office was filed last Monday. We request that the property be shown as Office on your plan/the 54 Corridor Study Plan, so that it is consistent with the long range Comprehensive plan.
- 2) The mid-range and long range plan limits access to Farrington Road from NC 54.
  - a. We understand that the intersection is more difficult to work with due to its close proximity to I-40. The removal of access and creation of an overpass will sharply decrease property values at the intersection and will require condemnation (based on our conversations with DOT) of the businesses on properties closest to the overpass. The gas station, in particular, must have easy access to the adjoining roads because their revenues primarily come from pass-by traffic. The taper required by site distance considerations means that, at a minimum, access to the bank and gas station will be removed. Access to other properties may also be closed based on the overpass design and line-of-sight regulations. The businesses that operate on these properties must have access to Farrington Road in order to continue to operate. This factor will greatly increase the cost of the overpass, perhaps adding as much as \$30,000,000 or more to the cost of the project. The potential impact on these numerous businesses is great,

and may even be condemnation, by function if not by design, as in the case of the gas station.

- b. Access to Farrington Road from surrounding roads can be accomplished. Clearly a dedicated access to Farrington Road North, from the eastbound I-40 ramp can easily be accommodated. It may require extending the ramp and a division of the ramp with signage to reflect the fact that the right lane of the ramp is for Farrington Road North only.
  - c. Similarly, access to Eastbound I-40 is straightforward from Farrington Road via a lane from the overpass to the ramp, followed by a merge lane.
  - d. On the west side of the intersection, there exists room for one or two exit ramps, perhaps utilizing some of the features of the I-40/Fayetteville Road overpass.
  - e. Movement from Eastbound Highway 54 to Farrington Road is doable by creating a lane that starts at the bridge over Forty/I-40, is controlled by the light for the I-40 East ramps, and comes to the overpass next to the other ramps. This ramp could include two lanes and be handled signalized with the ramp coming off of Eastbound I-40 to provide access to Farrington Road both north and south.
  - f. The most difficult movement is to Eastbound 54 from Farrington Road. The only movement we see there is from the middle of the overpass to 54, provided that you can make the grade change, which seems questionable. It would appear that the only way to make that movement would be to allow a right only to the ramp from the bridge, or incorporate a small diameter roundabout.
- 3) The important point is that this intersection, consisting of both commercial and office (primarily medical) uses, is vital to Durham. It is imperative to ensure safe, easy movement to Farrington Road from 54. It is important to the community in order to preserve property values at the intersection, values that provide significant tax revenues and significant employment to the City of Durham and its residents.
- 4) The planed transit station at Leigh Village is misplaced given the amount of development at Farrington Road and 54, and given the planed office development reaching almost one half of a mile north of Highway 54 on Farrington Road. In addition, the creation of another corridor across the creek and wetlands by the rail line connecting to Meadowmont can be avoided by crossing adjacent to the existing Highway 54 crossing. Too many times the location of transit stations have been dictated not by existing development and environmental constraints, but by the desire of a speculator to increase the value of a remote piece of land.

Sincerely,



Thomas H. Stark

Mayor Mark Kleinschmidt and Chapel Town Council

March 7, 2012

Mayor Kleinschmidt and Chapel Hill Town Council:

If I were at the Town Council meeting on March 12 I'd express, repeat, convey, articulate what I, and many of us in the community, have shared with this body in the past; namely, that the Little Creek Bottomlands and Slopes, a Significant Natural Heritage Area, should remain whole, inviolate.

Without rehashing many of the arguments that have been made concerning the LRT routing, C1 and C2 (and gracious thanks to the Mayor and Council for their resolve in supporting C2), the current and on-the-record Southwest Durham Drive (hereinafter "SWDD"-I've also seen "Parkway", a part of the 54/I-40 study), is not unlike C1 in many regards. First and foremost, SWDD would follow the same path as that proposed by C1, namely violating the Little Creek area with roadway/bridge construction to accommodate what could be many thousands of cars daily.

I am but one voice, one of many, in the community that believes that not unlike the LRT routing discussion, that the Little Creek be preserved and left whole whether its an LRT option, C1, or roadway construction, SWDD.

Therefore, we in the community, respectfully ask that the Council continue the standard set forth in their support of the Little Creek, and by extension support for C2, by:

- Continue to support the Little Creek area in the same way the Council decided to support C2 and therefore prevent significant and lasting damage to the Little Creek area;
- Since C2 is the preferred alternative, make clear to all bodies such as the TTA, Town staff, et al. that all SWDD studies hew to same ones that are a part of the LRT study, that is, the projects should not be de-coupled and any roadway proposals follow the course of analysis that the LRT is undergoing lest the latter be totally undermined; to do otherwise would void the LRT preferred alternative as voiced by the Orange County Board of Commissioners, the MPO and Chapel Hill Town Council, the EIS analysis that will accompany the LRT study, not to mention void the voice of the community;
- Sharing, wherever and whenever appropriate and possible with all bodies involved in the SWDD project, that the Council has spoken with a clear voice on C2 and that any and all documentation, studies, presentations, etc. reflect this decision either through addendum or otherwise to reflect the current state of affairs; I've attended numerous Town events, including 2020 events, and this fact is often overlooked-sometimes by Town staff- creating possible impressions amongst attendees that are not in line with Town decisions and the facts on the ground;

- Many of us in the community, including Council members, the Mayor, UNC and others have shown clear support to preserve and protect the Little Creek Bottomlands and Slopes; this support has come via the resolve on Aydan Court, UNC's decision to move Rizzo expansion development farther afield, not to mention the leadership and support of the Mayor and members of Council for C2 as the preferred alternative, and the decision of the MPO to also support C2 as the preferred alternative; we ask that this stream of support for our most precious-and vulnerable resource, namely, the area in and around the Little Creek, remain whole, whether by LRT routing or arterial road, or highway extension as outlined in the SWDD, 54/I40 study;
- In the end, we ask that we not "de-couple" the LRT EIS study, the move to support C2 as our locally preferred alternative from the SWDD/54/I-40 study; the same standard that applies to the LRT, its environmental impacts and the like should not be set aside when considering SWDD, which presents similar if not more severe environmental threats as those of C1.

Therefore, we respectfully ask you, the Mayor and Council, to continue the clear support for the Little Creek, the environment and the community by not accepting any recommendations suggested or put forward in the 54/I-40 study, namely SWDD, until the full EIS and related studies are concluded for the LRT. We also ask that the Council's previous support for C2 and the Little Creek-with all its concerns and recommendations-be included into the 54/I-40 study so that all bodies are aware of the Town's decision.

My apologies for not being able to attend the Monday, March 12<sup>th</sup>, meeting, and thank you again for leadership and attention on these important community issues.

Respectfully submitted,

Geoffrey Daniel Geist

March 13, 2012

Lydia Lavelle, Chair  
Transportation Advisory Committee  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Chair Lavelle:

On February 21<sup>st</sup>, 2012 the Orange County Board of County Commissioners received a presentation on the *Draft NC 54/I-40 Corridor Study Transportation-Land Use Master Plan*. After the presentation, the Board had the following comments/questions about the Study:

- Currently, Chapel Hill Transit operates 30 buses in the 54 corridor. The study should include a discussion about how the transit elements of the plan address this issue;
- Orange County supports the recommendation that Bus Rapid Transit (BRT) be included in the 54 corridor. However, it is suggested that BRT service include dedicated bus lanes to further alleviate high traffic volumes. This could be possible by redesigning some or all of the new lanes built or suggested in the Orange/Durham County portion of the corridor to accommodate BRT or a combination of BRT and High-Occupancy Vehicles (HOV);
- A more detailed explanation of how the recommendations accommodate the high commuter volume to Orange County from southern Durham and western Wake County would be beneficial;
- Orange County further suggests that the study explore incorporating dedicated bus lanes and/or HOV on the 6-lane section of NC 54 in Orange County (from the Durham County line west) to complement the previous suggestion of including BRT/HOV lanes in the Durham County portion of NC 54;
- Orange County supports the recommendation for a park and ride facility at NC 751 and Southpoint Auto Park Blvd and agrees that park and ride accommodations east of the 54/I-40 intersection is a good strategy for increasing mobility in the corridor;

- There are questions about the total number of parking and ride spaces available in the 54 corridor and at locations adjacent to the proposed LRT stations in this larger Durham-Orange County sub-region. Will these park and ride facilities be adequate to support demand to support projected ridership. In addition, a reconciliation of the number of spaces at Leigh Village since it has decreased from the original 2000 estimate;
- Orange County suggests that the study further accent the travel patterns and note how many trips are taken traveling west (from Durham County) and east (from Orange County) in both the a.m. and p.m. peak periods;
- The Board is concerned about how the density of development recommended in the plan and the densities necessary to support Light Rail Transit do not seem to match;
- Light Rail Transit may not be enough to alleviate the congestion in the study area, so other modes of public transit should be considered and coordinated;
- The Board would like to see how the recommendations in the plan may be funded including which projects could be funded through the proposed ½ cent sales tax and what additional funding sources have been identified;
- The Board expressed concerns that the transit portion of the plan is becoming too complex and that citizens may not utilize transit in this corridor because they may have to make multiple transfers;
- Orange County suggests that the study ensure that transportation monies are spent efficiently and transportation improvements are not overlapped or duplicated by widening roads, building Light Rail Transit and recommending Bus Rapid Transit in the same corridor;
- Orange County would like the study to make certain that most recent socioeconomic and demographic information is used;

In conclusion, the Board would like to recognize that the NC 54 corridor is greatly important but also requires a large investment. Due to the newly adopted Locally Preferred Alternative, Orange County is very sensitive to providing the best solution for the study area.

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Bernadette Pelissier  
Chair, Orange County Board of County Commissioners

February 21, 2012

TO: Durham Board of County Commissioners  
Durham City Council

FROM: Scott Carter, Chair, Durham Bicycle and Pedestrian Advisory Commission

Subj: NC54/I-40 Corridor Study- Final Report

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) is keenly interested in improved pedestrian and bicycle mobility within the NC54 corridor between Durham and Chapel Hill and has reviewed the updated final report of the corridor study. We appreciate the opportunity to comment on this critical corridor.

BPAC is quite pleased that many of the recommendations offered in 2010 were incorporated into this version of the report. These include more references to the adopted trails, bicycle and pedestrian plans, as well as better connectivity to planned facilities to the east and west of the study area.

After reviewing the final report, we wanted to provide a several more recommendations and clarifications. We believe incorporation of these items will improve bicycle and pedestrian safety and access throughout this corridor, and will better align the study with adopted policies.

We will address these elements in the following remaining issue areas: Bicycle/Pedestrian Crossings at Ramps, the Multi-use Side Path Between the I-40 Interchange and Garrett Road, Grade Separated Facilities and Other Requested Clarifications and Enhancements to Maps and Phasing.

Please do not hesitate to contact us if you have any questions or concerns about the recommendations of this memo.

CC: Mark Ahrendsen, Director, Durham Department of Transportation  
Leta Huntsinger, DCHC MPO  
Town of Chapel Hill Bicycle & Pedestrian Advisory Board

### **Bicycle/Pedestrian Crossings at Ramps**

We are concerned about several of the at-grade crossings of the NC54 side paths and ramps along the corridor where there will be no traffic signals. This appears to be an issue with the intersections of Fordham Boulevard, Barbee Chapel Road, Little John Road, Downing Creek Parkway, Huntingridge Road, Falconbridge Road, and others. Indicate how side paths along NC54 will safely cross these exit and entrance ramps. If some of these cannot be grade-separated, provide recommendations on turn radii, in addition to signals, signage and high visibility paint.

### **Multi-use Side Path Between the I-40 Interchange and Garrett Road**

Figure 5.6 (Page 5-13) - A minimum 10' wide off- road facility should also be depicted between I-40 and Garrett Road (north side). This off-road facility could utilize one of two potential routes: 1) a separated multi-use side path along north side of NC54, to be constructed along with any widening of NC54 between I-40 and Garrett Road, or 2) the flat surface of the waterfowl impoundment facility that arcs north of NC54 between Leigh Farm Road and Copper Ridge Drive.

Figure 5.10 (Page 5-18) - Include the multi-use side path to the north of NC54 between Leigh Farm Park Road and North/South Greenway and indicate that is part of the New Hope Creek Greenway.

Page 5-25- There will likely be no development east of the I-40 interchange and the Quadrangle Office Park in the distant future, as much of this land is in flood plain. Design and construction of the greenway bridge north of the I-40 intersection should be tied with construction of New Hope Greenway along NC54 and trails along NC54 east of Barbee Chapel Road.

Page 5-29- Include design and construction of the multi-use side path on the north side of NC54 between Leigh Farm Road and Garrett Road as a Mid-Term project (to coincide with any widening of NC54 in this area).

Page 5-29- Include design and construction of the pedestrian bridge north of the I-40/NC54 interchange as a Mid-Term project (to coincide with the construction of the side path on the north side of NC54 between Leigh Farm Road and Garrett Road, and trails along NC54 east of Barbee Chapel Road).

### **Grade Separated Facilities**

Page 5-19- Include bike lanes on the overpasses, as volume will likely still be heavy enough to require them.

Page 5-26- Any grade separated transit crossing over NC54 should be built to accommodate both pedestrians and bicycles, and should not require cyclists to dismount.

### **Other Requested clarifications and enhancements to maps and phasing**

Figure 5.5 (Page 5-12) - Please also show the alignment of C2 transit route on this map.

Figure 5.6 (Page 5-13) - Please also show the alignment of C2 transit route on this map (and its associated off-road trail facility)

Figure 5.6 (Page 5-13) - Make existing and planned off-road trail facilities around Meadowmont more visible. For example, the tunnel under NC54 is not visible, and there appears to be a gap at Barbee Chapel Road.

Figure 5.6 (Page 5-13)- There is no connecting off-road facility between the NC54 multi-use side path and the off-road facility shown to the north, which is presumably the trail that follows the potential C1 transit route. If the transit line trail is built in this alignment, one recommendation would be to make George King Road (or other north-south road) a bike boulevard between these two facilities.

Page 5-29- Clarify that construction of the 10-15' wide off-road shared-use path should be built along both sides of NC54. Please identify their eastern and western termini.

## Comments from Chapel Hill Transit

1. Review and clarification of the park and ride recommendations is needed. For example in Table 3.1:
  - a. Overall comment – capital costs, related to buses seem to be geared to the short-term recommendations and there doesn't appear to be a bus cost associated with the long-term solution. Similar thought on O&M – (e.g. 751/54 - is it \$565K for the short-term cost, seems expensive if this is the cost to provide service for 50 spaces, or long-term cost?) Shouldn't there be a range of costs or a cost for both?
  - b. NC 751/54 – mentions a CHT express route if needed (although page 4-6 says CHT will provide this service) and an enhancement to TTA's 805 to provide 15 minute peak hour service, with a capital need of 2 buses:
    - i. Seems that Table 3-1 and Page 4-6 should say the same thing
    - ii. Not sure that capital needs are adequate – it takes 3 buses to provide 10 minute service, during peak hours, from Friday Center area and believe it would be difficult to provide 15 minute service from a location 3 miles further away with only 2 buses.
  - c. Gateway Center – suggests we modify the D/DX route and provide 15-minute service, but doesn't show the need for additional buses. The D is currently at capacity during peak hours and operates at a 20-minute frequency - additional buses would be needed to provide 15-minute service and extend the route past Eastowne. The D would also need to be significantly reconfigured to provide this service and would suggest that an express service from the park and ride would be needed (Note - we're looking at some options for providing a park & ride service from the Eastowne area and our preliminary plans show the need for 4 buses to provide 15 minute service from this area).
  - d. Patterson Place – not sure that 2 buses could provide 15 minute peak hour service to this area for 300 spaces, let alone a 1,000 spaces
  - e. Leigh Village – not sure that 2 buses could provide 15 minute peak hour service to this area for 500 spaces
  - f. Governors - not sure that 2 buses could provide 15 minute peak hour service to this area, we currently operate 3 buses from the Chatham P&R to provide 15 minute service. Also, the cost per ride would be very high for a service like this (assuming 100% occupancy and that users would ride the bus each way:  $200 \text{ rides per day} * 250 \text{ weekdays} = 50,000 / \$565K = \$11.30/\text{ride}$ ).
2. The cost per bus differs between tables 3-1 and 4-1 (\$527K v. \$350k)
3. Table 4-1 shows express bus service from the 54/751 park and ride and from Gateway. It seems that these services are also mentioned in Table 3-1, is this a duplication or separate services?
4. Table 4-1 BRT: seems that the O&M and Capital Costs amounts could be transposed? Also, is it assumed that BRT will replace existing transit services in the corridor? If so, 6 peak hour buses is likely not adequate (assuming no change in parking) – we're currently operating 16 peak hour buses and additional trippers in this corridor.
5. BRT on page 4-9: seems like it should mention that in order to obtain fed \$'s for these projects, additional study is necessary (show study steps in the recommendations).
6. Superstreet (page 6-31) – we are very concerned that the proposed design will negatively impact CHT services, causing increased travel time and costs. Can Marriott Way handle the vehicle and bus traffic?

**MEMORANDUM**

**TO:** Transportation Advisory Committee  
DCHC MPO

**FROM:** DCHC MPO Lead Planning Agency

**DATE:** March 28, 2012

**SUBJECT:** 2011-2012 Unified Planning Work Program (UPWP) – Amendment #4.

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The TAC approved the FY 2012 UPWP on May 11, 2011 and amended it on February 8, 2012 and March 14, 2012 (Amendments #1 and #2). The proposed amendment (Amendment #4) is necessary in order to reflect reallocation of funds (PL and STP-DA) and de-obligation and reallocation of STP-DA funds. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2012) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (FY 2013). Essentially, federal transportation planning funds received by the DCHC MPO provide yearly allocations to support transportation planning activities for the fiscal year. However, for projects that continue past the fiscal year (i.e., multi-year projects), funds must be de-obligated and carried over to the next fiscal year

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the CMP and the planning and design work for Morreene Road, Cornwallis Road, Carpenter Fletcher Road and Hillandale Road bicycle and pedestrian facilities. The revisions are illustrated in the attached resolution.

**RESOLUTION**

**TO APPROVE AMENDMENT #4 TO THE FY 2011-2012 UNIFIED PLANNING  
WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**April 11, 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 #4  
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: April 11, 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 3/28/2012 Attachment 7A

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

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA After Amend. #3 March 14, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
<b>II-A</b>	<b>Surveillance of Change</b>									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$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
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$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
<b>II-C</b>	<b>Short Range Transit Planning</b>									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	<b>Totals</b>	<b>\$502,916</b>	<b>\$2,011,665</b>	<b>\$2,514,581</b>	<b>\$114,028</b>	<b>\$456,111</b>	<b>\$570,139</b>	<b>\$616,944</b>	<b>\$2,467,776</b>	<b>\$3,084,720</b>

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

TCC 3/28/2012 Attachment 7A

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

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA Amend #4 April 11, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
<b>II-A</b>	<b>Surveillance of Change</b>									
	1 Traffic Volume Counts	\$0	\$0	\$0	\$2,500	\$10,000	\$12,500	\$2,500	\$10,000	\$12,500
	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	(\$3,260)	(\$13,040)	(\$16,300)	(\$3,260)	(\$13,040)	(\$16,300)
	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	(\$2,500)	(\$10,000)	(\$12,500)	(\$2,500)	(\$10,000)	(\$12,500)
	10 Mapping	(\$12,500)	(\$50,000)	(\$62,500)	\$0	\$0	\$0	(\$12,500)	(\$50,000)	(\$62,500)
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$500	\$2,000	\$2,500	\$566	\$2,265	\$2,831	\$1,066	\$4,265	\$5,331
	13 Bike & Ped. Counts	(\$11,250)	(\$45,000)	(\$56,250)	\$0	\$0	\$0	(\$11,250)	(\$45,000)	(\$56,250)
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
	1 Collection of Base Year Data	\$0	\$0	\$0	\$760	\$3,040	\$3,800	\$760	\$3,040	\$3,800
	2 Collection of Network Data	\$0	\$0	\$0	\$125	\$500	\$625	\$125	\$500	\$625
	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	(\$6,250)	(\$25,000)	(\$31,250)	(\$6,250)	(\$25,000)	(\$31,250)
	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 LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$1,250	\$5,000	\$6,250	\$1,250	\$5,000	\$6,250
	11 Bicycle & Ped. Element of the LRTP	(\$11,250)	(\$45,000)	(\$56,250)	\$0	\$0	\$0	(\$11,250)	(\$45,000)	(\$56,250)
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$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
	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	(\$65,329)	(\$261,317)	(\$326,646)	\$0	\$0	\$0	(\$65,329)	(\$261,317)	(\$326,646)
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	(\$2,000)	(\$8,000)	(\$10,000)	(\$2,000)	(\$8,000)	(\$10,000)
<b>II-C</b>	<b>Short Range Transit Planning</b>									
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$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	\$21	\$85	\$106	\$21	\$85	\$106
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$38	\$150	\$188	\$38	\$150	\$188
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	(\$128,200)	(\$512,800)	(\$641,000)	\$8,750	\$35,000	\$43,750	(\$119,450)	(\$477,800)	(\$597,250)
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>									
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Totals</b>	<b>(228,029)</b>	<b>(912,117)</b>	<b>(1,140,146)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(228,029)</b>	<b>(912,117)</b>	<b>(1,140,146)</b>

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

TCC 3/28/2012 Attachment 7A

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

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA After Amend. #4 April 11, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
<b>II-A</b>	<b>Surveillance of Change</b>									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$3,228	\$12,912	\$16,140	\$6,753	\$27,012	\$33,765
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	\$8,932	\$35,728	\$44,660	\$8,932	\$35,728	\$44,660
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	\$4,564	\$18,256	\$22,820	\$4,564	\$18,256	\$22,820
10	Mapping	\$2,380	\$9,520	\$11,900	\$6,942	\$27,768	\$34,710	\$9,322	\$37,288	\$46,610
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,500	\$6,000	\$7,500	\$1,218	\$4,873	\$6,091	\$2,718	\$10,873	\$13,591
13	Bike & Ped. Counts	-\$1,250	-\$5,000	-\$6,250	\$760	\$3,040	\$3,800	-\$490	-\$1,960	-\$2,450
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
1	Collection of Base Year Data	\$0	\$0	\$0	\$760	\$3,040	\$3,800	\$760	\$3,040	\$3,800
2	Collection of Network Data	\$0	\$0	\$0	\$189	\$756	\$945	\$189	\$756	\$945
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	\$10,850	\$43,400	\$54,250	\$10,850	\$43,400	\$54,250
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	\$1,314	\$5,256	\$6,570	\$3,074	\$12,296	\$15,370
11	Bicycle & Ped. Element of the LRTP	\$1,550	\$6,200	\$7,750	\$1,496	\$5,984	\$7,480	\$3,046	\$12,184	\$15,230
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	\$36,801	\$147,203	\$184,004	\$1,256	\$5,024	\$6,280	\$38,057	\$152,227	\$190,284
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$1,378	\$5,512	\$6,890	\$1,378	\$5,512	\$6,890
<b>II-C</b>	<b>Short Range Transit Planning</b>									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
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	\$21	\$85	\$106	\$21	\$85	\$106
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$38	\$150	\$188	\$38	\$150	\$188
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$53,800	\$215,200	\$269,000	\$19,064	\$76,256	\$95,320	\$72,864	\$291,456	\$364,320
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
<b>III-E</b>	<b>Management &amp; Operations</b>									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	<b>Totals</b>	<b>\$274,887</b>	<b>\$1,099,548</b>	<b>\$1,374,435</b>	<b>\$114,028</b>	<b>\$456,111</b>	<b>\$570,139</b>	<b>\$388,915</b>	<b>\$1,555,659</b>	<b>\$1,944,574</b>

**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** April 11, 2012

**Subject:** **MTIP Amendment #3 – Chapel Hill Transit and Triangle Transit**

---

The FY 2012-2018 MTIP Amendment #3 is needed to incorporate the Chapel Hill Transit requested action in the FY 12 UPWP Amendment #4 and revise several Triangle Transit projects.

**Chapel Hill Transit – FY 12 UPWP Amendment #4**

Chapel Hill Transit has requested an amendment to the UPWP to use \$16,000 of FTA Section 5307 funds and \$4,000 local funds for a Fixed Route/Demand Response Organizational Analysis. MTIP Amendment #3 would add this project to the MTIP.

**Triangle Transit**

Triangle Transit has requested amending the MTIP to correct three items. The first table is to modify a project for the purchase of vanpool replacements in FY 12. This purchase was made with local funds and will be reimbursed with federal Section 5307 funds. The second table is to correct Section 5307 funds used for routine capital items. The previous funding was a placeholder and the amendment corrects the figures. The third table is to add planning assistance to the MTIP. This corrects an oversight in the MTIP.

**TCC Recommendation:** That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #3.

**TAC Action:** Adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #3.

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

**AMENDMENT #3  
April 11, 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 #3 to DCHC 2012-2018 MTIP” provided here on this, the 11th day of April, 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: April 11, 2012

---

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

Attachment to Resolution for Amendment #3 to DCHC 2012-2018 MTIP

Chapel Hill Transit

Addition - reallocation will use additional 5307 funds				
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>
	CHAPEL HILL	Fixed Route/Demand Response	FUZ US	16
		Organizational Analysis	FUZ L	4

Triangle Transit

Existing										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TA-4994B	TRIANGLE TRANSIT	Vanpool Replacements	FED/TBD	237						
Modified										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TA-4994B	TRIANGLE TRANSIT	Vanpool Replacements	FUZ US	158						
			L	40						

Existing										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TG-4821B	TRIANGLE TRANSIT	Preventative Maintenance and Routine Capital Items - Spare Parts, Office and Shop Equipment, Passenger Amenities, Service Vehicles, etc.	FUZ US	800	800	800	800	800	800	800
			L	200	200	200	200	200	200	200
Modified										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TG-4821B	TRIANGLE TRANSIT	Preventative Maintenance and Routine Capital Items - Spare Parts, Office and Shop Equipment, Passenger Amenities, Service Vehicles, etc.	FUZ US	1318	1358	1398	1440	1483	1527	1573
			L	330	339	350	360	360	382	393

Existing										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
N/A										
Modified										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TP-4732	TRIANGLE TRANSIT	Planning Assitance-UPWP	FUZ US	989	1018	1048	1079	1111	1145	1179
			STAT	124	127	131	135	139	143	147
			L	124	127	131	135	139	143	147

# DCHC- MPO

TCC 3/28/2012 Attachment 9

## 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

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## Metropolitan Planning Self-Certification Process

CFR 450.334

The State and the MPO shall annual certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification.

## Metropolitan Planning Self-Certification Process

### Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
  - a. Is there an adopted prospectus
  - b. Are tasks and products clearly outlined
  - c. Is the UPWP consistent with the LRTP
  - d. Is the work identified in the UPWP completed in a timely fashion
5. Does the area have a valid transportation planning process?  
23 U.S.C. 134; 23 CFR 450
  - a. Is the transportation planning process continuous, cooperative and comprehensive
  - b. Is there a valid LRTP
  - c. Did the LRTP have at least a 20-year horizon at the time of adoption
  - d. Does it address the 8-planning factors
  - e. Does it cover all modes applicable to the area
  - f. Is it financially constrained
  - g. Does it include funding for the maintenance and operation of the system
  - h. Does it conform to the State Implementation Plan (SIP) (if applicable)
  - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
  - a. Is it consistent with the LRTP
  - b. Is it fiscally constrained
  - c. Is it developed cooperatively with the state and local transit operators
  - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
  - a. Is it consistent with the LRTP
  - b. Was it used for the development of the TIP
  - c. Is it monitored and reevaluated to meet the needs of the area
8. Does the area have a process for including environmental mitigation discussions in the planning process?
  - a. How \_\_\_\_\_
  - b. Why not \_\_\_\_\_

## Metropolitan Planning Self-Certification Process

### Self-Certification Checklist

9. Does the planning process meet the following requirements:
  - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
  - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
  - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
  - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
  - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
  - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
  - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
  
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
  - a. Did the public participate in the development of the PIP?
  - b. Was the PIP made available for public review for at least 45-days prior to adoption?
  - c. Is adequate notice provided for public meetings?
  - d. Are meetings held at convenient times and at accessible locations?
  - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
  - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
  - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
  
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU
  - a. How \_\_\_\_\_
  - b. Why not \_\_\_\_\_

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## 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)	\$	1,989,851
Local (20% match)	\$	497,463
Total	\$	<u>2,487,314</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).

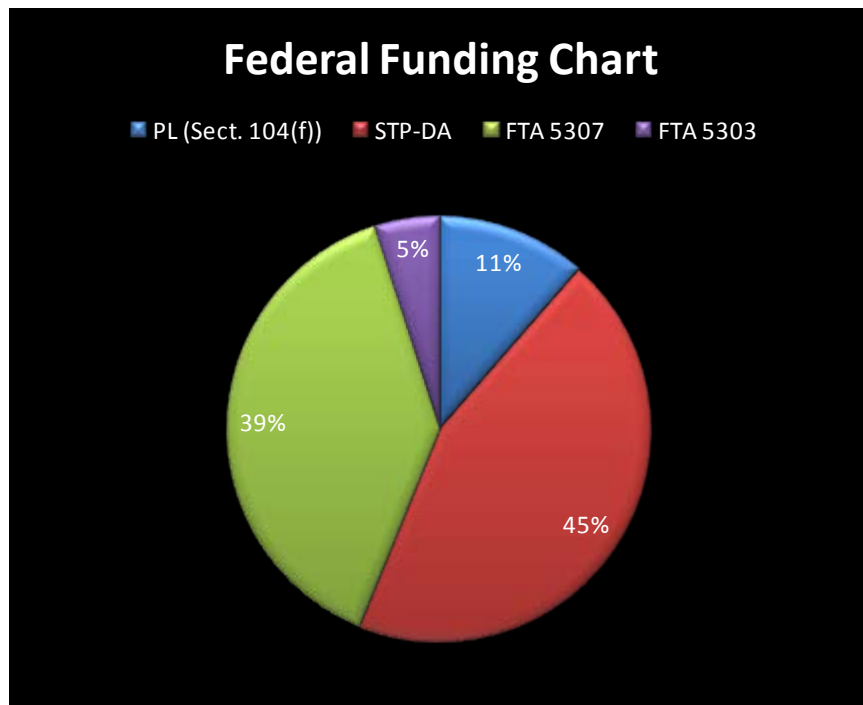
	CHT	DATA	TTA	MPO Total
Federal	\$107,596	\$111,988	\$0	\$219,584
State	\$13,450	\$13,999	\$0	\$27,449
Local	\$13,450	\$13,999	\$0	\$27,449
5303	\$134,496	\$139,986	\$0	\$274,482

**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	\$514,966	\$855,000	\$1,729,966
State	\$45,000	\$64,371	\$106,875	\$216,246
Local	\$45,000	\$64,371	\$106,875	\$216,246
Total Sect. 5307	\$450,000	\$643,708	\$1,068,750	\$2,162,458

# 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	\$1,989,851	\$0	\$497,463	\$2,487,314
FTA 5307	\$1,729,966	\$216,246	\$216,246	\$2,162,458
FTA 5303	\$219,584	\$27,449	\$27,449	\$274,482
<b>Totals</b>	<b>\$4,446,788</b>	<b>\$243,695</b>	<b>\$868,005</b>	<b>\$5,558,488</b>



# 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.

#### **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.

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

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

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

<b>On-Going/Core/Routine 3-C Planning Process</b>	
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

### 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.

DATES	DCHC MPO ACTIVITY DESCRIPTION
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
<b>9-Nov-11</b>	<b><i>TAC receives schedule for the development of the 2012-2013 UPWP</i></b>
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.
<b>14-Mar-12</b>	<b><i>TAC receives Draft 2012-2013 UPWP</i></b>
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
<b>11-Apr-12</b>	<b><i>TAC reviews Final Draft 2012-2013 UPWP, hold public comments hearing</i></b>
25-Apr-12	TCC considers public comments and recommends that TAC adopt FINAL FY2012-2013 UPWP and self certifies MPO planning process
<b>9-May-12</b>	<b><i>TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process</i></b>
<b>10-May-12</b>	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

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

TCC 3/28/2012 Attachment 9

**MPO Funding Table - Distribution by Agency**

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$459,463	\$1,837,851	\$102,861	\$411,445	\$13,999	\$13,999	\$111,988	\$64,371	\$64,371	\$514,966	\$640,693	\$78,369	\$2,876,250	\$3,595,312
Carrboro	\$0	\$0	\$6,635	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,635	\$0	\$26,538	\$33,173
Chapel Hill/CHT	\$25,000	\$100,000	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$45,000	\$45,000	\$360,000	\$100,801	\$58,450	\$637,000	\$796,250
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$106,875	\$106,875	\$855,000	\$1,068,750
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$497,463	\$1,989,851	\$126,847	\$507,387	\$27,449	\$27,449	\$219,584	\$216,246	\$216,246	\$1,729,966	\$868,004	\$243,694	\$4,446,788	\$5,558,485

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.

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

TCC 3/28/2012 Attachment 9

**MPO Wide - Detail Funding Tables - All Funding Sources**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II-A</b>	<b>Surveillance of Change</b>															
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380	
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000	
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000	
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360	
5	Transit System Data	800	3,200	0	0	6,599	6,599	52,790	13,367	13,367	106,938	20,766	19,966	162,929	203,661	
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750	
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000	
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700	
10	Mapping	4,400	17,600	9,674	38,696	3,000	3,000	24,000	0	0	0	17,074	3,000	80,296	100,370	
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440	
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180	
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194	
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600	
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240	
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696	
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400	
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720	
7	Forecast of Future Travel Patterns	3,000	12,000	6,800	27,200	0	0	0	0	0	0	9,800	-	39,200	49,000	
8	Capacity Deficiency Analysis	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	
9	Highway Element of th L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	12,730	
10	Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	400	3,200	3,188	3,188	25,500	7,134	3,588	42,884	53,605	
11	Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	68,540	
12	Airport/Air Travel Element of L RTP	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000	
13	Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	12,540	
14	Rail, Water or other mode of L RTP	25,000	100,000	0	0	0	0	0	0	0	0	25,000	-	100,000	125,000	
15	Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	6,000	
16	Financial Planning	1,000	4,000	2,200	8,800	500	500	4,000	4,544	4,544	36,350	8,244	5,044	53,150	66,438	
17	Congestion Management Strategies	57,000	228,000	890	3,560	500	500	4,000	0	0	0	58,390	500	235,560	294,450	
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890	
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	Short Range Transit Planning	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	
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120	
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	2,400	9,600	14,582	58,328	0	0	0	500	500	4,000	17,482	500	71,928	89,910	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	38,740	
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640	
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500	
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360	
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	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	90,380	
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000	
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040	
3	Special Studies	181,200	724,800	486	1,944	0	0	0	6,000	6,000	48,000	187,686	6,000	774,744	968,431	
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000	
<b>III-E</b>	<b>Management &amp; Operations</b>															
1	Management & Operations	49,277	197,107	24,872	99,486	10,600	10,600	84,798	80,860	80,860	646,877	165,608	91,459	1,028,268	1,285,335	
	<b>Totals</b>	<b>\$497,463</b>	<b>\$1,989,851</b>	<b>\$126,847</b>	<b>\$507,386</b>	<b>\$27,448</b>	<b>\$27,448</b>	<b>\$219,585</b>	<b>\$216,246</b>	<b>\$216,246</b>	<b>\$1,729,966</b>	<b>\$868,003</b>	<b>\$243,694</b>	<b>\$4,446,788</b>	<b>\$5,558,485</b>	

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

TCC 3/28/2012 Attachment 9

**Composite Agency Tables -PL & STPDA Funding ONLY.**

	Task Description	Chapel Hill			Carrboro			TJCOG			Durham			MPO		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
<b>II A</b>	<b>Surveillance of Change</b>															
1	Traffic Volume Counts	\$600	\$2,400	\$3,000	\$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	\$4,000	\$16,000	\$20,000	\$418	\$1,672	\$2,090	\$0	\$0	\$0	\$9,656	\$38,624	\$48,280	\$14,074	\$56,296	\$70,370
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
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$3,000	\$12,000	\$15,000	\$2,680	\$10,720	\$13,400	\$5,680	\$22,720	\$28,400
6	Community Goals & Objectives	\$0	\$0	\$0	\$144	\$576	\$720	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$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	\$1,400	\$5,600	\$7,000	\$146	\$584	\$730	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$3,546	\$14,184	\$17,730
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	\$25,000	\$100,000	\$125,000	\$25,000	\$100,000	\$125,000
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$4,800	\$6,000	\$1,200	\$4,800	\$6,000
16	Financial Planning	\$1,400	\$5,600	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$7,200	\$9,000	\$3,200	\$12,800	\$16,000
17	Congestion Management Strategies	\$1,600	\$6,400	\$8,000	\$290	\$1,160	\$1,450	\$0	\$0	\$0	\$56,000	\$224,000	\$280,000	\$57,890	\$231,560	\$289,450
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
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	Short Range Transit Planning	\$0	\$0	\$0	\$254	\$1,016	\$1,270	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$1,016	\$1,270
<b>III-A</b>	<b>Planning Work Program</b>															
	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	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
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
		\$0	\$0	\$0	\$36	\$144	\$180	\$0	\$0	\$0	\$6,712	\$26,848	\$33,560	\$6,748	\$26,992	\$33,740
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$20,000	\$80,000	\$100,000	\$486	\$1,944	\$2,431	\$2,000	\$8,000	\$10,000	\$159,200	\$636,800	\$796,000	\$181,686	\$726,744	\$908,431
4	Regional or Statewide Planning	\$3,000	\$12,000	\$15,000	\$0	\$0	\$0	\$8,000	\$32,000	\$40,000	\$9,400	\$37,600	\$47,000	\$20,400	\$81,600	\$102,000
<b>III-E</b>	<b>Management &amp; Operations</b>															
		\$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
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
	<b>Totals</b>	<b>\$42,351</b>	<b>\$169,403</b>	<b>\$211,754</b>	<b>\$6,635</b>	<b>\$26,538</b>	<b>\$33,173</b>	<b>\$13,000</b>	<b>\$52,000</b>	<b>\$65,000</b>	<b>\$562,324</b>	<b>\$2,249,296</b>	<b>\$2,811,620</b>	<b>\$624,309</b>	<b>\$2,497,237</b>	<b>\$3,121,547</b>

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

TCC 3/28/2012 Attachment 9

FHWA Planning Funds  
MPO PL & STP-DA Total

	Task Description	STP-DA			PL			TOTAL		
		Section 133(b)(3)(7)			Section 104(f)			PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
<b>II-A</b>	<b>Surveillance of Change</b>									
1	Traffic Volume Counts	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	4,400	17,600	22,000	9,674	38,696	48,370	14,074	56,296	70,370
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
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
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	5,680	22,720	28,400	0	0	0	5,680	22,720	28,400
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	2,000	8,000	10,000	1,546	6,184	7,730	3,546	14,184	17,730
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	25,000	100,000	125,000	0	0	0	25,000	100,000	125,000
15	Freight Movement/Mobility Planning	400	1,600	2,000	800	3,200	4,000	1,200	4,800	6,000
16	Financial Planning	1,000	4,000	5,000	2,200	8,800	11,000	3,200	12,800	16,000
17	Congestion Management Strategies	57,000	228,000	285,000	890	3,560	4,450	57,890	231,560	289,450
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	8,000	3,778	15,112	18,890	5,378	21,512	26,890
<b>II-C</b>	<b>Short Range Transit Planning</b>									
1	Short Range Transit Planning	0	0	0	254	1,016	1,270	254	1,016	1,270
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	2,000	8,000	10,000	11,624	46,496	58,120	13,624	54,496	68,120
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	2,400	9,600	12,000	14,582	58,328	72,910	16,982	67,928	84,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	49,000	3,608	14,432	18,040	13,408	53,632	67,040
3	Special Studies	181,200	724,800	906,000	486	1,944	2,431	181,686	726,744	908,431
4	Regional or Statewide Planning	17,400	69,600	87,000	3,000	12,000	15,000	20,400	81,600	102,000
<b>III-E</b>	<b>Management &amp; Operations</b>									
1	Management & Operations	49,277	197,107	246,384	24,872	99,486	124,358	74,148	296,594	370,742
	<b>Totals</b>	<b>497,463</b>	<b>1,989,851</b>	<b>2,487,314</b>	<b>126,847</b>	<b>507,386</b>	<b>634,233</b>	<b>624,309</b>	<b>2,497,237</b>	<b>3,121,547</b>

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**II-A: Surveillance of Change**

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

**Task II-A-1: Traffic Volume Counts**

Perform 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

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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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<b>July 1, 2012 to June 30, 2017</b>					
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
<b>Period</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>
	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>	<b>July 1, 2016-June 30, 2017</b>
<b>1</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>
<b>1.1</b>	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
<b>1.2</b>	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
<b>1.3</b>	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
<b>1.4</b>	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
<b>1.5</b>	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
<b>1.6</b>	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
<b>1.7</b>	Air travel	Air travel	Air travel	Air travel	Air travel
<b>1.8</b>		VOC	VOC	VOC	VOC
<b>1.9</b>	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
<b>1.10</b>	Mapping	Mapping	Mapping	Mapping	Mapping
<b>1.11</b>	Parking inventory	Parking inventory		Parking inventory	Parking inventory
<b>1.12</b>	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
<b>1.13</b>	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
<b>2</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
<b>2.1</b>	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
<b>2.2</b>	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
<b>2.3</b>	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
<b>2.4</b>	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP
<b>2.5</b>	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
<b>2.6</b>	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
<b>3</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>
<b>3.1</b>	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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<b>July 1, 2012 to June 30, 2017</b>					
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>
<b>Period</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>
	<b>July 1, 2012-June 30, 2013</b>	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>	<b>July 1, 2016-June 30, 2017</b>
<b>3.2</b>	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
<b>3.3</b>	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process
<b>3.4</b>	Development of Preferred Option	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process
<b>3.5</b>		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	Land-use Scenario analysis	
<b>3.6</b>			2045 LRTP Visioning process	Financial analysis	
<b>3.7</b>		2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	
<b>4</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>
<b>4.1</b>	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
<b>4.2</b>	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
<b>4.3</b>	2010 Census TAZ Delineation	Collection & development of 2013 networks			
<b>4.4</b>	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
<b>4.7</b>		2013 base year model calibration and validation			
<b>5</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
<b>5.1</b>	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
<b>5.2</b>	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan	on-going implementation of the bike and pedestrian plans

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

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

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

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

# ***Appendices A***

## ***Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) Agency Funding Tables***

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

TCC 3/28/2012 Attachment 9

**City of Durham / LPA**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$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	\$6,399	\$6,399	\$51,190	\$2,742	\$2,742	\$21,938	\$9,941	\$9,141	\$76,329	\$95,411	
	6 Dwelling Unit, Pop. & Emp. Change	\$4,400	\$17,600	\$6,648	\$26,592	\$0	\$0	\$0	\$0	\$0	\$0	\$11,048	\$0	\$44,192	\$55,240	
	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	
<b>II B</b>	<b>Long Range Transp. Plan</b>															
	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	\$25,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$100,000	\$125,000	
	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	\$4,544	\$4,544	\$36,350	\$6,344	\$4,544	\$43,550	\$54,438	
	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	
<b>II C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$2,000	\$8,000	\$10,900	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,900	\$0	\$51,600	\$64,500	
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$2,400	\$9,600	\$13,600	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$80,000	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Rqs.</b>															
	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	
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Plng.	\$9,800	\$39,200	\$2,900	\$11,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,700	\$0	\$50,800	\$63,500	
	3 Special Studies	\$159,200	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$636,800	\$796,000	
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$49,277	\$197,107	\$18,573	\$74,293	\$7,600	\$7,600	\$60,798	\$57,085	\$57,085	\$456,677	\$132,534	\$64,684	\$788,874	\$986,093	
	<b>Totals</b>	<b>\$459,463</b>	<b>\$1,837,851</b>	<b>\$102,861</b>	<b>\$411,445</b>	<b>\$13,999</b>	<b>\$13,999</b>	<b>\$111,988</b>	<b>\$64,371</b>	<b>\$64,371</b>	<b>\$514,966</b>	<b>\$640,693</b>	<b>\$78,369</b>	<b>\$2,876,250</b>	<b>\$3,595,312</b>	

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

TCC 3/28/2012 Attachment 9

**Town of Chapel Hill**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II-A</b>	<b>Surveillance of Change</b>															
1	Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$200	\$200	\$1,600	\$3,125	\$3,125	\$25,000	\$3,325	\$3,325	\$26,600	\$33,250	\$66,000
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$400	\$1,600	\$400	\$400	\$3,200	\$0	\$0	\$0	\$800	\$400	\$4,800	\$6,000	\$12,000
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	\$2,000	\$8,000	\$2,000	\$8,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$7,000	\$3,000	\$40,000	\$50,000	\$100,000
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	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	\$6,000
13	Bike & Ped. Counts	\$0	\$0	\$551	\$2,203	\$0	\$0	\$0	\$0	\$0	\$0	\$551	\$0	\$2,203	\$2,754	\$5,507
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$150	\$150	\$1,197	\$0	\$0	\$0	\$150	\$150	\$1,197	\$1,496	\$2,992
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	\$2,000	\$8,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$3,000	\$1,000	\$16,000	\$20,000	\$40,000
9	Highway Element of th LRTP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	\$4,000
10	Transit Element of the LRTP	\$1,000	\$4,000	\$400	\$1,600	\$400	\$400	\$3,200	\$1,000	\$1,000	\$8,000	\$2,800	\$1,400	\$16,800	\$21,000	\$42,000
11	Bicycle & Ped. Element of the LRT	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$0	\$0	\$0	\$600	\$200	\$3,200	\$4,000	\$8,000
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	\$200	\$800	\$100	\$100	\$800	\$0	\$0	\$0	\$300	\$100	\$1,600	\$2,000	\$4,000
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 Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$1,000	\$4,000	\$400	\$1,600	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,900	\$500	\$9,600	\$12,000	\$24,000
17	Congestion Management Strategies	\$1,000	\$4,000	\$600	\$2,400	\$500	\$500	\$4,000	\$0	\$0	\$0	\$2,100	\$500	\$10,400	\$13,000	\$26,000
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	\$4,000
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	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	\$45,000
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000	\$14,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000	\$14,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000	\$10,000
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	\$50	\$50	\$400	\$50	\$50	\$400	\$500	\$1,000
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	\$20,000
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	\$30,000
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000	\$10,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	\$6,000
3	Special Studies	\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$48,000	\$26,000	\$6,000	\$128,000	\$160,000	\$320,000
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	\$196,000
<b>III-E</b>	<b>Management &amp; Operations</b>															
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	\$575,000
	<b>Totals</b>	\$25,000	\$100,000	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$45,000	\$45,000	\$360,000	\$100,801	\$58,450	\$637,000	\$796,250	\$1,593,500

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

TCC 3/28/2012 Attachment 9

**Town of Carrboro**

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	\$0	\$0	\$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
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	Short Range Transit Planning	\$0	\$0	\$254	\$1,016	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$0	\$1,016	\$1,270
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	\$0	\$0	\$324	\$1,296	\$0	\$0	\$0	\$0	\$0	\$0	\$324	\$0	\$1,296	\$1,620
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	\$0	\$0	\$582	\$2,328	\$0	\$0	\$0	\$0	\$0	\$0	\$582	\$0	\$2,328	\$2,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
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
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$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
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	\$0	\$0	\$2,298	\$9,194	\$0	\$0	\$0	\$0	\$0	\$0	\$2,298	\$0	\$9,194	\$11,492
<b>Totals</b>		\$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 3/28/2012 Attachment 9

**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	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$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	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$12,000	\$15,000
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategies	\$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
<b>II-C</b>	<b>Short Range Transit Planning</b>														
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>														
1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
4	Regional or Statewide Planning	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		<b>\$13,000</b>	<b>\$52,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,000</b>	<b>\$0</b>	<b>\$52,000</b>	<b>\$65,000</b>

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

TCC 3/28/2012 Attachment 9

**Triangle Transit Authority (TTA)**

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$7,500	\$7,500	\$60,000	\$7,500	\$7,500	\$60,000	\$75,000	\$75,000
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	\$112,500
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the LRTP	\$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
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$43,438	\$43,438	\$347,500	\$43,438	\$43,438	\$347,500	\$434,375	\$434,375
<b>III-A</b>	<b>Planning Work Program</b>											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$42,500	\$42,500	\$340,000	\$42,500	\$42,500	\$340,000	\$425,000	\$425,000
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106,875</b>	<b>\$106,875</b>	<b>\$855,000</b>	<b>\$106,875</b>	<b>\$106,875</b>	<b>\$855,000</b>	<b>\$1,068,750</b>	<b>\$1,068,750</b>

# ***Appendices B***

## ***Federal Transit Administration (FTA) Agency Funding Tables***

# DURHAM AREA TRANSIT FTA TASK NARRATIVE TABLE FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	
2-	FTA Code	442400	442400	442100	
3-	Task Code	II-A-5	II-B-16	III-E	
4-	Title of Planning Task	<i>Transit System Data</i>	<i>Financial Planning</i>	<i>Management and Operations</i>	<i>TOTALS</i>
5-	Task Objective	To conduct FTA required passenger counts through system wide surveys and studies, daily ridership counts.	Prepare and monitor fiscal programs for the City, FTA, and the State of North Carolina	To provide systemwide management oversight including report preparation, council briefing, transportation board meeting, etc.	
6-	Tangible Product Expected	Daily ridership counts, by route, by peak, GIS data, AVL data formats	Quarterly and annual financial reports.	FTA reports, compliance issue resolution, annual certifications and compliance issues, assurances. Transit planning, public involvement, and transportation improvement.	
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	
8-	Previous Work	NTD passenger counts, required every 3 years.	Provide on-going financial monitoring for the transit system.	FTA reports, compliance issue resolution, annual certifications and compliance issues, assurances. Transit planning, public involvement, and transportation improvement.	
9-	Prior FTA Funds		\$88,186	\$50,674	\$273,902
10-	Relationship To Other Activities	Data collected is used in service performance evaluation			
11-	Agency Responsible for Task Completion	Durham Area Transit	Durham Area Transit	Durham Area Transit	
12-	HPR - Highway - NCDOT 20%				
13-	HPR - Highway - FHWA 80%				
14-	Section 104 (f) PL Local 20%				
15-	Section 104 (f) PL FHWA 80%				
16-	Section 5303 Local 10%		\$6,399		\$7,600
17-	Section 5303 NCDOT 10%		\$6,399		\$7,600
18-	Section 5303 FTA 80%		\$51,190		\$60,798
19-	Section 5307 Transit - Local 10%		\$2,742	\$4,544	\$57,085
20-	Section 5307 Transit - NCDOT 10%		\$2,742	\$4,544	\$57,085
21-	Section 5307 Transit - FTA 80%		\$21,938	\$36,350	\$456,677
					\$514,965

# CHAPEL HILL TRANSIT

## FTA TASK NARRATIVE TABLE

### FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442400	442400	442301	442302	442302	442302
3-	Task Code	II-A-5	II-A-6	II-A-10	II-B-3	II-B-8	II-B-10
4-	Title of Planning Task	Transit System Data	Dwelling Unit, Pop. & Emp. Change	Mapping	Travel Model Updates	Capacity Deficiency Analysis	Transit Element of the L RTP
5-	Task Objective	Review and analyze transit system data to monitor changes in travel behavior	Compare projected 2040 population and employment with results of revised 2020 Comprehensive Plan Land Use	Participate with MPO in further development of regional GIS database; prepare mapping to support regional activities	Monitor the use of the TRM in the development of Triangle LPA.	Analyze results of 2040 L RTP future land use and transportation networks scenarios.	To prepare the transit element of the 2040 MPO L RTP
6-	Tangible Product Expected	Chapel Hill Data Book Update	Revised population and employment projections	Geo spatial database	Modifications to TRM consistent with Triangle Transit light rail ridership analysis.	2040 L RTP	2040 L RTP
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013
8-	Previous Work	2012 Data Book Update	Development of 2035 population and employment projections	Provided support for development of geo spatial database architecture.	Participation in refinements to TRM.	2035 L RTP.	Continued work on the 2040 L RTP
9-	Prior FTA Funds	\$60,000	\$3,000	\$40,000	\$3,000	\$3,000	\$10,000
10-	Relationship To Other Activities	Supports implementation of L RTP	Support development of L RTP	Supports development of L RTP and related MPO activities	Support development of L RTP	Support development of L RTP	Supports development of the 2040 L RTP
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	\$200	\$400	\$3,000	\$150	\$1,000	\$400
17-	Section 5303 NCDOT 10%	\$200	\$400	\$3,000	\$150	\$1,000	\$400
18-	Section 5303 FTA 80%	\$1,600	\$3,200	\$24,000	\$1,197	\$8,000	\$3,200
19-	Section 5307 Transit - Local 10%	\$3,125					\$1,000
20-	Section 5307 Transit - NCDOT 10%	\$3,125					\$1,000
21-	Section 5307 Transit - FTA 80%	\$25,000					\$8,000

# CHAPEL HILL TRANSIT

## FTA TASK NARRATIVE TABLE

### FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442302	442302	442302	442302	442302	442100
3-	Task Code	II-B-11	II-B-13	II-B-16	II-B-17	II-C-1	III-A-1
4-	Title of Planning Task	Bicycle Element of the L RTP	Collector Street Element of L RTP	Financial Plan	Congestion Management Strategies	Short Range Transit Planning	Planning Work Program
5-	Task Objective	Prepare bike and pedestrian element of 2040 L RTP	Revise Collector Street Element of the 2040 L RTP.	Prepare Financial Plan for 2040 L RTP.	Coordinate with Triangle Regional TDM program to implement nationwide TDM program.	Develop elements of Chapel Hill Transit Short Range Transit Plan.	To prepare the Chapel Hill element of the FY2014 UPWP
6-	Tangible Product Expected	2040 L RTP	2040 L RTP	2040 Financial Plan	Development of TDM program for incorporation into 2040 L RTP	Refinements to the previously completed comprehensive route analysis.	FY2014 PWP
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013
8-	Previous Work	2035 L RTP Bike and Pedestrian element	Development of Southwest Durham/Chapel Hill Collector Street Plan.	2035 Financial Plan	TDM element of 2035 L RTP.	Development of comprehensive route analysis.	Development and management of FY12 & FY13 UPWP
9-	Prior FTA Funds	\$7,000	\$0	\$28,000	\$10,000	\$50,000	\$10,000
10-	Relationship To Other Activities	Supports development of the 2040 L RTP	Supports development of the 2040 L RTP	Supports development of the 2040 L RTP	Supports development of the 2040 L RTP	Supports implementation of the MPO L RTP	Supports implementation of annual work program
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	\$200	\$100	\$500	\$500	\$1,000	
17-	Section 5303 NCDOT 10%	\$200	\$100	\$500	\$500	\$1,000	
18-	Section 5303 FTA 80%	\$1,600	\$800	\$4,000	\$4,000	\$8,000	
19-	Section 5307 Transit - Local 10%					\$1,250	\$500
20-	Section 5307 Transit - NCDOT 10%					\$1,250	\$500
21-	Section 5307 Transit - FTA 80%					\$10,000	\$4,000

# CHAPEL HILL TRANSIT

## FTA TASK NARRATIVE TABLE

### FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442500	442700	442700	442400	442400	442100
3-	Task Code	III-B-1	III-C-1	III-C-3	III-C-4	III-C-5	III-C-6
4-	Title of Planning Task	Transportation Improvement Program	Title VI	Minority Business Enterprise	Planning for the Elderly and Disabled	Safety/Drug Control Planning	Public Involvement
5-	Task Objective	To monitor the adopted TIP and prepare information for amendments to TIP.	To prepare the FY2013 Title VI program/plan	To assess compliance with minority business enterprise regulations	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control planning	To establish public outreach efforts to engage public involvement.
6-	Tangible Product Expected	Updated TIP	Updated Title VI program	Annual assessment	Annual assessment	Annual Assessments	Annual transit forums
7-	Expected Completion Date of Product(s)	On-going	10/15/2012	6/30/2013	6/30/2013	6/30/2013	6/30/2013
8-	Previous Work	Adjustments to existing TIP; Development of new TIP	Monitoring of the Title VI program	Annual assessment	Ongoing monitoring	Ongoing monitoring	Annual transit forums
9-	Prior FTA Funds	\$18,000	\$1,250	\$1,000	\$31,250	\$20,000	\$10,000
10-	Relationship To Other Activities	Supports implementaiton of adopted LRTP	State/Federal Civil rights requirements	State/Federal MBE requirements	This project supports the development of the 2035 Regional Plan		This project supports the developmnet of the 2035 Regional plan
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%						
17-	Section 5303 NCDOT 10%						
18-	Section 5303 FTA 80%						
19-	Section 5307 Transit - Local 10%	\$500	\$500	\$50	\$1,000	\$1,500	\$500
20-	Section 5307 Transit - NCDOT 10%	\$500	\$500	\$50	\$1,000	\$1,500	\$500
21-	Section 5307 Transit - FTA 80%	\$4,000	\$4,000	\$400	\$8,000	\$12,000	\$4,000

# CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	
2-	FTA Code	442700	442200	442100	
3-	Task Code	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Special Studies	Regional or Statewide Planning	Management and Operations	TOTALS
5-	Task Objective	To prepare special studies to support ongoing transit operations.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Transit oriented development land use guidelines	Chapel Hill long range transit plan	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	
8-	Previous Work	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	\$72,000	\$18,250	\$156,000	
10-	Relationship To Other Activities		Supports the implementation of the 2035 Regional Plan and the Chapel Hill Long Range Transit Plan	Supports all other transit planning activities MPO-wide.	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%				
13-	HPR - Highway - FHWA 80%				
14-	Section 104 (f) PL Local 20%				
15-	Section 104 (f) PL FHWA 80%				
16-	Section 5303 Local 10%		\$3,000.00	\$3,000.00	\$13,450
17-	Section 5303 NCDOT 10%		\$3,000.00	\$3,000.00	\$13,450
18-	Section 5303 FTA 80%		\$24,000.00	\$24,000.00	\$107,597
19-	Section 5307 Transit - Local 10%	\$6,000	\$5,300	\$23,775	\$45,000
20-	Section 5307 Transit - NCDOT 10%	\$6,000	\$5,300	\$23,775	\$45,000
21-	Section 5307 Transit - FTA 80%	\$48,000	\$42,400	\$190,200	\$360,000

## TRIANGLE TRANSIT FTA TASK NARRATIVE TABLE FY2012-2013 (FY13) UPWP

1-	MPO	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	
2-	FTA Code	442400	442301	442301	442400	442302	
3-	Task Code	II-A-5	II-B-3	II-B-10	II-C-1	III-D-3	
4-	Title of Planning Task	<i>Transit System Data</i>	<i>Travel Model Updates</i>	<i>Transit Element of the LRTP</i>	<i>Short Range Transit Planning</i>	<i>Special Studies</i>	TOTALS
5-	Task Objective	To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements	Support for Triangle Regional Model Service Bureau	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning; also planning and engineering to improve accessibility of Bus stops and facilities	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans	
6-	Tangible Product Expected	Route planning recommendations from both staff/consultants, onboard surveys for bus, vanpool	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report	
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	
8-	Previous Work	Regional APC data work already undertaken/TTA Service Change Recs	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries	URS Reports, MAB Analyses, Jeff Parker Financial Analysis	
9-	Prior FTA Funds	\$32,000	\$160,000	\$45,000	\$600,000	\$57,000	
10-	Relationship To Other Activities	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions.	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.	Provides staff support to carry out Triangle Transit planning activities related to service planning and capital development.	This task will follow from the transit infrastructure planning conducted for the LRTP.	
11-	Agency Responsible for Task Completion	Triangle Transit	Service Bureau at ITRE responsible for task - Triangle Transit is a funding partner	Triangle Transit (with joint sponsorship by TJCOG and MPOs, NCDOT)	Triangle Transit	Triangle Transit	
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%						
17-	Section 5303 NCDOT 10%						
18-	Section 5303 FTA 80%						
19-	Section 5307 Transit - Local 10%	\$6,000	\$9,000	\$1,750	\$34,750	\$34,000	\$85,500
20-	Section 5307 Transit - NCDOT 10%	\$6,000	\$9,000	\$1,750	\$34,750	\$34,000	\$85,500
21-	Section 5307 Transit - FTA 80%	\$48,000	\$72,000	\$14,000	\$278,000	\$272,000	\$684,000

**MEMORANDUM**

**To:** Technical Coordinating Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** March 28, 2012

**Subject:** **FY 2013-2015 CMAQ Changes**

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DATA and the Town of Hillsborough have requested changes to the FY 2013-2015 Congestion Mitigation Air Quality funding approved by the TAC on August 11, 2010. The resolution and table showing what the TAC approved is included as an attachment.

**Town of Hillsborough Request**

The TAC approved \$496,000 federal CMAQ for the Hillsborough Riverwalk Phase II project. The Town of Hillsborough has requested modifying this project to use the funds for the construction of sidewalks that will provide access to the Riverwalk greenway (map attached). The Town is making this request because they believe that the NCDOT local programs management requirements for the use of federal funds will be easier to meet for a sidewalk project than a greenway project. Since the replacement project is closely related to the original project and will be obligated on a similar schedule, LPA staff are in agreement with the Town on the proposed change. NCDOT staff have requested a revised CMAQ application form, but said that re-approval by the TAC is not necessary. MPO staff are currently developing emission reduction estimates based on the new project for use in the Town's revised application.

**DATA Request**

The TAC approved \$1,949,755 federal CMAQ funds for operating assistance for a new Southpoint to Duke bus route. The original route was proposed to be all-day everyday service (15,607 annual service hours). In the draft Designing Better Bus Services report, DATA is now recommending that this service be commuter-oriented so the number of hours and funding necessary to operate the service is lower than originally proposed (3,060 annual service hours). In addition, the new route will now be linked to a Duke to Durham Regional Hospital route. DATA has requested that the project be modified to include the two linked routes plus the addition of passenger amenities along this route, the funding decreased to match the current amount estimated to run the service, and the service implementation be delayed until FY 2014 (description and maps attached). This new service is now estimated to cost \$560,000 in FY 2014 and \$484,000 in FY 2015. DATA has requested that \$800,000 of the remaining funds be approved for a third year of operating assistance for the Bull City Connector route. The Bull City Connector has received CMAQ funds for capital and operating assistance for two years (FY 11 and FY 12). The total needed for the two projects is \$1,844,000 federal CMAQ, less than what the TAC originally approved.

NCDOT staff have requested a revised CMAQ application form for the new transit route. NCDOT staff say that a new application for the third year of operating for the Bull City Connector is not needed since it is the continuation of an already approved project.

### Summary

Project	FY 13	FY 14	FY 15	Total
Original – Hillsborough Riverwalk Phase II	\$40,000 (ROW)	\$345,600 (ROW)	\$110,400 (Construction)	\$496,000
Revised – Hillsborough Riverwalk Access Sidewalks	\$48,728 (Planning) \$80,000 (ROW)	\$357,600* (Construction)		\$486,328*
Original – DATA Operating Assistance	\$951,100 (Operation)	\$998,655 (Operation)		\$1,949,756
Revised – DATA Operating Assistance & Passenger Amenities		\$464,000 (Operation) \$96,000 (Capital)	\$484,000 (Operation)	\$1,044,000
Revised – BCC Operating Assistance	\$800,000 (Operation)			\$800,000

\*LPA staff believe that Hillsborough intends to request all of the previously approved CMAQ funds (\$496,000) but miscalculated their request in an email. These numbers may change slightly.

### Next Steps

- The Town of Hillsborough and DATA need to complete new CMAQ applications for the revised projects.
- NCDOT and the interagency review team will approve the new CMAQ application forms.
- The DCHC MPO will need to add/amend the projects in the MTIP. A STIP amendment will also be needed.
- The DCHC MPO will need to request that the CMAQ funds for DATA be flexed to FTA.

Approval by the TAC is not required at this step. However, the MPO could choose to have the TAC approve the revision now if desired. The TAC did approve the original applications as part of a competitive process based primarily on the cost effectiveness of emission reductions. During the previous approval process, two projects submitted to the MPO were not able to be funded due to a lack of funds. However, it is not known if these projects or other potential projects could obligate funds within the FY 2013-2015 time period. Timely obligation of CMAQ funds is desired to protect funding from rescissions.

If the TCC desires to have the TAC approve the revised applications, the new DATA and Hillsborough applications could be provided to the TCC at the April meeting. LPA staff can also provide data on how the cost per emission reduction compares to other projects. Regardless of if the TAC approves the revised applications, the TAC will approve the projects through the approval of a MTIP amendment and the flexing of funds to FTA. The LPA staff recommendation is for Hillsborough and DATA to proceed with preparing their revised applications for NCDOT review and to have the TAC approve these changes through a future MTIP amendment and request to flex funds to FTA.

**TCC Recommendation:** Review the requested changes from the Town of Hillsborough and DATA. Consider if TAC approval is desired. If so, make a recommendation to the TAC or defer to the April TCC meeting.



- |  |   |   |   |
|--|---|---|---|
|  CMAQ Greenway                  |  Calvin Street Connector Trail |  Railroad Corridor           |  River Park Trails |
|  CMAQ Sidewalks                 |  Gold Park to Gateway          |  Riverwalk Phase III         |  Eno River         |
|  TOH Bridges                    |  Gateway to River Park         |  Occoneechee Mountain Trails |   |
|  Occoneechee Mtn to Allison St. |  Existing Sidewalks            |  Riverwalk Phase I           |   |

Southpoint-Duke Commuter Route – Monday through Friday peak period service only

Route 52 is a new route proposed to connect Southpoint Mall with the Duke Campus. Starting at Southpoint Mall, the route is proposed to use Fayetteville Road, NC-54, NC-751, University Drive, and Academy Road to access the campus, as shown in Figure 7-32. Service would begin serving the existing park-and-ride lot at Southpoint Mall. Also, grant funds would be used to construct amenities at bus stops served by the route. This service would only operate during Monday-Friday daytime peak periods, at a 30-minute headway. This route would be interlined with the Durham Regional-Duke Medical Center Connector.

Durham Regional-Duke Medical Center Commuter Route – Monday through Friday peak period service only

Route 30 is a new route proposed to connect Durham Regional Hospital with the Duke Medical campus via Carver Street and Hillandale Road. The service would only operate during Monday-Friday peak periods at a 30-minute headway. Service would begin serving an existing park-and-ride lot at Durham County Stadium. In addition, some of the funds would be used to construct amenities at bus stops served by the route. The recommended alignment for route 30 is shown in Figure 7-33. This route would be interlined with the Soutpoint-Duke Connector.

Figure 7-32: Route 52 Southpoint-Duke Connector

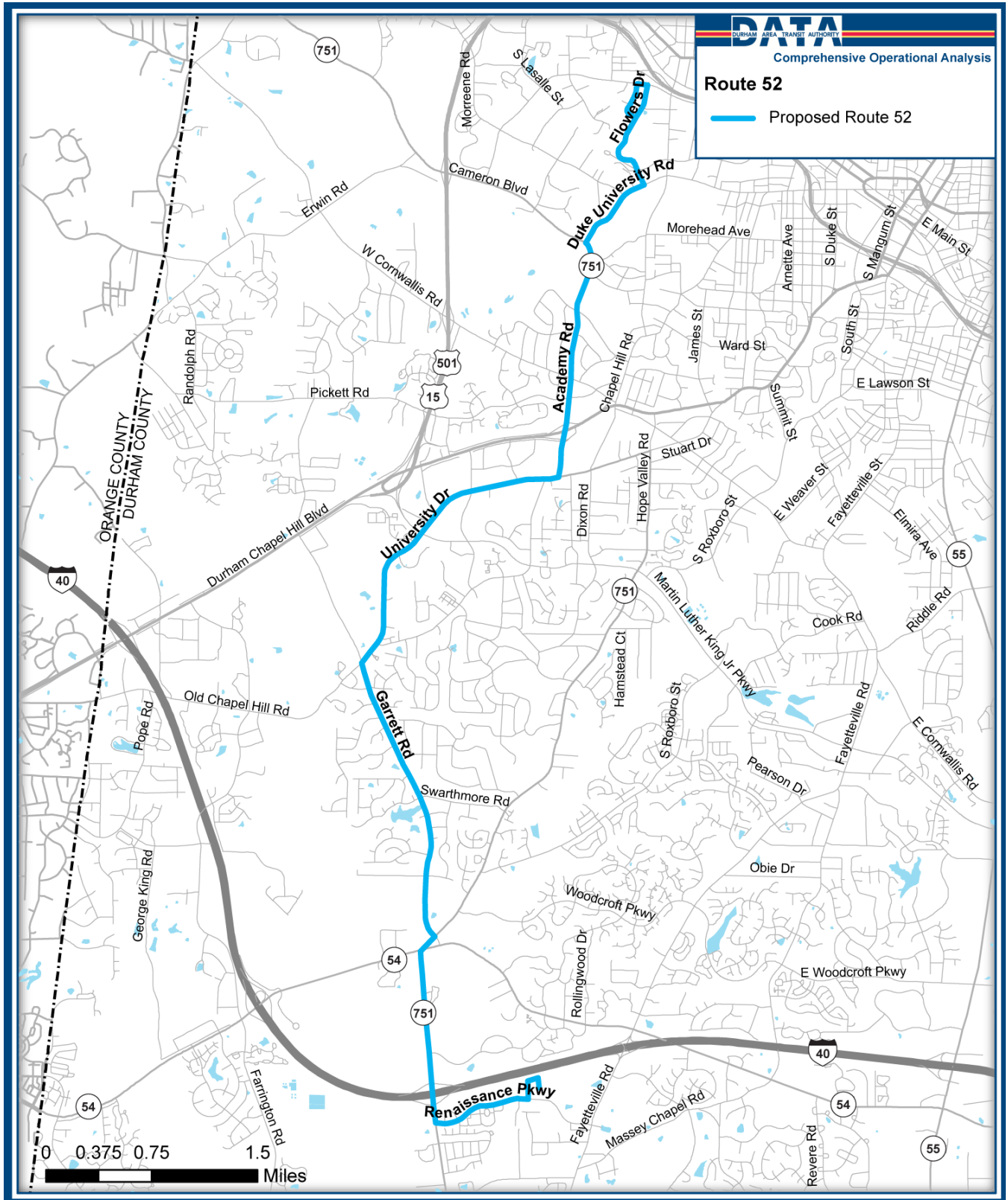
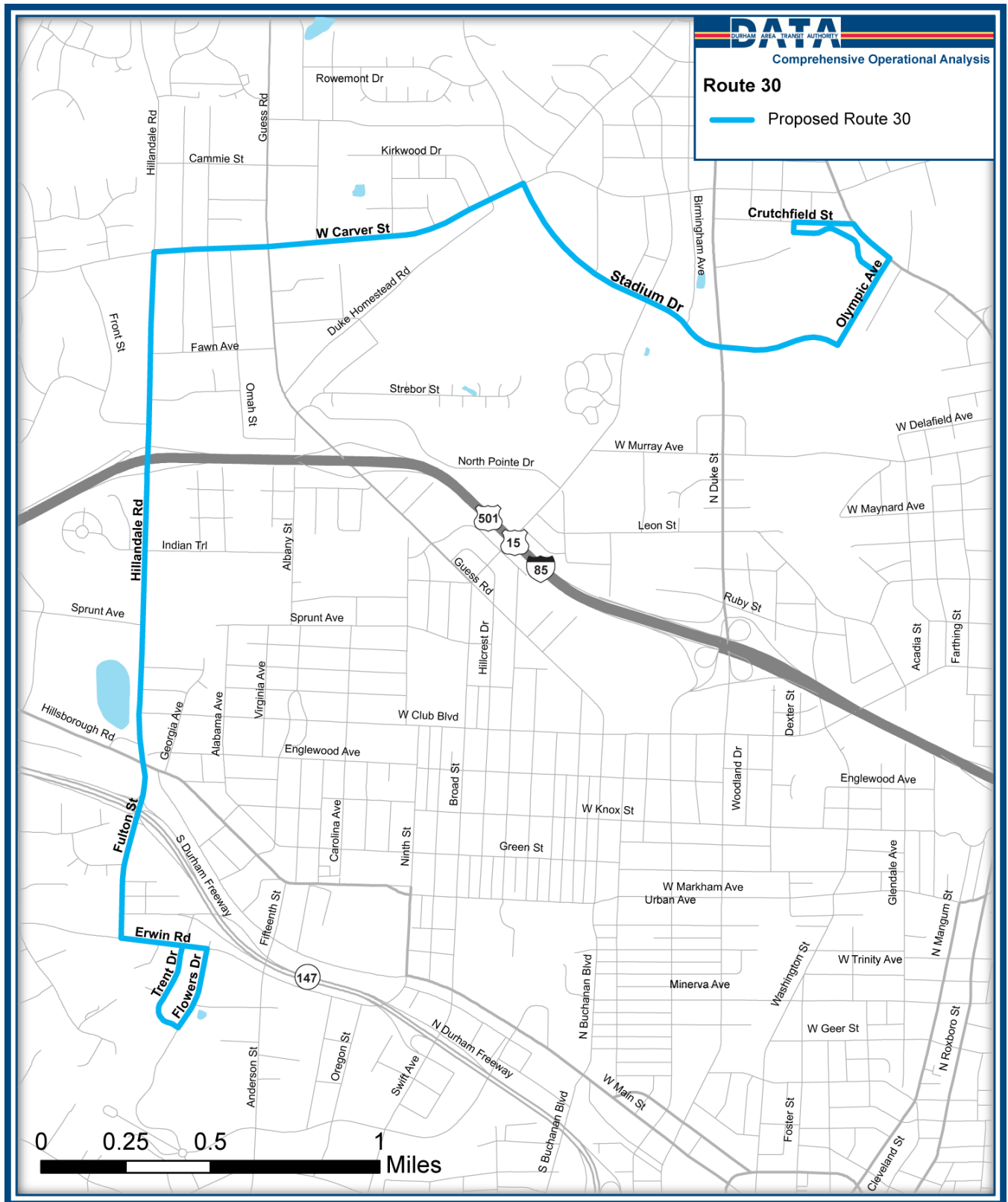


Figure 7-33: Route 30: Durham Regional-Duke Medical Hospital Connector



Route	Time Period	Additional Vehicles Required*	Annual Hours	Cost Per Hour (FY14)	Total Annual Operating Cost	Federal Share	Durham Local Share
Southpoint-Duke Connector - peak only (Route 52)	M-F Peak	2	3,060	\$95.00	\$290,000	\$232,000	\$58,000
Durham Regional-Duke Medical Hospital Connector - peak only (Route 30)	M-F Peak	2	3,060	\$95.00	\$290,000	\$232,000	\$58,000
Second Year of Operation				\$99.00	\$606,000	\$484,000	\$121,200
<b>Total 2-Year Costs</b>					<b>\$1,186,000</b>	<b>\$948,000</b>	<b>\$237,200</b>
<b>Capital Projects</b>					<b>Total Cost</b>	<b>Federal Share</b>	<b>Durham Local Share</b>
Bus Stop Improvements (6 locations)					\$120,000	\$96,000	\$24,000

\*Vehicles will be additional to current peak vehicle requirement, but are already in City's contingency fleet

**RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT PROPOSALS FOR FY 2013-2015**

**August 11, 2010**

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

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

**WHEREAS**, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

**WHEREAS**, in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Durham County, Orange County, and northeastern Chatham County are in a maintenance area for ozone and Durham County is in a maintenance area for carbon monoxide pollution; and

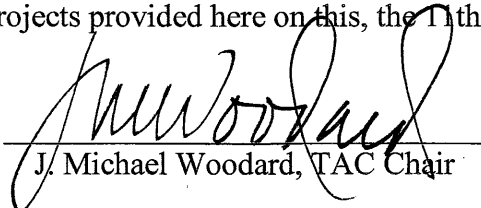
**WHEREAS**, the DCHC MPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

**WHEREAS**, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

**WHEREAS**, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will amend its Metropolitan Transportation Improvement Program to include these projects; and

**WHEREAS**, these projects are included in the DCHC MPO's 2035 Long Range Transportation Plan; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 11th day of August, 2010.

  
J. Michael Woodard, TAC Chair

Durham County, North Carolina

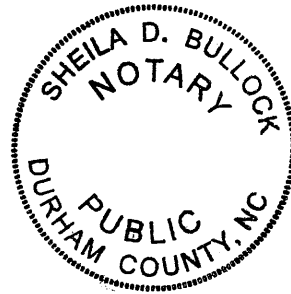
I certify that J. Michael Woodard personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: August 11, 2010

Sheila D. Bullock

Sheila D. Bullock Notary Public

My commission expires: 9-8-2013



Schedule for DCHC MPO CMAQ FY 2013-2015 Funding - Approved by TAC 8/11/2010

Rank	Applicant	Project	Project Cost			FY 2013		FY 2014		FY 2015		Unfunded	FY 2013-2015 DCHC MPO CMAQ Funding	
1	TJ COG	Triangle Transportation Demand Management Program	Federal*	\$ 2,759,689	37%	implementation	\$ 382,929	implementation	\$ 385,275	implementation	\$ 457,502	\$ -	\$ 1,225,706	
			Local**	\$ 2,698,976	36%									
			State	\$ 2,044,191	27%									
2	DATA	Operating Assistance for New Fixed Route	Federal	\$ 1,949,756	80%	operation	\$ 951,100	operation	\$ 998,655			\$ -	\$ 1,949,756	
			Local	\$ 487,439	20%									
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal	\$ 796,850	67%	construction	\$ 796,850					\$ -	\$ 796,850	
			Local	\$ 395,000	33%									
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal	\$ 724,620	80%	ROW	\$ 180,073	construction	\$ 544,547			\$ -	\$ 724,620	
			Local	\$ 181,155	20%									
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal	\$ 269,842	80%	construction	\$ 269,842					\$ -	\$ 269,842	
			Local	\$ 66,853	20%									
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal	\$ 1,145,998	80%	ROW	\$ 165,795	construction	\$ 980,204			\$ -	\$ 1,145,999	
			Local	\$ 286,500	20%									
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal	\$ 583,443	80%	capital	\$ 583,443					\$ -	\$ 583,443	
			Local	\$ 145,861	20%									
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal	\$ 279,965	80%	PE	\$ 23,510	construction	\$ 246,855	implementation	\$ 9,600	\$ -	\$ 279,965	
			Local	\$ 69,991	20%									
9	Durham	Sidewalks and Bike Lanes on Hope Valley Road (1.14 miles)	Federal	\$ 1,108,542	80%			PE	\$ 106,965	construction	\$ 1,001,577	\$ -	\$ 1,108,542	
			Local	\$ 277,135	20%									
10	Durham	Sidewalks on Cameron Avenue (1.66 miles)	Federal	\$ 777,924	80%					construction	\$ 777,924	\$ -	\$ 777,924	
			Local	\$ 194,481	20%									
11	Durham	Sidewalks on Alston Avenue (1.4 miles)	Federal	\$ 1,003,200	80%					construction	\$ 1,003,200	\$ -	\$ 1,003,200	
			Local	\$ 250,800	20%									
12	Hillsborough	Riverwalk, Phase II	Federal	\$ 496,000	80%	PE	\$ 40,000	ROW	\$ 345,600	construction	\$ 110,400	\$ -	\$ 496,000	
			Local	\$ 124,000	20%									
13	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal	\$ 2,674,114	80%							capital	\$ 2,674,114	\$ -
			Local	\$ 668,528	20%									
14	Chapel Hill	Replacement of Two 40' Deisel Buses with Hybrid 60' Buses	Federal	\$ 1,653,088	80%							capital	\$ 1,653,088	\$ -
			Local	\$ 413,272	20%									
			Total Federal	\$ 16,223,031		total	\$ 3,393,542	total	\$ 3,608,101	total	\$ 3,360,203	total	\$ 4,327,202	\$ 10,361,847
			Available	\$ 10,351,669		available	\$ 3,375,661	available	\$ 3,457,487	available	\$ 3,518,521			\$ 10,351,669
			Difference	\$ (5,871,362)		difference	\$ (17,881)	difference	\$ (150,614)	difference	\$ 158,318			\$ (10,178)

\*CMAQ request for DCHC MPO and CAMPO combined

\*\*Service Provider Matching Funds

Durham	\$ 5,692,707
Orange	\$ 2,646,584
Chatham	\$ 796,850
Regional	\$ 1,225,706

## **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 calls for 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 for 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 an official April 1, 2010 Population figures
- Figures to be updated every 5 years using the official Census data
- The TCC subcommittee is considering an option where MPO agencies are to be provided STP-DA funds 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:**

<b>No.</b>	<b>Agency</b>	<b>2010 POP*</b>	<b>Share (pop)</b>	<b>Match</b>
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
				<b>\$247,928</b>
*	<b>Census Data</b>			
**	<b>Portion of Durham County outside the City of Durham</b>			
***	<b>Portion within the DCHC MPO</b>			

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

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

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

## Orange County Transit Program

Date	BOCC Meetings	Location	Topic	Who
March 12, 2012	4 <sup>th</sup> Transit Intergovernmental Work Group	SHSC		
March 13, 2012	BOCC Regular Meeting	DSS	Update Timeline	
March 15, 2012	BOCC Work Session	GSC	<ol style="list-style-type: none"> <li>1. OC/DC Cost Sharing Scenario</li> <li>2. OC/DC MOU</li> <li>3. OC/TTA Levy Agreement</li> </ol>	
March 22, 2012	BOCC Regular Meeting	SHSC	BOCC Conceptually Concur with OC/DC Cost Share Assumption	
April 3, 2012	BOCC Regular Meeting	DSS	Public Input – OCTP <ol style="list-style-type: none"> <li>1. Plan principles</li> <li>2. Maps</li> <li>3. Q and A</li> </ol>	OCP & TTA
April 17, 2012	BOCC Regular Meeting	SHSC	Public Input – OCTP <ol style="list-style-type: none"> <li>1. Plan principles</li> <li>2. Maps</li> <li>3. Q and A</li> </ol>	OCP & TTA
April 19, 2012	BOCC Work Session	SHSC	OCTP Public Input, Digest, Discuss, Create Draft Plan	OCP & TTA
May 1, 2012	BOCC Regular Meeting	DSS	<ol style="list-style-type: none"> <li>1. OC/DC Cost Sharing MOU</li> <li>2. Adopt Draft OC Transit Plan</li> </ol>	
May 15, 2012	BOCC Regular Meeting	SHSC	<ol style="list-style-type: none"> <li>1. OC/TTA Levy Agreement</li> <li>2. OC Referendum Decision</li> </ol>	

DRAFT

Durham-Chapel Hill-Carrboro MPO TAC – June 13, 2012  
 Burlington-Graham MPO – May 15, 2012 or August 21, 2012  
 Triangle Transit Board – May 23, 2012 or August 22, 2012

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** March 14, 2012

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

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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:** 7.48%  
**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:** 1/31/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 2/8/2012 **Actual Progress:** 91.32%

**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:** 1.84%  
**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:** 2/15/2012 **Scheduled Progress:** 43.42%  
**Last Estimate Paid:** 2/23/2012 **Actual Progress:** 41.1%

**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:** 13.5%  
**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:** 7/1/2012  
**Last Estimate Thru:** 2/7/2012 **Scheduled Progress:** 66.67%  
**Last Estimate Paid:** 2/14/2012 **Actual Progress:** 57.48%

**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. <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING. <b>Contractor Name:</b> SOUTHERN GARDEN, INC. <b>Contract Amount:</b> \$4,800,000.00 <b>Cost Overrun/Underrun:</b> <b>Availability Date:</b> 8/15/2011 <b>Letting Date:</b> 4/21/2011 <b>Completion Date:</b> 7/1/2015 <b>Work Began:</b> <b>Revised Completion Date:</b> <b>Estimated Completion:</b> <b>Last Estimate Thru:</b> <b>Scheduled Progress:</b> <b>Last Estimate Paid:</b> <b>Actual Progress:</b>	
<b>Contract Number:</b> C202538 <b>Route:</b> NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 <b>Physical Division:</b> 5 <b>County:</b> Durham <b>Administrative Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 22.96 miles <b>Federal Aid Number:</b> <b>Resident Engineer:</b> Cadmus Capehart, PE <b>RE Phone Number:</b> (919)840-0914 <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC <b>Contract Amount:</b> \$4,474,348.51 <b>Cost Overrun/Underrun:</b> 1.58% <b>Availability Date:</b> 3/15/2010 <b>Letting Date:</b> 1/19/2010 <b>Completion Date:</b> 12/16/2010 <b>Work Began:</b> 4/5/2010 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 3/30/2012 <b>Last Estimate Thru:</b> 6/22/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/7/2011 <b>Actual Progress:</b> 98.01%	
<b>Contract Number:</b> C202610 <b>Route:</b> NC-147 <b>Physical Division:</b> 5 <b>County:</b> Durham <b>Administrative Division:</b> 5 <b>TIP Number:</b> R-5164D <b>Length:</b> 6.8 miles <b>Federal Aid Number:</b> STM-0147(3) <b>Resident Engineer:</b> Cadmus Capehart, PE <b>RE Phone Number:</b> (919)840-0914 <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$4,274,880.20 <b>Cost Overrun/Underrun:</b> 21.14% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 11/1/2011 <b>Work Began:</b> 3/15/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 4/30/2012 <b>Last Estimate Thru:</b> 2/7/2012 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 2/13/2012 <b>Actual Progress:</b> 84.52%	
<b>Contract Number:</b> C202620 <b>Route:</b> I-85 <b>Physical Division:</b> 5 <b>County:</b> Durham <b>Administrative Division:</b> 5 <b>TIP Number:</b> I-5145 <b>Length:</b> 12.6 miles <b>Federal Aid Number:</b> IMS-085-4(118)178 <b>Resident Engineer:</b> Cadmus Capehart, PE <b>RE Phone Number:</b> (919)840-0914 <b>Location Description:</b> I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY. <b>Type of Work:</b> PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$8,098,211.15 <b>Cost Overrun/Underrun:</b> 3.49% <b>Availability Date:</b> 6/1/2011 <b>Letting Date:</b> 4/19/2011 <b>Completion Date:</b> 7/15/2012 <b>Work Began:</b> 6/10/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 7/15/2012 <b>Last Estimate Thru:</b> 2/15/2012 <b>Scheduled Progress:</b> 45% <b>Last Estimate Paid:</b> 2/21/2012 <b>Actual Progress:</b> 68.82%	
<b>Contract Number:</b> C202918 <b>Route:</b> - <b>Physical Division:</b> 5 <b>County:</b> Durham <b>Administrative Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 6.09 miles <b>Federal Aid Number:</b> <b>Resident Engineer:</b> Mark W. Luther, PE <b>RE Phone Number:</b> (919)220-4680 <b>Location Description:</b> 5 SECTIONS OF SECONDARY ROADS.	

**Type of Work:** MILLING, RESURFACING & SHOULDER RECONSTRUCTION.  
**Contractor Name:** BARRETT, IRVIN & JORDAN CONTRACTORS INC  
**Contract Amount:** \$1,398,321.31      **Cost Overrun/Underrun:**  
**Availability Date:** 4/2/2012      **Letting Date:** 1/17/2012  
**Completion Date:** 6/29/2012      **Work Began:**  
**Revised Completion Date:**      **Estimated Completion:**  
**Last Estimate Thru:**      **Scheduled Progress:**  
**Last Estimate Paid:**      **Actual Progress:**

**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:** 0.65%  
**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:** 4/15/2012  
**Last Estimate Thru:** 1/31/2012      **Scheduled Progress:** 100%  
**Last Estimate Paid:** 2/10/2012      **Actual Progress:** 96.66%

**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:** 36.92%  
**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:** 3/2/2012  
**Last Estimate Thru:** 2/7/2012      **Scheduled Progress:** 100%  
**Last Estimate Paid:** 2/13/2012      **Actual Progress:** 95.87%

**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      **Letting Date:** 8/19/2010  
**Completion Date:** 11/7/2011      **Work Began:** 7/11/2011  
**Revised Completion Date:** 8/28/2012      **Estimated Completion:**

**Last Estimate Thru:**  
**Last Estimate Paid:**

**Scheduled Progress:**  
**Actual Progress:**

**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	<b>behind schedule</b>	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	<b>behind schedule</b>	\$5.175 million	ARRA
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

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

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.			<b>Reimbursement complete</b>	\$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		<b>Bike racks installed and reimbursed</b> ; 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	<b>work underway</b>	\$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	<b>Bid review by Town underway</b>	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobleridge 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
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	<b>R/W/U 7/20/12</b>	<b>Let 12/20/12</b>	<b>Consultant design underway</b>	\$198,000	Spot Safety-State

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

TCC 3/28/2012 Attachment 15

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	all work complete	\$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	SS-4907 AM 43504.1.1	Install near-side supplemental signal heads on NC 54 @ SR 1010 (W. Main St.)				\$1500 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	3/13/2012	6/30/2012	Municipal Agreement with Town of Carrboro	\$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	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
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

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

TCC 3/28/2012 Attachment 15

County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County				\$4.0 million	<b>Delayed R/W to 3/12 and Construction to 5/13 to allow City to secure increased funding</b>
Orange	U-0624	<b>Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)</b>	10/16/2012		January Bids rejected	\$4.85 million	STP
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	